

## **Guidelines for Private Cars on Amtrak**

These guidelines apply to Private Cars, defined as non-Amtrak cars moved on regularly scheduled Amtrak trains, parked at Amtrak-controlled facilities, or repaired by Amtrak employees for commercial customers. These guidelines do not apply to any such move, parking, or repair activity that Amtrak may perform for its own or for governmental purposes.

For Charter Train Information, please see Guidelines for Charter Trains Operated by Amtrak.

Amtrak's primary objective is to operate its core scheduled train service safely, punctually, and efficiently. As a result, the following guidelines applies to Private Cars effective January 1, 2020:

- In every instance of Private Car movement/service requests, the needs of regularly scheduled Amtrak passenger trains and customers will take first priority. Private Car services are dependent on the availability of facilities, equipment, and resources. All such activities require prior Amtrak written approval.
- Private Cars must not delay Amtrak trains. This guideline contains a list of Amtrak-served locations which are eligible for adding or removing Private Cars from designated Amtrak trains, subject to operating conditions at the time of the requested movement.
- Maintenance performed by Amtrak on Private Cars is limited to FRA-required repairs of safety appliances, with such maintenance performed only as necessary on a Private Car in the consist of an Amtrak Train during a Private Car Move. If a Private Car requires an FRA-required repair to a safety appliance that can be repaired at the destination terminal on a Private Car Move, the Private Car Owner or Designee or the Person-in-Charge is to contact the CNOC Charter & Special Movements Desk for authorization at 1-800-424-0217 and choose option "9" from the main menu, then "1" for Private Car Manager. For mechanical emergencies, press "7" to be transferred to an open line (available 24/7). Amtrak will provide wheel truing and wheelset replacement services utilizing current AAR rates, subject to the availability of Amtrak facilities, equipment, and resources. This work shall not impede the servicing or maintenance of Amtrak equipment.
- Private Car activities on Amtrak are subject to the then-current version of the "Conditions for Movement Privately Owned Railroad Cars on Amtrak Effective October 1, 2023" as amended from time to time and must be approved by Amtrak in advance.
- Private Car activities and personnel are subject to all applicable safety, security, operational and other rules and requirements of Amtrak and its host railroads. Private Car owners and staff are strictly responsible for compliance with all such applicable rules and requirements.

If you have questions about Private Car guidelines, please contact [specialmoves@amtrak.com](mailto:specialmoves@amtrak.com).

