



Amtrak Five Year **Equipment Asset Line Plan**

Base (FY 2019) + Five Year Strategic Plan (FY 2020–2024)



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Passenger Corporation**

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Equipment Asset Line Plan

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Executive Summary

Amtrak's Equipment Asset Line includes the railroad's fleet of passenger locomotives, railcars and trainsets. The equipment is used to carry customers on the railroad's three intercity rail passenger service lines: the Northeast Corridor, State Supported and Long Distance.

Amtrak operates a fleet of predominantly custom-built equipment, a significant portion of which is at or nearing the end of its useful service life. As of late 2018, the active fleet includes some 262 road diesel locomotives, 66 electric locomotives, 1,408 passenger cars and 20 high-speed trainsets. Additionally, Amtrak and various state partners own fleets of seven Talgo trainsets and 49 Alstom Surfliner railcars, with Amtrak owning 29 Talgo car equivalents and 39 Surfliner cars. Amtrak also operates 196 locomotives and railcars owned wholly by state partners.

With the railcar fleet averaging nearly 33 years of age, diesel locomotives averaging nearly 21 years of age, and a long lead-time to procure any replacement units, Amtrak is focused on the continued modernization of its passenger car, locomotive and trainset fleets. Railcars in North American mainline passenger service typically have a service life between 30 to 50 years. Road diesel locomotives typically have a shorter lifespan than railcars, as do high-speed trainsets. Where exceptions to such average lifespans exist, it is because equipment is rebuilt at considerable expense and/or the equipment accrues fewer annual miles than most Amtrak equipment.

Strategy

Between now and the FY 2024 horizon of this Asset Line plan, Amtrak plans to build upon our recent reflighting efforts to launch and/or complete nine major fleet initiatives to modernize Amtrak's passenger car, trainset and locomotive fleets, which will largely feature replacement of most locomotives and railcars in Amtrak service today. The initiatives, described in detail in this plan, include:

1. Completion of the 130 Viewliner II long-distance single-level railcar order.
2. Completion of the Acela 21 order for 28 Avelia Liberty High-Speed trainsets to replace Amtrak's Acela Express trainsets.
3. Acquisition of 75-175 diesel locomotives to replace the current P-40/P-42 fleet on long-distance routes and potentially some state corridors.
4. Replacement of Amfleet I railcars with an order or orders of trainsets, self-propelled multiple units, or individual railcars that may also include replacement of Talgo VI equipment and options for replacement for Amfleet II railcars.
5. Acquisition of dual power propulsion, either as an option to the diesel locomotive order or as part of an order for trainsets to replace Amfleet equipment, to eliminate time-consuming engine changes.
6. Development and execution of a Multilevel Railcar Replacement Plan for entry into service FY 2026–FY 2031.
7. Refresh Amfleet II, Superliner, Horizon and Viewliner I equipment; reconfigure equipment as necessary to reflect food service format changes and standardize Viewliner sleeper configurations.
8. Dispose of over 190 retired and irreparably damaged locomotives and railcars in storage.
9. Review all terminal and back shop facilities to determine changes that are necessary as a result of re-lighting and continued improvements in equipment maintenance practices.



Funding

The cost of outstanding fleet acquisitions will be significant and could approach some \$3.5 billion through the FY 2024 horizon of this asset line plan. This figure includes both Amtrak's cost of acquisitions and the full anticipated costs allocable to state partners under the PRIIA 209 Methodology that governs Amtrak and state cost sharing on state-supported routes. It also includes some \$525.1 million in non-passenger fleet acquisition expenses, such as track inspection and maintenance equipment, for uses that fall within the purview of the Engineering Asset Line Plan.

In addition, Amtrak must secure funding to pay for its upcoming orders of locomotive options, Amfleet I replacement equipment and single- and multi-level state supported and long distance fleet replacement. While the exact quantities and product types chosen for Amfleet I and multilevel re-fleeting are still under development, Amtrak believes that the replacement of existing Amfleet equipment alone could approach some \$1.4 billion through the FY 2024 horizon of this asset line plan. Amtrak expects that a significant portion, to be determined, of the cost of the Amfleet I replacement equipment will be reimbursed to Amtrak by its state partners.

Beyond FY 2024, Amtrak estimates that an additional \$1.0–1.5 billion may be necessary to complete the replacement of Amfleet I equipment and any related diesel locomotive options necessary to support such procurements, with costs to be allocated between Amtrak and its state partners. The costs of work necessary

to convert mechanical facilities to support trainsets; replace Amfleet II and Superliner fleet and to acquire additional equipment for service expansion have not yet been determined, but will be included in future Asset Line Plans.

Amtrak will need to rely on its cash reserves and other grant, funding and financing sources to pay for its modernized fleet. Further details on funding will be forthcoming in subsequent Equipment Asset Line plans.

Amtrak must also continue to perform necessary work on its existing fleet of locomotives and railcars until they are retired. To that end, Amtrak anticipates completing some 2,089 car and locomotive unit overhauls through the end of FY 2024, at an estimated cost of some \$1.380 billion; a large portion of which will be reimbursed by Amtrak state partners under the PRIIA 209 Equipment Capital Use Charge.

Stakeholder Involvement

Amtrak reached the conclusion that its current fleet will need large-scale replacement in coming years both internally and with the help of external stakeholders such as the Federal Railroad Administration (FRA) and engineering firms, whose commissioned technical studies included the Amfleet I Life Extension Study that set forth the process for Amfleet replacement. Additionally, Amtrak is engaging its state partners through the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) to determine state partner preferences regarding new equipment capacities, features and other key components.

Additionally, the fleet acquisition process involves outreach to the global vendor marketplace to gain an understanding of products and features available for re-fleeting, prior to the selection of a vendor for any specific order. Amtrak has engaged the vendor marketplace through the RFI and RFP process for *Acela* replacement High Speed Trainsets, diesel locomotive replacement units and Amfleet I replacement trainsets.

Midwest and California state partners have also placed an order for 137 Siemens Viaggio railcars, married pairs and trainset units, which will equip most Midwest state corridors as well as California's *San Joaquin* service. These state partners, along with Washington State DOT, have also taken delivery of 63 Siemens SC-44 Charger diesel locomotives. As a result, the modernization of Amtrak's fleet includes both Amtrak and state-owned equipment and initiatives.

Amtrak's Equipment Asset Line Plan is designed to work with the service line plans for Amtrak's three Intercity Rail Passenger Service Lines: the Northeast Corridor Service Line, the State Supported Service Line and the Long Distance Service Line. Fleet types and quantities on order, to be ordered, and initiatives with existing fleet to be implemented are intended to support the product mix and service structures of each service line.

For example, the Northeast Corridor Service Line Plan reflects the pending delivery of 28 Avelia Liberty High Speed Trainsets for *Acela Express* service, which are included as one of the strategic initiatives in this Equipment Asset Line Plan. After the introduction of new *Acela* equipment and the relaunch of *Acela* service, the Northeast Corridor Service Line expects to relaunch *Northeast Regional* using new equipment, which will include dual-power capability, a key recommendation of this Equipment Asset Line Plan. The Long Distance Service Line indicates future goals of re-fleeting and refresh of its existing fleet in its service plan.

After the introduction of new Acela equipment and the relaunch of Acela service, the Northeast Corridor Service Line expects to relaunch Northeast Regional using new equipment.



Key Initiatives and Measures

Amtrak's Equipment Asset Line Plan initiatives provide an opportunity to align Amtrak's fleet with the FY 2019 Six Pillars and (Strategic) Blueprint that define Amtrak's Strategic goals and direction as a company:

- **Safety and Operations.** New equipment provides an opportunity to provide generational safety enhancements in equipment. While any new equipment acquired will meet or exceed all FRA requirements including Positive Train Control (PTC), Amtrak is also engaged with the vendor community regarding other safety-related enhancements which can be installed on equipment such as trainline door interlocks and improved non-slip flooring.
- **Customer Impact.** A new fleet provides a once-in-a-generation opportunity to reinvent the product Amtrak provides the travelling public and introduce amenities desired by customers but hard to retrofit on existing equipment. Additional seating capacity to meet ridership growth, faster and more reliable equipment and a refreshed and modernized appearance of the Amtrak product will also provide a positive impact on Amtrak ridership and customer satisfaction.
- **Strategy.** The completion of this and other Asset Line plans satisfies one of Amtrak's strategic goals for FY 2019; other strategic goals are accommodated in this Asset Line Plan's recommendations, including Acela 21 goals (related to the new trainset acquisition, an initiative included in the Equipment Asset Line Plan) and a path forward for changes in Amtrak's fleet to support any future long-distance network realignments and Gulf Coast corridor service.
- **Assets.** One of Amtrak's FY 2019 goals is to advance the diesel locomotive and Amfleet I replacement initiatives outlined in this Equipment Asset Line Plan; this plan also includes the continuation of Amtrak's equipment refresh program, which is another asset-related goal for Amtrak in FY 2019 and beyond.
- **People.** While not directly addressed in this plan, Amtrak has a history of employee engagement in developing the requirements for new equipment and planning for its introduction into service. At this time, Amtrak staff are working with vendors regarding the design and layout of the new Avelia Liberty high-speed trainsets to address employee issues with equipment in addition to customer and corporate needs and desires for new fleets.
- **Financial Stewardship.** A new Amtrak fleet will invariably have significant impacts on Amtrak's operating and capital expenses, as well as revenue opportunities. Accompanying this plan are Amtrak's forecast expenses through FY 2024 of both refresh/rebuild/overhaul work of existing fleets as well as outstanding acquisition costs for fleets recommended for replacement. As Amtrak continues progress towards the purchase of Amfleet replacement equipment (and later, Multilevel replacement fleets), more detailed operating revenue and cost forecasting is planned to ascertain both the potential for revenue growth as well as the opportunity for operating cost savings related to the features of new equipment which better meets customer needs while presenting generational cost savings opportunities. Detailed revenue forecasts and comparisons to operating costs regarding the Alstom *Avelia Liberty* trainsets were produced as part of the business justification and Railroad Rehabilitation and Improvement Financing (RRIF) loan application process.

The modernization of Amtrak's fleet creates significant, generational opportunities to enhance Amtrak safety through the inclusion of industry-leading safety features "standard" on new equipment.

Generational improvements in customer amenities are also possible (with shorter-term improvements thanks to fleet refresh), which can yield dividends in enhancing Customer Satisfaction Index scores (CSI). Refleeting, by definition, also allows Amtrak to adjust the size of its new fleet to demand, enabling progress towards meeting load factor targets, and can allow Amtrak to make more productive use of equipment through fleet-related improvements to service such as dual power locomotives and double-ended consists which reduce turnaround time. New equipment, however, comes at a price, and Amtrak will need to navigate and negotiate payment schedules and vendor pricing offers carefully to ensure that Amtrak's capital plan and balance sheet goals are met or exceeded.

Project Milestones

Many of the nine key initiatives proposed in Amtrak's Equipment Asset Line plan are already underway. Current milestones and recent accomplishments from the initiatives in this plan include:

- Amtrak has received most of the 130 Viewliner II railcars on order.
- Amtrak has successfully placed the order for 28 Avelia Liberty high-speed trainsets to replace *Acela Express*, and is currently working with manufacturer Alstom on details related to the interiors and fittings of the new equipment.
- Amtrak has awarded a contract to Siemens for a base order of 75 new Charger locomotives, with options for up to 100 additional units.
- Amtrak has executed a Request for Information (RFI) for new Amfleet I replacement equipment in 2018. The subsequent Request for Proposals (RFP), developed with input from our state partners, was issued on January 18, 2019.
- Refresh of equipment has been completed for Amfleet I coaches and business class cars and is almost complete on *Acela Express* trainsets. Amtrak intends to commence refresh of additional fleets, such as Amfleet II long-distance coaches and Horizon cars, within the next year. Amtrak Product Development & Customer Experience group is currently examining refresh options for the railroad's Superliner fleet.
- Amtrak has already begun its process of disposing equipment the railroad no longer needs, with over 100 pieces of equipment placed up for sale since the fall of 2018.

Amtrak's fleet plan going forward is an ambitious one, which requires the execution of several major modernization programs in relatively quick succession. However, the reward of such a program will be worth the challenges. By the end of FY 2024, nearly all Amtrak passengers in the Northeastern United States, whether on conventional or on high-speed equipment, will be on board trains which have either been re-fleeted or are in the process of re-fleeting. Nearly all Amtrak passengers traveling regionally within the Midwest, as well as most passengers on the *San Joaquin* corridor in California will be on board new state-owned equipment. Amtrak long-distance train passengers will ride trains hauled by new state-of-the-art diesel locomotives; many will also use new Viewliner II sleeping or food service cars. All passengers on remaining Amtrak-owned or Amtrak-leased equipment will ride in refreshed accommodations.

Amtrak will be well underway in reaping the efficiencies and benefits of a greater use of Technical Services & Spares Supply Agreements (TSSSAs) and Life Cycle Preventive Maintenance (LCPM) for maintenance, and will be in the process of re-configuring facilities for a next generation of newer, more efficient equipment. More regional corridors will make use of the greater turnaround efficiencies which come from the use of double-ended consists, while *Northeast Regional* and most state corridors which feed it will reap the benefits of faster, seamless travel thanks to dual power equipment and the elimination of engine changes.

With all the elements discussed taken together, the upcoming re-fleeting of Amtrak is not simply an equipment replacement program—it is a once-in-a-generation opportunity to advance Amtrak's operations and product in ways that will maximize ridership, revenue and customer satisfaction while increasing Amtrak's efficiency in terms of both controlling costs and utilizing equipment resources.

Amtrak's Fleet Today

Amtrak operates a passenger train fleet of predominantly custom-built equipment, much of which is at or nearing the end of its useful service life. As of late 2018, the active fleet included some 262 diesel locomotives owned or leased, 66 electric locomotives, 1,408 passenger cars and 20 high-speed trainsets. Additionally, fleets of seven Talgo trainsets and 49 Alstom Surfliner railcars are split at the unit level between Amtrak and state partners; Amtrak owns 29 Talgo car equivalents and 39 Surfliner cars. Amtrak also operates 196 locomotives and railcars owned wholly by state partners. By fleet type, Amtrak's late 2018 active passenger equipment roster consisted of:

- **General Electric P-40/P-42 diesel locomotives (204 units) and P32ACDM dual-mode locomotives (18),** built 1993-2001. P-40/42 locomotives are used nationwide on long distance and state supported routes while P32ACDM units are primarily used on services between New York City, Albany-Rensselaer, NY, Niagara Falls, NY and Rutland, VT.
- **Siemens ACS-64 electric locomotives (66),** built between 2013 and 2016, used to haul *Northeast Regional*, *Keystone Service* and select long-distance trains in electrified territory.
- **EMD F59PHI diesel locomotives (21 leased)** built in 1998 and used on western state corridors. These units are being replaced with state-owned Siemens Charger units as their leases expire.
- **Budd Amfleet I (458) and ex-Metroliner (16) railcars,** built 1975-1977 (1967 for the ex-Metroliner units). These units equip *Northeast Regional*, Northeast state corridors and some Midwest corridor routes.
- **Budd Amfleet II coaches and lounge cars (139),** built 1981-1983, used on all long-distance routes which serve New York, as well as the state supported *Adirondack*, *Maple Leaf* and *Pennsylvanian*.
- **Superliner I railcars (244),** built 1979-1981 by Pullman-Standard, and **Superliner II railcars (184)** built 1993-1995 by Bombardier, used on all long-distance routes except those which serve New York, plus the state-supported *Pere Marquette*, *Heartland Flyer* and California corridors.
- **Horizon railcars (93),** built 1989-1990 by Bombardier; currently used on Midwest and California state corridors; these units will soon be displaced by state-owned Siemens Viaggio equipment and can thus be re-deployed to other state routes for service throughout the 2020s until all new Amfleet and multilevel replacement equipment arrives.
- **Viewliner I sleeping cars (48),** built by Morrison-Knudsen/Amerail in the mid-1990s and used on long-distance routes serving New York; one Viewliner I diner prototype also operates.
- **Talgo equipment (seven trainsets totaling 94 car units)** used on *Amtrak Cascades* service. Ownership of the first five trainsets (built 1998) is split between Amtrak and Washington; two newer *Cascades* Talgo sets are owned by Oregon.
- **Acela Express equipment (20 trainsets totaling 160 active units plus one inspection car),** built 1999-2001 by Alstom & Bombardier; these trainsets will be retired following the delivery of Alstom Avelia Liberty trainsets currently on order.
- **Surfliner cars (49),** built by Alstom in 1999-2001 for *Pacific Surfliner* service, jointly owned by Amtrak and California.
- **80 Auto Train auto carriers,** built in 2006 by the Johnstown Corporation of America, used to haul passenger automobiles on *Auto Train*.

Deliveries underway include an order for 130 Viewliner II baggage, sleeping, dining and baggage-dorm cars from Construcciones y Auxiliar de Ferrocarriles (CAF) USA, 97 cars of which are active. These cars will be used on long-distance routes nationwide.

AMTRAK'S ACTIVE FLEET OF OPERATED PASSENGER EQUIPMENT, FALL 2018

(Active counts as shown October 2018 in Amtrak's Operations Maintenance System (OMS), unless otherwise noted)

The following chart summarizes Amtrak's fleet types, ages and quantities; a full inventory of Amtrak's passenger fleet assets, including unit-level in-service status and ownership, as of Fall 2018 is attached to this plan as Appendix A.

Fleet Type	Ownership Status	Active Fleet	Ave. Yr. Built	Ave. Unit Age (Yrs)	Notes
AMTRAK-OWNED/LEASED LOCOMOTIVE FLEETS					
GE P42-8 (Diesel)	Amtrak-owned	191	1998	20	
EMD F59PHI (Diesel)	Amtrak-leased	21	1998	20	Leases expiring late CY2018, being returned to lessors
Former F40PH Diesel	Amtrak-owned	1	1977	41	One unit retains HEP Generator and is used as an NPCU
GE P32-8 Diesel	Amtrak-owned	18	1991	27	
P32ACDM Dual Mode	Amtrak-owned	18	1996	22	
GE P40-8 Diesel	Amtrak-owned	13	1993	25	
Siemens ACS-64 (Electric)	Amtrak-owned	66	2014	4	
AEM-7 (Electric)	In process of retirement	2	1981	37	All units have been retired from service, but 2 units still not yet coded as inactive in OMS
HHP-8 (Electric)	Amtrak-leased	15	2000	18	15 units placed in reserve status through end of leases
AMTRAK-OWNED/LEASED RAILCAR FLEETS					
Heritage	Amtrak	29	1954	64	
Amfleet I	Amtrak	458	1976	42	
Amfleet II	Amtrak	139	1982	36	
Ex-Metroliner	Amtrak	16	1967	51	
Horizon	Amtrak	93	1989	29	
Superliner I	Mix of Owned and Leased	244	1980	38	
Superliner II	Amtrak	184	1995	23	
Viewliner I	Amtrak	49	1996	22	
Viewliner II	Amtrak	97	2015	3	
NPCU (former F40PH)	Amtrak	19	1977	41	F40PH locomotives built 1977 and rebuilt into NPCUs
Auto Carrier	Amtrak	80	2005	13	
TRAINSET FLEET OWNED/LEASED BY AMTRAK					
Acela Express	19 sets leased, 1 owned	161	1999	19	
STATE-OWNED FLEETS OPERATED BY AMTRAK					
California Cars	California	92	1996	22	Most cars are California I built 1996, also includes Comets (1968) and California II (2002)
Oregon NPCU Units	Oregon	2	1977	41	Subfleet of Amtrak NPCU fleet with an average build date as F40PHs in 1977
NCDOT Railcar	NCDOT	21	1961	57	In-service units per roster data provided by NCDOT dated June 2018
NCDOT F59/F59PHI	NCDOT	8	1991	27	In-service units per roster data provided by NCDOT dated June 2018
F59PHI / P32-8 (Caltrans)	California	16	1996	22	
Siemens SC-44 Charger	WSDOT, IDOT, California	57	2017	1	Near-complete order of 63 units, of which 8 are owned by WA, 20 CA, rest IDOT
TRAINSET AND RAILCAR FLEETS WITH OWNERSHIP SPLIT BETWEEN AMTRAK AND STATE PARTNERS AT THE UNIT LEVEL					
Surfliner	Amtrak, California	49	2000	18	Amtrak owns 39 units, California 10 units
Talgo	Amtrak, WSDOT, ODOT	94	2004	14	Amtrak owns 29 units, ODOT 26 units, WSDOT 39 units

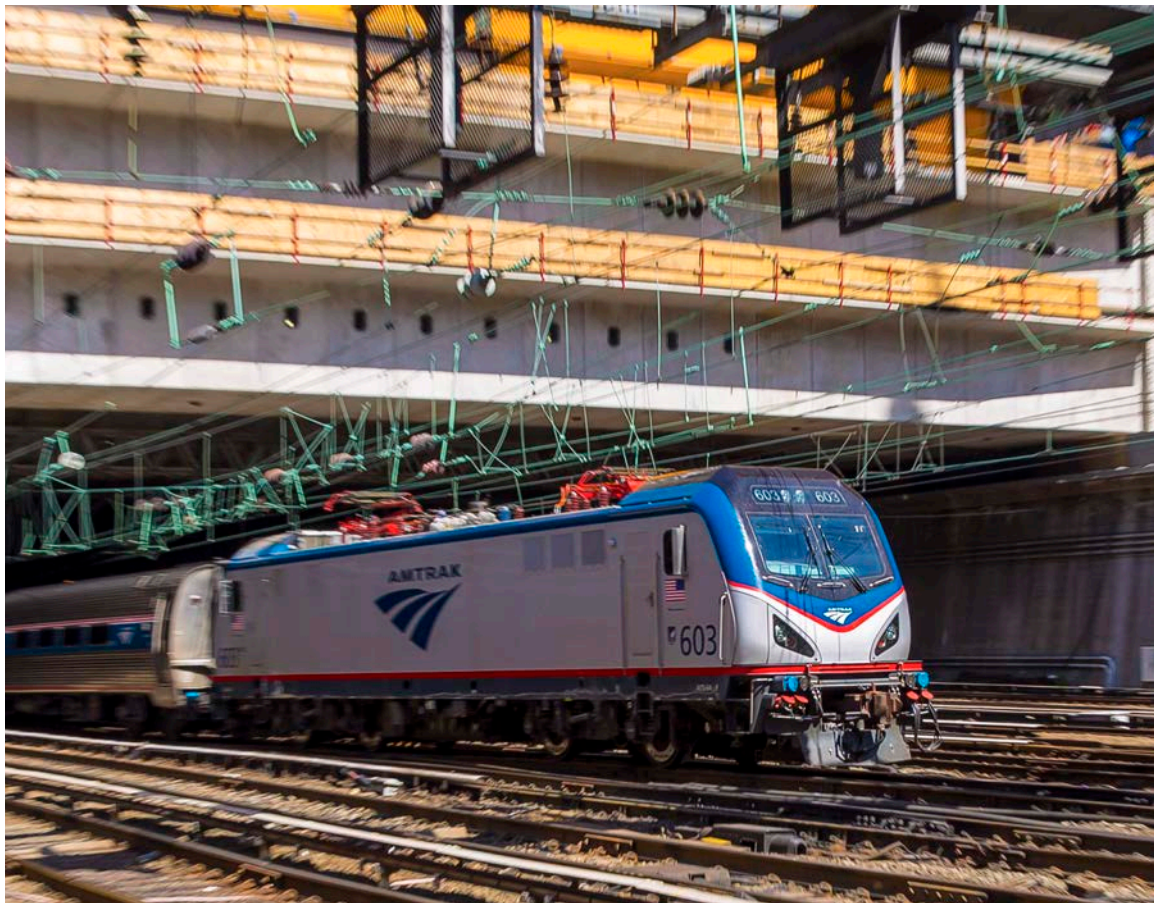
TOTAL AMTRAK-OPERATED UNITS	2,253	Avg. age:	27.2 Years
Amtrak-owned railcar fleets:	1,408	Avg. age:	32.9 Years
Amtrak-owned trainset fleets:	161	Avg. age:	19.0 Years
Amtrak-owned/leased diesel locomotive fleets:	262	Avg. age:	20.9 Years
Amtrak owned/leased electric locomotive fleets:	83	Avg. age:	7.3 Years
State or split-ownership fleets:	339	Avg. age:	18.1 Years

AMTRAK'S FLEET TODAY (CONTINUED)

Amtrak experiences the effects of its aged fleet each day. Insufficient Amtrak-owned equipment has caused some state partners to look elsewhere for cars and locomotives to support ridership growth. Road diesel locomotives suffer from increased mechanical challenges to reliable operation due to their age and worn condition. For instance, Amtrak's Mechanical department reports an increase of approximately 20 percent in both incidents and minutes of delay due to mechanical problems with P-42 diesel locomotives. The lack of amenities, such as manufacturer-installed Wi-Fi and changing tables, as well as the small windows and limited toilet retention tank capacity of Amfleet I cars result in passenger dissatisfaction. Furthermore, the dated layout of Amtrak's restroom modules on Amfleet and Superliner equipment hinders Amtrak's ability to keep cars clean, further degrading customer satisfaction. Amtrak has not been able to use new technologies which have become common among global passenger rail operators since the 1970s, such as:

- Dual power consists, which could allow Amtrak to eliminate lengthy (and unreliable) engine changes from *Northeast Regional*, *Carolinian*, *Pennsylvanian*, *Palmetto*, *Vermont* and other services.
- Dual ended consists, achieved using trainsets, cab control cars or other means, have historically been used in commuter applications in the U.S. However, these units also became commonplace in other parts of the world for intercity use and result in dramatic reductions in turnaround time at key terminals. Currently, such units only see limited application on Amtrak, owing to the lack of sufficient cab control cars.

Amtrak Siemens ACS-64 locomotive departing New York Penn Station. The ACS-64 is the current workhorse of Amtrak's electric locomotive fleet.



A Brief History of Amtrak's Fleet

PASSENGER RAILCARS

When Amtrak began operations in 1971, it inherited a fleet of 1,200 railcars from the predecessor railroads. Most of these cars were built some 20 years prior, and many came from fleets that suffered from deferred maintenance as railroads lost money providing passenger services through the 1960s.

Throughout the 1970s, Amtrak modernized equipment through both rebuilding and acquiring new equipment, most of which remains in Amtrak's railcar fleet today. The orders for 492 Amfleet I cars (of which 458 remain in service) and the original 284 Superliner I cars (of which 244 remain in service) were placed during Amtrak's favorable funding environment of the mid-1970s. The Amfleet I cars allowed for 1950s-era equipment inherited from predecessor railroads to be retired from NEC conventional service (what is now *Northeast Regional*) and introduced head-end power (heating and air conditioning provided by the locomotive), train-lined doors (powered doors that operate along the entire length of the train at a push of a button) and 125-mph capable equipment to non-*Metroliner* services. Multilevel Superliner I equipment allowed Amtrak to also replace 1950s-vintage equipment on most Western long-distance routes.

For routes and car types not covered by the Amfleet I and Superliner orders, most of which were long distance trains operating over NEC tracks where clearances preclude operation of Superliners, Amtrak ordered 150 long-distance Amfleet II coaches and lounge cars. It also rebuilt nearly 600 of the inherited cars, designated as the "Heritage Fleet," with head end power and other upgrades in the late 1970s and early 1980s.

After Amtrak's initial re-fleeting of the late 1970s, capital funding for equipment on a national scale became scarce. A second order for 195 Superliner cars (184 remain active) was successfully placed by Amtrak and delivered from Bombardier in the mid-1990s. In 1989-1990, Amtrak acquired the 104-car Horizon fleet (of which 92 are still active today) for use on corridor routes outside the Northeast. A planned order for 220 Viewliner I cars, originally intended to replace all existing equipment on single-level long-distance routes, was reduced to just 50 Viewliner I sleeping cars when Amtrak funding was slashed in the mid-1990s. In the 20 years from the mid-1990s until the delivery of Viewliner II equipment (which allowed the retirement of the last of the Heritage cars used in regular revenue service), the only new passenger-carrying equipment fleets acquired by Amtrak were the *Acela Express* trainsets and two equipment fleets purchased in conjunction with states: the Surfliner cars for use in California and Talgo trainsets for use on Amtrak *Cascades*.

Amtrak continues to operate the equipment fleets it has acquired since the mid-1970s. Most of these fleets, including Amfleets, Superliners and Viewliner Is, were built by manufacturers who exited the railcar business decades ago and are used nowhere else in the world. Over the past two decades, Amtrak's major railcar back shops at Beech Grove, IN and Bear, DE have performed extensive overhauls, retrofits and repairs to keep this aging fleet in operating condition, fashioning custom made parts to replace no longer available original equipment manufacturer-supplied components.

1971

*Amtrak began operations
48 years ago*

1,200

*Railcars in original fleet,
most inherited
with 20 years of use*

458

*Original Amfleet I cars
currently in service
(built in mid-1970s)*

244

*Original Superliner I cars
currently in service
(built in mid-1970s)*

1,408

*Current Amtrak owned/
leased railcars*

32.9

*Average railcar age
in years*

LOCOMOTIVES

In addition to railcars, Amtrak inherited a fleet of well-worn diesel and electric locomotives when it took over most American intercity rail passenger service on May 1, 1971. Electro-Motive Division (EMD) "E" and "F" series units, built in the 1950s and at the end of their useful lives, hauled most trains outside the electrified segment of the Northeast Corridor (NEC), which at that time stretched from New Haven, CT to Washington, DC and Harrisburg, PA. Venerable GG1 locomotives, introduced by the Pennsylvania Railroad during the Great Depression, soldiered on as the workhorse of the NEC. Early attempts to replace Amtrak's locomotive fleet were not successful: Amtrak's first three new orders for locomotives including General Electric (GE)'s electrically-powered E60 and diesel P30CH, as well as EMD's diesel SFP40F, all proved unreliable. It wasn't until the late 1970s and early 1980s, when the bulk of what would become a fleet of 216 EMD F40PH diesel locomotives and 54 AEM 7 electric locomotives were delivered, that the railroad's motive power woes stabilized.

The F40PH and AEM-7 proved reliable and handled most Amtrak assignments nationwide throughout the 1980s and 1990s, with the latter taking over *Metroliner* premium NEC assignments when the original self-propelled electric multiple units (EMUs) proved unreliable and were converted to locomotive-hauled railcars. The F40PH reached the end of its useful service life for mainline Amtrak service in the late 1990s and early 2000s, and were replaced by the General Electric P-40 (13 active units today) and P-42 (187) locomotives which are currently reaching the end of their useful lives themselves. At the time of the P-42



AEM-7 locomotive No. 901 wears the Amtrak Phase III livery introduced in 1979.

locomotive order, Amtrak had been in the midst of an ultimately short-lived express shipping initiative which greatly lengthened train consists; as a result, Amtrak ordered more P-42s than were ultimately necessary, resulting in long-term storage of some older P-40 locomotive units. Twenty-one F40PH locomotives operated were de-powered and converted to Non-Powered Control Units (NPCUs), but are reaching the end of their non-powered useful lives as well and are becoming expensive to maintain.

The electric locomotive fleet grew with the acquisition of 15 HHP-8 locomotives ordered alongside the *Acela Express* trainsets from Bombardier/Alstom in the late 1990s, to support electrification of the entire NEC including the previously diesel-only Boston-New Haven segment.

With the majority of Amtrak's AEM-7 fleet aging, and with an opportunity to consolidate into one operating type of electric locomotive upon the replacement of AEM-7s, Amtrak ordered 70 ACS-64 locomotives from Siemens for delivery in the mid-2010s, shifting HHP-8 locomotives, which proved to have lower reliability and be more expensive to maintain, to reserve status through the end of these units' leases.



A BRIEF HISTORY OF AMTRAK'S FLEET (CONTINUED)

HIGH-SPEED EQUIPMENT

In the years leading up to the creation of Amtrak, one project gained traction for modernizing rail passenger service and equipment: The *Metroliner*. Intended as a high-speed modernization of premium NEC service, the *Metroliner* service and its custom-built fleet of 61 self-propelled Electric Multiple Unit (EMU) railcars began service in 1969 for the Penn Central Transportation Company, then the owner and operator of the NEC.

While *Metroliner* service between New York and Washington in less than three hours was a commercial success, the self-propelled EMUs, untested in prior revenue service and equipped with unique propulsion gear, were notoriously unreliable. As a result, following the introduction of the reliable AEM-7 electric locomotive, *Metroliner* cars were de-powered and reassigned in 1981. Sixteen such cars continue operating in Amtrak service today as cab control coaches on the Keystone Service and the Shuttle trains between New Haven, CT and Springfield, MA.

In the late 1990s, after an infusion of dedicated funding for NEC fleet and infrastructure (extending electrification of the NEC from New

Haven to Boston), Amtrak once again pursued specialized high-speed equipment for the NEC in the form of *Acela Express*. Twenty trainsets, built by a Bombardier-Alstom consortium, entered service beginning in late 2000. As with the *Metroliner*, the service has proven to be a commercial success, albeit one limited by *Acela Express*' seating capacity, which was lower than the *Metroliners* they replaced.

Similar to the *Metroliner*, several lessons were learned from the train's design. Problems identified during testing delayed initiation of service by a year, and discovery of cracks in the trains' disc brakes prompted all 20 sets to be taken out of service for a period of several months in mid-2005. The unique design of *Acela*, one of the world's heaviest high speed trains, means that mechanical challenges must be resolved by Amtrak and its vendors alone as problems arise; there is no larger market of experience, expertise and parts to draw upon. As the *Acela* trainsets reach the end of their useful service lives, Amtrak needs high-speed equipment that is both more reliable and can carry more passengers.

Above: An Acela Express high-speed trainset departs New York's Penn Station for Washington, DC.

The Time to Act is Now

Most North American passenger railcars used in daily revenue service are retired after a span of approximately 30-50 years of revenue service, as evidenced by recent retirements by numerous commuter rail operators and the upcoming retirement of VIA Rail Canada's 30-year old LRC equipment used in its corridor services. North American diesel locomotives and high-speed trainsets worldwide have a shorter service life than railcars. Exceptions to these trends include equipment that typically operates far fewer annual miles than Amtrak's fleet and/or undergoes extensive, additional rebuilds at substantial expense.

Independently of these continental and global trends, Amtrak's Mechanical department has defined equipment as having a useful life of 30 years for locomotives and 40 years for railcars for State-of-Good-Repair purposes, based upon on its experience with the fleet. Additionally, Amtrak Mechanical has identified a useful commercial life of 30 years for railcars, and 20-25 years for locomotives, before key factors affecting a locomotive or car fleet become significant:

- **Maintainability:** Cost and obsolescence of routine maintenance on equipment.
- **Availability:** Quantities and types of cars required versus evolving service needs.
- **Technical capability:** Capacity to meet service requirements.
- **Customer acceptance:** Appeal of the equipment to passengers.
- **Capital availability:** Amtrak's ability to fund fleet replacements.

By any of these measures, most of Amtrak's fleet needs replacement. As new equipment typically requires a period of 3-4 years from contract award until the first units reliably enter service, Amfleet and Superliner I equipment will operate for well over 40 years by the time replacements are manufactured, tested and delivered. The first P-40/P-42 locomotives entered service in 1993, some 25 years ago; even with the planned replacement of these units in coming years, the oldest units may approach 30 years of age before retirement.

P-42 locomotives and Superliner cars (shown here) are nearing the end of their useful service lives.



THE TIME TO ACT IS NOW (CONTINUED)

As a result of its aged fleet, Amtrak currently makes little or no use of some 40 years of innovation in the global passenger rail marketplace. Push-pull operation on intercity routes, catenary-diesel dual-power technology and advanced trainset mechanical diagnostics, along with generational advances in many on-board components, are among a few of the features now standard on intercity rail passenger fleets worldwide, but were rare or non-existent when Amfleet and Superliner equipment was ordered. More recently, changes in FRA design requirements for passenger rail equipment now allow a greater number of products built for service around the globe to be used in the United States: FRA Tier III standards allow very high-speed equipment (capable of speeds of over 160 m.p.h.) to operate at conventional speeds on existing rights-of-way, while increasing the maximum speed for Tier II-compliant trainsets from 150 to 160 mph. Additionally, the revised standards allow the use of alternative, modern engineering methods, such as Crash Energy Management (CEM), to meet crashworthiness requirements for rail passenger vehicles.

Therefore, the time to launch the second generation of Amtrak re-fleeting is now. In the next five years, Amtrak expects to receive new high-speed trainsets and diesel locomotives, complete the Viewliner II long-distance single-level railcar acquisition, and procure and acquire the first new equipment to replace Amfleet I equipment on Northeast Regional and several state corridor routes.

Amtrak also plans to develop a strategy for addressing the aging bi-level Superliner fleet, with procurement actions likely within the next five years and deliveries to occur beyond the horizon of this asset line plan.

Amtrak also plans to enter Technical Services and Spares Supply Agreements (TSSSAs) with vendors to support all new equipment orders, following the results Amtrak's Mechanical Department has seen from TSSSAs for *Acela Express* trainsets and ACS-64 locomotives and consistent with best practices seen by passenger rail operators around the globe. Amtrak also plans to refresh any legacy equipment which continues to operate, assess and modify its mix and capabilities at shops and terminals to support the new fleet and dispose of equipment that is both in storage or damaged and not planned for restoration, as well as upcoming fleet retirements.

This initial asset plan for fleet does not specify quantities of new equipment to be ordered from procurements yet to be placed (such as Amfleet and Superliner replacement equipment) because Amtrak must still determine the quantities of each car or trainset type to be acquired as a base or options order for Amfleet I replacements, multilevel replacements and other fleets. While Amtrak has determined its directional goals for the refleeting, definitive order quantities, for base and options orders, will become clear throughout the next 12-24 months as several key factors affecting fleet size become known, such as:

- The seating capacity of railcar and trainset products offered by vendors.
- Whether any changes to Amtrak's long-distance route or service structure will be made as part of Amtrak's upcoming reauthorization.
- Pending changes to Amtrak's food service model, which can impact the quantity and configuration of food service cars required.
- Willingness of state partners to participate in an Amtrak procurement, and their seating capacity, technical needs and amenity preferences for new equipment.

Amtrak's Mechanical Department: Facilities and Capabilities

Amtrak's Mechanical Department staff perform a variety of work on Amtrak equipment, state partner-owned equipment and equipment operated for Amtrak commuter rail agency partners. Types of servicing include: Turnaround and layover servicing; Periodic inspections, preventive and corrective maintenance; Modifications and field alterations (including refresh); Overhaul and Rebuilds.

To manage this work, Amtrak maintains a suite of core competencies which involve not only the field work necessary to perform maintenance-related tasks, but also the design of railcar component solutions and management of program-level initiatives to keep equipment in proper working order.

Between now and the FY 2024 horizon of this plan, Amtrak plans to spend over \$1.5 billion on capital work to maintain its fleet in a state of good repair through overhauls, wreck rebuilds, refresh and other key projects, in addition to costs related to upcoming fleet replacements. A five-year outlook of the estimated production of overhauls and other major work, is presented in Appendix B.

Facilities Overview

Amtrak's operated fleet is maintained in over 60 locations nationwide, ranging from rail yards where basic cleaning and light servicing work is done to back shops where heavy overhauls and rebuilds of wrecked equipment are performed. All high-speed trainset maintenance for *Acela Express* takes place at three purpose-built facilities in Boston, New York and Washington. For conventional equipment, Amtrak operates three major back shops, located in Wilmington, Delaware (and specializing in locomotives), Bear, Delaware (specializing in Amfleet I equipment) and Beech Grove, Indiana (specializing in equipment that operates predominantly outside of the Northeast). Other programmed mechanical work and repairs take place in over a dozen Amtrak facilities located throughout the country, while servicing work between trips takes place at approximately three dozen field locations where trains turn around; such basic work is often performed by contractors.

The tables on the following pages show the various Amtrak mechanical bases, the types of equipment they service, and the type of work performed at each facility.



Amtrak staff performing wheel work at the Wilmington Locomotive Back Shop.

MAINTENANCE FACILITIES: AMTRAK AND STATE PARTNER-CONTRACTED FACILITIES

City/State	Facility Name (If not identified by city/state)	Staffed By	Equipment Serviced	Services Performed				
				Turn-around/ Layover Servicing	Periodic Maintenance	LCPM/ Frag- mented Overhaul Work	Overhauls	Wreck rebuids
AMTRAK MAINTENANCE FACILITIES								
Bear, DE	Amfleet Back Shop	Amtrak	Amfleet, ex-Metroliner, Acela				X	X
Beech Grove, IN	Back Shop	Amtrak	Superliner, Horizon, Surfliner, Viewliner, NPCU, P40/P42				X	X
Boston, MA	Southampton Street Yard	Amtrak	Amfleet, Viewliner, ACS 64, P42, P40, NPCU, MP-15	X	X			
Boston, MA	Southampton Street High-Speed	Amtrak	Acela	X	X	X		
Chicago, IL	16th Street	Amtrak	P42, NPCU, P40, SC44		X	X		
Chicago, IL	14th Street (S&I)	Amtrak	Superliner, Horizon, Amfleet, P-42	X				
Chicago, IL	Brighton Park	Amtrak	Superliner, Hoizon, Amfleet	X	X	X		
Hialeah, FL		Amtrak	Amfleet, Viewliner, P42	X	X	X		
Los Angeles, CA		Amtrak	Superliner, Surfliner, Horizon, SC44, P42	X	X	X		
New Haven, CT	Parcel G	Amtrak	Amfleet, ex-Metroliner, ACS 64, P40, P42, GP 40, MS015	X	X			
New Orleans, LA		Amtrak	Superliner, Amfleet, Viewliner, P42	X	X	X		
New York, NY	Sunnyside Yard	Amtrak	Amfleet, Viewliner, ACS-64, P32ACDM, NJ TRANSIT Equipment, ex-Metroliner	X	X			
New York, NY	Sunnyside High-Speed	Amtrak	Acela	X	X	X		
Oakland, CA		Amtrak	Superliner, California, Comet, F59, P42, SC44	X	X			
Philadelphia, PA	Penn Coach Yard	Amtrak	Ex-Metroliner, Amfleet, P42, ACS-64	X	X			
Rensselaer, NY	Albany-Rensselaer	Amtrak	Amfleet, P32ACDM, P42, P40, NPCU	X	X	X		X
Sanford, FL	Auto Train Facility	Amtrak	Superliner, P40, P32, SunRail, Auto Carrier	X	X	X		
Seattle, WA		Amtrak	SC44, P42, Superliner, Talgo, Sounder	X	X			
Washington, DC	Ivy City	Amtrak	Amfleet, ACS-64, P42, MARC, Superliner	X	X	X		
Washington, DC	Ivy City High-Speed	Amtrak	Acela	X	X	X		
Wilmington, DE	Locomotive Shop	Amtrak	ACS-64				X	X
STATE PARTNER-CONTRACTED MAINTENANCE FACILITIES								
Brunswick, ME	Brunswick Maintenance Facility (State owned)	Contractor	Amfleet I, NPCU, P40, P42	X	X			
New Haven, CT	CDOT (facility state owned)	Amtrak	P40, GP40, Mafersa, MBB	X	X			X
Baltimore, MD	Baltimore Penn Station	Amtrak	MARC equipment (HHP-8, MP36, SC44, Kawasaki/Nippon Sharyo/ Bombardier Cars)	X				
Raleigh, NC	Capitol Yard	Contractor	State-Owned	X	X			

MAINTENANCE FACILITIES: TURNAROUND LOCATIONS

City/State	Staffed By	Equipment Serviced	Services Performed				
			Turn-around/ Layover Servicing	Periodic Maintenance	LCPM/ Frag- mented Overhaul Work	Overhauls	Wreck rebuids
TURNAROUND MAINTENANCE LOCATIONS							
Bakersfield, CA	Contractor	California, Comet, Horizon, F59, SC44	X				
Carbondale, IL	Contractor	Amfleet, Horizon, SC44	X				
Charlotte, NC	Contractor	Amfleet, Viewliner, P42	X				
Eugene, OR	Contractor	Talgo, SC44	X				
Fort Worth, TX	Amtrak	Superliner, P42	X				
Goleta, CA	Contractor	Surfliner, Horizon, SC44	X				
Harrisburg, PA	Amtrak	Amfleet, ex-Metroliner, ACS-64, P42	X	X			
Indianapolis, IN	Amtrak	Amfleet, Horizon, P42	X				
Kansas City, MO	Amtrak	Amfleet, Horizon, SC44	X				
Montreal, QC	Contractor	Amfleet, P42	X				
Newport News, VA	Amtrak	Amfleet, P42	X				
Niagara Falls, NY	Amtrak	Amfleet, P32ACDM, P42, P40, MP15, GP (various models)	X				
Norfolk, VA	Contractor	Amfleet, P42	X				
Oklahoma City, OK	Contractor	Superliner, P42	X				
Pittsburgh, PA	Amtrak	Amfleet, P42	X				
Pontiac, MI	Amtrak	Amfleet, Horizon, SC44	X				
Port Huron, MI	Amtrak	Amfleet, Horizon, SC44	X				
Portland, OR	Contractor	Talgo, Superliner, P42, SC44	X				
Richmond, VA	Amtrak	Amfleet, P42	X				
Roanoke, VA	Contractor	Amfleet, P42	X				
Rutland, VT	Contractor	Amfleet, P32ACDM	X				
Sacramento, CA	Contractor	California, Comet, Horizon, F59, SC44	X				
San Antonio, TX	Amtrak	Superliner, P42	X				
San Diego, CA	Amtrak	Surfliner, Horizon, SC44	X				
San Luis Obispo, CA	Contractor	Surfliner, Horizon, SC44	X				
Savannah, GA	Contractor	Amfleet, Viewliner II, P42	X				
Springfield, MA	Amtrak	Amfleet, P40, P42, Ex-Metroliner	X				
St. Albans, VT	Contractor	Amfleet, P40, P42	X				
St. Louis, MO	Amtrak	Amfleet, Horizon, SC44	X				
Toronto, ON	Contractor	Amfleet, P42	X				
Vancouver, BC	Contractor	Talgo, SC44	X				
Lorton, VA	Amtrak	P40, Auto Carrier, Superliner	X				
West Quincy, MO	Contractor	Amfleet, Horizon, SC44	X				

Maintenance Capabilities

Amtrak's Mechanical department staff performs a variety of work on Amtrak equipment, state partner-owned equipment and equipment operated for a variety of Amtrak commuter rail agency partners. Types of servicing include: turn-around and layover servicing; periodic inspections, preventive and corrective maintenance; modifications and field alterations (including refresh); overhauls; rebuilds. Each type of train servicing is described in detail below and on the following pages.

TURNAROUND AND LAYOVER SERVICING

The most basic and most common type of train maintenance is turnaround and layover servicing, performed by Amtrak or contractors at or near all locations where trains begin or end their trips. Tasks include daily federally mandated inspections of equipment, emptying toilet retention tanks, refueling, refilling water tanks, restocking paper goods and other consumables, and rectifying minor mechanical issues which may develop over the course of a train's route (minor bad order repairs). More extensive corrective repairs can typically be carried out at the larger turnaround end point facilities, of which most routes have one, although these types of repairs often require equipment to be taken out of service and substituted for a number of days.

Amtrak's Office of Inspector General (OIG) has recently issued a report recommending changes to some of the tasks and locations where certain turnaround and preventive maintenance tasks are performed. Amtrak intends to implement the changes and will revise its mix of mechanical work by facility in the foreseeable future.

PERIODIC INSPECTIONS, PREVENTIVE AND CORRECTIVE MAINTENANCE

Amtrak's Mechanical department puts equipment on a periodic inspection schedule to address regulatory requirements and mechanical issues which may develop over time. This work may also be supplemented with preventive maintenance tasks. Tasks during a periodic inspection include a deeper cleaning of equipment, repair of critical and non-critical issues that may require additional tools or staff time/expertise, application of small-scale equipment modifications, and any 92 or 184-day inspection procedures or other scheduled work as defined by federal regulations, manufacturer recommendations, and Amtrak's history with component wear and replacement needs.

For *Acela Express*, a different continuous maintenance approach—Reliability Centered Maintenance (RCM)—has allowed up to 17 trainsets (of a fleet of 20) to operate in revenue service on a given day, reducing Amtrak's spare ratio for the fleet and increasing revenue for the service. This approach, which fragments the traditional 92/184-day periodic and preventive maintenance tasks into weekly or bi-weekly periods, has also been adapted for the ACS-64 locomotive fleet. The P42 diesel fleet has also been aligned to synchronize its 92-day periodic inspections with 184/368-day tasks divided into the quarterly periods. Overhaul tasks are divided into smaller sets that can be implemented in shorter periods of out-of-service time than a traditional overhaul, and all units receive the same work tasks each period.

OVERHAUL

The centerpiece of the heavy mechanical work program for Amtrak's existing fleet is the overhaul cycle. For Amfleet I equipment, Level I overhauls occur every four years with a heavier Level II overhaul performed every eight years. For non-Amfleet equipment, a Level II overhaul is performed every four years. Even more significant Level III overhauls are performed as necessary.

While timed around the federally-mandated clean, oil, test and stencil (COT&S) inspection and air brake servicing, the overhaul process can also include a near-complete teardown of the car to inspect and replace nearly all parts of a given unit in a single extended block of time. Such work is often performed at Amtrak's two car back shops: Bear, DE for Amfleet equipment and Beech Grove, IN for most other equipment. Amtrak has developed scopes of work for Level I, II and III overhauls based on compliance with additional regulations, manufacturer recommendations for railcars and their components, and history with the reliability of components.

- **Level I.** The lightest overhaul includes complete rebuilding of trucks, HVAC (heating, ventilation and air conditioning) units, brake valves, door operators and system critical components, as well as heavy cleaning of carpeted surfaces and seat cushion replacement.
- **Level II.** A Level I overhaul that also includes a complete replacement of all major components such as seats, diaphragms, windows and 480-volt trainline cabling that transmits electricity through a train.
- **Level III.** A Level II overhaul plus a complete interior upgrade or reconfiguration, including bathroom modules and any other required modifications.

Amtrak is shifting away from the traditional overhaul model in favor of the RCM approach discussed above. Rather than performing all heavy maintenance work on a locomotive, railcar or trainset in an extended outage once every four years, components are evaluated and replaced individually on rotating schedules aligned with periodic inspections or other maintenance periods which may better match the replacement cycles of individual parts based on failure rate experience. Much of this work occurs at maintenance facilities in major terminals, rather than back shops.

Amtrak has a Life Cycle Preventive Maintenance (LCPM) agreement with original equipment manufacturer (OEM) General Electric for P-42 locomotives to perform larger component replacement work as part of the routine preventive maintenance inspections. Each unit is serviced four times each year, reducing the need for heavy four-year overhauls. Amtrak committed to this new approach towards heavy maintenance of equipment with its recent ACS-64 acquisitions as well as the new Siemens Charger diesel locomotives now on order, which will only require LCPM work twice each year rather than four times per year for the current P-42s. Amtrak plans to implement similar programs with the Acela 21 / Avelia Liberty high speed trainsets and Amfleet replacement equipment.

Recently, Amtrak added necessary remediation of age-related wear to its Amfleet overhaul process. A 2015 study and in-depth inspection of Amfleet equipment revealed age and use-related cracks and wear to side sills and draft gear pockets. Amtrak developed a plan, which was reviewed by the FRA, to mitigate these issues by installing side sill bracing and draft pocket reinforcement as cars come in for overhaul. Installations are underway and are designed to keep the cars in operating condition until Amfleet replacement equipment enters service in the early-to-mid 2020s.

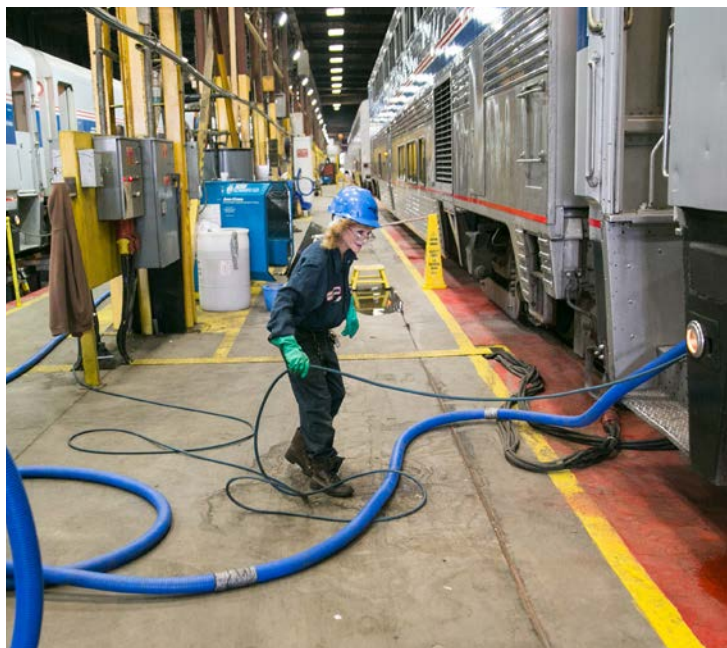
MAINTENANCE CAPABILITIES (CONTINUED)

MODIFICATIONS AND FIELD ALTERATIONS (INCLUDING REFRESH)

In FY 2018 Amtrak conducted an interior refresh of its Amfleet I equipment. Amtrak modernized worn and out-of-date interior components by installing new seat cushions and new carpets, and adding restroom air fresheners and making other changes, on nearly 370 coach and business class cars.

Refresh work was limited to those parts that could be quickly changed, enabling most tasks to be completed overnight or as an add-on to routine preventive maintenance. Amfleet equipment is anticipated to continue with these new interiors through its forecasted retirement in the mid-2020s.

Last fall, Amtrak expanded its refresh program to include the 20 *Acela Express* trainsets, whose dated and worn interiors and exterior decals did not provide the “look and feel” of a premium fare accommodation. The *Acela* refresh includes new seat cushions, new carpet in business and first class cars and bistro car flooring improvements, armrests, and a deep cleaning of both passenger cabins and restrooms.



Amtrak staff servicing railcars at the Brighton Park, IL facility. Brighton Park performs a host of periodic and preventative maintenance on Superliner, Amfleet and Horizon fleet equipment, among other tasks.

Amtrak plans to refresh all legacy equipment not imminently slated for retirement, over 700 cars. Amfleet II and Horizon fleets are planned for refresh beginning by the end of FY 2019. Superliner equipment is being reviewed for refresh by Amtrak’s Product Development & Customer Experience group; mechanical features will be assessed for refresh once the Superliner Life Extension Study, currently underway, is completed. This study will help Amtrak refine its plans for the remaining service life of these cars prior to replacement. Amtrak anticipates all fleet refresh projects will be completed within the five year outlook of this plan.

REBUILD

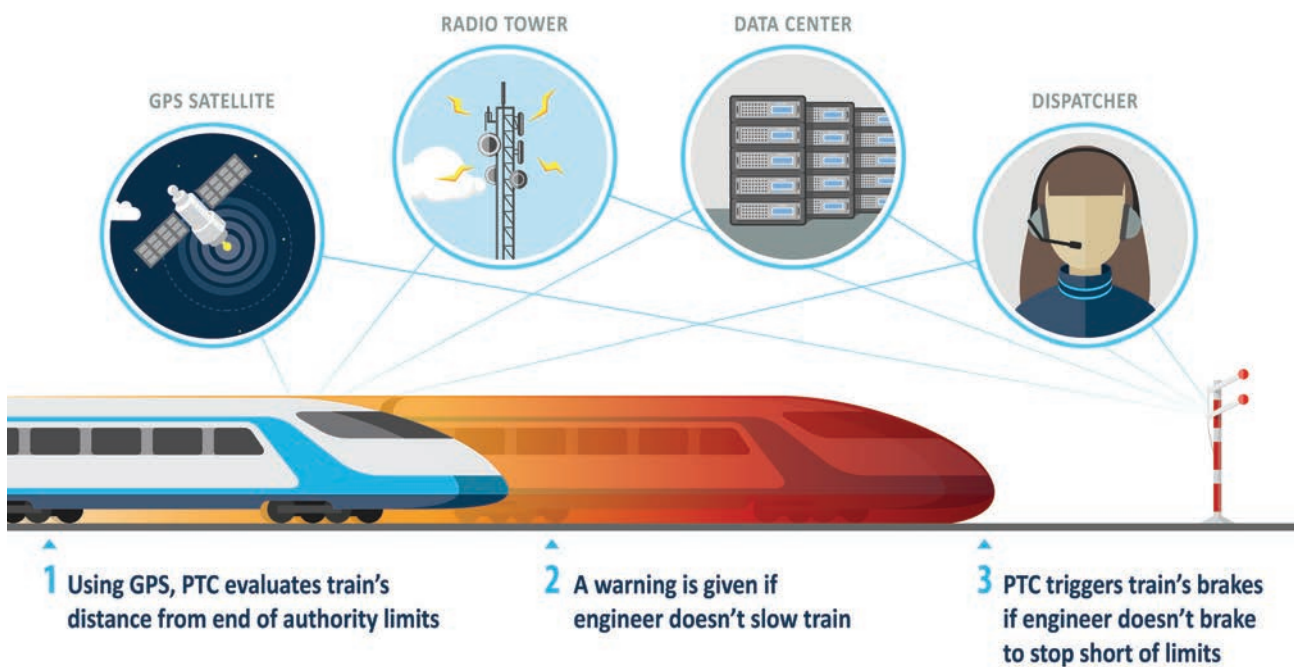
Amtrak’s Beech Grove and Bear shops perform restorations of damaged equipment that is deemed economically repairable, and also convert equipment from one configuration to another as Amtrak’s business needs evolve. Restoration of wreck-damaged equipment is critical to continuing Amtrak service levels: since the OEMs of most of Amtrak’s custom-built equipment fleets exited the railcar business decades ago, replacement equipment is not available. Quantities of cars and locomotives to be repaired in a given year, and the scope of work necessary to rebuild a particular wreck-damaged car, vary widely.

OTHER CAPABILITIES

In addition to performing all equipment maintenance tasks from overnight servicing through major overhauls and wreck repair, Amtrak's Mechanical department also has expertise in other aspects of rail equipment work, many of which are also made available to external customers such as state and commuter partners. They include:

- **Rolling Stock Engineering (RSE):** Amtrak has capabilities in all areas of specialized passenger equipment engineering, design and maintenance process development, including high speed rail equipment in the U.S. The diverse specialists within the RSE group have more than 500 years of combined experience working with nearly every industry supplier.
- **Positive Train Control (PTC) Implementation:** Over the last decade, Amtrak has established itself as a leader in PTC—technology that ensures safety for passengers and employees. We have led the way in North America by designing, developing, installing and operating the Advanced Civil Speed Enforcement System (ACSES) on the NEC, the first PTC system in high-speed territory in the United States.
- **Root cause analysis:** Amtrak can diagnose the causes of en-route failures, identify chronic equipment problems and develop maintenance remedies.
- **Continuous maintenance:** This process streamlines scheduling preventive maintenance tasks, allowing for better equipment utilization.
- **Management training:** Amtrak has developed effective facility supervisor training programs to increase operational effectiveness.
- **Equipment painting** and trim work
- **Technical and advisory services**, including oversight of other contracted mechanical services and technical field support.
- Participation in industry-leading **technical and regulatory committees**

HOW POSITIVE TRAIN CONTROL WORKS



Strategic Initiatives

Principles for Refleeting

To modernize Amtrak's varied and aging fleet, a multi-point plan is necessary with several projects underway at once. Amtrak's Executive Leadership Team has provided a set of principles from which to approach refleeting, including the following:

- Converting the fleet to modern, efficient equipment as the core of our product.
- Using off-the-shelf, proven products whenever possible.
- Standardizing designs and equipment across the fleet, wherever possible.
- Utilizing performance-based specifications to enable proven vendor solutions, where possible.
- Focus on 9 priorities listed at right.

Amtrak has developed nine recommended initiatives to replace and rebuild Amtrak's fleet over the next decade. Six recommendations involve procuring new equipment based on the principles outlined above. The other three include the rebuild or disposal of remaining equipment and modification of maintenance facilities. Many of these initiatives are already underway.

AMTRAK'S REFLEETING PRIORITIES

1. Safety
2. Customer appeal
3. High-reliability and availability
4. Low weight
5. Lower per-passenger Head-End Power (HEP) draw for fuel and electric power efficiency
6. High performance: Acceleration, ride-quality and emissions
7. Ease of operation, reduced turnaround times: Dual cabs and dual power
8. Ease of maintenance
9. Configurability



Many of the retired AEM-7s have been taken apart for recycling. Here, No. 902 is dismantled at the Bear Heavy Maintenance Facility in northern Delaware in April 2015. Image by Matt Donnelly.

Recommended Initiatives

1. **Completion of the 130 Viewliner II long-distance single-level railcar order from Construcciones y Auxiliar de Ferrocarriles (CAF).** Baggage and dining cars have already been received, with the complete order including baggage-dorm and sleeping cars expected by the end of 2020. Amtrak will also develop a deployment plan for assigning these cars, including the possible retrofit of some dining cars to support new food service formats and reconfiguration of Viewliner I sleeping cars to match Viewliner IIs.
2. **Completion of the “Acela 21” order for 28 Avelia Liberty High-Speed trainsets from Alstom,** to replace Amtrak’s *Acela Express* trainsets (19 of which are leased and will be returned to the lessors). Acela 21 trainsets are expected to enter service in 2021, with all sets in service by the end of 2022.
3. **Acquisition of 75-175 diesel locomotives to replace the current P-40/P-42 fleet on long-distance routes and potentially some state corridors.** On December 20, 2018 Amtrak announced the award of a contract to Siemens for a base order of 75 Charger locomotives, with options for up to 100 additional units, and a related 20-year TSSSA. Deliveries are forecast to begin in the second half of 2021, with all units delivered by the end of 2024.
4. **Replacement of Amfleet railcars with an order or orders of trainsets, self-propelled multiple units, and/or individual railcars.** Amtrak executed a Request for Information (RFI) in FY 2018, and has a Request for Proposals (RFP) underway. While the first replacement units may arrive within the five-year horizon of this asset plan, the large size of Amtrak’s Amfleet equipment pool means that fleet replacement will not be complete before the end of the plan period. Amfleet II replacements may either be procured as options to the Amfleet I procurement, or as a later separate procurement, depending on the Amfleet I replacement product chosen. Talgo VI equipment may also be replaced through this procurement, subject to state partner concurrence.
5. **Acquisition of dual power propulsion, either as an option to the diesel locomotive order or as part of an order for trainsets to replace Amfleet equipment.** Dual power propulsion will allow for Amtrak to eliminate time-consuming engine changes in Washington, Philadelphia and New Haven, increasing the attractiveness and reliability of its *Northeast Regional* and other services which operate on both the NEC and state corridors, and potentially the long-distance Palmetto. Quantities of base and options for dual power trainsets or locomotives will be determined as part of the Amfleet replacement process.
6. **Development and execution of a Multilevel Railcar Replacement Plan for entry into service FY 2026-FY 2031.** Amtrak has identified the FY 2026–FY 2031 window as an ideal period for replacement fleet deliveries, as all multilevel fleets operated by Amtrak will be in the 30-50 year age range where retirement typically occurs. Such a delivery timeline enables fleet consolidation through the implementation of a single Multilevel fleet replacement solution. As a result, Amtrak currently anticipates taking initial procurement actions to replace Superliner equipment within the next five years, ideally in collaboration with the California state partners.
7. **Refresh Amfleet II, Superliner, Horizon and Viewliner I equipment,** reconfiguring equipment as necessary to reflect food service format and potential Viewliner I sleeper configuration changes.
8. **Dispose of over 190 retired and irreparably damaged locomotives and railcars currently in storage.** Also develop a plan to efficiently dispose of current equipment as units are retired.
9. **Review all terminal and back shop facilities to determine changes that are necessary as a result of re-fleeting and further migration to TSSSAs and LCPM.**

Each of Amtrak’s proposed strategic initiatives is outlined in greater detail on the following pages.



Equipment Acquisitions

1. Completion of the 130 Viewliner II long-distance single-level railcar order from Construcciones y Auxiliar de Ferrocarriles (CAF).

In FY 2010 Amtrak placed an order with CAF USA for 130 single-level long-distance cars, known as Viewliner IIs. Composition of the order, and delivery status, is at right. Production delays have resulted in cars still not delivered at this time. All cars are not forecast to be ready for Amtrak service until FY 2020, some ten years after the original order was placed. This length of production time for a 130-car order is unusual in the rail and transit industry and will be unsustainable if it repeats in other procurements required under Amtrak's fleet strategy.

In the years since the order for new cars was placed, Amtrak's long-distance product has evolved. The *Silver Star* and *Lake Shore Limited* no longer use food service formats which require classic dining car food preparation areas. In order to avoid change orders for which the manufacturer could seek significant additional compensation, Amtrak plans to take delivery of all remaining Viewliner II cars ordered under the configurations and terms of the current order. Modifications may be necessary to the dining cars to support new food service formats as developed by Product Development/Customer Experience (PD&CX) and the Long Distance Service Line, who must work together with Mechanical-Rolling Stock Engineering on a design solution and conversion plan. Viewliner I and II sleepers will offer somewhat different configurations and amenities; addressing these differences is discussed further in Recommendation 7.

Amtrak Network Planning and the Long Distance Service Line will develop a deployment plan for all 130 cars. Given that financial evaluations have indicated there may not be a business case for year-round deployment of 25 additional sleeping cars on eastern long-distance routes, such a deployment plan will also consider:

- Use Viewliner I sleepers as crew dorm space on select Superliner routes; allows sale of all rooms in Transition Sleepers.
- Use Viewliner sleepers to expand single-level long-distance route capacity.
- Reinstate sleeper service on *Northeast Regional* Trains 65, 66 and 67.
- Use of Viewliner baggage-dorm cars on select routes to free up sleeping car line space currently occupied by on-board service staff.
- Modify dining cars to provide both dining and lounge car service.
- Consider lease/storage options for any cars which cannot be used effectively.

AMTRAK 2010'S VIEWLINER II ORDER STATUS

70

BAGGAGE CARS

Delivered and in service

25

DINING CARS

All cars delivered

10

**BAGGAGE-
DORM CARS**

Delivery imminent

25

SLEEPING CARS

*First car delivered;
remaining cars
await delivery.*

Above: Amtrak's first Viewliner II cars were 70 baggage cars, used on most long-distance routes, plus the Carolinian and Northeast Regional Trains 65, 66 and 67.

2. Completion of the “Acela 21” order for 28 Avelia Liberty High-Speed trainsets from Alstom.

As *Acela Express* nears its twentieth anniversary of service, replacement has become necessary for the fleet. Worldwide, high-speed trainset fleets typically have shorter service lives than conventional equipment. Trains such as the original Eurostar fleet and Japan’s 300-series and E-1 series Shinkansen, introduced into service in the 1990s, have already been replaced or are in the process of replacement. Further compounding the need to replace equipment is the insufficient capacity available on *Acela Express* on peak trips. In FY 2018, *Acela Express* was one of Amtrak’s top five routes for average load factor (passenger miles as a percentage of seat miles), while generating far more revenue per railcar unit mile than any other Amtrak equipment type, with up to 64 seats per car and yields (revenue per passenger mile) routinely approaching \$1 on many trips year-round. As a result, capacity constraints and resulting revenue spill (potential revenue foregone due to sold-out conditions) creates a far greater opportunity cost for Amtrak for this route and fleet type than on any other route.

In FY 2016 Amtrak placed an order with Alstom for 28 Avelia Liberty trainsets to replace the existing *Acela Express* fleet while expanding capacity to meet future demand. Twenty *Acela Express* trainsets with 304 seats each will be retired when the 28 new trainsets with 380 seats each arrive, most in FY 2021–2022. The additional sets allow for additional frequencies, including hourly

New York-Boston *Acela Express* service and half-hourly New York-Washington service during peak periods.

The selection of 28 Avelia Liberty trainsets, with nine passenger cars and two power cars each, as Amtrak’s *Acela Express* replacement and expansion solution came after a thorough business case analysis and the order has progressed on time and without major challenges. The Alstom Avelia platform is a proven design currently operating in France and Italy, among other countries.

One challenge that will arrive as the new trainsets enter service is the rapid nature of capacity expansion for the *Acela Express* product. While size and quantity of trainsets were selected based on forecast demand throughout the lifecycle of the trainsets, demand will take some time to catch up to the supply of new seats arriving within a short period. At this time, Amtrak’s Commercial Organization / Corporate Planning are exploring various service plan and schedule / equipment turn proposals to gradually increase NEC capacity. One potential solution may be tailoring the order for Amfleet I replacement equipment to take increased *Acela* capacity into account. Most *Northeast Regional* trains currently operate with eight or more cars to meet NEC spine demand. Trains that continue to locations in Virginia and New England often do not need as many seats once off the NEC. Amtrak plans to have specific seating requirements for Amfleet I replacement trainsets known by next year’s Asset Line Plan, and will take the interaction between *Acela Express* and *Northeast Regional* products and supply on the NEC into account when developing its proposed Amfleet replacement consist capacities.

Artist’s rendering of Acela 21 / Avelia Liberty high-speed trainset.



EQUIPMENT ACQUISITIONS (CONTINUED)

3. Acquisition of 75-175 diesel locomotives to replace the current P-40/P-42 fleet on long-distance routes.

Amtrak's fleet of 200 P-40 and P-42 locomotives, currently used on all long-distance routes and most state-supported routes, is rapidly approaching the end of its useful life. Amtrak's Mechanical department reports increasing challenges in keeping sufficient units available for service. Additionally, the units were ordered before locomotive emissions standards were imposed by the Environmental Protection Agency (EPA) and are non-compliant with modern emissions standards.

State partners in Midwest and Western states have already launched their own replacement process for diesel power, and are currently taking delivery of 63 Siemens Charger locomotives which meet PRIIA 305 requirements for state corridor equipment. These units have displaced approximately 25 Amtrak P-42s from Midwest state-supported services and allowed the retirement and return of 21 Amtrak-leased F59PHI units to their lessors.

Amtrak has also launched its own process for acquiring new diesel locomotives to replace the P-40/P-42 fleet. In FY 2016-2017, Amtrak solicited information on potential rebuilds of the P-42 locomotives into 4,500-horsepower, AC traction units and on diesel locomotive products in the North American vendor marketplace through an RFI.

In FY 2018, Amtrak launched an RFP for new diesel locomotives, and on December 20, 2018 announced the contract award to Siemens for a base order of 75 Charger locomotives for long-distance routes.

Most remaining P-42/P-40 assignments nationwide are for long-distance routes, followed by pools of units used

for state-supported services in Virginia, Pennsylvania, New York and New England. Individual units are used for select state-supported routes such as the Oklahoma City-Fort Worth *Heartland Flyer*, while others are used to supplement state-owned motive power on West Coast routes.

At this time, Amtrak is in the unusual position of knowing that it must replace its existing P-42 power, without knowing the specific quantity of units which will be needed in the long term. Factors that will impact the specific quantity of locomotives required include:

- Any proposed changes to Amtrak's long-distance network structure arising from the FY 2020 Amtrak reauthorization.
- The potential for more powerful, more reliable locomotives and consist changes to reduce total unit needs, such as operating one unit on routes that currently require two P-40/P-42 units.
- The potential for some state-supported routes that require shorter consists (such as the *Hoosier State*, *Heartland Flyer* and Shuttles) to make use of self-propelled Diesel Multiple Unit (DMU) trainsets.
- The planned acquisition (discussed in Recommendation 5) of dual-power equipment for routes that operate over both the NEC and unelectrified connecting state corridors. These trains currently switch from electric to diesel locomotives (and vice versa) when entering or leaving the NEC. Dual-power consists eliminate the need for such engine changes, and can be achieved through the acquisition of diesel locomotives to be paired with electric power, dual power locomotives or self-propelled trainsets.

Based on the criteria above, Amtrak has structured its contract with Siemens for a base order of 75 units, with options for 25, 50, 75 or up to 100 additional units. Any future Amtrak network is likely to require at least 75 units. Amtrak must now define its dual power needs, future long-distance network needs following the FY 2020 reauthorization, and Amfleet Replacement procurements which may include DMU consists (Recommendation 4) in order to determine whether or not to place options orders for 25, 50, 75 or up to 100 additional units.

4. Replacement of Amfleet I railcars with an order or orders of trainsets, self-propelled multiple units, or individual railcars.

Amtrak’s 457 active Amfleet I cars and 16 ex-Metroliner cab control coaches are nearing the end of their useful service lives. While the cars are ADA-compliant under regulations for grandfathered equipment and are being retrofitted with modifications for side sills and draft gear to address wear issues, Amtrak has determined that replacement is the best long-term solution for this 40-50 year old equipment.

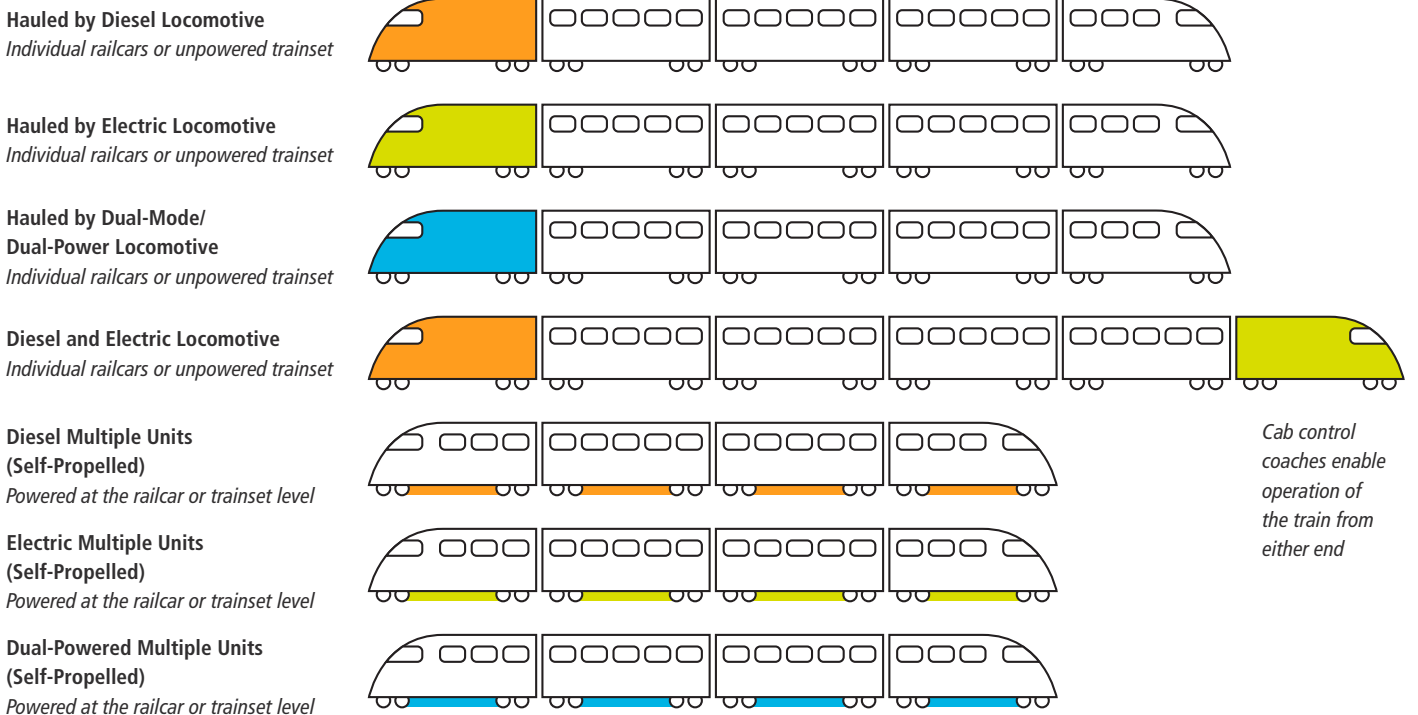
In FY 2018 Amtrak launched an Amfleet replacement RFI. To survey the greatest possible number of qualified vendors, technologies and products in the global marketplace, Amtrak has expressed interest in individual railcars with cab control coaches, diesel multiple units

(DMUs), powered trainsets and unpowered trainsets. While Amtrak is most familiar with individual railcars, the global marketplace for intercity corridor rail passenger equipment since the 1970s has shifted towards trainsets with cabs at both ends, which eliminate the need to loop or wye equipment between trips. Amtrak’s RFI was designed to determine how the railroad can best tap into this global marketplace of products and expertise. The diagram below illustrates some potential equipment configurations which could replace Amfleet I equipment.

Amtrak in early 2019 has commenced its RFP process for Amfleet replacement equipment, using information learned from the RFI process. Amtrak plans to make a contract award for base orders of one or more equipment solutions to replace Amfleet I and ex-Metroliner equipment, with options for additional fleet expansion in FY 2019. Deliveries of Amfleet I replacement units will likely occur during the early-to-mid 2020s, following deliveries of Avelia Liberty high-speed trainsets.

POTENTIAL AMFLEET I REPLACEMENT CONSIST TYPES

■ Diesel Propulsion
 ■ Electric Propulsion
 ■ Dual-Mode/Dual-Power Propulsion



EQUIPMENT ACQUISITIONS (CONTINUED)

Order Structure: Trainsets or Railcars

Amfleet I railcars primarily operate in service that is split between the NEC and state partners who help fund equipment capital and operations for their services. As a result, Amtrak will need to determine which state partners wish to continue using Amtrak-procured equipment before placing order for new equipment.

The specific quantities of base and option cars or trainsets, or their configurations, cannot be finalized until two things occur. First, Amtrak must complete surveying its state partners regarding their capacity, amenity, technology and configuration goals, as well as their interest in either utilizing Amtrak-provided equipment going forward or participating in Amtrak's procurement as a means of acquiring equipment to own or lease for the services they participate in. The State Supported Service Line is coordinating this process with the states through the State-Amtrak Intercity Passenger Rail Committee (SAIPRC). Second, Amtrak must determine relevant car capacities and features from potential vendors through the RFP process. Different vendors furnish products with varying levels of seating capacity, so different car quantities or trainset lengths may be necessary to replace like seating. Replacement trainsets and order options will also provide Amtrak and its state partners with an opportunity to add seating capacity to meet current demand or future growth; such growth plans will be reflected base and options order quantities.

In addition to surveying state partners and manufacturers, Amtrak must also determine the future seating capacity needs of *Northeast Regional* in light of the simultaneous increase to *Acela Express* seating capacity. The Northeast Corridor Service Line is currently evaluating service options to coordinate the future relaunch of *Northeast Regional* with the forthcoming acquisition of Avelia Liberty high-speed trainsets; decisions on product, fares and operating plans for future NEC service will all play a role in the quantity and capacity of Amfleet replacement trainsets ordered.

Amtrak expects to have definitive estimates of Amfleet I replacement trainset seating capacity requirements, along with base and option order structure, available for next year's Asset Line Plan.

Order Structure: Diesel Multiple Units (DMUs) Trainsets

In addition to individual railcars or trainsets, Amtrak is also assessing the potential for diesel DMUs to replace traditional diesel locomotive-hauled equipment on routes with shorter consists where self-propelled trainsets or cars can better tailor horsepower and fuel consumption to capacity needs and passenger demand. A Fall 2018 study commissioned by Amtrak and performed by Jacobs Engineering determined that self-propelled consists such as DMUs could work for Amtrak on routes with shorter consists, where they make the most economic sense when compared to the large powerplants and acquisition costs of locomotives. In recent years, new FRA-compliant products have entered the market that meet crashworthiness standards without temporal separation of conventional and DMU operations. Amtrak has initially identified at least four state-supported routes where, assuming Amtrak continues to provide equipment, DMUs may be advantageous, and will work with the appropriate state partners to consider this approach.

The routes are:

- **New Haven, CT – Springfield, MA Shuttle Service.** Current service requires three equipment sets with one P-42, one coach and one cab control coach plus spare ratio;
- **Oklahoma City, OK – Fort Worth, TX Heartland Flyer.** Current service requires P-42, 2 Superliner coaches, Superliner snack coach and Non-Powered Control Unit (NPCU).
- **Chicago, IL – Indianapolis, IN Hoosier State.** Current service requires P-42, 2 Amfleet I or Horizon coaches and an Amfleet I or Horizon club-dinette. Would require Cardinal to handle all equipment ferry moves to/from Beech Grove.
- **Raleigh, NC – Charlotte, NC Piedmont Service.** Current service uses state-owned equipment.

Through the RFP process, Amtrak will be able to confirm the suitability of DMUs for these routes and also evaluate alternative locomotive-hauled trainset and other railcar solutions submitted by respondent vendors.

Amfleet II Replacement

While the current RFI and RFP process focuses on the replacement of Amtrak's Amfleet I and ex-Metroliner car fleets, Amtrak also has a smaller fleet of 139 active Amfleet II railcars that is also approaching the end of its useful service life. Amfleet II equipment was built in the early 1980s some six years after Amfleet I equipment, and thus a decision on Amfleet II replacement must necessarily follow any decisions on Amfleet I equipment.

At this time, Amtrak uses Amfleet II railcars primarily on the six long-distance routes originating at clearance-constrained New York Penn Station—the *Palmetto*, *Lake Shore Limited*, *Cardinal*, *Crescent*, *Silver Star* and *Silver Meteor*—and also on a few state corridor routes including the *Adirondack*, *Maple Leaf* and *Pennsylvanian*. Amtrak will

be able to provide a reflighting solution for the state corridor routes, as well as the daytime long-distance *Palmetto*, through the Amfleet I replacement equipment process. For the remaining routes, the path for fleet replacement will depend upon whether Amtrak's chosen Amfleet I replacement product can include an option for unpowered, locomotive-hauled railcars that are compatible with Viewliners and other legacy Amtrak equipment. If so, then an option for Amfleet II replacement equipment may naturally follow deliveries of Amfleet I replacements. If not, Amtrak may need to evaluate options for a separate procurement. Necessary order quantities will be reflected in future Asset Line Plans, as any reflighting of long-distance equipment must be cognizant of the possibility for route and network changes as part of the upcoming Amtrak reauthorization.

5. Acquisition of dual power propulsion, either as an option to the diesel locomotive order or as part of an order for trainsets to replace Amfleet equipment.

One of the most significant service improvements that can result from re-flighting is the elimination of engine changes for trains which travel on both the NEC and state-supported routes. Currently, passengers on *Northeast Regional*, *Carolinian*, *Palmetto*, *Pennsylvanian* and *Vermont* trains sit for approximately 30, and sometimes more, minutes in Philadelphia, Washington and New Haven without power, lights, climate control, food service or operating restrooms while diesel and electric engines are swapped. The switching of engines in Washington Union Station contributes to the congestion on its lower level, creating challenges and capital expenditure requirements to support current and planned future Amtrak and commuter services. Furthermore, the locomotive change introduces an opportunity for a train delay should anything go wrong during the process. Mechanical department staff must assist in the coupling and uncoupling of motive power, and separate sets of train and engine crews are required to ferry locomotives between maintenance facilities and the station area.

Should Amtrak obtain a dual power capability for through trains between the NEC and state corridors, Amtrak would realize several benefits. Scheduled trip times would decline

by 15 to 30 minutes, a reduction that would cost billions more to achieve through infrastructure improvements. Locomotive movements and platform capacity utilization in busy terminals would decrease. On-time performance would improve as the delay risk of locomotive changes was eliminated, and passengers would not lose lighting, climate control or working toilets during the train's engine change. This more-attractive service would be less labor-intensive, needing less mechanical and yard-to-station transportation work and less total travel time which train crews must work to complete a given trip.

Several methods exist to enable dual power operation. They include:

- **Dual power locomotives.** A locomotive capable of powering a train through either overhead catenary or diesel power. One such unit on the market, the Bombardier ALP45DP, is used by NJ TRANSIT and Exo (Montreal) commuter rail. Such a unit can provide both catenary-diesel power to NEC-state through trains. While the ALP45DP proves the technical feasibility of dual power through a single locomotive, its top speed and weight do not meet Amtrak's requirements for NEC/state corridor through train operation. Furthermore, such a unit's purchase price (\$12 million each per a recent reorder from NJ TRANSIT) could make this option significantly more expensive than other options.

EQUIPMENT ACQUISITIONS (CONTINUED)

- **Dual power integrated trainsets.** Various dual-powered trainsets are in service around the world, providing trains of various car-lengths with multiple sources of propulsion power on-board to permit operation on electrified and non-electrified territory without changing locomotives. One example is the Hitachi Azuma/Class 800 used by Great Western Railway and other British operators, which is a diesel-catenary dual power integrated trainset. From a technical perspective, units like this can provide either catenary or –diesel supplied power for *Northeast Regional* service and other through train routes. Amtrak will investigate the pros and cons of such equipment types as part of the Amfleet I replacement procurement, evaluating acquisition and operating costs, including those associated with fuel consumption and inspection requirements, compared to locomotive-hauled propulsion.

In addition to the above methods for providing dual power, vendors may propose additional solutions to modify their existing locomotive, trainset or other products to meet Amtrak’s needs that Amtrak will evaluate.

At this time, some 20 train consists switch between diesel and electric power each day on the affected routes, which translates into a need for approximately 25 new locomotives or trainsets (including spare ratios) to convert existing through trains to dual power. The plans of Amtrak’s state partners Virginia and North Carolina to aggressively expand through service from the NEC to their respective state corridors would require additional dual power consists. The dual power method chosen, and base and options quantities of dual powered equipment purchases, will be determined during FY 2019 following Amtrak’s review of Amfleet replacement trainset RFP/RFI responses and selection of a technology, and with the concurrence of relevant state partners. Dual power operations may commence by the mid-2020s along the affected routes.

Empire Service: Dual Mode Replacement

Amtrak will also work with the New York State Department of Transportation (NYSDOT) on a dual-mode solution to replace 18 aging P32ACDM units on *Empire Service*, *Ethan Allen Express*, *Maple Leaf*, *Adirondack* and *Lake Shore Limited* trains that operate to Upstate New York and use electric power around New York Penn Station and diesel power everywhere else. Options to be considered include:

- Acquisition of self-propelled, dual-power integrated trainsets.
- Acquisition of additional dual power locomotive units of the same type Amtrak may procure for NEC through services, with consideration of whether they can be modified for third-rail electric operation into Grand Central Terminal during any potential Penn Station New York outage periods.
- Acquisition of the new third rail/diesel dual mode locomotives that Metro-North Railroad is procuring, which will be largely compliant with PRIIA 305 specifications applicable to equipment purchases that receive FRA funding, through an option to the Metro-North order.

Should Amtrak and NYSDOT elect to procure dual-powered locomotives, approximately 20 units would be needed for to replace existing dual modes, eliminate the current need for time-consuming engine changes between dual mode and diesel locomotives on the *Adirondack* and *Maple Leaf* at Albany-Rensselaer, accommodate the planned extension of the *Ethan Allen Express* from Rutland to Burlington, VT, and provide a sufficient spare ratio.

Should Amtrak obtain a dual power capability for through trains between the NEC and state corridors trip times would decline by 15 to 30 minutes, a reduction that would cost billions more to achieve through infrastructure improvements.

6. Development and execution of a Multilevel Railcar Replacement Plan for entry into service FY 2026-FY 2031.

Amtrak currently operates a multilevel fleet of 242 Superliner I railcars built in 1979-1981 and 184 Superliner II cars built in the mid-1990s. These cars are used primarily on western long-distance trains and the *Auto Train* and *Capitol Limited*, and on a few state corridors including the *Heartland Flyer*, *Pere Marquette* and California state routes. Additionally, Amtrak operates a fleet of 49 *Surfliner* cars built around 2000 that is jointly owned by Amtrak and Caltrans and used exclusively on the *Pacific Surfliner*.

Amtrak's California state partners also own 66 California I and 12 California II railcars that were built between 1993 and 2001; these cars are used exclusively on California state corridors. Because this fleet is insufficient for current services, let alone future growth, Amtrak Superliners, Horizon/Amfleet equipment, and Comet IB railcars Caltrans acquired from NJ TRANSIT are also currently used to meet California state corridor service needs. California has seven Siemens Viaggio trainsets on order for use on the *San Joaquin* corridor, but will need additional equipment to meet planned California state corridor growth in the coming decade.

As a result of the age profile of Amtrak and California's multilevel fleets, a "sweet spot" appears between FY 2026 and FY 2031 for an optimally timed multilevel railcar replacement acquisition to standardize, modernize and expand equipment on current multilevel routes:

- **Superliner I cars**, built by Pullman-Standard in 1979–1981, will reach 50 years of age in 2029-2031.
- **Superliner II cars**, built by Bombardier in the early 1990s, will approach 40 years of age by 2030.
- **California I cars**, built by Morrison Knudsen/Amerail in the early 1990s, will also near 40 years of age by 2030.
- **California II and Surfliner cars**, built by Alstom in 1999–2001, will reach 30 years of age by FY 2031.

In addition to all four multilevel fleets operated by Amtrak reaching the 30-50 year replacement window between FY 2026 and FY 2031, the other single-level fleets used by the California state partners to augment their fleet capacity will also near the end of their useful lives. These include:

- **Horizon cars**, built by Bombardier in 1989–1990, will reach 40 years of age in 2029–2030.
- **Comet IB cars**, built by St. Louis Car in 1968 and thoroughly rebuilt when acquired from NJ TRANSIT, will be nearly 60 years of age by 2028.

An order for Superliner and California replacement cars or trainsets, based on a single design platform for delivery from the late 2020s, could allow both Amtrak and the California state partners to modernize fleets while streamlining both capital and operating cost impacts. If all of the listed fleets are replaced by a single equipment platform, maintenance work, training and parts inventories can be consolidated (and further enhanced through a TSSSA). On the capital expense side, the large quantities of a consolidated car order are likely to result in attractive vendor pricing that will not be available if separate, piecemeal orders were to be placed over a 10- or 15-year period.

Amtrak is interested in starting a discussion with its California state partners—Caltrans and the Joint Powers Authorities responsible for managing and funding the *Pacific Surfliner*, *Capitol Corridor* and *San Joaquins*—about a coordinated fleet modernization plan for Superliner and other multilevel routes. Such equipment would likely include coach, cab control coach, business class and food service configurations for California services that meet the PRIIA 305 specifications that will be in effect at order time or equivalent trainset requirements, and sleeper and other long-distance specific configurations for Amtrak's long-distance network. The ideal timing to begin the procurement process will be the early 2020s after the Amfleet, trainset and diesel fleets are replaced. Deliveries should be planned from the late 2020s with options into the early 2030s, replacing current fleets based on condition, age and upcoming overhaul needs and providing capacity for California's state corridor expansion.

EQUIPMENT ACQUISITIONS (CONTINUED)

The quantity of multilevel replacement cars necessary will need to be determined, in consultation with state partners whose services use Superliner equipment. Issues that will impact equipment configurations and quantity include:

- Any changes to the National Network in the upcoming Amtrak reauthorization.
- Any changes in Amtrak’s food service format on long-distance routes.
- California’s future service expansion plans, the number of cars it may wish to acquire, and whether it chooses to utilize Amtrak to supply any of this equipment.
- Other state partners who may wish to use Amtrak-owned multi-level replacement equipment on their routes.

Some of Amtrak multilevel equipment will be designed for long-distance service and may not correspond with existing off-the-shelf designs in the global marketplace. Additionally, the California state partners have expressed a preference for Superliner-compatible equipment. While Amtrak will seek vendor input on existing equipment platforms through an RFI for multilevel equipment, this order may require a new equipment platform.

Another consideration is that the PRIIA 305 specifications, which California may require use of due to FRA funding requirements, will likely be over a decade old before any contract is awarded for multi-level cars. Amtrak and its state partners may wish to determine if revisions can be adopted to enable use of off-the-shelf designs, performance-based specifications reflecting lessons learned from Amtrak’s other equipment procurements, and other changes. Based on route and state partner needs, vendor capabilities, and applicable regulations, Amtrak could explore acquiring new equipment that is single-level or multilevel, and semi-permanently coupled as trainsets or traditional single railcars.

Below: Superliner equipment used on Amtrak’s long-distance Texas Eagle, seen boarding passengers at St. Louis, MO.



Non-Acquisition Initiatives

7. Refresh Amfleet II, Superliner, Horizon and Viewliner I equipment.

Amtrak moved rapidly in FY 2018 to refresh its Amfleet I and *Acela* car fleets with new seat cushions, carpeting, lighting and other passenger-facing features to help modernize passengers' experiences on board. Even with the significant and wholesale replacements of many car fleets recommended in this plan, equipment in additional car fleets will require refresh, and some car fleets will require a more comprehensive reconfiguration in order to provide a consistent, modern passenger experience. Amtrak intends that such refresh and reconfiguration work will continue, particularly for the following fleets:

- **Amfleet II coaches:** Refresh work similar to Amfleet I upgrades.
- **Superliner I and II coaches and sleeping cars:** Refresh passenger seating, LED lighting and surfaces. Restrooms and plumbing systems may require more substantial work. Amtrak's Product Development & Customer Experience (PD&CX) group is currently examining the required refresh scope for these fleets; results of the Superliner Life Extension Study, currently underway, will also guide work from a Mechanical perspective.
- **Horizon cars:** Refresh work similar in scope to Amfleet I, with a focus on carpet and seat appearance. These cars are currently used in the Midwest and in California where new Siemens railcars will be delivered in the next 24-48 months. A plan for redeployment of Horizon cars following the arrival of the new Siemens fleet will be developed over the next year, and will be reflected in next year's Asset Line Plan.

In addition to the refresh work, some Amtrak passenger cars may need reconfiguration to support changes in the product offered to passengers. Specifically:

- **Viewliner I sleeping cars (48 active):** Possible reconfiguration to an 11-roomette/2 bedroom/1 accessible room format with two restrooms, consistent with the Viewliner II equipment, if alternate arrangements to address equipment configuration inconsistencies with Viewliner I sleeping cars are not implemented.
- **Viewliner II dining cars (26) and Superliner food service cars (up to 102):** Reconfiguration to support new food service formats as defined by Product Development & Customer Experience (PD&CX).

Amtrak's PD&CX, Network Planning, Corporate Planning and Mechanical departments, along with the Long-Distance and State-Supported Service Lines, must collaborate on a refresh and reconfiguration plan for the existing fleets described above. Such a plan should follow overhaul schedules for existing Amtrak equipment, and maximize work during seasons when fewer cars are needed for service. Superliner and Horizon equipment should be overhauled with the expectation of retirement in the late 2020s, Amfleet II equipment should be refreshed with the expectation of retirement in the mid-to-late 2020s and Viewliner equipment overhauled with the expectation that the cars will remain in service into at least the 2030s.

Even with the significant and wholesale replacements of many car fleets recommended in this plan, equipment in additional car fleets will require refresh.

NON-ACQUISITION INITIATIVES (CONTINUED)

8. Dispose of over 190 retired and irreparably damaged locomotives and railcars currently in storage.

As of fall 2018, Amtrak has 190 pieces of equipment that are retired or damaged and are recommended for disposal (as opposed to rebuild/repair) by the Mechanical department. Damaged equipment was removed from service following derailments, grade crossing collisions or other accidents, and cannot be economically repaired. Retired equipment was removed from passenger service up to 15 years ago, but stored instead of being sold or scrapped. As of the beginning of FY 2019 the list of such units included:

- 26 damaged **Superliner I and II cars**
- 7 damaged **Horizon cars**
- 9 **ex-Santa Fe Hi-Level cars**
- 20 damaged **Amfleet I cars**
- 5 damaged **Amfleet II cars**
- 3 damaged **ex-Metroliner cab control cars**
- One damaged **ACS-64 electric locomotive, No. 601**
- 4 damaged **P-42 diesel locomotives**
- 8 retired **F40PH diesel locomotives**
- 17 retired **Heritage dining cars**
- 58 retired **Heritage baggage cars**
- 17 retired **Heritage crew dorm cars**
- 13 stored **P-40 locomotives**
- One damaged **Talgo car**
- One damaged **Pacific Surfliner cab control coach**

Amtrak has commenced disposal of stored equipment. Forty seven units are in the disposal sale process, and another 99 unit have been placed up for auction. In addition to this equipment, other units in storage include some 15 Turboliner cars used on *Empire Service* until the early 2000s and the last remaining units used in Amtrak's Mail and Express service that ended in the mid-2000s. The disposal of these units can be addressed in parallel.

With the recent retirement of Heritage cars, and the upcoming replacement of other equipment fleets that is likely to result in the retirement of over 1,300 locomotives and cars in the 2020s, equipment that is stored with significant and uneconomic repair costs or will not be used again will need to be disposed of quickly. In addition to removing unused assets from Amtrak's books and property, timely disposal also generates revenue from sale proceeds, and potentially trade-in value for some locomotives; clears space to stage future equipment disposals; and helps establish processes for expeditious disposal of large retired fleets. As Amtrak desires to not operate in regular service or maintain equipment it has retired in the future, any secondary sale of currently-active equipment may include appropriate limits on future use. Some units that have historic value should be considered for donation to rail history museums or light-duty tourist train operations.

For the majority of damaged/retired equipment that will be sold for scrap, Amtrak's Mechanical, Procurement and Marketing departments should collaborate on development of process that maximizes residual value by removing components that can be used on other Amtrak equipment or have a collectible value that is materially higher than their scrap value. The remainder of the equipment unit can then be sold to scrap dealers.

Amtrak has already begun the disposal process as of late Calendar Year 2018. Amtrak's plans for this process continue and "lessons learned" through this initial fleet disposal will prepare Amtrak for the upcoming large-scale, time-sensitive disposals of retired equipment in the 2020s.

9. Review all terminal and back shop facilities to determine changes that are necessary as a result of re-fleeting.

In the 35-40 years since Amfleets and Superliners were procured, many global rolling stock manufacturers have entered the market to service and maintain their manufactured fleets. Amtrak has taken advantage of OEM expertise in the maintenance of *Acela Express* and has expanded the use of such capabilities to the ACS-64 and forthcoming Siemens Charger locomotives through Technical Services and Spares Supply Agreements (TSSAs). In addition, Amtrak has signed a contract with OEM General Electric to replace most overhauls with Lifecycle Preventive Maintenance (LCPM) on the P-40/P-42 locomotive fleets.

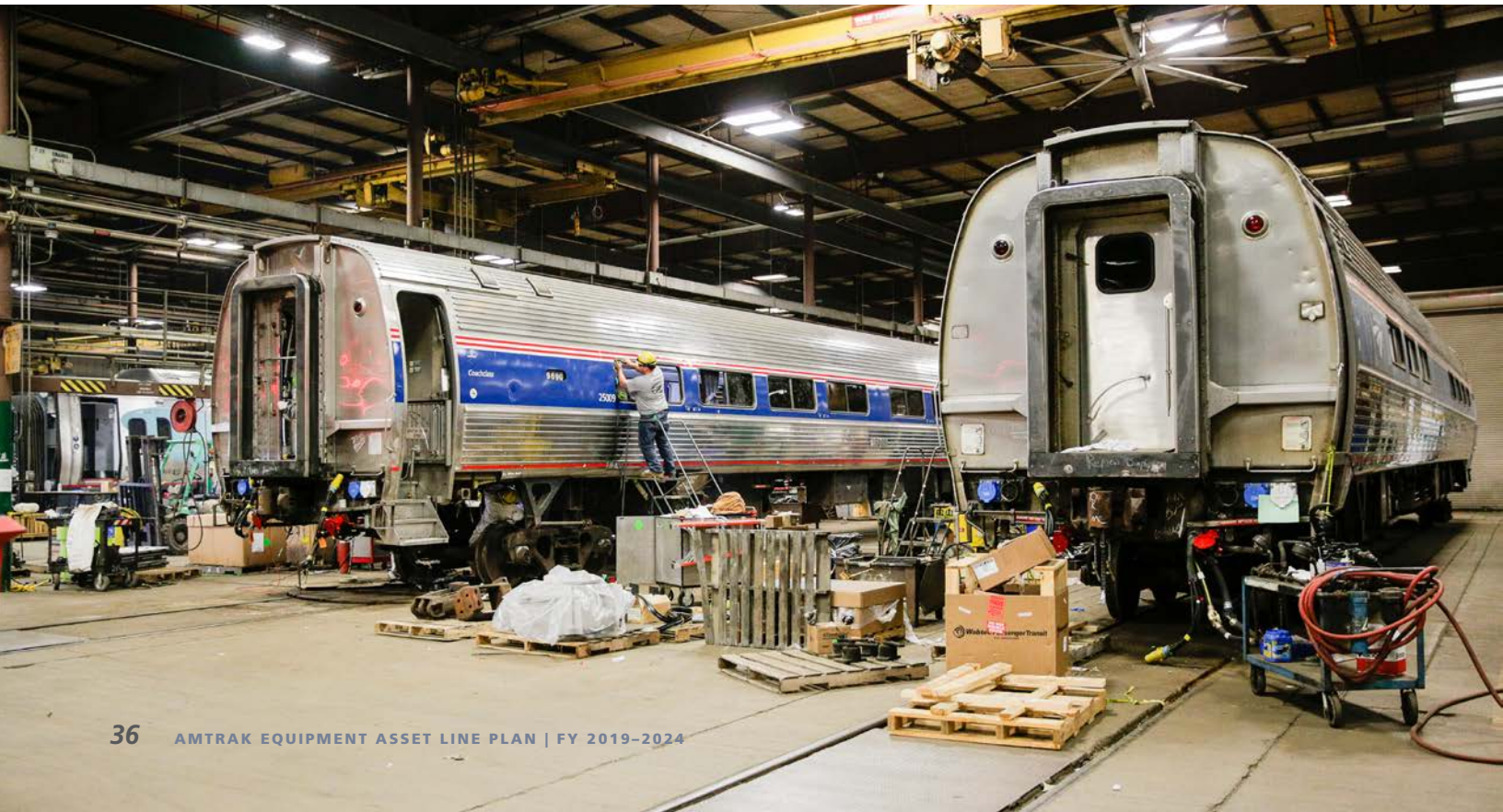
Further fleet procurements will likely continue this trend. As Amtrak moves further away from traditional heavy overhauls and towards smaller, more frequent component changes with increased vendor participation in maintenance, Amtrak's needs regarding back shops and terminal facilities will change.

Amtrak currently operates three major back shops where heavy overhauls and restoration of damaged equipment occur:

- Wilmington, DE (specializes in locomotives)
- Bear, DE (specializes in Amfleet equipment)
- Beech Grove, IN (specializes in off-NEC equipment)

Below: Railcar overhaul work at Amtrak's Bear, DE Back Shop

Additionally, major maintenance work is also performed at a dozen Amtrak terminals nationwide, in Boston, New York, Philadelphia, Washington, Rensselaer (NY), Chicago, New Orleans, Los Angeles, Hialeah (FL), Sanford (FL), Oakland and Seattle.



NON-ACQUISITION INITIATIVES (CONTINUED)

With the wholesale re-fleeting of Amtrak over the next decade, a cross-functional team including Mechanical, Planning, Transportation, Human Resources, Safety/Environmental and Real Estate will need to examine Amtrak's future mechanical facility and terminal needs following re-fleeting and the expanded use of TSSAs and LCPM. At a minimum, this cross-functional team must determine:

- The number, size and duties of back shops following Amtrak's re-fleeting.
 - Amfleet equipment, which uses the Bear shops, will be retired by the late 2020s.
 - Superliner, Horizon and P-42 fleets, which Beech Grove maintains, will be retired by 2030.
- Changes necessary to mechanical shops at major Amtrak terminals following re-fleeting and expanded TSSA/LCPM use.
 - The maintenance needs of dual power consists, integrated trainsets and/or DMUs following the retirement of Amfleet equipment.
 - The maintenance needs if one larger fleet of multi-level equipment replaces smaller fleets in California.
- The size of Amtrak's future mechanical labor force necessary for maintaining the new fleet with TSSAs and LCPM in place.

Should this team find that a reduction in the number of necessary back shops and/or mechanical positions will result from re-fleeting, Amtrak Human Resources and Mechanical can develop a multi-year, attrition-based plan to scale workforce to future fleet requirements while minimizing layoffs, furloughs or other adverse job actions. Real Estate and Amtrak Safety/Environmental will

have several years to examine sites and prepare for any sales or leases of land and/or building assets.

Another terminal impact that must be studied is the capacity, facility and staff needs of Washington Terminal following the transition of *Northeast Regional*, *Carolinian* and potentially *Palmetto* service trains to dual power consists. The elimination of most engine changes will dramatically reduce congestion on the lower level tracks of the station and eliminate many light engine movements to and from Ivy City Yard. If all *Northeast Regional* consists are re-equipped with a dual power consist, yard switcher light engine movements between Ivy City and Washington Union Station will decline even further, as road power can haul *Northeast Regional* consists into the Service & Inspection (S&I) building between trips. Examination of dual power fleet impacts on Washington Terminal should also focus on the terminal's Master Plan; some capacity projects could be rationalized, or repurposed to accommodate commuter rail operations if desired by commuter partners, if Amtrak is able to reduce both the number of engine movements throughout the terminal and lower level platform occupancy time.

A transition to greater dependence on integrated trainsets and/or DMUs with different maintenance requirements would also require additional planning. Retrofitted mechanical facilities will be necessary to support the new fleets, and may offset some of the rationalization possible due to the generational advancement in rail equipment design. Such requirements will be explored in detail prior to the award of contracts for integrated trainsets or DMUs to replace current equipment. More information regarding the magnitude of work and estimated costs will be forthcoming in future Asset Line Plans, as well as the Amfleet Replacement Trainset Business Case submission to FRA.

As Amtrak moves further away from traditional heavy overhauls and towards smaller, more frequent component changes with increased vendor participation in maintenance, Amtrak's needs regarding back shops and terminal facilities will change.

Five-Year Capital Plan and Expected Outcomes

Overview

Amtrak has prioritized capital projects for the Equipment Asset Line. The total capital spend for the Equipment asset line is \$597.5 million in FY 2019 and \$5.7 billion over the plan timeframe. The largest component of the capital spend is for new/replacement equipment which includes \$246.6 million in FY 2019 and \$3.5 billion over than plan period. Capital spend for overhauls is \$247.2 million in FY 2019 and \$1.4 billion for the plan period. Capital spend for mechanical facilities is \$42.1 million in FY 2019 and \$593.7 million over the plan period. Remaining capital spend for the Equipment Asset Line includes projects for LCPM, program management and other train capital.

CAPITAL SPEND FOR EQUIPMENT ASSET LINE

(\$ in Millions)	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Base + 5 Year Plan (FY19-24)
Facilities	\$42.1	\$53.5	\$42.3	\$26.3	\$406.3	\$23.4	\$593.7
LCPM	41.3	33.4	28.7	21.1	16.2	16.2	157.1
New/Replacement Equipment	246.6	938.1	734.3	567.9	567.6	433.9	3,497.4
Other Train Capital	13.6	7.7	5.5	5.5	5.5	5.5	43.3
Overhauls	247.2	229.6	226.1	228.0	224.4	224.9	1,380.2
Program Management	6.7	11.1	13.2	7.9	0.4	0.4	39.8
Total	\$597.5	\$1,273.5	\$1,050.1	\$856.6	\$1,229.4	\$704.4	\$5,711.5



Artist's rendering of the new Amtrak Siemens diesel locomotive, currently on order to replace existing diesel motive power on long-distance routes.

New/Replacement Equipment

The largest component of the capital spend is \$3.5 billion for new/replacement equipment over the plan period. It includes investments for Amfleet replacement, Next-Gen High Speed Rail, Siemens Charger Locomotives, Viewliner, and non-passenger rolling stock. (Non-passenger rolling stock consists primarily of track maintenance and inspection equipment, which falls within the purview of the Engineering Asset Line Plan.)

NEW/REPLACEMENT EQUIPMENT CAPITAL SPEND BY YEAR

(\$ in Millions)	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Base + 5 Year Plan (FY19-24)
Next Gen High Speed Rail	\$10.1	\$361.3	\$412.0	\$151.5	\$107.1	\$42.9	\$1,084.9
Diesel Locomotives	153.1	40.1	102.5	149.9	-	-	445.7
Non-Passenger Rolling Stock (Geometry Car, TLM)	59.5	70.6	190.8	155.0	24.2	25.0	525.1
Preliminary Future Acquisitions (Amfleet replacement, etc.)	-	445.3	-	111.3	445.3	366	1,367.9
CAF (Viewliner II Railcars)	23.3	20.8	29.0	0.2	-	-	73.2
ACS-64 (Electric Locomotives)	0.7	-	-	-	-	-	0.7
Total	\$246.6	\$938.1	\$734.3	\$567.9	\$567.6	\$433.9	\$3,497.4

Overhauls

The capital spend plan of \$1.4 billion over the plan period for overhauls consists of projects for Amfleet (\$492.4 million), Superliner/multiLevel (\$405.1 million), *Acela* (\$78.4 million) and Locomotive (\$66.6 million) fleets, as well as all other overhauls (\$337.7 million).

OVERHAULS CAPITAL SPEND BY YEAR

(\$ in Millions)	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Base + 5 Year Plan (FY19-24)
Amfleet Overhauls	\$73.6	\$75.7	\$80.4	\$82.4	\$90.1	\$90.1	\$492.4
Superliner/ Multilevel Overhauls	81.6	67.5	62.9	61.4	65.8	65.8	405.1
<i>Acela</i> Overhauls	18.4	12.0	12.0	12.0	12.0	12.0	78.4
All other overhauls	54.1	58.2	61.1	60.0	51.9	52.4	337.7
Locomotive Overhauls	19.5	16.3	9.7	12.2	4.5	4.5	66.6
Total	\$247.2	\$229.6	\$226.1	\$228.0	\$224.4	\$224.9	\$1,380.2

Facilities

The capital spend plan for facilities of \$593.8 million consists of projects for repair of existing facilities (\$582.5 million) and construction of new facilities (\$11.2 million).

OVERHAULS CAPITAL SPEND BY YEAR

(\$ in Millions)	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Base + 5 Year Plan (FY19-24)
Repair - Existing	\$37.1	\$47.3	\$42.3	\$26.3	\$406.3	\$23.4	\$582.5
New Facilities	5.0	6.2	-	-	-	-	11.2
Total	\$42.1	\$53.5	\$42.3	\$26.3	\$406.3	\$23.4	\$593.7

Key Highlights

- **Sunnyside Yard Next Generation High Speed Rail (HSR) Facility Improvements (Repair – Existing):** The new Acela 21 trainsets will require modifications to the existing HSR Service & Inspection (S&I) facilities for proper inspection, servicing and maintenance. The scope of services includes facility surveys to verify existing conditions; evaluation of new servicing requirements with mechanical staff to determine recommended building modifications; design of the needed modifications; bid and award processes and construction oversight.
- **Construction of Seattle S&I Facility (Repair Existing):** This project will provide Amtrak with the additional track and capacity to handle future expansion of service for Amtrak and our partners, Washington State and Sound Transit. It will enhance the ability to quickly service and index trainsets as they arrive, consolidate cleaning and maintenance activities and complete the last major phase of construction of the Seattle yard improvement project, in which Amtrak has invested over \$90 million.
- **Seattle King Street Yard Locomotive Shop (Repair - Existing):** This project will provide the ability to properly maintain the existing locomotive fleet of P42 and Charger locomotives and any other type of passenger or freight locomotives, replacing inadequate and outdated temporary locomotive workspace established in 2002. It will complete construction of the locomotive shop, connect existing yard tracks to the shop building, and install a roof, HVAC, a 55 ton crane, and a 125 ton drop table.
- **Wilmington and Bear Facility Improvements (Repair – Existing):** This program will bring the maintenance of equipment assets at these facilities to a state of good repair. It will include rebuilding of existing locomotive inspection pits, rebuilding and updating of overhead cranes, rebuilding of the traction motor drop table pit and equipment, reconstruction of the locomotive transfer table pit and related lengthening, storm water drainage system replacement, roof replacement, electrical upgrades and lighting improvement.
- **S&I/Running Repair Facilities (Repair- Existing):** Funding to support various facility improvements at locations including New York, Central division, Washington (DC), and Western division facilities

As Amtrak transitions from Amfleet cars to new equipment, further yet to be determined modifications to existing maintenance facilities will likely be necessary. Information will be provided in future Asset Line plans. Amtrak also plans to include facility impacts among the relevant factors that will be reviewed in the forthcoming Business Case Analysis for Amfleet replacement equipment.

Other Train Capital

Other train capital spend plan of \$43.3 million consists of materials (\$28.2 million), primarily associated with the interior refresh of the Amfleet coaches and Acela trainsets, and PTC (\$15.1 million).

OVERHAULS CAPITAL SPEND BY YEAR

(\$ in Millions)	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Base + 5 Year Plan (FY19-24)
Materials	\$8.5	\$5.7	\$3.5	\$3.5	\$3.5	\$3.5	\$28.2
PTC	5.1	2.0	2.0	2.0	2.0	2.0	15.1
Total	\$13.6	\$7.7	\$5.5	\$5.5	45.5	\$5.5	\$43.3

Life Cycle Progressive Maintenance (LCPM)

The capital spend plan for LCPM of \$157.1 million over the plan period covers program costs at multiple locations. The LCPM program reduces the cost of P42, P40, P32DM (Dual Mode), and F59PHI locomotive overhauls by replacing major components at the end of their useful life cycle based on the OEM recommendations. Fourteen major components are replaced at intervals of two to 14 years. LCPM work on P40 and P42 locomotives is performed at Amtrak’s facility in Chicago, IL and Beech Grove, IN. LCPM work on P32DM’s is performed at Amtrak’s facility in Rensselaer, NY, with some work also performed at Amtrak’s facilities in Chicago, IL. F59PHI work has been performed in Los Angeles, Seattle and Beech Grove, IN; Amtrak maintains state-owned F59PHI locomotives for California following the return to lessors of Amtrak’s own leased F59PHI fleet. For these locomotives, LCPM capital overhaul events include: COT&S five-year air brake, COT&S eight-year air brake, radiator hatch, air compressor, air dryer, engine change, includes lube oil cooler, grid blower and alternator blower, five-year truck, HVAC, injectors, high pressure fuel pumps, radiator fans, equipment blowers, alternators and paint.

Program Management

The capital spend plan over the plan period for program management is \$39.8 million primarily tied to the Acela 21 initiative. The Project Management Organization (PMO) has supported the RFP, evaluation, selection, contract, funding, design, QA/QC manufacturing functions and soon to be initiated testing, commissioning and acceptance activities for the planned acquisition of 28 Avelia Liberty High-speed trainsets.

Artist’s rendering of Acela 21 / Avelia Liberty high-speed trainset.



Expected Outcomes

Amtrak has a bright, bold vision for its future, with modernization of the railroad's passenger fleet at the forefront. By the 2024 year-end horizon of this year's Equipment Asset Plan, Amtrak expects to:

- Complete acquisition and deployment of 130 Viewliner II long-distance single level railcars.
- Have all-new equipment in service for passengers traveling on *Acela Express* through the acquisition of 28 new *Avelia Liberty* trainsets, which will provide a modern travel experience, significantly expand capacity, and enable the ultimate goal (pending completion of infrastructure projects that may still be underway in FY 2024) of add half-hourly peak *Acela Express* service between New York and Washington, while expanding New York-Boston *Acela Express* service to hourly all day long.
- Operate new, more reliable Siemens Charger locomotives on all long-distance routes, retiring the current P-42 fleet from long-distance service.
- Take delivery of the first new single-level trainsets to replace Amfleet I equipment.
- Begin to eliminate time-consuming engine changes in Washington, DC, Philadelphia, PA and New Haven, CT by introducing a dual-power consist capability to *Northeast Regional* service and other routes that operate over both the NEC and non-electrified state corridors, and potentially the long-distance *Palmetto*.
- Develop plans for multi-level fleet replacement with California and/or other relevant state partners, with the possibility that a RFI or RFP will have been executed by year-end FY 2024.
- Refresh all remaining equipment still in Amtrak service.
- Dispose of at least 190 retired/damaged equipment units in storage as of the beginning of FY 2019; along with P-42 locomotives owned by Amtrak following the successful introduction of new motive power; and the Amtrak-owned *Acela Express* trainset following the introduction of *Avelia Liberty* trainsets.
- Be well underway in the execution of a facilities strategy that re-configures Amtrak's mechanical facilities to future fleet needs and reflects increased vendor participation in maintenance through through TSSAs replacement of the traditional overhaul process with LCPM or other similar maintenance plans.
- Improve accessibility for Amtrak passengers with disabilities by replacing fleets built prior to the passage of the 1990 Americans with Disabilities Act (ADA) with new equipment that meets ADA regulations for new-build railcars/trainsets, and introducing new equipment such as the *Avelia Liberty* trainsets will exceed ADA requirements through the use of inductive loop technology within the trainset, platform-train door gap fillers, additional hand holds and articulated bogies that will allow for enhanced wheelchair movement between cars.

Taken all together, by the end of FY 2024, nearly all Amtrak passengers in the Northeast and Midwest, whether on conventional or on high-speed equipment, will ride trains which have either been re-fleeted or are in the process of re-fleeted. Nearly all Amtrak long-distance train passengers will ride on board trains hauled by new state-of-the-art diesel locomotives; many will also use new Viewliner II sleeping or food service cars. And all passengers on remaining Amtrak-owned or Amtrak-leased equipment will ride in refreshed accommodations.

EXPECTED OUTCOMES (CONTINUED)

As described in the Five-Year Capital Plan, Amtrak plans to spend approximately \$1.4 billion between the start of FY 2019 and the FY 2024 year-end horizon of this asset line plan on overhauls, including refresh and rebuild of equipment, as outlined in the Strategic Initiatives section of this plan and the overhaul of 1,761 locomotives and conventional railcars. A portion of this expense will be reimbursed by Amtrak's state partners under the PRIIA 209 Equipment Capital Use Charge, the remainder will be funded through Amtrak's annual National Network and NEC grants. Amtrak's forecast work plan and capital budget for overhauls, wreck rebuilds and fleet refresh, by year and by fleet type, are presented in Appendix B.

For acquisitions, some expenses and funding sources are known while others are still in development. The purchase price for Amtrak's order of 130 Viewliner II single level long-distance cars is approximately \$300 million and is being funded through the railroad's annual federal grants for the years in which payments are due. Most payments have already been submitted, and over half of the ordered cars have been delivered. Amtrak expects to incur \$73 million in expenses related to this acquisition during the FY 2019-2024 horizon of this plan.

Financing for Amtrak's acquisition of 28 *Avelia Liberty* high-speed trainsets and related project needs (such as modifications to Amtrak's high-speed maintenance facilities) has been guaranteed through a Railroad Rehabilitation and Improvement Financing (RRIF) loan for \$2.5 billion. Of this figure, Amtrak anticipates incurring \$1.085 billion in expenses through the FY 2024 horizon of this plan.

Amtrak's base order of 75 Siemens Charger diesel locomotives, including the corresponding 20-year TSSSA agreement, is priced at \$850 million; this expense is to be funded through the railroad's cash on hand as a result of previous appropriations. Of this figure, \$445.7 million will be incurred through the FY 2024 horizon of this plan; the rest is primarily tied to the TSSSA and will be incurred over the lifespan of the agreement.

Amtrak forecasts that the acquisition costs of trainsets and/or railcars and motive power necessary to replace Amfleet equipment could approximate \$1.4 billion between now and the FY 2024 horizon of this asset line plan. Beyond FY 2024, Amtrak estimates that an additional \$1.0-1.5 billion may be necessary to complete the replacement of Amfleet I equipment. The costs of work necessary to convert mechanical facilities to support trainsets; replace Amfleet II and Superliner fleets; and acquire additional equipment in to-be-determined quantities for service expansion have not yet been determined, but will be included in future Asset Line Plans. As Amtrak has not yet entered into a contract for either Amfleet replacement or multilevel equipment, the figures in this plan are preliminary, high-level estimates subject to material revision in future Asset Line Plans and in forthcoming business case submissions.

Amtrak expects a substantial share of all single level replacement trainset costs to be borne by state partners who will utilize the new equipment. Based on the current Amfleet I Units Used statistic in Amtrak Performance Tracking (the basis for distribution of equipment capital costs to states), over 40% of all Amfleet I Units Used are currently on the state-supported corridor network, with the remainder in use on Amtrak's NEC and in a few cases on long-distance routes. While the specific split between Amtrak and its state partners is subject to change based upon the train sizes and equipment quantities Amtrak and its state partners deem necessary for future and expanded service, Amtrak does not expect a significant decrease in the percentage of all single-level corridor equipment capital costs attributable to the state-supported corridor network.

The FAST Act requires that Amtrak provide current and annual forecast data of planned capital and operating expenditures according to a set account structure by asset and service line. Amtrak's submission of equipment-related operating and capital cost data pursuant to the FAST Act requirements is presented on the following pages and sections.

By the end of FY 2024, nearly all Amtrak passengers in the Northeast and Midwest, whether on conventional or on high-speed equipment, will ride trains which have either been re-fleeted or are in the process of re-fleeted.

Equipment Asset Line Financial Uses (FY 2019–FY 2024)

(\$s in Thousands)	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2019– FY 2024
FINANCIAL USES (OPERATING)							
Terminal Yard Operations	33,823	34,317	34,233	38,631	40,495	39,989	221,488
Car & Locomotive Maintenance and Turnaround	454,081	459,992	458,316	435,195	435,902	463,474	2,706,960
MOE Supervision Training and Overhead (Less Backshops)	102,754	104,813	104,989	107,870	110,258	112,061	642,744
Yard Operations - Mechanical Support	35,246	35,776	35,747	36,664	38,068	39,427	220,929
Mechanical Backshops	3,726	3,827	3,826	3,923	4,282	4,756	24,340
Fleet Strategy	1,328	1,342	1,335	1,373	1,419	1,454	8,252
Total Operating Uses	630,957	640,066	638,447	623,657	630,424	661,162	3,824,713
FINANCIAL USES (DEBT SERVICE PAYMENTS)							
RRIF debt repayment	21,277	66,715	88,915	109,132	156,909	135,565	578,513
Total Debt Service Payments	21,277	66,715	88,915	109,132	156,909	135,565	578,513
FINANCIAL USES (CAPITAL)							
Overhauls	247,199	229,621	226,118	227,977	224,384	224,924	1,380,223
New/Replacement Equipment	246,554	938,106	734,290	567,899	576,637	433,918	3,497,405
Facilities	42,115	53,450	42,250	26,250	406,252	23,350	593,667
LCPM	41,341	33,439	28,718	21,092	16,242	16,242	157,075
Other Train Capital	13,575	7,700	5,500	5,500	5,500	5,500	43,275
Program Management	6,747	11,146	13,190	7,895	417	417	39,811
Capital Expenditures	597,532	1,273,463	1,050,066	856,613	1,229,432	704,352	5,711,457
Legacy Debt Repayments	170,752	161,950	115,043	68,010	60,025	52,081	627,859
Total Capital Uses	768,284	1,435,412	1,165,108	924,622	1,289,457	756,432	6,339,316
Total Equipment Spend	\$1,420,518	\$2,142,194	\$1,892,470	\$1,657,411	\$2,076,790	\$1,553,160	\$10,742,542



Appendix A: Asset Inventory

Amtrak's Active Fleet of Operated Passenger Equipment, Fall 2018

(Active counts as shown October 2018 in Amtrak's Operations Maintenance System (OMS), unless otherwise noted)

Fleet Type	Ownership Status	Active Fleet	Avg. Yr. Built	Avg. Unit Age (Yrs)	Notes
AMTRAK-OWNED/LEASED LOCOMOTIVE FLEETS					
GE P42-8 (Diesel)	Amtrak-owned	191	1998	20	
EMD F59PHI (Diesel)	Amtrak-leased	21	1998	20	Leases expiring late CY2018, being returned to lessors
Former F40PH Diesel	Amtrak-owned	1	1977	41	One unit retains HEP Generator and is used as an NPCU
GE P32-8 Diesel	Amtrak-owned	18	1991	27	
P32ACDM Dual Mode	Amtrak-owned	18	1996	22	
GE P40-8 Diesel	Amtrak-owned	13	1993	25	
Siemens ACS-64 (Electric)	Amtrak-owned	66	2014	4	
AEM-7 (Electric)	In process of retirement	2	1981	37	All units have been retired from service, but 2 units still not yet coded as inactive in OMS
HHP-8 (Electric)	Amtrak-leased	15	2000	18	15 units placed in reserve status through end of leases
AMTRAK-OWNED/LEASED RAILCAR FLEETS					
Heritage	Amtrak	29	1954	64	
Amfleet I	Amtrak	458	1976	42	
Amfleet II	Amtrak	139	1982	36	
Ex-Metroliner	Amtrak	16	1967	51	
Horizon	Amtrak	93	1989	29	
Superliner I	Mix of Owned and Leased	244	1980	38	
Superliner II	Amtrak	184	1995	23	
Viewliner I	Amtrak	49	1996	22	
Viewliner II	Amtrak	97	2015	3	
NPCU (former F40PH)	Amtrak	19	1977	41	F40PH locomotives built 1977 and rebuilt into NPCUs
Auto Carrier	Amtrak	80	2005	13	
TRAINSET FLEET OWNED/LEASED BY AMTRAK					
Acela Express	19 sets leased, 1 owned	161	1999	19	
STATE-OWNED FLEETS OPERATED BY AMTRAK					
California Cars	California	92	1996	22	Most cars are California I built 1996, also includes Comets (1968) and California II (2002)
Oregon NPCU Units	Oregon	2	1977	41	Subfleet of Amtrak NPCU fleet with an average build date as F40PHs in 1977
NCDOT Railcar	NCDOT	21	1961	57	In-service units per roster data provided by NCDOT dated June 2018
NCDOT F59/F59PHI	NCDOT	8	1991	27	In-service units per roster data provided by NCDOT dated June 2018
F59PHI / P32-8 (Caltrans)	California	16	1996	22	
Siemens SC-44 Charger	WSDOT, IDOT, California	57	2017	1	Near-complete order of 63 units, of which 8 are owned by WA, 20 CA, rest IDOT
TRAINSET AND RAILCAR FLEETS WITH OWNERSHIP SPLIT BETWEEN AMTRAK AND STATE PARTNERS AT THE UNIT LEVEL					
Surfliner	Amtrak, California	49	2000	18	Amtrak owns 39 units, California 10 units
Talgo	Amtrak, WSDOT, ODOT	94	2004	14	Amtrak owns 29 units, ODOT 26 units, WSDOT 39 units

Amtrak Fleet Summary

TOTAL AMTRAK-OPERATED UNITS	2,253	Avg. age:	27.2 Years
Amtrak-owned railcar fleets:	1,408	Avg. age:	32.9 Years
Amtrak-owned trainset fleets:	161	Avg. age:	19.0 Years
Amtrak-owned/leased diesel locomotive fleets:	262	Avg. age:	20.9 Years
Amtrak owned/leased electric locomotive fleets:	83	Avg. age:	7.3 Years
State or split-ownership fleets:	339	Avg. age:	18.1 Years

Amtrak Locomotive and Railcar Asset Inventory, Fall 2018

Includes locomotives, railcars and trainsets used to provide passenger service, including active, wrecked and stored units
 Excludes Engineering Department Assets such as work train locomotives, Railcar and Track Machinery Equipment
 Based on data pulls from Amtrak's Operations Maintenance System (OMS)

Fleet Type	Subfleet Description	Active Fleet	Not Active*	Retired	Sold / (Table) Capacity	Ownership
ROAD DIESEL LOCOMOTIVE						
Road Diesel	GE P42-8 Diesel Locomotive	191	13	3	0	Amtrak
Road Diesel	Siemens SC-44 Charger (State-owned)	57	1	0	0	CA/WA/IL/MI/MO/WI
Road Diesel	EMD F59PHI	21	0	1	0	Amtrak-leased
Road Diesel	Former F40PH Diesel Locomotive	1	8	61	-----	Amtrak
Road Diesel	GE P32-8 Diesel Locomotive	18	0	1	0	Amtrak
Road Diesel	P32ACDM Dual Mode Locomotive	18	0	0	0	Amtrak
Road Diesel	GE P40-8 Diesel Locomotive	13	16	11	0	Amtrak
Road Diesel	NCDOT Owned F59PH/F59PHI locomotive	8	0	1	0	NCDOT
Road Diesel	F59PHI / P32-8 (Caltrans)	16	1	0	0	California
Road Diesel	Inactive Fleet Types	0	0	78	N/A	N/A
Total Amtrak-Operated Diesel Locomotives		343	39	156		
ELECTRIC LOCOMOTIVES						
Electric Locomotive	Siemens ACS-64	66	4	0	0	Amtrak
Electric Locomotive	AEM-7	2	16	34	0	Retired from Amtrak Service
Electric Locomotive	Bombardier/Alstom HHP-8	15	0	0	0	Amtrak-leased
Electric Locomotive	GE E60	0	0	2	0	Retired from Amtrak Service
Electric Locomotive	GE E60	0	0	11	0	Retired from Amtrak Service
Electric Locomotive	Inactive Fleet Types	0	0	0	N/A	N/A
Total Amtrak-Operated Electric Locomotives		83	20	47		

*Not Active includes stored, wrecked, etc.

Amtrak-Owned/Leased Railcar Fleets Used for Scheduled Passenger Service

Fleet Type	Subfleet Description	Active Fleet	Not Active ¹	Retired	Sold / (Table) Capacity
Heritage	Baggage(Heritage)	6	51	37	-----
Heritage	Baggage(Heritage)	18	5	19	-----
Heritage	Diner	2	13	5	(40/48)
Heritage	Diner Grill	0	7	1	(40/48)
Heritage	Dome-Lounge	1	0	2	(56)
Heritage (ex-Santa Fe)	High Level Coach	0	4	15	68
Heritage (ex-Santa Fe)	High Level Lounge (Pacific Parlour)	0	5	1	(86)
Heritage	Wheel/Buffer Cars	2	0	4	-----
Heritage	Inactive Fleet Types	0	0	0	N/A
Total Heritage		29	85	84	
Amfleet I	Club-Dinette	44	0	1	15+(23)
Amfleet I	All Table Dinette	46	1	1	(56)
Amfleet I	Capstone Coach (ADA)	329	14	0	72
Amfleet I	Capstone Business Class (ADA)	39	1	0	62
Amfleet I	Inactive Fleet Types	N/A	7	5	N/A
Amfleet I		458	23	7	
Amfleet II	Coach (ADA)	115	5	2	59
Amfleet II	Lounge ("Diner Lite")	24	1	0	(49)
Amfleet II	Inactive Fleet Types	N/A	0	0	N/A
Total Amfleet II		139	6	2	
Ex-Metroliner	Cab Control Coach	15	3	8	72/74
Ex-Metroliner	Cab Conference Car	1	0	0	18+12
Ex-Metroliner	Inactive Fleet Types	N/A	0	0	N/A
Ex-Metroliner		16	3	8	
Horizon	Full Dinette (ADA)	5	1	1	1+(48)
Horizon	Coach (ADA)	77	4	2	68
Horizon	Club-Dinette (ADA)	10	1	0	14
Horizon	Coach	1	0	1	68/82
Horizon	Inactive Fleet Types	N/A	0	0	N/A

1. Not Active includes stored, wrecked, etc.

AMTRAK-OWNED/LEASED RAILCAR FLEETS USED FOR SCHEDULED PASSENGER SERVICE (CONTINUED)

Fleet Type	Subfleet Description	Active Fleet	Not Active ¹	Retired	Sold / (Table) Capacity
Total Horizon		93	6	4	
Superliner I	Coach/Baggage	44	1	0	62
Superliner I	Sleeper	60	3	4	44
Superliner I	Lounge	26	4	0	(70)
Superliner I	Coach (ADA)	73	8	6	74
Superliner I	Coach (CalTrans Service)	3	0	0	96
Superliner I	Snack Coach	10	1	0	62
Superliner I	Diner-Lounge	15	2	0	(64)
Superliner I	Diner	13	2	2	(72)
Superliner I	Inactive Fleet Types	0	1	14	N/A
Superliner I		244	22	26	
Superliner II	Coach ("Arcade") Modified (ADA)	5	0	0	62
Superliner II	Sleeper	47	0	2	44
Superliner II	Lounge	23	1	1	(70)
Superliner II	Coach (ADA)	31	0	2	74
Superliner II	Transition Dorm / Transition Sleeper	42	1	4	(35)
Superliner II	Deluxe Sleeper	6	0	0	34
Superliner II	Diner	30	0	0	(72)
Superliner II	Inactive Fleet Types	N/A	0	9	N/A
Superliner II		184	2	18	
Viewliner I	Sleeper	48	3	1	30
Viewliner I	Diner	1	0	0	0
Viewliner I	Inactive Fleet Types	N/A	0	0	N/A
Viewliner I		49	3	1	
Viewliner II	Baggage	70	0	0	----
Viewliner II	Sleeper	1	0	0	30
Viewliner II	Diner	23	0	0	0
Viewliner II	Baggage-Dorm	3	0	0	0
Viewliner II	Inactive Fleet Types	N/A	0	0	N/A
Viewliner II		97	0	0	
NPCU (former F40PH)	Cab/Baggage (N.P.C.U.)	19	0	0	----
NPCU (former F40PH)	Inactive Fleet Types	0	0	0	N/A
NPCU (former F40PH)		19	0	0	
Auto Carrier	Auto Carrier Multi-Purpose	80	0	40	10
Auto Carrier	Inactive Fleet Types	0	0	0	N/A
Auto Carrier		80	0	40	
Total Amtrak-owned/leased railcars, revenue passenger service fleets		1408	150	190	

1. Not Active includes stored, wrecked, etc.

State-Owned Railcar Fleets Operated by Amtrak

Fleet Type	Subfleet Description	Active Fleet	Not Active ¹	Retired	Sold / (Table) Capacity
California Car	California Car Dining Car	16	0	0	(49)
California Car	California Car Coach	37	0	0	90
California Car	California Car Cab Coach	19	0	0	86
California Car	California Car Baggage Coach	6	0	0	84
California Car	Inactive Fleet Types	0	0	0	N/A
California Cars		92	0	0	
NPCU (former F40PH)	Oregon-owned Cab/Baggage (N.P.C.U.)	2	0	0	
Oregon NPCU Units		2	0	0	
NCDOT Railcar	Coach	14	1	2	66
NCDOT Lounge Car	Lounge	7	0	1	(24-25)
NCDOT Railcar	Inactive Fleet Types	0	0	0	N/A
NCDOT Railcar		21	1	3	
Total State-Owned Railcar Fleets Operated by Amtrak		115	1	3	

Jointly-Owned Railcar Fleets (Ownership Split between Amtrak and State Partner at the Individual Railcar Level)

Fleet Type	Subfleet Description	Active Fleet	Not Active*	Retired	Sold / (Table) Capacity
Surfliner	Coach/Cafe*	10	0	0	72+(11)
Surfliner	Coach**	18	0	0	90
Surfliner	Business Class Car*	10	0	0	77
Surfliner	Cab/Coach-Baggage**	11	1	0	82
Surfliner	Inactive Fleet Types	0	0	0	N/A
Total Surfliner		49	1	0	

Trainset Fleet Owned/Leased by Amtrak

Fleet Type	Subfleet Description	Active Fleet	Not Active ¹	Retired	Sold / (Table) Capacity
Acela Express	Acela Exp. Power Car	40	0	0	----
Acela Express	Acela Exp. Mid. Business Class	60	0	0	64 + 1
Acela Express	Acela Exp. End Business Class	20	0	0	64 + 1
Acela Express	Acela Exp. Cafe	20	0	0	(7)
Acela Express	Acela Exp. First Class	20	0	0	43 + 1
Acela Express	Acela Exp. Inspection Car	1	0	0	----
Acela Express	Inactive Fleet Types	0	0	0	N/A
Total Amtrak-Owned/Leased Trainsets (Car Units)		161	0	0	

Jointly-Owned Trainset Fleet (Ownership Split between Amtrak and State Partner at the Car Unit Level)

Fleet Type	Subfleet Description	Active Fleet	Not Active ¹	Retired	Sold / (Table) Capacity
Talgo	Talgo Bike/Baggage Car	7	2	0	----
Talgo	Talgo Dining (Table) Car	6	1	0	(30)
Talgo	Talgo ADA Coach	4	1	0	17 + 2
Talgo	Talgo End Power / Cab Car	3	0	0	----
Talgo	Talgo Business Class Car	4	1	0	26
Talgo	Talgo Bistro Car	8	1	0	----
Talgo	Talgo End Power Car	5	1	0	----
Talgo	Talgo ADA Business Class Car	8	1	0	17 + 2
Talgo	Talgo ADA Coach	14	0	0	23 + 1
Talgo	Talgo Standard Coach	21	5	0	36
Talgo	Talgo ADA Coach w/o Toilet	14	0	0	0
Total Jointly-Owned Trainset Fleet (Car Units)		94	13	0	

Other Miscellaneous Amtrak Assets

Fleet Type	Subfleet Description	On Property
Mail & Express	Refrigerated Boxcar (no HEP pass-through)	7
Non-Revenue Locomotive	"GP" series Non-Revenue Locomotive	23
Heritage	Ex-Adirondack Car	1
Mail & Express	Material Handling Car (HEP pass-through)	12
Non-Revenue Locomotive	"MP" series Non-Revenue Locomotive	14
Heritage / Amfleet	Display Cars / Store Car	3
Heritage	Crew Dorm	18
Non-Revenue Locomotive	"SW" series Non-Revenue Locomotive	12
Turboliner	Turboliner	3
Turboliner	Turboliner	3
Inspection Car	Inspection / Office Car	6
Turboliner	Turboliner	3
Heritage	Training Car (ex-Adirondack)	1
Turboliner	Turboliner	6
Viewliner	Sleeper	1

1. Not Active includes stored, wrecked, etc.

Amtrak Asset Inventory as of October 2018: Units by Fleet Type

Active and Stored Fleet Data from Amtrak's Operations Management System (OMS); leased units are identified per Amtrak Finance

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
REVENUE PASSENGER FLEETS							
1	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
2	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
3	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
4	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
5	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
6	Road Diesel	BD	GE P42-8 Diesel Locomotive	BMR	Bad Order Material Received	Active	Amtrak
7	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
9	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
10	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
11	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
12	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
13	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
14	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
15	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
16	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
17	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
18	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
19	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKB	OK-Back Shops	Active	Amtrak
20	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
21	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
22	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
23	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
24	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
25	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
26	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
27	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
28	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
29	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
30	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
31	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
32	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
33	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
34	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
35	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
36	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
37	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
38	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
39	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
40	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
41	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
42	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
43	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
44	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
45	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
46	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
47	Road Diesel	BD	GE P42-8 Diesel Locomotive	AD	Awaiting Disposition	Active	Amtrak
48	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
49	Road Diesel	BD	GE P42-8 Diesel Locomotive	AD	Awaiting Disposition	Active	Amtrak
50	Road Diesel	BD	GE P42-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
51	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
52	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
53	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
54	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
55	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
56	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
57	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
58	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
59	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
60	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
61	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
62	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
63	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
64	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
65	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
66	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
67	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
68	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
69	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
70	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
71	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
72	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
73	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
74	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
75	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
76	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
77	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
78	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
79	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
80	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
81	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
82	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
83	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
84	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
85	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
86	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
87	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
88	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
89	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
90	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
91	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
92	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
93	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
94	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
95	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
96	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
97	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
98	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
99	Road Diesel	BD	GE P42-8 Diesel Locomotive	BAM	Bad Order Awaiting Material	Active	Amtrak
100	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
101	Road Diesel	BD	GE P42-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
102	Road Diesel	BD	GE P42-8 Diesel Locomotive	AD	Awaiting Disposition	Active	Amtrak
103	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
104	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
105	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
106	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
107	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
108	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
109	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
110	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
111	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
112	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
113	Road Diesel	BD	GE P42-8 Diesel Locomotive	DHS	Deadhead Shop	Active	Amtrak
114	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
115	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
116	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
117	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
118	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
119	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
120	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
121	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
122	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
123	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
124	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
125	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
126	Road Diesel	BD	GE P42-8 Diesel Locomotive	BAM	Bad Order Awaiting Material	Active	Amtrak
127	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
128	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
129	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
130	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
131	Road Diesel	BD	GE P42-8 Diesel Locomotive	BAM	Bad Order Awaiting Material	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
132	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
133	Road Diesel	BD	GE P42-8 Diesel Locomotive	BAM	Bad Order Awaiting Material	Active	Amtrak
134	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
135	Road Diesel	BD	GE P42-8 Diesel Locomotive	BAM	Bad Order Awaiting Material	Active	Amtrak
136	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
137	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
138	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
139	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
140	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
141	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
142	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
144	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
145	Road Diesel	BD	GE P42-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
146	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
147	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
148	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
150	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
151	Road Diesel	BD	GE P42-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
152	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
153	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
154	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
155	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
156	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
157	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
158	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
159	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
160	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
161	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
162	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
163	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
164	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
165	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
166	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
167	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
168	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
169	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
170	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
171	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
172	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
173	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
174	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
175	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
176	Road Diesel	BD	GE P42-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
177	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
178	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
179	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
180	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
181	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
182	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
183	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
184	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
185	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
186	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
187	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
188	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
189	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
190	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
191	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
192	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
193	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKB	OK-Back Shops	Active	Amtrak
194	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
195	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
196	Road Diesel	BD	GE P42-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
197	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
198	Road Diesel	BD	GE P42-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
199	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
200	Road Diesel	BD	GE P42-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
201	Road Diesel	BD	GE P42-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
202	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
203	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
204	Road Diesel	BD	GE P42-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
205	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
206	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
207	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
401	Road Diesel	FP	Former F40PH Diesel Locomotive	SD	Stored	Not Active	Amtrak
402	Road Diesel	FP	Former F40PH Diesel Locomotive	SD	Stored	Not Active	Amtrak
403	Road Diesel	FP	Former F40PH Diesel Locomotive	SD	Stored	Not Active	Amtrak
404	Road Diesel	FP	Former F40PH Diesel Locomotive	SD	Stored	Not Active	Amtrak
405	Road Diesel	FP	Former F40PH Diesel Locomotive	SD	Stored	Not Active	Amtrak
406	Road Diesel	FP	Former F40PH Diesel Locomotive	SB	Standing By	Active	Amtrak
407	Road Diesel	FP	Former F40PH Diesel Locomotive	SD	Stored	Not Active	Amtrak
408	Road Diesel	FP	Former F40PH Diesel Locomotive	SD	Stored	Not Active	Amtrak
409	Road Diesel	FP	Former F40PH Diesel Locomotive	SD	Stored	Not Active	Amtrak
450	Road Diesel	GM	EMD F59PHI	BYD	Bad Ordered	Active	Progress Rail
451	Road Diesel	GM	EMD F59PHI	BYD	Bad Ordered	Active	Progress Rail
452	Road Diesel	GM	EMD F59PHI	ICC	In Service - Revenue	Active	Progress Rail
453	Road Diesel	GM	EMD F59PHI	ICC	In Service - Revenue	Active	Progress Rail
454	Road Diesel	GM	EMD F59PHI	BSH	Bad Ordered Back Shops	Active	Progress Rail

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
455	Road Diesel	GM	EMD F59PHI	ICC	In Service - Revenue	Active	Progress Rail
456	Road Diesel	GM	EMD F59PHI	BSH	Bad Ordered Back Shops	Active	Progress Rail
457	Road Diesel	GM	EMD F59PHI	OKM	OK - Mechanical	Active	Progress Rail
458	Road Diesel	GM	EMD F59PHI	BYD	Bad Ordered	Active	Progress Rail
459	Road Diesel	GM	EMD F59PHI	ICC	In Service - Revenue	Active	Progress Rail
460	Road Diesel	GM	EMD F59PHI	ICC	In Service - Revenue	Active	Progress Rail
461	Road Diesel	GM	EMD F59PHI	SB	Standing By	Active	GMAC
462	Road Diesel	GM	EMD F59PHI	BYD	Bad Ordered	Active	GMAC
463	Road Diesel	GM	EMD F59PHI	SB	Standing By	Active	GMAC
464	Road Diesel	GM	EMD F59PHI	BAM	Bad Order Awaiting Material	Active	GMAC
465	Road Diesel	GM	EMD F59PHI	BAM	Bad Order Awaiting Material	Active	GMAC
466	Road Diesel	GM	EMD F59PHI	BAM	Bad Order Awaiting Material	Active	GMAC
467	Road Diesel	GM	EMD F59PHI	SB	Standing By	Active	GMAC
468	Road Diesel	GM	EMD F59PHI	SB	Standing By	Active	GMAC
469	Road Diesel	GM	EMD F59PHI	BYD	Bad Ordered	Active	GMAC
470	Road Diesel	GM	EMD F59PHI	SB	Standing By	Active	GMAC
500	Road Diesel	BH	GE P32-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
503	Road Diesel	BH	GE P32-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
504	Road Diesel	BH	GE P32-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
505	Road Diesel	BH	GE P32-8 Diesel Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
506	Road Diesel	BH	GE P32-8 Diesel Locomotive	YSV	Yard Service	Active	Amtrak
507	Road Diesel	BH	GE P32-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
508	Road Diesel	BH	GE P32-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
509	Road Diesel	BH	GE P32-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
510	Road Diesel	BH	GE P32-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
511	Road Diesel	BH	GE P32-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
512	Road Diesel	BH	GE P32-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
513	Road Diesel	BH	GE P32-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
514	Road Diesel	BH	GE P32-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
515	Road Diesel	BH	GE P32-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
516	Road Diesel	BH	GE P32-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
517	Road Diesel	BH	GE P32-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
518	Road Diesel	BH	GE P32-8 Diesel Locomotive	YSV	Yard Service	Active	Amtrak
519	Road Diesel	BH	GE P32-8 Diesel Locomotive	OKM	OK - Mechanical	Active	Amtrak
600	Electric Locomotive	ES	Siemens ACS-64	BSH	Bad Ordered Back Shops	Active	Amtrak
601	Electric Locomotive	ES	Siemens ACS-64	SD	Stored	Not Active	Amtrak
602	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
603	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
604	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
605	Electric Locomotive	ES	Siemens ACS-64	BYD	Bad Ordered	Active	Amtrak
606	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
607	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
608	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
609	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
610	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
611	Electric Locomotive	ES	Siemens ACS-64	OKM	OK - Mechanical	Active	Amtrak
612	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
613	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
614	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
615	Electric Locomotive	ES	Siemens ACS-64	BMR	Bad Order Material Received	Active	Amtrak
616	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
617	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
618	Electric Locomotive	ES	Siemens ACS-64	BMR	Bad Order Material Received	Active	Amtrak
619	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
620	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
621	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
622	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
623	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
624	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
625	Electric Locomotive	ES	Siemens ACS-64	BYD	Bad Ordered	Active	Amtrak
626	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
627	Electric Locomotive	ES	Siemens ACS-64	SD	Stored	Not Active	Amtrak
628	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
629	Electric Locomotive	ES	Siemens ACS-64	BYD	Bad Ordered	Active	Amtrak
630	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
631	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
632	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
633	Electric Locomotive	ES	Siemens ACS-64	BYD	Bad Ordered	Active	Amtrak
634	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
635	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
636	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
637	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
638	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
639	Electric Locomotive	ES	Siemens ACS-64	BYD	Bad Ordered	Active	Amtrak
640	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
641	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
642	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
643	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
644	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
645	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
646	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
647	Electric Locomotive	ES	Siemens ACS-64	WR	Wrecked	Not Active	Amtrak
648	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
649	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
650	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
651	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
652	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
653	Electric Locomotive	ES	Siemens ACS-64	BSH	Bad Ordered Back Shops	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
654	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
655	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
656	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
657	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
658	Electric Locomotive	ES	Siemens ACS-64	BYD	Bad Ordered	Active	Amtrak
659	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
660	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
661	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
662	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
663	Electric Locomotive	ES	Siemens ACS-64	WR	Wrecked	Not Active	Amtrak
664	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
665	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
667	Electric Locomotive	ES	Siemens ACS-64	SB	Standing By	Active	Amtrak
668	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
669	Electric Locomotive	ES	Siemens ACS-64	ICC	In Service - Revenue	Active	Amtrak
670	Electric Locomotive	ES	Siemens ACS-64	OKM	OK - Mechanical	Active	Amtrak
680	Electric Locomotive	EH	Bombardier/Alstom HHP-8	BSH	Bad Ordered Back Shops	Active	BNY Capital Funding
681	Electric Locomotive	EH	Bombardier/Alstom HHP-8	OKB	OK-Back Shops	Active	Philip Morris
682	Electric Locomotive	EH	Bombardier/Alstom HHP-8	BSH	Bad Ordered Back Shops	Active	Philip Morris
683	Electric Locomotive	EH	Bombardier/Alstom HHP-8	BSH	Bad Ordered Back Shops	Active	BNY Capital Funding
684	Electric Locomotive	EH	Bombardier/Alstom HHP-8	OKB	OK-Back Shops	Active	Philip Morris
685	Electric Locomotive	EH	Bombardier/Alstom HHP-8	OKB	OK-Back Shops	Active	Philip Morris
686	Electric Locomotive	EH	Bombardier/Alstom HHP-8	OKB	OK-Back Shops	Active	Philip Morris
687	Electric Locomotive	EH	Bombardier/Alstom HHP-8	BSH	Bad Ordered Back Shops	Active	BNY Capital Funding
688	Electric Locomotive	EH	Bombardier/Alstom HHP-8	BSH	Bad Ordered Back Shops	Active	BNY Capital Funding
689	Electric Locomotive	EH	Bombardier/Alstom HHP-8	BSH	Bad Ordered Back Shops	Active	BNY Capital Funding
690	Electric Locomotive	EH	Bombardier/Alstom HHP-8	OKB	OK-Back Shops	Active	Philip Morris
691	Electric Locomotive	EH	Bombardier/Alstom HHP-8	OKB	OK-Back Shops	Active	BNY Capital Funding
692	Electric Locomotive	EH	Bombardier/Alstom HHP-8	OKB	OK-Back Shops	Active	Philip Morris
693	Electric Locomotive	EH	Bombardier/Alstom HHP-8	BSH	Bad Ordered Back Shops	Active	Bank of America
694	Electric Locomotive	EH	Bombardier/Alstom HHP-8	BSH	Bad Ordered Back Shops	Active	Philip Morris
700	Road Diesel	DM	P32ACDM Dual Mode Locomotive	BYD	Bad Ordered	Active	Amtrak
701	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
702	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
703	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
704	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
705	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
706	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
707	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
708	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
709	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
710	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
711	Road Diesel	DM	P32ACDM Dual Mode Locomotive	OKM	OK - Mechanical	Active	Amtrak
712	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
713	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
714	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
715	Road Diesel	DM	P32ACDM Dual Mode Locomotive	SB	Standing By	Active	Amtrak
716	Road Diesel	DM	P32ACDM Dual Mode Locomotive	ICC	In Service - Revenue	Active	Amtrak
717	Road Diesel	DM	P32ACDM Dual Mode Locomotive	BYD	Bad Ordered	Active	Amtrak
800	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
801	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
802	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
803	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
804	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
805	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
806	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
809	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
811	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
813	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
814	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
815	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
816	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
817	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
818	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
821	Road Diesel	BP	GE P40-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
822	Road Diesel	BP	GE P40-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
823	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
824	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
825	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
826	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
827	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
828	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
830	Road Diesel	BP	GE P40-8 Diesel Locomotive	SB	Standing By	Active	Amtrak
831	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
832	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
835	Road Diesel	BP	GE P40-8 Diesel Locomotive	BYD	Bad Ordered	Active	Amtrak
837	Road Diesel	BP	GE P40-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
839	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
901	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
905	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
908	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
917	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
919	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
920	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
921	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
923	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
925	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
927	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
929	Electric Locomotive	AE	AEM-7	BAM	Bad Order Awaiting Material	Active	Amtrak
935	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
938	Electric Locomotive	AE	AEM-7	BSH	Bad Ordered Back Shops	Active	Amtrak
940	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
941	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
943	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
946	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
948	Electric Locomotive	AE	AEM-7	SD	Stored	Not Active	Amtrak
1126	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1127	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1132	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1135	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1159	Heritage	BA	Baggage (Heritage)	BYD	Bad Ordered	Active	Amtrak
1160	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1161	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1162	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1163	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1164	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1165	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1171	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1172	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1203	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1204	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1206	Heritage	BA	Baggage (Heritage)	AD	Awaiting Disposition	Active	Amtrak
1208	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1210	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1211	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1212	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1213	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1215	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1216	Heritage	BA	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1221	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1223	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1226	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1229	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1230	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1232	Heritage	BA	Baggage (Heritage)	AD	Awaiting Disposition	Active	Amtrak
1234	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1235	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1236	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1239	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1241	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1242	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1244	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
1245	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1246	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1247	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1248	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1249	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1250	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1251	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1252	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1253	Heritage	BA	Baggage (Heritage)	BSH	Bad Ordered Back Shops	Active	Amtrak
1255	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1257	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1258	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1260	Heritage	BA	Baggage (Heritage)	BSH	Bad Ordered Back Shops	Active	Amtrak
1261	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1264	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1265	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1267	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1269	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1272	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1702	Heritage	MS	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1709	Heritage	MS	Baggage (Heritage)	SB	Standing By	Active	Amtrak
1710	Heritage	MS	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1716	Heritage	MS	Baggage (Heritage)	ICD	In Service - Deadhead	Active	Amtrak
1717	Heritage	MS	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1721	Heritage	MS	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1730	Heritage	MS	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1731	Heritage	MS	Baggage (Heritage)	AD	Awaiting Disposition	Active	Amtrak
1733	Heritage	MS	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1734	Heritage	MS	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1735	Heritage	MS	Baggage (Heritage)	SB	Standing By	Active	Amtrak
1738	Heritage	MS	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1750	Heritage	MS	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1751	Heritage	MS	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1752	Heritage	MS	Baggage (Heritage)	BYD	Bad Ordered	Active	Amtrak
1753	Heritage	MS	Baggage (Heritage)	ICD	In Service - Deadhead	Active	Amtrak
1755	Heritage	MS	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1756	Heritage	MS	Baggage (Heritage)	AD	Awaiting Disposition	Active	Amtrak
1757	Heritage	MS	Baggage (Heritage)	SB	Standing By	Active	Amtrak
1758	Heritage	MS	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1760	Heritage	MS	Baggage (Heritage)	SB	Standing By	Active	Amtrak
1761	Heritage	MS	Baggage (Heritage)	ICC	In Service - Revenue	Active	Amtrak
1762	Heritage	MS	Baggage (Heritage)	AD	Awaiting Disposition	Active	Amtrak
1855	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak
1857	Heritage	BA	Baggage (Heritage)	SD	Stored	Not Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
2000	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2001	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Amtrak
2002	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2003	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Amtrak
2004	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2005	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2006	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2007	Acela Express	LP	Acela Exp. Power Car	SB	Standing By	Active	Bank of America
2008	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2009	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2010	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2011	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2012	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2013	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2014	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Bank of America
2015	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2016	Acela Express	LP	Acela Exp. Power Car	SB	Standing By	Active	Philip Morris
2017	Acela Express	LP	Acela Exp. Power Car	SB	Standing By	Active	BNY Capital Funding
2018	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2019	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Bank of America
2020	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2021	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2022	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2023	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2024	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2025	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2026	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2027	Acela Express	LP	Acela Exp. Power Car	SB	Standing By	Active	Philip Morris
2028	Acela Express	LP	Acela Exp. Power Car	SB	Standing By	Active	Bank of America
2029	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2030	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2031	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2032	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2033	Acela Express	LP	Acela Exp. Power Car	SB	Standing By	Active	Philip Morris
2034	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2035	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2036	Acela Express	LP	Acela Exp. Power Car	SB	Standing By	Active	BNY Capital Funding
2037	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	Philip Morris
2038	Acela Express	LP	Acela Exp. Power Car	SB	Standing By	Active	Philip Morris
2039	Acela Express	LP	Acela Exp. Power Car	ICC	In Service - Revenue	Active	BNY Capital Funding
2300	Viewliner	VS	Sleeper	SD	Stored	Not Active	Amtrak
3200	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Amtrak
3201	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Philip Morris
3202	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Philip Morris

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
3203	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Philip Morris
3204	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3205	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3206	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3207	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3208	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Philip Morris
3209	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Philip Morris
3210	Acela Express	LF	Acela Exp. First Class	SB	Standing By	Active	BNY Capital Funding
3211	Acela Express	LF	Acela Exp. First Class	SB	Standing By	Active	Bank of America
3212	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3213	Acela Express	LF	Acela Exp. First Class	SB	Standing By	Active	Philip Morris
3214	Acela Express	LF	Acela Exp. First Class	SB	Standing By	Active	Philip Morris
3215	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Philip Morris
3216	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3217	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Philip Morris
3218	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	Bank of America
3219	Acela Express	LF	Acela Exp. First Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3300	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Amtrak
3301	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	BNY Capital Funding
3302	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Philip Morris
3303	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	BNY Capital Funding
3304	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Philip Morris
3305	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	BNY Capital Funding
3306	Acela Express	LB	Acela Exp. Cafe	SB	Standing By	Active	Philip Morris
3307	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	BNY Capital Funding
3308	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	BNY Capital Funding
3309	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Philip Morris
3310	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Philip Morris
3311	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Philip Morris
3312	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	BNY Capital Funding
3313	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	BNY Capital Funding
3314	Acela Express	LB	Acela Exp. Cafe	SB	Standing By	Active	Bank of America
3315	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Bank of America
3316	Acela Express	LB	Acela Exp. Cafe	SB	Standing By	Active	BNY Capital Funding
3317	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Philip Morris
3318	Acela Express	LB	Acela Exp. Cafe	SB	Standing By	Active	Philip Morris
3319	Acela Express	LB	Acela Exp. Cafe	ICC	In Service - Revenue	Active	Philip Morris
3400	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3401	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Amtrak
3402	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3403	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Philip Morris
3404	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Philip Morris
3405	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Philip Morris
3406	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Philip Morris

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
3407	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3408	Acela Express	LE	Acela Exp. End Business Class	SB	Standing By	Active	Philip Morris
3409	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3410	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Philip Morris
3411	Acela Express	LE	Acela Exp. End Business Class	SB	Standing By	Active	Bank of America
3412	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3413	Acela Express	LE	Acela Exp. End Business Class	SB	Standing By	Active	Philip Morris
3414	Acela Express	LE	Acela Exp. End Business Class	SB	Standing By	Active	BNY Capital Funding
3415	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3416	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Bank of America
3417	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Philip Morris
3418	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	Philip Morris
3419	Acela Express	LE	Acela Exp. End Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3500	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3501	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3502	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3503	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3504	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3505	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3506	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3507	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Amtrak
3508	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Amtrak
3509	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3510	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3511	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3512	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3513	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3514	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3515	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3516	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3517	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3518	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3519	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Amtrak
3520	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3521	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3522	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Bank of America
3523	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3524	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Bank of America
3525	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3526	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3527	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3528	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3529	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Philip Morris
3530	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	BNY Capital Funding

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
3531	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	BNY Capital Funding
3532	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	BNY Capital Funding
3533	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Philip Morris
3534	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Philip Morris
3535	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3536	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3537	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Philip Morris
3538	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3539	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3540	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Philip Morris
3541	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3542	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3543	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3544	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3545	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Bank of America
3546	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3547	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3548	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Bank of America
3549	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3550	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3551	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3552	Acela Express	LC	Acela Exp. Mid. Business Class	SB	Standing By	Active	Philip Morris
3553	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3554	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3555	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Philip Morris
3556	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3557	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	BNY Capital Funding
3558	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Bank of America
3559	Acela Express	LC	Acela Exp. Mid. Business Class	ICC	In Service - Revenue	Active	Bank of America
6300	Surfliner	OF	Coach/Cafe*	ICC	In Service - Revenue	Active	Amtrak
6301	Surfliner	OF	Coach/Cafe*	ICC	In Service - Revenue	Active	Amtrak
6302	Surfliner	OF	Coach/Cafe*	BYD	Bad Ordered	Active	Amtrak
6303	Surfliner	OF	Coach/Cafe*	ICC	In Service - Revenue	Active	Amtrak
6304	Surfliner	OF	Coach/Cafe*	ICC	In Service - Revenue	Active	Amtrak
6305	Surfliner	OF	Coach/Cafe*	ICC	In Service - Revenue	Active	Amtrak
6306	Surfliner	OF	Coach/Cafe*	ICC	In Service - Revenue	Active	Amtrak
6307	Surfliner	OF	Coach/Cafe*	ICC	In Service - Revenue	Active	Amtrak
6400	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6401	Surfliner	OC	Coach**	OKM	OK - Mechanical	Active	Amtrak
6402	Surfliner	OC	Coach**	OKM	OK - Mechanical	Active	Amtrak
6403	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6404	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6405	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6406	Surfliner	OC	Coach**	SB	Standing By	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
6407	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6408	Surfliner	OC	Coach**	SB	Standing By	Active	Amtrak
6409	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6410	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6411	Surfliner	OC	Coach**	SB	Standing By	Active	Amtrak
6412	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6413	Surfliner	OC	Coach**	BYD	Bad Ordered	Active	Amtrak
6414	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	Amtrak
6800	Surfliner	OM	Business Class Car*	ICC	In Service - Revenue	Active	Amtrak
6801	Surfliner	OM	Business Class Car*	ICC	In Service - Revenue	Active	Amtrak
6802	Surfliner	OM	Business Class Car*	SB	Standing By	Active	Amtrak
6803	Surfliner	OM	Business Class Car*	ICC	In Service - Revenue	Active	Amtrak
6804	Surfliner	OM	Business Class Car*	ICC	In Service - Revenue	Active	Amtrak
6805	Surfliner	OM	Business Class Car*	ICC	In Service - Revenue	Active	Amtrak
6806	Surfliner	OM	Business Class Car*	ICC	In Service - Revenue	Active	Amtrak
6807	Surfliner	OM	Business Class Car*	ICC	In Service - Revenue	Active	Amtrak
6900	Surfliner	OB	Cab/Coach-Baggage**	ICC	In Service - Revenue	Active	Amtrak
6901	Surfliner	OB	Cab/Coach-Baggage**	BSH	Bad Ordered Back Shops	Active	Amtrak
6902	Surfliner	OB	Cab/Coach-Baggage**	SD	Stored	Not Active	Amtrak
6903	Surfliner	OB	Cab/Coach-Baggage**	ICC	In Service - Revenue	Active	Amtrak
6904	Surfliner	OB	Cab/Coach-Baggage**	ICC	In Service - Revenue	Active	Amtrak
6905	Surfliner	OB	Cab/Coach-Baggage**	ICC	In Service - Revenue	Active	Amtrak
6906	Surfliner	OB	Cab/Coach-Baggage**	SB	Standing By	Active	Amtrak
6907	Surfliner	OB	Cab/Coach-Baggage**	BYD	Bad Ordered	Active	Amtrak
6908	Surfliner	OB	Cab/Coach-Baggage**	ICC	In Service - Revenue	Active	Amtrak
7100	Talgo	TB	Talgo Bike/Baggage Car	ICC	In Service - Revenue	Active	Amtrak
7101	Talgo	TB	Talgo Bike/Baggage Car	ICC	In Service - Revenue	Active	Washington State
7102	Talgo	TB	Talgo Bike/Baggage Car	SO	Set Out	Not Active	Washington State
7103	Talgo	TB	Talgo Bike/Baggage Car	ICC	In Service - Revenue	Active	Amtrak
7104	Talgo	TB	Talgo Bike/Baggage Car	ICC	In Service - Revenue	Active	Washington State
7105	Talgo	TB	Talgo Bike/Baggage Car	SD	Stored	Not Active	Washington State
7110	Talgo	TB	Talgo Bike/Baggage Car	SB	Standing By	Active	Oregon
7111	Talgo	TB	Talgo Bike/Baggage Car	ICC	In Service - Revenue	Active	Oregon
7151	Talgo	TB	Talgo Bike/Baggage Car	SB	Standing By	Active	Amtrak
7200	Talgo	TO	Talgo ADA Coach	ICC	In Service - Revenue	Active	Oregon
7201	Talgo	TO	Talgo ADA Coach	SB	Standing By	Active	Oregon
7202	Talgo	TO	Talgo ADA Coach	SB	Standing By	Active	Oregon
7203	Talgo	TO	Talgo ADA Coach	ICC	In Service - Revenue	Active	Oregon
7204	Talgo	TO	Talgo ADA Coach	SB	Standing By	Active	Oregon
7205	Talgo	TO	Talgo ADA Coach	ICC	In Service - Revenue	Active	Oregon
7250	Talgo	TO	Talgo ADA Coach	SB	Standing By	Active	Amtrak
7251	Talgo	TO	Talgo ADA Coach	SB	Standing By	Active	Amtrak
7254	Talgo	TO	Talgo ADA Coach	SB	Standing By	Active	Amtrak
7258	Talgo	TO	Talgo ADA Coach	SB	Standing By	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
7259	Talgo	TO	Talgo ADA Coach	SB	Standing By	Active	Amtrak
7300	Talgo	TL	Talgo Bistro Car	ICC	In Service - Revenue	Active	Amtrak
7301	Talgo	TL	Talgo Bistro Car	ICC	In Service - Revenue	Active	Washington State
7302	Talgo	TL	Talgo Bistro Car	ICC	In Service - Revenue	Active	Washington State
7303	Talgo	TL	Talgo Bistro Car	SO	Set Out	Not Active	Amtrak
7304	Talgo	TL	Talgo Bistro Car	ICC	In Service - Revenue	Active	Amtrak
7305	Talgo	TL	Talgo Bistro Car	OKM	OK - Mechanical	Active	Washington State
7310	Talgo	TL	Talgo Bistro Car	SB	Standing By	Active	Oregon
7311	Talgo	TL	Talgo Bistro Car	ICC	In Service - Revenue	Active	Oregon
7350	Talgo	TL	Talgo Bistro Car	SB	Standing By	Active	Amtrak
7400	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7401	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7402	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7403	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7404	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7405	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7406	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7407	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7408	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7409	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7410	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7411	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7412	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7413	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7414	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Washington State
7415	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7416	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7417	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7418	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7419	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7420	Talgo	TU	Talgo Standard Coach	SO	Set Out	Not Active	Washington State
7421	Talgo	TU	Talgo Standard Coach	SO	Set Out	Not Active	Washington State
7422	Talgo	TU	Talgo Standard Coach	SO	Set Out	Not Active	Washington State
7423	Talgo	TU	Talgo Standard Coach	SO	Set Out	Not Active	Washington State
7424	Talgo	TU	Talgo Standard Coach	SO	Set Out	Not Active	Washington State
7425	Talgo	TU	Talgo Standard Coach	ICC	In Service - Revenue	Active	Amtrak
7450	Talgo	TK	Talgo Business Class Car	ICC	In Service - Revenue	Active	Amtrak
7451	Talgo	TK	Talgo Business Class Car	ICC	In Service - Revenue	Active	Washington State
7452	Talgo	TK	Talgo Business Class Car	ICC	In Service - Revenue	Active	Washington State
7453	Talgo	TK	Talgo Business Class Car	ICC	In Service - Revenue	Active	Amtrak
7454	Talgo	TK	Talgo Business Class Car	SO	Set Out	Not Active	Washington State
7500	Talgo	TH	Talgo ADA Coach	ICC	In Service - Revenue	Active	Amtrak
7501	Talgo	TH	Talgo ADA Coach	ICC	In Service - Revenue	Active	Washington State
7502	Talgo	TH	Talgo ADA Coach	ICC	In Service - Revenue	Active	Washington State

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
7503	Talgo	TH	Talgo ADA Coach	ICC	In Service - Revenue	Active	Amtrak
7504	Talgo	TH	Talgo ADA Coach	SO	Set Out	Not Active	Washington State
7520	Talgo	TO	Talgo ADA Coach	ICC	In Service - Revenue	Active	Amtrak
7521	Talgo	TO	Talgo ADA Coach	ICC	In Service - Revenue	Active	Amtrak
7522	Talgo	TO	Talgo ADA Coach	ICC	In Service - Revenue	Active	Amtrak
7550	Talgo	TN	Talgo ADA Business Class Car	ICC	In Service - Revenue	Active	Amtrak
7551	Talgo	TN	Talgo ADA Business Class Car	ICC	In Service - Revenue	Active	Washington State
7552	Talgo	TN	Talgo ADA Business Class Car	ICC	In Service - Revenue	Active	Washington State
7553	Talgo	TN	Talgo ADA Business Class Car	ICC	In Service - Revenue	Active	Amtrak
7554	Talgo	TN	Talgo ADA Business Class Car	SO	Set Out	Not Active	Washington State
7560	Talgo	TN	Talgo ADA Business Class Car	SB	Standing By	Active	Oregon
7561	Talgo	TN	Talgo ADA Business Class Car	ICC	In Service - Revenue	Active	Oregon
7562	Talgo	TN	Talgo ADA Business Class Car	SB	Standing By	Active	Oregon
7563	Talgo	TN	Talgo ADA Business Class Car	ICC	In Service - Revenue	Active	Oregon
7700	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Oregon
7701	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Oregon
7702	Talgo	TW	Talgo ADA Coach w/o Toilet	ICC	In Service - Revenue	Active	Oregon
7703	Talgo	TW	Talgo ADA Coach w/o Toilet	ICC	In Service - Revenue	Active	Oregon
7704	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Oregon
7705	Talgo	TW	Talgo ADA Coach w/o Toilet	ICC	In Service - Revenue	Active	Oregon
7706	Talgo	TW	Talgo ADA Coach w/o Toilet	ICC	In Service - Revenue	Active	Oregon
7707	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Oregon
7750	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Amtrak
7751	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Amtrak
7752	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Amtrak
7753	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Amtrak
7756	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Amtrak
7758	Talgo	TW	Talgo ADA Coach w/o Toilet	SB	Standing By	Active	Amtrak
7800	Talgo	TE	Talgo Dining (Table) Car	ICC	In Service - Revenue	Active	Amtrak
7801	Talgo	TE	Talgo Dining (Table) Car	ICC	In Service - Revenue	Active	Washington State
7802	Talgo	TE	Talgo Dining (Table) Car	ICC	In Service - Revenue	Active	Washington State
7803	Talgo	TE	Talgo Dining (Table) Car	ICC	In Service - Revenue	Active	Amtrak
7804	Talgo	TE	Talgo Dining (Table) Car	SO	Set Out	Not Active	Washington State
7810	Talgo	TE	Talgo Dining (Table) Car	SB	Standing By	Active	Oregon
7811	Talgo	TE	Talgo Dining (Table) Car	ICC	In Service - Revenue	Active	Oregon
7900	Talgo	TM	Talgo End Power Car	ICC	In Service - Revenue	Active	Amtrak
7901	Talgo	TM	Talgo End Power Car	ICC	In Service - Revenue	Active	Washington State
7902	Talgo	TM	Talgo End Power Car	ICC	In Service - Revenue	Active	Washington State
7903	Talgo	TM	Talgo End Power Car	SO	Set Out	Not Active	Washington State
7904	Talgo	TM	Talgo End Power Car	ICC	In Service - Revenue	Active	Amtrak
7905	Talgo	TM	Talgo End Power Car	OKM	OK - Mechanical	Active	Washington State
7910	Talgo	TJ	Talgo End Power / Cab Car	SB	Standing By	Active	Oregon
7911	Talgo	TJ	Talgo End Power / Cab Car	ICC	In Service - Revenue	Active	Oregon
7951	Talgo	TJ	Talgo End Power / Cab Car	SB	Standing By	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
8010	Road Diesel	BP	GE P40-8 Diesel Locomotive	SD	Stored	Not Active	Amtrak
8011	Road Diesel	BD	GE P42-8 Diesel Locomotive	ICC	In Service - Revenue	Active	Amtrak
8400	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
8502	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8504	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8505	Heritage	DA	Diner	SB	Standing By	Active	Amtrak
8507	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8509	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8510	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8511	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8512	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8521	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8524	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8527	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8528	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8530	Heritage	DA	Diner	ICC	In Service - Revenue	Active	Amtrak
8531	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8532	Heritage	DA	Diner	SD	Stored	Not Active	Amtrak
8550	Heritage	DG	Diner Grill	SD	Stored	Not Active	Amtrak
8551	Heritage	DG	Diner Grill	SD	Stored	Not Active	Amtrak
8552	Heritage	DG	Diner Grill	SD	Stored	Not Active	Amtrak
8553	Heritage	DG	Diner Grill	SD	Stored	Not Active	Amtrak
8554	Heritage	DG	Diner Grill	SD	Stored	Not Active	Amtrak
8558	Heritage	DG	Diner Grill	SD	Stored	Not Active	Amtrak
8559	Heritage	DG	Diner Grill	SD	Stored	Not Active	Amtrak
9200	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9201	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9202	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9203	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9204	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9205	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9206	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9207	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9208	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9209	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9210	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak
9211	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9212	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak
9213	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9214	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9215	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9216	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9217	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9218	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
9219	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9220	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9221	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9222	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9223	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9224	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9225	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9226	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak
9227	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9228	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9229	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9230	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9231	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9232	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9233	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9234	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9235	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9236	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9237	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak
9238	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9239	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9240	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9241	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9242	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9243	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9244	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9245	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9246	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak
9247	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak
9248	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9249	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9250	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9251	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9252	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9253	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9254	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak
9255	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9256	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9257	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9258	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9259	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9260	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9261	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9262	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
9263	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9264	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9265	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9266	Auto Carrier	FB	Auto Carrier Multi-Purpose	BYD	Bad Ordered	Active	Amtrak
9267	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9268	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9269	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9270	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9271	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9272	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9273	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9274	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9275	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9276	Auto Carrier	FB	Auto Carrier Multi-Purpose	SB	Standing By	Active	Amtrak
9277	Auto Carrier	FB	Auto Carrier Multi-Purpose	OKM	OK - Mechanical	Active	Amtrak
9278	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9279	Auto Carrier	FB	Auto Carrier Multi-Purpose	ICC	In Service - Revenue	Active	Amtrak
9632	Ex-Metroliner	CC	Cab Control Coach	SB	Standing By	Active	Amtrak
9633	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9634	Ex-Metroliner	CC	Cab Control Coach	SB	Standing By	Active	Amtrak
9635	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9636	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9637	Ex-Metroliner	CC	Cab Control Coach	SD	Stored	Not Active	Amtrak
9638	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9639	Ex-Metroliner	CC	Cab Control Coach	WR	Wrecked	Not Active	Amtrak
9640	Ex-Metroliner	CC	Cab Control Coach	BYD	Bad Ordered	Active	Amtrak
9641	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9643	Ex-Metroliner	CC	Cab Control Coach	ICD	In Service - Deadhead	Active	Amtrak
9644	Ex-Metroliner	CC	Cab Control Coach	BYD	Bad Ordered	Active	Amtrak
9645	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9646	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9647	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9649	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9650	Ex-Metroliner	CC	Cab Control Coach	SD	Stored	Not Active	Amtrak
9651	Ex-Metroliner	CC	Cab Control Coach	ICC	In Service - Revenue	Active	Amtrak
9800	Ex-Metroliner	BF	Cab Conference Car	OKM	OK - Mechanical	Active	Amtrak
10003	Acela Express	LI	Acela Exp. Inspection Car	SB	Standing By	Active	Amtrak
10031	Heritage	DL	Dome-Lounge	ICC	In Service - Revenue	Active	Amtrak
10404	Heritage	WC	Wheel/Buffer Cars	SB	Standing By	Active	Amtrak
10405	Heritage	WC	Wheel/Buffer Cars	OKB	OK-Back Shops	Active	Amtrak
21100	Amfleet I	AO	Coach	SD	Stored	Not Active	Amtrak
21177	Amfleet I	AO	Coach	SD	Stored	Not Active	Amtrak
25000	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25001	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
25003	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25004	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25005	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25006	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25007	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25008	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25009	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25010	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25011	Amfleet II	AI	Coach (ADA)	WR	Wrecked	Not Active	Amtrak
25012	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25013	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25014	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25015	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25016	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25017	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25018	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25019	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25020	Amfleet II	AI	Coach (ADA)	WR	Wrecked	Not Active	Amtrak
25021	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25023	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25024	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25025	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25026	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25027	Amfleet II	AI	Coach (ADA)	BAM	Bad Order Awaiting Material	Active	Amtrak
25028	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25029	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25030	Amfleet II	AI	Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
25031	Amfleet II	AI	Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
25032	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25034	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25035	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25036	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25037	Amfleet II	AI	Coach (ADA)	SO	Set Out	Not Active	Amtrak
25038	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25039	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25040	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25041	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25042	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25043	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25044	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25045	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25046	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25047	Amfleet II	AI	Coach (ADA)	AD	Awaiting Disposition	Active	Amtrak
25048	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
25049	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25050	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25051	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25052	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25053	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25054	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25055	Amfleet II	AI	Coach (ADA)	BAM	Bad Order Awaiting Material	Active	Amtrak
25056	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25057	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25058	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25059	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25060	Amfleet II	AI	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
25061	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25062	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25063	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25064	Amfleet II	AI	Coach (ADA)	WR	Wrecked	Not Active	Amtrak
25065	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25066	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25067	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25068	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25069	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25070	Amfleet II	AI	Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
25071	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25072	Amfleet II	AI	Coach (ADA)	SO	Set Out	Not Active	Amtrak
25073	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25074	Amfleet II	AI	Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
25075	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25076	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25077	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25078	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25079	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25081	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25082	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25083	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25084	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25085	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25086	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25087	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25088	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25089	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25090	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25091	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25093	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25094	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
25095	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25096	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25097	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25098	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25099	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25100	Amfleet II	AI	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
25101	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25102	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25103	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25104	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25105	Amfleet II	AI	Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
25106	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25107	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25108	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25109	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25110	Amfleet II	AI	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
25111	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25112	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25113	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25114	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25115	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25116	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25117	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25118	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25119	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25120	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
25121	Amfleet II	AI	Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
25122	Amfleet II	AI	Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
25123	Amfleet II	AI	Coach (ADA)	SB	Standing By	Active	Amtrak
25124	Amfleet II	AI	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
28000	Amfleet II	AH	Lounge ("Diner Lite")	BYD	Bad Ordered	Active	Amtrak
28001	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28002	Amfleet II	AH	Lounge ("Diner Lite")	SO	Set Out	Not Active	Amtrak
28003	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28004	Amfleet II	AH	Lounge ("Diner Lite")	ICD	In Service - Deadhead	Active	Amtrak
28005	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28006	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28007	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28008	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28009	Amfleet II	AH	Lounge ("Diner Lite")	SB	Standing By	Active	Amtrak
28010	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28011	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28012	Amfleet II	AH	Lounge ("Diner Lite")	ICD	In Service - Deadhead	Active	Amtrak
28013	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
28014	Amfleet II	AH	Lounge ("Diner Lite")	SB	Standing By	Active	Amtrak
28015	Amfleet II	AH	Lounge ("Diner Lite")	SB	Standing By	Active	Amtrak
28016	Amfleet II	AH	Lounge ("Diner Lite")	SB	Standing By	Active	Amtrak
28017	Amfleet II	AH	Lounge ("Diner Lite")	BYD	Bad Ordered	Active	Amtrak
28018	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28019	Amfleet II	AH	Lounge ("Diner Lite")	SB	Standing By	Active	Amtrak
28020	Amfleet II	AH	Lounge ("Diner Lite")	ICD	In Service - Deadhead	Active	Amtrak
28021	Amfleet II	AH	Lounge ("Diner Lite")	OKM	OK - Mechanical	Active	Amtrak
28022	Amfleet II	AH	Lounge ("Diner Lite")	BYD	Bad Ordered	Active	Amtrak
28023	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
28024	Amfleet II	AH	Lounge ("Diner Lite")	ICC	In Service - Revenue	Active	Amtrak
31000	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31002	Superliner	SQ	Coach/Baggage	SB	Standing By	Active	Amtrak
31003	Superliner	SQ	Coach/Baggage	BSH	Bad Ordered Back Shops	Active	Amtrak
31004	Superliner	SQ	Coach/Baggage	BSH	Bad Ordered Back Shops	Active	Amtrak
31005	Superliner	SQ	Coach/Baggage	ICD	In Service - Deadhead	Active	Amtrak
31006	Superliner	SQ	Coach/Baggage	BSH	Bad Ordered Back Shops	Active	Amtrak
31007	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31008	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31009	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31010	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31011	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31012	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31013	Superliner	SQ	Coach/Baggage	SD	Stored	Not Active	Amtrak
31014	Superliner	SQ	Coach/Baggage	ICD	In Service - Deadhead	Active	Amtrak
31015	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31016	Superliner	SQ	Coach/Baggage	BYD	Bad Ordered	Active	Amtrak
31017	Superliner	SQ	Coach/Baggage	SB	Standing By	Active	Amtrak
31018	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31019	Superliner	SQ	Coach/Baggage	SB	Standing By	Active	Amtrak
31020	Superliner	SQ	Coach/Baggage	BSH	Bad Ordered Back Shops	Active	Amtrak
31021	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31023	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31024	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31025	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31026	Superliner	SQ	Coach/Baggage	BSH	Bad Ordered Back Shops	Active	Amtrak
31027	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31028	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31029	Superliner	SQ	Coach/Baggage	SB	Standing By	Active	RBS Asset Finance
31030	Superliner	SQ	Coach/Baggage	OKM	OK - Mechanical	Active	RBS Asset Finance
31031	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31032	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31033	Superliner	SQ	Coach/Baggage	SB	Standing By	Active	RBS Asset Finance
31035	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
31036	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31038	Superliner	SQ	Coach/Baggage	BYD	Bad Ordered	Active	RBS Asset Finance
31039	Superliner	SQ	Coach/Baggage	BSH	Bad Ordered Back Shops	Active	RBS Asset Finance
31040	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31041	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31042	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31043	Superliner	SQ	Coach/Baggage	SB	Standing By	Active	RBS Asset Finance
31044	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31045	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	RBS Asset Finance
31046	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31047	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
31537	Superliner	SM	Smoking Coach	SD	Stored	Not Active	Amtrak
31934	Superliner	SQ	Coach/Baggage	ICC	In Service - Revenue	Active	Amtrak
32000	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32001	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	RBS Asset Finance
32002	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32003	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	RBS Asset Finance
32005	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	RBS Asset Finance
32006	Superliner	SS	Sleeper	SB	Standing By	Active	RBS Asset Finance
32007	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	RBS Asset Finance
32009	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32011	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	RBS Asset Finance
32012	Superliner	SS	Sleeper	SD	Stored	Not Active	RBS Asset Finance
32013	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	RBS Asset Finance
32014	Superliner	SS	Sleeper	SD	Stored	Not Active	Amtrak
32015	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	RBS Asset Finance
32016	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32017	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32018	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32019	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32020	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32021	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32022	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32023	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	RBS Asset Finance
32025	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32026	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32027	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32028	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32029	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32030	Superliner	SS	Sleeper	OKB	OK-Back Shops	Active	Amtrak
32031	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32032	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32033	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32034	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
32037	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32038	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32039	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32040	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32041	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32042	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32043	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32044	Superliner	SS	Sleeper	OKM	OK - Mechanical	Active	Amtrak
32045	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32046	Superliner	SS	Sleeper	SD	Stored	Not Active	Amtrak
32047	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32048	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32049	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32050	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32051	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32052	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32053	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32054	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32055	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32056	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32057	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32058	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32059	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32060	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32062	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32063	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32064	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32065	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32066	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32067	Superliner	SS	Sleeper	OKM	OK - Mechanical	Active	Amtrak
32068	Superliner	SS	Sleeper	BYD	Bad Ordered	Active	Amtrak
32069	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32070	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32071	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32072	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32073	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32074	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32075	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32076	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32077	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32078	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32079	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32080	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32081	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
32082	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32083	Superliner	SS	Sleeper	BYD	Bad Ordered	Active	Amtrak
32084	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32085	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32086	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32087	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32088	Superliner	SS	Sleeper	BYD	Bad Ordered	Active	Amtrak
32089	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32090	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32091	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32092	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32093	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32094	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32095	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32097	Superliner	SS	Sleeper	OKB	OK-Back Shops	Active	Amtrak
32098	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32099	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32101	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32102	Superliner	SS	Sleeper	BYD	Bad Ordered	Active	Amtrak
32103	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32104	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32105	Superliner	SS	Sleeper	BYD	Bad Ordered	Active	Amtrak
32106	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32107	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32108	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32109	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32110	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32111	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32112	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32113	Superliner	SS	Sleeper	SB	Standing By	Active	Amtrak
32114	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32115	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32116	Superliner	SS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
32117	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32118	Superliner	SS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
32500	Superliner	SD	Deluxe Sleeper	SB	Standing By	Active	Amtrak
32501	Superliner	SD	Deluxe Sleeper	SB	Standing By	Active	Amtrak
32502	Superliner	SD	Deluxe Sleeper	ICC	In Service - Revenue	Active	Amtrak
32503	Superliner	SD	Deluxe Sleeper	BYD	Bad Ordered	Active	Amtrak
32504	Superliner	SD	Deluxe Sleeper	ICC	In Service - Revenue	Active	Amtrak
32505	Superliner	SD	Deluxe Sleeper	BYD	Bad Ordered	Active	Amtrak
33000	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33001	Superliner	SR	Lounge	SD	Stored	Not Active	Amtrak
33002	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	RBS Asset Finance

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
33003	Superliner	SR	Lounge	BSH	Bad Ordered Back Shops	Active	Amtrak
33004	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33005	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33006	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33007	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33008	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33009	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33010	Superliner	SR	Lounge	SD	Stored	Not Active	Amtrak
33011	Superliner	SR	Lounge	ICD	In Service - Deadhead	Active	Amtrak
33012	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33013	Superliner	SR	Lounge	SD	Stored	Not Active	Amtrak
33014	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33015	Superliner	SR	Lounge	SB	Standing By	Active	RBS Asset Finance
33016	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33017	Superliner	SR	Lounge	SD	Stored	Not Active	Amtrak
33018	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33019	Superliner	SR	Lounge	SB	Standing By	Active	Amtrak
33020	Superliner	SR	Lounge	BYD	Bad Ordered	Active	Amtrak
33021	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33022	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33023	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33024	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33025	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33026	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33027	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33028	Superliner	SR	Lounge	BSH	Bad Ordered Back Shops	Active	Amtrak
33029	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33030	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33031	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33032	Superliner	SR	Lounge	SD	Stored	Not Active	Amtrak
33033	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33034	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33035	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33036	Superliner	SR	Lounge	BSH	Bad Ordered Back Shops	Active	Amtrak
33037	Superliner	SR	Lounge	BSH	Bad Ordered Back Shops	Active	Amtrak
33038	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33039	Superliner	SR	Lounge	SB	Standing By	Active	Amtrak
33040	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33041	Superliner	SR	Lounge	SB	Standing By	Active	Amtrak
33042	Superliner	SR	Lounge	BYD	Bad Ordered	Active	Amtrak
33043	Superliner	SR	Lounge	SB	Standing By	Active	Amtrak
33044	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33046	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33047	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
33048	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33049	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33100	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	RBS Asset Finance
33101	Superliner	SR	Lounge	BYD	Bad Ordered	Active	Amtrak
33102	Superliner	SR	Lounge	BYD	Bad Ordered	Active	Amtrak
33103	Superliner	SR	Lounge	ICC	In Service - Revenue	Active	Amtrak
33104	Superliner	SR	Lounge	SB	Standing By	Active	Amtrak
34000	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34001	Superliner	SC	Coach (ADA)	OKM	OK - Mechanical	Active	Bank of Hawaii
34002	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34004	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34005	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34006	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34008	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34010	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34012	Superliner	SC	Coach (ADA)	SD	Stored	Not Active	Bank of Hawaii
34014	Superliner	SC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Bank of Hawaii
34016	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34018	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34020	Superliner	SC	Coach (ADA)	OKB	OK-Back Shops	Active	RBS Asset Finance
34022	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34024	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34026	Superliner	SC	Coach (ADA)	BAM	Bad Order Awaiting Material	Active	Bank of Hawaii
34027	Superliner	SC	Coach (ADA)	OKM	OK - Mechanical	Active	Bank of Hawaii
34028	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34029	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34030	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34031	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34032	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34033	Superliner	SC	Coach (ADA)	SD	Stored	Not Active	Bank of Hawaii
34034	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34035	Superliner	SC	Coach (ADA)	OKB	OK-Back Shops	Active	Bank of Hawaii
34036	Superliner	SC	Coach (ADA)	SD	Stored	Not Active	Bank of Hawaii
34037	Superliner	SC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Bank of Hawaii
34038	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34039	Superliner	SC	Coach (ADA)	OKM	OK - Mechanical	Active	Bank of Hawaii
34040	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34041	Superliner	SC	Coach (ADA)	OKB	OK-Back Shops	Active	Bank of Hawaii
34042	Superliner	SC	Coach (ADA)	SD	Stored	Not Active	Bank of Hawaii
34044	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34045	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34046	Superliner	SC	Coach (ADA)	SD	Stored	Not Active	Bank of Hawaii
34047	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34048	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
34049	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34050	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34052	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34054	Superliner	SC	Coach (ADA)	SD	Stored	Not Active	Bank of Hawaii
34055	Superliner	SC	Coach (ADA)	BYD	Bad Ordered	Active	Bank of Hawaii
34056	Superliner	SC	Coach (ADA)	SD	Stored	Not Active	Bank of Hawaii
34057	Superliner	SC	Coach (ADA)	OKB	OK-Back Shops	Active	RBS Asset Finance
34058	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34059	Superliner	SC	Coach (ADA)	ICD	In Service - Deadhead	Active	Bank of Hawaii
34061	Superliner	SC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Bank of Hawaii
34062	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34063	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34064	Superliner	SC	Coach (ADA)	OKM	OK - Mechanical	Active	RBS Asset Finance
34065	Superliner	SC	Coach (ADA)	SB	Standing By	Active	Bank of Hawaii
34066	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34072	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34073	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34074	Superliner	SC	Coach (ADA)	SD	Stored	Not Active	RBS Asset Finance
34075	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34077	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34078	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34079	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34080	Superliner	SC	Coach (ADA)	SB	Standing By	Active	RBS Asset Finance
34082	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34084	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34085	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34086	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34087	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34088	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34090	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34091	Superliner	SC	Coach (ADA)	SB	Standing By	Active	RBS Asset Finance
34092	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34093	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34094	Superliner	SC	Coach (ADA)	SB	Standing By	Active	RBS Asset Finance
34095	Superliner	SC	Coach (ADA)	SB	Standing By	Active	RBS Asset Finance
34096	Superliner	SC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	RBS Asset Finance
34097	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34098	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34099	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34100	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34101	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34102	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34103	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34105	Superliner	SC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
34106	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34107	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34109	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34111	Superliner	SC	Coach (ADA)	SB	Standing By	Active	Amtrak
34113	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34114	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34116	Superliner	SC	Coach (ADA)	ICD	In Service - Deadhead	Active	Amtrak
34117	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34118	Superliner	SC	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
34119	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34120	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34121	Superliner	SC	Coach (ADA)	SB	Standing By	Active	Amtrak
34122	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34123	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34124	Superliner	SC	Coach (ADA)	SB	Standing By	Active	Amtrak
34127	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34128	Superliner	SC	Coach (ADA)	SB	Standing By	Active	Amtrak
34129	Superliner	SC	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
34130	Superliner	SC	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
34131	Superliner	SC	Coach (ADA)	SB	Standing By	Active	Amtrak
34132	Superliner	SC	Coach (ADA)	SB	Standing By	Active	Amtrak
34133	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34134	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34135	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34136	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34137	Superliner	SC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
34138	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
34139	Superliner	SC	Coach (ADA)	OKB	OK-Back Shops	Active	Amtrak
34504	Superliner	SB	Coach ("Arcade") Modified (ADA)	ICC	In Service - Revenue	Active	Amtrak
34508	Superliner	SB	Coach ("Arcade") Modified (ADA)	ICC	In Service - Revenue	Active	Amtrak
34510	Superliner	SB	Coach ("Arcade") Modified (ADA)	OKM	OK - Mechanical	Active	Amtrak
34512	Superliner	SB	Coach ("Arcade") Modified (ADA)	ICC	In Service - Revenue	Active	Amtrak
34515	Superliner	SB	Coach ("Arcade") Modified (ADA)	ICC	In Service - Revenue	Active	Amtrak
34943	Superliner	SJ	Coach (CalTrans Service)	ICC	In Service - Revenue	Active	Bank of Hawaii
34951	Superliner	SC	Coach (ADA)	SB	Standing By	Active	Amtrak
34953	Superliner	SJ	Coach (CalTrans Service)	ICC	In Service - Revenue	Active	Bank of Hawaii
34960	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	Bank of Hawaii
34967	Superliner	SC	Coach (ADA)	ICC	In Service - Revenue	Active	RBS Asset Finance
34981	Superliner	SJ	Coach (CalTrans Service)	ICC	In Service - Revenue	Active	RBS Asset Finance
35001	Superliner	SK	Snack Coach	ICC	In Service - Revenue	Active	RBS Asset Finance
35002	Superliner	SK	Snack Coach	ICC	In Service - Revenue	Active	RBS Asset Finance
35003	Superliner	SK	Snack Coach	ICC	In Service - Revenue	Active	RBS Asset Finance
35004	Superliner	SK	Snack Coach	ICC	In Service - Revenue	Active	RBS Asset Finance
35005	Superliner	SK	Snack Coach	ICC	In Service - Revenue	Active	RBS Asset Finance

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
35006	Superliner	SK	Snack Coach	SD	Stored	Not Active	RBS Asset Finance
35007	Superliner	SK	Snack Coach	BSH	Bad Ordered Back Shops	Active	RBS Asset Finance
35008	Superliner	SK	Snack Coach	SB	Standing By	Active	RBS Asset Finance
35009	Superliner	SK	Snack Coach	ICC	In Service - Revenue	Active	RBS Asset Finance
35010	Superliner	SK	Snack Coach	ICC	In Service - Revenue	Active	RBS Asset Finance
35011	Superliner	SK	Snack Coach	BYD	Bad Ordered	Active	RBS Asset Finance
37000	Superliner	SA	Diner-Lounge	OKM	OK - Mechanical	Active	Amtrak
37001	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37002	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37003	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37004	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37005	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37006	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37007	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37008	Superliner	SA	Diner-Lounge	SD	Stored	Not Active	Amtrak
37009	Superliner	SA	Diner-Lounge	OKB	OK-Back Shops	Active	RBS Asset Finance
37010	Superliner	SA	Diner-Lounge	SB	Standing By	Active	RBS Asset Finance
37011	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37012	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	RBS Asset Finance
37013	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37014	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
37015	Superliner	SA	Diner-Lounge	SD	Stored	Not Active	Amtrak
37016	Superliner	SA	Diner-Lounge	ICC	In Service - Revenue	Active	Amtrak
38000	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38004	Superliner	SF	Diner	ICC	In Service - Revenue	Active	RBS Asset Finance
38007	Superliner	SF	Diner	ICC	In Service - Revenue	Active	RBS Asset Finance
38016	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38017	Superliner	SF	Diner	BYD	Bad Ordered	Active	Amtrak
38019	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38021	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38023	Superliner	SF	Diner	SD	Stored	Not Active	Amtrak
38024	Superliner	SF	Diner	BSH	Bad Ordered Back Shops	Active	Amtrak
38026	Superliner	SF	Diner	SD	Stored	Not Active	Amtrak
38028	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38030	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38031	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38032	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38034	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38039	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38040	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38041	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38042	Superliner	SF	Diner	SB	Standing By	Active	Amtrak
38043	Superliner	SF	Diner	DHS	Deadhead Shop	Active	Amtrak
38044	Superliner	SF	Diner	SB	Standing By	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
38045	Superliner	SF	Diner	BAM	Bad Order Awaiting Material	Active	Amtrak
38046	Superliner	SF	Diner	BSH	Bad Ordered Back Shops	Active	Amtrak
38047	Superliner	SF	Diner	SB	Standing By	Active	Amtrak
38048	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38049	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38050	Superliner	SF	Diner	OKB	OK-Back Shops	Active	Amtrak
38051	Superliner	SF	Diner	OKM	OK - Mechanical	Active	Amtrak
38052	Superliner	SF	Diner	BSH	Bad Ordered Back Shops	Active	Amtrak
38053	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38054	Superliner	SF	Diner	SB	Standing By	Active	Amtrak
38055	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38056	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38057	Superliner	SF	Diner	BYD	Bad Ordered	Active	Amtrak
38058	Superliner	SF	Diner	OKM	OK - Mechanical	Active	Amtrak
38059	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38060	Superliner	SF	Diner	OKM	OK - Mechanical	Active	Amtrak
38061	Superliner	SF	Diner	SB	Standing By	Active	Amtrak
38062	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38063	Superliner	SF	Diner	BSH	Bad Ordered Back Shops	Active	Amtrak
38064	Superliner	SF	Diner	BSH	Bad Ordered Back Shops	Active	Amtrak
38065	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
38066	Superliner	SF	Diner	SB	Standing By	Active	Amtrak
38067	Superliner	SF	Diner	BYD	Bad Ordered	Active	Amtrak
38068	Superliner	SF	Diner	ICC	In Service - Revenue	Active	Amtrak
39000	Superliner	ST	Transition Dorm / Transition Sleeper	OKM	OK - Mechanical	Active	Amtrak
39001	Superliner	ST	Transition Dorm / Transition Sleeper	SB	Standing By	Active	Amtrak
39002	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39003	Superliner	ST	Transition Dorm / Transition Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
39005	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39006	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39007	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39008	Superliner	ST	Transition Dorm / Transition Sleeper	SB	Standing By	Active	Amtrak
39009	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39010	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39011	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39012	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39013	Superliner	ST	Transition Dorm / Transition Sleeper	SD	Stored	Not Active	Amtrak
39014	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39015	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39016	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39017	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39018	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39019	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39021	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
39022	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39023	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39024	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39026	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39027	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39028	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39029	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39030	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39031	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39032	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39033	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39034	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39035	Superliner	ST	Transition Dorm / Transition Sleeper	BAM	Bad Order Awaiting Material	Active	Amtrak
39036	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39037	Superliner	ST	Transition Dorm / Transition Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
39038	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39039	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39041	Superliner	ST	Transition Dorm / Transition Sleeper	BYD	Bad Ordered	Active	Amtrak
39042	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39043	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39044	Superliner	ST	Transition Dorm / Transition Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
39045	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39046	Superliner	ST	Transition Dorm / Transition Sleeper	ICC	In Service - Revenue	Active	Amtrak
39940	Heritage (ex-Santa Fe)	HH	High Level Coach	SD	Stored	Not Active	Amtrak
39952	Heritage (ex-Santa Fe)	HH	High Level Coach	SD	Stored	Not Active	Amtrak
39953	Heritage (ex-Santa Fe)	HH	High Level Coach	SD	Stored	Not Active	Amtrak
39957	Heritage (ex-Santa Fe)	HH	High Level Coach	SD	Stored	Not Active	Amtrak
39970	Heritage (ex-Santa Fe)	HG	High Level Lounge (Pacific Parlour)	SD	Stored	Not Active	Amtrak
39972	Heritage (ex-Santa Fe)	HG	High Level Lounge (Pacific Parlour)	SD	Stored	Not Active	Amtrak
39973	Heritage (ex-Santa Fe)	HG	High Level Lounge (Pacific Parlour)	SD	Stored	Not Active	Amtrak
39974	Heritage (ex-Santa Fe)	HG	High Level Lounge (Pacific Parlour)	SD	Stored	Not Active	Amtrak
39975	Heritage (ex-Santa Fe)	HG	High Level Lounge (Pacific Parlour)	SD	Stored	Not Active	Amtrak
43344	Amfleet I	MF	All Table Dinette	OKM	OK - Mechanical	Active	Amtrak
43345	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43346	Amfleet I	MF	All Table Dinette	WR	Wrecked	Not Active	Amtrak
43347	Amfleet I	MF	All Table Dinette	ICD	In Service - Deadhead	Active	Amtrak
43348	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43349	Amfleet I	MF	All Table Dinette	SB	Standing By	Active	Amtrak
43350	Amfleet I	MF	All Table Dinette	BYD	Bad Ordered	Active	Amtrak
43351	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43356	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43358	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43359	Amfleet I	MF	All Table Dinette	SB	Standing By	Active	Amtrak
43360	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
43361	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43362	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43363	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43365	Amfleet I	MF	All Table Dinette	BYD	Bad Ordered	Active	Amtrak
43366	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43367	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43368	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43369	Amfleet I	MF	All Table Dinette	BYD	Bad Ordered	Active	Amtrak
43370	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43371	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43372	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43373	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43374	Amfleet I	MF	All Table Dinette	BYD	Bad Ordered	Active	Amtrak
43375	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43376	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43377	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43378	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43379	Amfleet I	MF	All Table Dinette	BYD	Bad Ordered	Active	Amtrak
43381	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43382	Amfleet I	MF	All Table Dinette	OKM	OK - Mechanical	Active	Amtrak
43383	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43384	Amfleet I	MF	All Table Dinette	BYD	Bad Ordered	Active	Amtrak
43385	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43386	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43387	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43388	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43389	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43390	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43391	Amfleet I	MF	All Table Dinette	BSH	Bad Ordered Back Shops	Active	Amtrak
43392	Amfleet I	MF	All Table Dinette	BSH	Bad Ordered Back Shops	Active	Amtrak
43393	Amfleet I	MF	All Table Dinette	BSH	Bad Ordered Back Shops	Active	Amtrak
43394	Amfleet I	MF	All Table Dinette	BSH	Bad Ordered Back Shops	Active	Amtrak
43395	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43396	Amfleet I	MF	All Table Dinette	ICC	In Service - Revenue	Active	Amtrak
43397	Amfleet I	MF	All Table Dinette	SB	Standing By	Active	Amtrak
44550	Ex-Metroliner	AM	Michigan Coach	SD	Stored	Not Active	Amtrak
44551	Ex-Metroliner	AM	Michigan Coach	SD	Stored	Not Active	Amtrak
44552	Ex-Metroliner	AM	Michigan Coach	SD	Stored	Not Active	Amtrak
44554	Ex-Metroliner	AM	Michigan Coach	SD	Stored	Not Active	Amtrak
48140	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48151	Amfleet I	CD	Club-Dinette	SB	Standing By	Active	Amtrak
48154	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48155	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48156	Amfleet I	CD	Club-Dinette	OKM	OK - Mechanical	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
48157	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48158	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48159	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48160	Amfleet I	CD	Club-Dinette	SB	Standing By	Active	Amtrak
48161	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48163	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48164	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48165	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48166	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48167	Amfleet I	CD	Club-Dinette	OKM	OK - Mechanical	Active	Amtrak
48168	Amfleet I	CD	Club-Dinette	OKM	OK - Mechanical	Active	Amtrak
48169	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48170	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48171	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48172	Amfleet I	CD	Club-Dinette	OKM	OK - Mechanical	Active	Amtrak
48173	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48174	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48175	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48176	Amfleet I	CD	Club-Dinette	SB	Standing By	Active	Amtrak
48177	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48178	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48179	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48180	Amfleet I	CD	Club-Dinette	ICD	In Service - Deadhead	Active	Amtrak
48181	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48182	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48183	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48184	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48185	Amfleet I	CD	Club-Dinette	ICD	In Service - Deadhead	Active	Amtrak
48186	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48187	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48188	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48189	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48190	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48191	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48192	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48193	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48194	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48195	Amfleet I	CD	Club-Dinette	ICC	In Service - Revenue	Active	Amtrak
48196	Amfleet I	CD	Club-Dinette	ICD	In Service - Deadhead	Active	Amtrak
53501	Horizon	HF	Full Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak
53502	Horizon	HF	Full Dinette (ADA)	SD	Stored	Not Active	Amtrak
53505	Horizon	HF	Full Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak
53509	Horizon	HF	Full Dinette (ADA)	OKM	OK - Mechanical	Active	Amtrak
53510	Horizon	HF	Full Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
53511	Horizon	HF	Full Dinette (ADA)	SB	Standing By	Active	Amtrak
54000	Horizon	HO	Coach	ICC	In Service - Revenue	Active	Amtrak
54500	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54501	Horizon	HC	Coach (ADA)	SB	Standing By	Active	Amtrak
54502	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54503	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54504	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54505	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54506	Horizon	HC	Coach (ADA)	SD	Stored	Not Active	Amtrak
54507	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54508	Horizon	HC	Coach (ADA)	SB	Standing By	Active	Amtrak
54509	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54510	Horizon	HC	Coach (ADA)	BAM	Bad Order Awaiting Material	Active	Amtrak
54511	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54512	Horizon	HC	Coach (ADA)	SB	Standing By	Active	Amtrak
54513	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54514	Horizon	HC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
54515	Horizon	HC	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
54516	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54517	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54518	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54519	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54520	Horizon	HC	Coach (ADA)	SD	Stored	Not Active	Amtrak
54521	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54522	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54523	Horizon	HC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
54524	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54525	Horizon	HC	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
54526	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54527	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54528	Horizon	HC	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
54529	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54530	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54531	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54532	Horizon	HC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
54533	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54534	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54535	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54536	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54537	Horizon	HC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
54538	Horizon	HC	Coach (ADA)	SD	Stored	Not Active	Amtrak
54539	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54540	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54541	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
54543	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54544	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54546	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54547	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54548	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54549	Horizon	HC	Coach (ADA)	OKB	OK-Back Shops	Active	Amtrak
54550	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54551	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54552	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54553	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54554	Horizon	HC	Coach (ADA)	SB	Standing By	Active	Amtrak
54555	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54556	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54557	Horizon	HC	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
54558	Horizon	HC	Coach (ADA)	SB	Standing By	Active	Amtrak
54559	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54560	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54561	Horizon	HC	Coach (ADA)	SB	Standing By	Active	Amtrak
54562	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54564	Horizon	HC	Coach (ADA)	SO	Set Out	Not Active	Amtrak
54565	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54566	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54567	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54568	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54569	Horizon	HC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
54570	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54571	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54572	Horizon	HC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
54573	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54574	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54575	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54576	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54577	Horizon	HC	Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
54578	Horizon	HC	Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
54579	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54580	Horizon	HC	Coach (ADA)	SB	Standing By	Active	Amtrak
54581	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54582	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
54584	Horizon	HC	Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
58000	Horizon	HB	Club-Dinette (ADA)	SB	Standing By	Active	Amtrak
58002	Horizon	HB	Club-Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak
58004	Horizon	HB	Club-Dinette (ADA)	SB	Standing By	Active	Amtrak
58006	Horizon	HB	Club-Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak
58007	Horizon	HB	Club-Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
58100	Horizon	HB	Club-Dinette (ADA)	SD	Stored	Not Active	Amtrak
58103	Horizon	HB	Club-Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak
58104	Horizon	HB	Club-Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak
58106	Horizon	HB	Club-Dinette (ADA)	SB	Standing By	Active	Amtrak
58107	Horizon	HB	Club-Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak
58108	Horizon	HB	Club-Dinette (ADA)	ICC	In Service - Revenue	Active	Amtrak
61000	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61001	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61002	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61003	Viewliner	VG	Baggage	BYD	Bad Ordered	Active	Amtrak
61004	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61005	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61006	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61007	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61008	Viewliner	VG	Baggage	OKM	OK - Mechanical	Active	Amtrak
61009	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61010	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61011	Viewliner	VG	Baggage	BSH	Bad Ordered Back Shops	Active	Amtrak
61012	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61013	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61014	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61015	Viewliner	VG	Baggage	SB	Standing By	Active	Amtrak
61016	Viewliner	VG	Baggage	OKM	OK - Mechanical	Active	Amtrak
61017	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61018	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61019	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61020	Viewliner	VG	Baggage	BSH	Bad Ordered Back Shops	Active	Amtrak
61021	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61022	Viewliner	VG	Baggage	OKM	OK - Mechanical	Active	Amtrak
61023	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61024	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61025	Viewliner	VG	Baggage	SB	Standing By	Active	Amtrak
61026	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61027	Viewliner	VG	Baggage	BYD	Bad Ordered	Active	Amtrak
61028	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61029	Viewliner	VG	Baggage	OKM	OK - Mechanical	Active	Amtrak
61030	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61031	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61032	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61033	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61034	Viewliner	VG	Baggage	BYD	Bad Ordered	Active	Amtrak
61035	Viewliner	VG	Baggage	OKM	OK - Mechanical	Active	Amtrak
61036	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61037	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
61038	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61039	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61040	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61041	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61042	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61043	Viewliner	VG	Baggage	BYD	Bad Ordered	Active	Amtrak
61044	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61045	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61046	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61047	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61048	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61049	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61050	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61051	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61052	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61053	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61054	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61055	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61056	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61057	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61058	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61059	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61060	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61061	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61062	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61063	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61064	Viewliner	VG	Baggage	BYD	Bad Ordered	Active	Amtrak
61065	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61066	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61067	Viewliner	VG	Baggage	SB	Standing By	Active	Amtrak
61068	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
61069	Viewliner	VG	Baggage	ICC	In Service - Revenue	Active	Amtrak
62000	Viewliner	VS	Sleeper	OKM	OK - Mechanical	Active	Amtrak
62001	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62002	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62003	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62004	Viewliner	VS	Sleeper	BAM	Bad Order Awaiting Material	Active	Amtrak
62005	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62006	Viewliner	VS	Sleeper	BYD	Bad Ordered	Active	Amtrak
62007	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62008	Viewliner	VS	Sleeper	SD	Stored	Not Active	Amtrak
62009	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62010	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62011	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
62012	Viewliner	VS	Sleeper	SD	Stored	Not Active	Amtrak
62013	Viewliner	VS	Sleeper	SB	Standing By	Active	Amtrak
62014	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62015	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62016	Viewliner	VS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
62017	Viewliner	VS	Sleeper	ICD	In Service - Deadhead	Active	Amtrak
62018	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62019	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62020	Viewliner	VS	Sleeper	BYD	Bad Ordered	Active	Amtrak
62021	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62022	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62023	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62024	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62025	Viewliner	VS	Sleeper	BSH	Bad Ordered Back Shops	Active	Amtrak
62026	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62027	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62028	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62029	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62030	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62031	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62032	Viewliner	VS	Sleeper	BYD	Bad Ordered	Active	Amtrak
62033	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62034	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62035	Viewliner	VS	Sleeper	ICD	In Service - Deadhead	Active	Amtrak
62036	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62037	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62038	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62039	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62040	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62041	Viewliner	VS	Sleeper	BYD	Bad Ordered	Active	Amtrak
62042	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62043	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62044	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62045	Viewliner	VS	Sleeper	BYD	Bad Ordered	Active	Amtrak
62046	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62047	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62048	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62049	Viewliner	VS	Sleeper	ICC	In Service - Revenue	Active	Amtrak
62500	Viewliner	VS	Sleeper	AD	Awaiting Disposition	Active	Amtrak
68000	Viewliner	VF	Diner	AD	Awaiting Disposition	Active	Amtrak
68001	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68002	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68003	Viewliner	VF	Diner	OKM	OK - Mechanical	Active	Amtrak
68004	Viewliner	VF	Diner	SB	Standing By	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
68005	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68006	Viewliner	VF	Diner	BYD	Bad Ordered	Active	Amtrak
68007	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68008	Viewliner	VF	Diner	SB	Standing By	Active	Amtrak
68009	Viewliner	VF	Diner	SB	Standing By	Active	Amtrak
68012	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68013	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68014	Viewliner	VF	Diner	BYD	Bad Ordered	Active	Amtrak
68015	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68016	Viewliner	VF	Diner	SB	Standing By	Active	Amtrak
68017	Viewliner	VF	Diner	OKM	OK - Mechanical	Active	Amtrak
68018	Viewliner	VF	Diner	SB	Standing By	Active	Amtrak
68019	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68020	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68021	Viewliner	VF	Diner	OKM	OK - Mechanical	Active	Amtrak
68022	Viewliner	VF	Diner	OKM	OK - Mechanical	Active	Amtrak
68023	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
68024	Viewliner	VF	Diner	ICC	In Service - Revenue	Active	Amtrak
69000	Viewliner	VB	Baggage-Dorm	AD	Awaiting Disposition	Active	Amtrak
69001	Viewliner	VB	Baggage-Dorm	AD	Awaiting Disposition	Active	Amtrak
69002	Viewliner	VB	Baggage-Dorm	SB	Standing By	Active	Amtrak
81501	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81502	Amfleet I	AN	Capstone Business Class (ADA)	SB	Standing By	Active	Amtrak
81503	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81511	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81512	Amfleet I	AN	Capstone Business Class (ADA)	OKM	OK - Mechanical	Active	Amtrak
81513	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81514	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81515	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81516	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81517	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81518	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81519	Amfleet I	AN	Capstone Business Class (ADA)	SB	Standing By	Active	Amtrak
81520	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81521	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81522	Amfleet I	AN	Capstone Business Class (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
81523	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81524	Amfleet I	AN	Capstone Business Class (ADA)	BYD	Bad Ordered	Active	Amtrak
81525	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81526	Amfleet I	AN	Capstone Business Class (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
81527	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81528	Amfleet I	AN	Capstone Business Class (ADA)	SD	Stored	Not Active	Amtrak
81529	Amfleet I	AN	Capstone Business Class (ADA)	BYD	Bad Ordered	Active	Amtrak
81530	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
81531	Amfleet I	AN	Capstone Business Class (ADA)	BYD	Bad Ordered	Active	Amtrak
81532	Amfleet I	AN	Capstone Business Class (ADA)	SB	Standing By	Active	Amtrak
81533	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81534	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81535	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81536	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81537	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81538	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81539	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81540	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81541	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81542	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81543	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81544	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81545	Amfleet I	AN	Capstone Business Class (ADA)	OKM	OK - Mechanical	Active	Amtrak
81546	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
81547	Amfleet I	AN	Capstone Business Class (ADA)	ICC	In Service - Revenue	Active	Amtrak
82500	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82501	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82502	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82503	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82504	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82506	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82507	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82508	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82509	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82510	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82511	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82512	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82513	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82514	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82515	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82516	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82517	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82518	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82519	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82520	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82521	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82522	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82523	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82524	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82525	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82526	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82527	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
82528	Amfleet I	AS	Capstone Coach (ADA)	BAM	Bad Order Awaiting Material	Active	Amtrak
82529	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82530	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82531	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82532	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82533	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82534	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82535	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82536	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82537	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82538	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82539	Amfleet I	AS	Capstone Coach (ADA)	DHS	Deadhead Shop	Active	Amtrak
82540	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82541	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82542	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82543	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82544	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82545	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82546	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82547	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82548	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82549	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82550	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82551	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82552	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82553	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82554	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82555	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82556	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82557	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82558	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82559	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82560	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82561	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82562	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82563	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82564	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82565	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82566	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82567	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82568	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82569	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82570	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82571	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
82572	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82573	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82574	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82575	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82576	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82577	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82578	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82579	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82580	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82581	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82582	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82583	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82584	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82585	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82586	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82587	Amfleet I	AS	Capstone Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
82588	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82589	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82590	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82591	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82592	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82593	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82594	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82595	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82596	Amfleet I	AS	Capstone Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
82597	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82598	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82599	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82600	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82601	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82602	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82603	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82604	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82605	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82606	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82607	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82608	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82609	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82610	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82611	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82612	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82613	Amfleet I	AS	Capstone Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
82614	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82615	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
82616	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82617	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82618	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82619	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82620	Amfleet I	AS	Capstone Coach (ADA)	OKB	OK-Back Shops	Active	Amtrak
82621	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82622	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82623	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82624	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82625	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82626	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82627	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82628	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82629	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82630	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82631	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82632	Amfleet I	AS	Capstone Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
82633	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82634	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82635	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82636	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82637	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82638	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82639	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82640	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82641	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82642	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82643	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82644	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82645	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82646	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82647	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82648	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82649	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82650	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82651	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82652	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82653	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82654	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82655	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82656	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82657	Amfleet I	AS	Capstone Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
82658	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82659	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
82660	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82661	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82662	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82663	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82664	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82665	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82666	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82667	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82668	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82669	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82670	Amfleet I	AS	Capstone Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
82671	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82672	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82673	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82674	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82675	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82676	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82677	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82678	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82679	Amfleet I	AS	Capstone Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
82680	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82681	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82682	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82683	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82684	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82685	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82686	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82687	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82688	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82689	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82690	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82691	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82692	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82693	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82694	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82695	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82696	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82697	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82698	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82699	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82700	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82701	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82702	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82703	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
82704	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82705	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82706	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82707	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82708	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82709	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82710	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82711	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82712	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82713	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82714	Amfleet I	AS	Capstone Coach (ADA)	WR	Wrecked	Not Active	Amtrak
82715	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82716	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82717	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82718	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82719	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82720	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82721	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82722	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82723	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82724	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82725	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82726	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82727	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82728	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82729	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82730	Amfleet I	AS	Capstone Coach (ADA)	WR	Wrecked	Not Active	Amtrak
82731	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82732	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82733	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82734	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82735	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82736	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82737	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82738	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82739	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82740	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82741	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82742	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82743	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82744	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82745	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82746	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82747	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
82748	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82749	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82750	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82751	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82752	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82753	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82754	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82755	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82756	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82757	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82758	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82759	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82760	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82761	Amfleet I	AS	Capstone Coach (ADA)	WR	Wrecked	Not Active	Amtrak
82762	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82763	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82764	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82765	Amfleet I	AS	Capstone Coach (ADA)	OKM	OK - Mechanical	Active	Amtrak
82766	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82767	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82768	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82769	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82770	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82771	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82772	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82773	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82774	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82775	Amfleet I	AS	Capstone Coach (ADA)	WR	Wrecked	Not Active	Amtrak
82776	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82777	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82778	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82779	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82780	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82781	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82782	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82783	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82784	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82785	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82786	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82787	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82788	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82789	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82790	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82791	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
82792	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82793	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82794	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82795	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82796	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82797	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82798	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82799	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82800	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82801	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82802	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82803	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82804	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82805	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82806	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82807	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82808	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82809	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82810	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82811	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82812	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82813	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82814	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82971	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82972	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82973	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82974	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82975	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82976	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82977	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82978	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82979	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82980	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82981	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82982	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82983	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82984	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82985	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82986	Amfleet I	AS	Capstone Coach (ADA)	BYD	Bad Ordered	Active	Amtrak
82987	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82988	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82989	Amfleet I	AS	Capstone Coach (ADA)	SB	Standing By	Active	Amtrak
82990	Amfleet I	AS	Capstone Coach (ADA)	WR	Wrecked	Not Active	Amtrak
82991	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
82992	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82993	Amfleet I	AS	Capstone Coach (ADA)	SD	Stored	Not Active	Amtrak
82994	Amfleet I	AS	Capstone Coach (ADA)	BSH	Bad Ordered Back Shops	Active	Amtrak
82995	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82996	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82997	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82998	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
82999	Amfleet I	AS	Capstone Coach (ADA)	ICC	In Service - Revenue	Active	Amtrak
85501	Amfleet I	AB	Capst. Cafe (ADA)	SD	Stored	Not Active	Amtrak
90200	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90208	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90213	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	SB	Standing By	Active	Amtrak
90214	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90215	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	SB	Standing By	Active	Amtrak
90218	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90219	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90220	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90221	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	SB	Standing By	Active	Amtrak
90222	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90224	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	BSH	Bad Ordered Back Shops	Active	Amtrak
90225	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90229	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	BAM	Bad Order Awaiting Material	Active	Amtrak
90230	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90250	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90252	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Amtrak
90253	NPCU (former F40PH)	OS	Oregon-owned Cab/Baggage (N.P.C.U.)	SB	Standing By	Active	Oregon
90278	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	SB	Standing By	Active	Amtrak
90340	NPCU (former F40PH)	OS	Oregon-owned Cab/Baggage (N.P.C.U.)	ICC	In Service - Revenue	Active	Oregon
90368	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	SB	Standing By	Active	Amtrak
90413	NPCU (former F40PH)	BC	Cab/Baggage (N.P.C.U.)	SB	Standing By	Active	Amtrak
400000	NCDOT Railcar	NC	Coach	SD	Stored	Not Active	North Carolina
400001	NCDOT Railcar	NC	Coach	SB	Standing By	Active	North Carolina
400002	NCDOT Railcar	NC	Coach	ICC	In Service - Revenue	Active	North Carolina
400003	NCDOT Railcar	NC	Coach	ICC	In Service - Revenue	Active	North Carolina
400004	NCDOT Railcar	NC	Coach	ICC	In Service - Revenue	Active	North Carolina
400005	NCDOT Railcar	NC	Coach	SB	Standing By	Active	North Carolina
400006	NCDOT Railcar	NC	Coach	ICC	In Service - Revenue	Active	North Carolina
400007	NCDOT Railcar	NC	Coach	SB	Standing By	Active	North Carolina
400008	NCDOT Railcar	NC	Coach	ICC	In Service - Revenue	Active	North Carolina
400009	NCDOT Railcar	NC	Coach	SB	Standing By	Active	North Carolina
400010	NCDOT Railcar	NC	Coach	SB	Standing By	Active	North Carolina
400011	NCDOT Railcar	NC	Coach	ICC	In Service - Revenue	Active	North Carolina
400012	NCDOT Railcar	NC	Coach	ICC	In Service - Revenue	Active	North Carolina
400013	NCDOT Railcar	NC	Coach	ICC	In Service - Revenue	Active	North Carolina

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
400014	NCDOT Railcar	NC	Coach	SB	Standing By	Active	North Carolina
400201	NCDOT Lounge Car	NF	Lounge	ICC	In Service - Revenue	Active	North Carolina
400202	NCDOT Lounge Car	NF	Lounge	SB	Standing By	Active	North Carolina
400203	NCDOT Lounge Car	NF	Lounge	SB	Standing By	Active	North Carolina
400204	NCDOT Lounge Car	NF	Lounge	ICC	In Service - Revenue	Active	North Carolina
400205	NCDOT Lounge Car	NF	Lounge	ICC	In Service - Revenue	Active	North Carolina
400206	NCDOT Lounge Car	NF	Lounge	SB	Standing By	Active	North Carolina
C2001	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2002	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2003	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2004	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2005	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	BYD	Bad Ordered	Active	California
C2006	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	BAM	Bad Order Awaiting Material	Active	California
C2007	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2008	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2009	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2010	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2011	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2012	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2013	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	ICC	In Service - Revenue	Active	California
C2014	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	SB	Standing By	Active	California
C2015	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	OKM	OK - Mechanical	Active	California
C2051	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	SB	Standing By	Active	California
C2052	Road Diesel	CL	F59PHI / P32-8 (Caltrans)	SD	Stored	Not Active	California
C2101	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	California
C2102	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	OKM	OK - Mechanical	Active	California
C2103	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	California
C2104	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	California
C2105	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	California
C2106	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	California
C2107	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	California
C2108	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	California
C2109	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	California
C2110	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	California
C2111	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	California
C2112	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	California
C2113	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	California
C2114	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	California
C2115	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	California
C2116	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	OKM	OK - Mechanical	Active	California
C2117	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	OKM	OK - Mechanical	Active	California
C5001	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5002	Comet	CS	California Single Level Co (Comet)	BAM	Bad Order Awaiting Material	Active	California
C5003	Comet	CS	California Single Level Co (Comet)	BAM	Bad Order Awaiting Material	Active	California

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
C5004	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5005	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5006	Comet	CS	California Single Level Co (Comet)	BYD	Bad Ordered	Active	California
C5007	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5008	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5009	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5010	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5011	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5012	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5013	Comet	CS	California Single Level Co (Comet)	ICC	In Service - Revenue	Active	California
C5014	Comet	CS	California Single Level Co (Comet)	BYD	Bad Ordered	Active	California
C6351	Surfliner	OF	Coach/Cafe*	BYD	Bad Ordered	Active	California
C6352	Surfliner	OF	Coach/Cafe*	ICC	In Service - Revenue	Active	California
C6361	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C6362	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C6451	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	California
C6452	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	California
C6453	Surfliner	OC	Coach**	ICC	In Service - Revenue	Active	California
C6461	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C6462	California Car	CK	California Car Coach	BYD	Bad Ordered	Active	California
C6463	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C6464	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C6465	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C6851	Surfliner	OM	Business Class Car*	ICC	In Service - Revenue	Active	California
C6852	Surfliner	OM	Business Class Car*	OKM	OK - Mechanical	Active	California
C6951	Surfliner	OB	Cab/Coach-Baggage**	ICC	In Service - Revenue	Active	California
C6952	Surfliner	OB	Cab/Coach-Baggage**	ICC	In Service - Revenue	Active	California
C6953	Surfliner	OB	Cab/Coach-Baggage**	ICC	In Service - Revenue	Active	California
C6961	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C6962	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C6963	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C6964	California Car	CJ	California Car Cab Coach	OKM	OK - Mechanical	Active	California
C6965	California Car	CJ	California Car Cab Coach	BYD	Bad Ordered	Active	California
C8001	California Car	CK	California Car Coach	BYD	Bad Ordered	Active	California
C8002	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8003	California Car	CK	California Car Coach	BYD	Bad Ordered	Active	California
C8004	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8005	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8006	California Car	CK	California Car Coach	SB	Standing By	Active	California
C8007	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8008	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8009	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8010	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8011	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
C8012	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8013	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8014	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8015	California Car	CK	California Car Coach	BYD	Bad Ordered	Active	California
C8016	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8017	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8018	California Car	CK	California Car Coach	BAM	Bad Order Awaiting Material	Active	California
C8019	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8020	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8021	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8022	California Car	CK	California Car Coach	BYD	Bad Ordered	Active	California
C8023	California Car	CK	California Car Coach	BYD	Bad Ordered	Active	California
C8024	California Car	CK	California Car Coach	BYD	Bad Ordered	Active	California
C8025	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8026	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8027	California Car	CK	California Car Coach	SB	Standing By	Active	California
C8028	California Car	CK	California Car Coach	SB	Standing By	Active	California
C8029	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8030	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8031	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8032	California Car	CK	California Car Coach	ICC	In Service - Revenue	Active	California
C8201	California Car	CO	California Car Baggage Coach	ICC	In Service - Revenue	Active	California
C8202	California Car	CO	California Car Baggage Coach	ICC	In Service - Revenue	Active	California
C8203	California Car	CO	California Car Baggage Coach	ICC	In Service - Revenue	Active	California
C8204	California Car	CO	California Car Baggage Coach	BYD	Bad Ordered	Active	California
C8205	California Car	CO	California Car Baggage Coach	ICC	In Service - Revenue	Active	California
C8206	California Car	CO	California Car Baggage Coach	ICC	In Service - Revenue	Active	California
C8301	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8302	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8303	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8304	California Car	CJ	California Car Cab Coach	BAM	Bad Order Awaiting Material	Active	California
C8305	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8306	California Car	CJ	California Car Cab Coach	BAM	Bad Order Awaiting Material	Active	California
C8307	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8308	California Car	CJ	California Car Cab Coach	BYD	Bad Ordered	Active	California
C8309	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8310	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8311	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8312	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8313	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8314	California Car	CJ	California Car Cab Coach	ICC	In Service - Revenue	Active	California
C8801	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C8802	California Car	CE	California Car Dining Car	BYD	Bad Ordered	Active	California
C8803	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
C8804	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C8805	California Car	CE	California Car Dining Car	BSH	Bad Ordered Back Shops	Active	California
C8806	California Car	CE	California Car Dining Car	SB	Standing By	Active	California
C8807	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C8808	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C8809	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C8810	California Car	CE	California Car Dining Car	BYD	Bad Ordered	Active	California
C8811	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C8812	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C8813	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
C8814	California Car	CE	California Car Dining Car	ICC	In Service - Revenue	Active	California
ID4601	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BAM	Bad Order Awaiting Material	Active	Joint Ownership (IL, WI, MI, MO)
ID4602	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4603	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	Joint Ownership (IL, WI, MI, MO)
ID4604	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	Joint Ownership (IL, WI, MI, MO)
ID4605	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4606	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4607	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4608	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4609	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	OKB	OK-Back Shops	Active	Joint Ownership (IL, WI, MI, MO)
ID4610	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4611	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4612	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4613	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4614	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICD	In Service - Deadhead	Active	Joint Ownership (IL, WI, MI, MO)
ID4615	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4616	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	OKM	OK - Mechanical	Active	Joint Ownership (IL, WI, MI, MO)
ID4617	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4618	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	Joint Ownership (IL, WI, MI, MO)
ID4619	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
ID4620	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4621	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4622	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4623	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4624	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4625	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Joint Ownership (IL, WI, MI, MO)
ID4626	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4627	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4628	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4629	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4630	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4631	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Joint Ownership (IL, WI, MI, MO)
ID4632	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	Joint Ownership (IL, WI, MI, MO)
ID4633	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	Joint Ownership (IL, WI, MI, MO)
NC1755	Road Diesel	NN	NCDOT Owned F59PH/F59PHI locomotive	SB	Standing By	Active	North Carolina
NC1797	Road Diesel	NN	NCDOT Owned F59PH/F59PHI locomotive	SB	Standing By	Active	North Carolina
NC1810	Road Diesel	NN	NCDOT Owned F59PH/F59PHI locomotive	SB	Standing By	Active	North Carolina
NC1859	Road Diesel	NN	NCDOT Owned F59PH/F59PHI locomotive	SB	Standing By	Active	North Carolina
NC1869	Road Diesel	NN	NCDOT Owned F59PH/F59PHI locomotive	ICC	In Service - Revenue	Active	North Carolina
NC1871	Road Diesel	NN	NCDOT Owned F59PH/F59PHI locomotive	ICC	In Service - Revenue	Active	North Carolina
NC1893	Road Diesel	NN	NCDOT Owned F59PH/F59PHI locomotive	ICC	In Service - Revenue	Active	North Carolina
NC1984	Road Diesel	NN	NCDOT Owned F59PH/F59PHI locomotive	ICC	In Service - Revenue	Active	North Carolina
NC800787	NCDOT Lounge Car	NF	Lounge	SB	Standing By	Active	North Carolina
WS1400	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	BYD	Bad Ordered	Active	Washington State
WS1401	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Washington State
WS1402	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SO	Set Out	Not Active	Washington State
WS1403	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	SB	Standing By	Active	Washington State
WS1404	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Washington State
WS1405	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Washington State

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
WS1406	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Washington State
WS1407	Road Diesel	CG	Siemens SC-44 Charger (State-owned)	ICC	In Service - Revenue	Active	Washington State
NON-REVENUE, NON-ENGINEERING FLEET EQUIPMENT							
520	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak
521	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
522	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
523	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
524	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
525	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
526	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
527	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
530	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak
531	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak
532	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
533	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
534	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak
535	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
536	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
537	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	SD	Stored	Not Active	Amtrak
538	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
539	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak
540	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	SD	Stored	Not Active	Amtrak
541	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
569	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
570	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
571	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
572	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
573	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
574	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
575	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
576	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	SB	Standing By	Active	Amtrak
577	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
578	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
579	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
590	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak
591	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
592	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	BAM	Bad Order Awaiting Material	Active	Amtrak
593	Non-Revenue Locomotive	MP	"MP" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak
597	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
599	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
720	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
721	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
722	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	BSH	Bad Ordered Back Shops	Active	Amtrak
723	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
724	Non-Revenue Locomotive	GS	"GP" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
737	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	SB	Standing By	Active	Amtrak
792	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	SD	Stored	Not Active	Amtrak
793	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	BYD	Bad Ordered	Active	Amtrak
794	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
795	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	SD	Stored	Not Active	Amtrak
796	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
798	Non-Revenue Locomotive	SW	"SW" series Non-Revenue Locomotive	OKM	OK - Mechanical	Active	Amtrak
1503	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
1521	Mail & Express	MH	Material Handling Car (HEP pass-through)	AD	Awaiting Disposition	Active	Amtrak
1526	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak
1531	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak
1542	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak
1546	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak
1555	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak
1556	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak
1557	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak
1561	Mail & Express	MH	Material Handling Car (HEP pass-through)	SD	Stored	Not Active	Amtrak
1569	Mail & Express	MH	Material Handling Car (HEP pass-through)	AD	Awaiting Disposition	Active	Amtrak
1569	Mail & Express	MH	Material Handling Car (HEP pass-through)	AD	Awaiting Disposition	Active	Amtrak
2135	Turboliner	TP	Turboliner	SD	Stored	Not Active	Amtrak
2141	Turboliner	TP	Turboliner	SD	Stored	Not Active	Amtrak
2143	Turboliner	TP	Turboliner	SD	Stored	Not Active	Amtrak
2150	Turboliner	TC	Turboliner	SD	Stored	Not Active	Amtrak
2158	Turboliner	TC	Turboliner	SD	Stored	Not Active	Amtrak
2162	Turboliner	TC	Turboliner	SD	Stored	Not Active	Amtrak
2270	Turboliner	TS	Turboliner	SD	Stored	Not Active	Amtrak
2272	Turboliner	TS	Turboliner	SD	Stored	Not Active	Amtrak
2273	Turboliner	TS	Turboliner	SD	Stored	Not Active	Amtrak
2276	Turboliner	TS	Turboliner	SD	Stored	Not Active	Amtrak
2284	Turboliner	TS	Turboliner	SD	Stored	Not Active	Amtrak
2288	Turboliner	TS	Turboliner	SD	Stored	Not Active	Amtrak
2300	Viewliner	VS	Sleeper	SD	Stored	Not Active	Amtrak
2374	Turboliner	TF	Turboliner	SD	Stored	Not Active	Amtrak
2383	Turboliner	TF	Turboliner	SD	Stored	Not Active	Amtrak
2389	Turboliner	TF	Turboliner	SD	Stored	Not Active	Amtrak
2500	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2501	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2503	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2505	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2506	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2507	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2510	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2511	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2512	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak

AMTRAK ASSET INVENTORY AS OF OCTOBER 2018: UNITS BY FLEET TYPE (CONTINUED)

Unit No.	Fleet Type	Subfleet Code	Subfleet Description	Status Code	Status Description	Active Status	Ownership
2513	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2514	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2515	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2516	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2517	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2518	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2519	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2523	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
2524	Heritage	SL	Crew Dorm	SD	Stored	Not Active	Amtrak
7005	Heritage	KH	Ex-Adirondack Car	SD	Stored	Not Active	Amtrak
10001	Inspection Car	TI	Inspection / Office Car	AD	Awaiting Disposition	Active	Amtrak
10002	Inspection Car	TI	Inspection / Office Car	SB	Standing By	Active	Amtrak
10004	Inspection Car	TI	Inspection / Office Car	BYD	Bad Ordered	Active	Amtrak
10005	Inspection Car	TI	Inspection / Office Car	SB	Standing By	Active	Amtrak
10020	Inspection Car	TI	Inspection / Office Car	SB	Standing By	Active	Amtrak
10021	Inspection Car	TI	Inspection / Office Car	SD	Stored	Not Active	Amtrak
10093	Heritage / Amfleet	NR	Display Cars / Store Car	SB	Standing By	Active	Amtrak
10094	Heritage / Amfleet	NR	Display Cars / Store Car	SB	Standing By	Active	Amtrak
10095	Heritage / Amfleet	NR	Display Cars / Store Car	SB	Standing By	Active	Amtrak
10501	Heritage	TR	Training Car (ex-Adirondack)	SD	Stored	Not Active	Amtrak
74003	Mail & Express	ER	Refrigerated Boxcar (no HEP pass-through)	AD	Awaiting Disposition	Active	Subject to sale pending payment
74011	Mail & Express	ER	Refrigerated Boxcar (no HEP pass-through)	AD	Awaiting Disposition	Active	Subject to sale pending payment
74014	Mail & Express	ER	Refrigerated Boxcar (no HEP pass-through)	AD	Awaiting Disposition	Active	Subject to sale pending payment
74022	Mail & Express	ER	Refrigerated Boxcar (no HEP pass-through)	AD	Awaiting Disposition	Active	Subject to sale pending payment
74029	Mail & Express	ER	Refrigerated Boxcar (no HEP pass-through)	AD	Awaiting Disposition	Active	Subject to sale pending payment
74062	Mail & Express	ER	Refrigerated Boxcar (no HEP pass-through)	AD	Awaiting Disposition	Active	Subject to sale pending payment
74095	Mail & Express	ER	Refrigerated Boxcar (no HEP pass-through)	AD	Awaiting Disposition	Active	Subject to sale pending payment



Appendix B: Five-Year Plan of Overhauls and Other Mechanical Work

Amtrak FY 2019 FAST ACT Asset Plan - Equipment Capital Budget for Fleet Costs Excluding Acquisitions (PART I)

Based on Mechanical FY 2019–FY 2023 Five Year Plan data with FY 2023 values carried over to FY 2024 as placeholder.

WBSE	Facility	Project Description	FY19 (Aug. Round 4 Load)		FY20	
			\$\$\$	Prod.	\$\$\$	Prod.
			\$298,046,451	439	\$269,480,535	356
		AMFLEET PROGRAMS	\$69,286,522	161	\$77,315,677	164
C.ME.100413	DPF	Amfleet I Coach Overhaul Level 1		80		59
C.ME.201291	DPF	Amfleet I Coach Overhaul Level 2		23		42
C.ME.100414	DPF	Amfleet I Café/Club Overhaul Level 1		-		
C.ME.100377	DPF	Amfleet I Café/Club Overhaul Level 2		16		24
C.ME.100022	DPF	Food Service to Amfleet Conversion				
C.ME.100101	DPF	Amfleet II Coach Overhaul Level 1		30		30
C.ME.100011	DPF	Amfleet II Coach Overhaul Level 2		-		
C.ME.100869	DPF	Amfleet II Diner Overhaul Level 1		7		6
C.ME.100784	DPF	Amfleet II Diner Overhaul Level 2		-		
C.ME.100649	DPF	Cab Car Overhaul - Level 1		4		3
C.ME.100012	DPF	Cab Car Overhaul - Level 2		1		
C.ME.100026	DPF	Business and Inspection Car				
		LOCOMOTIVES	\$57,387,612	37	\$46,214,764	16
C.ME.100653	CHI	P-42 LCPM				
C.ME.100653	RSR	P-32DM LCPM				
C.ME.100653	LAX	F59 LCPM				
C.ME.100653	SEA	F59 LCPM				
C.ME.100653	BEE	LCPM Paint - P40/P42		25		9
C.ME.100653	BEE	LCPM Paint - P32DM		5		3
C.ME.100653	CHI	NPCU - LCPM		2		-
		Adjustment LCPM				
C.ME.100019	WAS	ACS-64				
C.ME.100018	WAS	DIESEL SWITCHER OVERHAUL FOR IVY CITY		1		
C.ME.100028	WIL	Switchers Overhaul		4		4
C.ME.100005	BEE	F-59 Overhaul		-		-
C.ME.100006	BEE	P-32-8 ED Overhaul		-		-
C.ME.100013	BEE/WIL	NPCU Overhaul				
C.ME.100013	BEE	NPCU Overhaul		0		-
C.ME.100013	WIL	NPCU Overhaul		0		-
		BI-LEVEL EQUIPMENT	\$66,661,896	113	\$67,262,226	114
C.ME.100177	BEE	Superliner 1 Coach Overhaul (Level 2)		29		39
C.ME.100384	BEE	Superliner I Sleeper Overhaul		8		9
C.ME.100176	BEE	Superliner 1 Lounge Overhauls		8		5
C.ME.100240	BEE	Superliner 1 Diner Overhauls		5		1
C.ME.100386	BEE	Superliner Diner Lounge Overhaul		4		6
C.ME.100042	BEE	Superliner II Coach Overhaul		15		16
C.ME.100040	BEE	Superliner II Sleeper Overhaul		12		9
C.ME.100044	BEE	Superliner II Trans Sleeper Dorm Overhaul		9		11
C.ME.100043	BEE	Superliner II Diner Overhaul		7		4
C.ME.100041	BEE	Superliner II Lounge Overhaul		7		2
C.ME.100640	BEE	Surfliner Coach- Overhaul		4		5
C.ME.100644	BEE	Surfliner Cab Car - Overhaul		2		2
C.ME.100646	BEE	Surfliner Custom Coach - Overhaul		1		2
C.ME.100647	BEE	Surfliner Cafe- Overhaul		2		3
C.ME.100017	BEE	Heritage High Level Lounge (Parlor Car)	\$-			

FY21		FY22		FY23		FY24		FY19 through End FY24	
\$\$\$	Prod.	\$\$\$	Prod.	\$\$\$	Prod.	\$\$\$	Prod.	\$\$\$	Prod.
\$257,860,691	334	\$251,585,097	304	\$242,618,327	328	\$242,618,327	328	\$1,562,209,428	2,089
\$82,124,860	158	\$85,331,234	159	\$93,169,469	161	\$93,169,469	161	\$500,397,231	964
	27		29		23		23		241
	68		63		80		80		356
			10		16		16		42
	24		16		-		-		80
					-		-		-
	30		21		-		-		111
			9		30		30		69
	6		6						25
					7		7		14
	3		5		5		5		25
			-		-		-		1
									-
\$33,882,656	15	\$29,822,606	1	\$16,242,417	2	\$16,242,417	2	\$199,792,472	73
									-
									-
									-
									-
	12				-		-		46
	-				-		-		8
	3		1		2		2		10
									-
					-		-		1
	-				-		-		8
					-		-		-
					-		-		-
					-		-		0
					-		-		0
\$70,156,846	114	\$65,573,337	98	\$62,632,949	107	\$62,632,949	107	\$394,920,202	653
	35		17		29		29		178
	17		20		8		8		70
	6		7		8		8		42
	3		4		5		5		23
	1		4		4		4		23
	2		4		15		15		67
	16		13		12		12		74
	6		10		9		9		54
	7		8		7		7		40
	6		8		7		7		37
	5		1		1		1		17
	3		1		1		1		10
	4		1		1		1		10
	3				-		-		8
					\$-		\$-		-

Amtrak FY 2019 FAST ACT Asset Plan - Equipment Capital Budget for Fleet Costs Excluding Acquisitions (PART II)

Based on Mechanical FY 2019–FY 2023 Five Year Plan data with FY 2023 values carried over to FY 2024 as placeholder.

WBSE	Facility	Project Description	FY19 (Aug. Round 4 Load)		FY20	
			\$\$\$	Prod.	\$\$\$	Prod.
			\$298,046,451	439	\$269,480,535	356
		SINGLE LEVEL EQUIPMENT	\$28,439,948	128	\$26,312,868	62
C.ME.100641	BEE	Horizon Coach Overhaul (Level 2)		20		23
C.ME.100643	BEE	Horizon Café Overhaul		2		3
C.ME.100016	BEE	Viewliner Diner Overhaul				1
C.ME.100239	BEE	Viewliner Sleeper Overhaul		12		10
C.ME.100025	BEE	EQIN LONG DISTANCE BAGGAGE CAR FLEET-COTS AND TRUCK REBUILD		24		25
C.ME.100038	BEE	Heritage Baggage Car Overhauls				
C.ME.100241	BEE	Heritage Diner Overhaul				
C.ME.100029	SFA	Auto Carrier Overhaul		70		
		WRECKS	\$4,255,416	-	\$4,000,000	-
C.ME.201289	WIL/BEE	Locomotive Wreck Program	\$3,812,168		\$2,500,000	
C.ME.201290	DPF / BEE	Car Wreck Program	\$443,248		\$1,500,000	
		FACILITY IMPROVEMENTS	\$14,651,711	-	\$14,000,000	-
C.ME.100098	WIL	Wilmington Facility Improvements	\$5,691,000		\$2,000,000	
C.ME.100100	BEE	Beech Grove Shops Facility Improvement	\$1,550,000		\$2,000,000	
C.ME.100102	DPF	Bear Facility Improvements	\$667,482		\$2,000,000	
C.ME.100092	EAST	S&I Running Repair - NY/NE	\$3,254,229		\$2,000,000	
C.ME.100094	EAST	S&I Running Repair - Was	\$735,000		\$2,000,000	
C.ME.100095	CENTRAL	Central Facility	\$2,329,000		\$2,000,000	
C.ME.100096	WEST	S&I Running Repair - West	\$425,000		\$2,000,000	
		Acela Programs	\$18,413,072	-	\$12,000,000	-
C.ME.100785	DPF	Acela Overhaul		-		-
C.ME.100785	WIL	Acela Overhaul		-		-
C.ME.100785	FLD	Acela Overhaul	\$18,413,072		\$12,000,000	
		GENERAL SAFETY & RELIABILITY	\$34,743,406	-	\$18,375,000	-
C.ME.201157	ENG	Positive Train Control (PTC)	\$3,002,769	-	\$2,000,000	-
C.ME.100024	DPF	Amfleet Refresh	\$144,538			
C.ME.100027	DPF	Acela Refresh	\$2,277,173			
C.ME.100032	DPF	Amfleet II Refresh	\$6,939,313			
C.ME.100031	ENG	Pit Stop Project	\$8,015,683			
C.ME.100020	ENG	Rolling Stock Cars ADA Compliance Upgrades	\$2,004,898		\$2,500,000	
C.ME.100023	ENG	Wheel - Axle UT Testing Unit	\$1,297,000		\$2,000,000	
C.ME.100030		MOFE SYSTEM WHEEL TRUNING MACHINE UPGRADES	\$1,500,000		\$2,500,000	
C.ME.100015	ENG	Inward/Outward Facing Cameras	\$3,213,288		\$2,700,000	
C.ME.201128	ENG	Wayside Defect Detection	\$1,979,879		\$2,200,000	
C.ME.100655	ENG	Engineering Modification Project	\$4,190,741		\$4,000,000	
C.ME.100014	ENG	LDSL Modification Project	\$178,125		\$475,000	
		MANDATORY PROJECTS	\$4,206,868	-	\$4,000,000	-
C.ME.100089	ENG	Car Mandatory Programs	\$3,571,598		\$3,000,000	
C.ME.100090	ENG	Locomotive Mandatory Programs	\$635,270		\$1,000,000	

FY21		FY22		FY23		FY24		FY19 through End FY24	
\$\$\$	Prod.	\$\$\$	Prod.	\$\$\$	Prod.	\$\$\$	Prod.	\$\$\$	Prod.
\$257,860,691	334	\$251,585,097	304	\$242,618,327	328	\$242,618,327	328	\$1,562,209,428	2,089
\$23,471,329	47	\$23,857,919	46	\$22,573,493	58	\$22,573,493	58	\$147,229,050	399
	17		16		20		20		116
	6		5		2		2		20
									1
	12		13		12		12		71
	12		12		24		24		121
									-
									-
									70
\$4,000,000	-	\$4,000,000	-	\$4,000,000	-	\$4,000,000	-	\$24,255,416	
\$2,500,000		\$2,500,000		\$2,500,000		\$2,500,000		\$16,312,168	
\$1,500,000		\$1,500,000		\$1,500,000		\$1,500,000		\$7,943,248	
\$14,000,000	-	\$14,000,000	-	\$14,000,000	-	\$14,000,000	-	\$84,651,711	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$15,691,000	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$11,550,000	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$10,667,482	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$13,254,229	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$10,735,000	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$12,329,000	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$10,425,000	
\$12,000,000	-	\$12,000,000	-	\$12,000,000	-	\$12,000,000	-	\$78,413,072	
								\$-	
								\$-	
\$12,000,000		\$12,000,000		\$12,000,000		\$12,000,000		\$78,413,072	
\$13,725,000	-	\$14,000,000	-	\$14,000,000	-	\$14,000,000	-	\$108,843,406	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$13,002,769	
								\$144,538	
								\$2,277,173	
								\$6,939,313	
								\$8,015,683	
\$2,500,000		\$2,500,000		\$2,500,000		\$2,500,000		\$14,504,898	
\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000		\$11,297,000	
\$750,000		\$750,000		\$750,000		\$750,000		\$7,000,000	
\$500,000		\$500,000		\$500,000		\$500,000		\$7,913,288	
\$1,500,000		\$1,500,000		\$1,500,000		\$1,500,000		\$10,179,879	
\$4,000,000		\$4,000,000		\$4,000,000		\$4,000,000		\$24,190,741	
\$475,000		\$750,000		\$750,000		\$750,000		\$3,378,125	
\$4,500,000	-	\$3,000,000	-	\$4,000,000	-	\$4,000,000	-	\$23,706,868	
\$2,500,000		\$2,000,000		\$2,000,000		\$2,000,000		\$15,071,598	
\$2,000,000		\$1,000,000		\$2,000,000		\$2,000,000		\$8,635,270	



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**National Railroad
Passenger Corporation**

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