# Locations and Trains Eligible for Private Car Moves (Moves require case-by-case prior Amtrak written approval)

## Private Car Switching Location - Information Table

| Location             | City Code | End Point | Station Parking (Y/N) | Number of Cars Station (#) | Yard Parking (Y/N) | Number of Cars Yard (#) | Overnight on Car in Yard (Y/N) | 480V (Y/N) | Water (Y/N) | Septic (Y/N) | Car Wash (Y/N) | Extra Crew for Switching (Y/N) | Valid Trains for PV Cars (Train #)       | Notes   |
|----------------------|-----------|-----------|-----------------------|----------------------------|--------------------|-------------------------|--------------------------------|------------|-------------|--------------|----------------|--------------------------------|--|---|
| Albuquerque, NM      | ABQ       | N         | N                     | 0                          | Y                  | 7                       | Y                              | Y          | Y           | Y            | N              | Y                              | 34                                       | Embargo/Poor OTP of trains 3 & 4 / Requires BNSF switch crew/Private car parking/NMIX property  |
| Albany, NY           | ALB       | N         | N                     | 0                          | Y                  | 36                      | Y                              | Y          | Y           | Y            | Y              | N                              | 233/244/449                              | 4 tracks available- 5, 7, 9, 11; all guests board at station for moves. 36 private cars can fit in yard. Cars are added when locomotive is added. (See note 1 below)  |
| Bakersfield, CA      | BFO       | N         | N                     | 1                          | N                  | 0                       | Y                              | Y          | Y           | Y            | N              | N                              | 713, 715, 717, 719                       | Cars must remain in consist coupled to engine/No Venture Car sets   |
| Boston, MA           | BOS       | Y         | Y                     | 0                          | Y                  | 2                       | Y                              | Y          | Y           | Y            | N              | N                              | 448-449                                  | Non-Acela originating/terminating trains<br>448, 449- head-end only, 7-8-9, all guest board at station for moves. See note on 448-449   |
| Burlington, VT       | BTN       | Y         | N                     | 0                          | Y                  | 0                       | Y                              | N          | Y           | N            | N              | N                              | 290-291                                  | Cars must remain in consist or Vermont Rail will move cars to yard.   |
| Carbondale, IL       | CDL       | N         | N                     | 1                          | N                  | 0                       | Y                              | Y          | N           | N            | N              | N                              | 390, 391, 392, 393                       | Originating/terminating trains; no same day connections. Car must remain in consist.  |
| Chicago, IL          | CHI       | Y         | N                     | 0                          | Y                  | 6                       | Y                              | Y          | Y           | Y            | N              | N                              | All originating/train except 1333 & 1340 | Originating/terminating trains, no more than 3 days dwell time.   |
| Charlotte, NC        | CLT       | N         | N                     | 0                          | Y                  | 5                       | Y                              | N          | N           | N            | N              | N                              | Originating/terminating trains           | Add/Cut off only 19/20.   |
| Denver, CO           | DEN       | N         | Y                     | 4                          | N                  | 0                       | Y                              | Y          | Y           | N            | N              | N                              | 5,6                                      | Train length limits apply- restrictions on pickup and drop off on certain days when Rocky Mountaineer operating BNSF 31st street yard is adjacent/ Winter park trains run Dec- Mar.                             |
| Fort Worth, TX       | FTW       | N         | N                     | 0                          | Y                  | 3                       | Y                              | Y          | N           | N            | N              | Y                              | 21,22                                    | Requires extra Amtrak crew except on Wednesday. CHI-FTW Headend   |
| Grand Rapids, MI     | GRN       | Y         | N                     | 1                          | N                  | 0                       | Y                              | Y          | N           | N            | N              | N                              | 370, 371                                 | Can only handle 1 PV on trains/ Connection with GDLX railroad   |
| Houston, TX          | HDS       | N         | Y                     | 2                          | N                  | 0                       | 0                              | Y          | Y           | N            | N              | Y                              | 3,2                                      | Requires UP Switch Crew to add and Patrick Henry track  |
| Indianapolis, IN     | IND       | N         | N                     | 0                          | Y                  | 4                       | Y                              | Y          | Y           | Y            | N              | N                              | 50, 51                                   | 51-Monday departure, 50- Saturday departure. Interchange with CSX at Beech Grove- OLVR TUE only P/JU THU only with Shippers'  |
| Jacksonville, FL     | JAX       | N         | N                     | 0                          | N                  | 0                       | N                              | N          | N           | N            | N              | Y                              | N/A                                      | No cars cut or added at JAX   |
| Los Angeles, CA      | LAX       | Y         | N                     | 0                          | Y                  | 10                      | Y                              | Y          | Y           | Y            | Y              | N                              | 1,2,3,4,11,14                            | 564,1564,584,1584,579,593, plus originating/terminating long distance trains. Long Term Parking Available   |
| Miami, FL            | MIA       | Y         | Y                     | 1                          | Y                  | 2                       | Y                              | Y          | Y           | Y            | Y              | N                              | 97/98                                    | 1 Cars can be stored off power in yard. 2 car limit in yard if 480 is needed.   |
| Milwaukee, WI        | MKE       | N         | Y                     | 8                          | N                  | 0                       | Y                              | Y          | Y           | N            | N              | Y                              | 33 & 34, SUNDAY ONLY                     | Originating/terminating trains. WISDOT owns and allows Long term PV Car Parking/CPKC Provides Switching/ Amtrak can do switching if crew has hour of service remaining.   |
| St Paul, MN (Midway) | MSP       | N         | N                     | 0                          | Y                  | 20                      | N                              | N          | N           | N            | N              | N                              | 27, 8, 28                                | 7 pickup if train is on time, 8 (cutoff if train is on time). Minnesota Commercial does switching and movements to Midway. See note regarding MSP.  |
| Montreal, PQ         | MTR       | Y         | N                     | TBD                        | Y                  | TBD                     | Y                              | Y          | Y           | Y            | Y              | TBD                            | 69/68                                    | Originating/terminating trains  |
| Norfolk, VA          | NFK       | Y         | N                     | 0                          | Y                  | 1                       | Y                              | Y          | Y           | Y            | N              | N                              | 141/138 (OVERNIGHT)                      | Limit of 10 cars total consist/ Car must stay with consist /JLs with NS on tail track. Dependent on operating conditions  |
| Niagara Falls, NY    | NFL       | Y         | N                     | 0                          | Y                  | TBD                     | Y                              | Y          | Y           | Y            | N              | N                              | 285/280                                  | Originating/terminating trains  |
| New Haven, CT        | NHV       | N         | N                     | 0                          | N                  | 0                       | N                              | Y          | N           | N            | N              | Y                              |  | Originating/terminating trains. Cars are added when locomotive is added.  |
| New Orleans, LA      | NOL       | Y         | Y                     | 6                          | Y                  | 3                       | Y                              | Y          | Y           | Y            | Y              | Y                              | 19/20/58/59/1/2                          | Originating/terminating trains  |
| Newport News, VA     | NPH       | N         | N                     | 0                          | Y                  | 1                       | Y                              | Y          | Y           | Y            | N              | N                              | Originating/terminating trains           |   |
| New York NY          | NYP       | N         | N                     | 0                          | Y                  | TBD                     | Y                              | Y          | Y           | Y            | Y              | N                              | 97/98 19/20 42/43                        | NYC travel restricted to/from NYP-WAS on 97/98, 19/20 and to/from NYP-PHL on 42/43  |
| Oakland, CA          | OKO       | N         | N                     | 0                          | Y                  | 2                       | Y                              | Y          | Y           | Y            | Y              | Y                              | 11, 14 710, 712, 714, 716, 718           | Trains 11,14 train length of 14 units maximum. Requires extra Amtrak crew and Locomotive cut made at OKI taken to DMF / Moves to SPD must be coupled to Engine  |
| Portland, OR         | PDX       | Y         | N                     | 1                          | N                  | 0                       | Y                              | Y          | Y           | Y            | N              | N                              | 27, 28                                   | Limit 1 PV PWR at a time (limit 2 cars per PWR) on 7/27 or 8/28.  |
| Pittsburgh, PA       | PGH       | Y         | Y                     | 2                          | N                  | 0                       | Y                              | Y          | Y           | Y            | N              | N                              | 42/43                                    | Originating/terminating trains; rearmost arrival/departure  |
| Philadelphia, PA     | PHL       | N         | N                     | N                          | Y                  | 3                       | Y                              | Y          | Y           | Y            | N              | N                              | 42/43                                    | Long Term Parking is available. Max 3 Cars.   |
| Portlase, MI         | PNT       | N         | N                     | 2                          | N                  | 0                       | Y                              | Y          | Y           | Y            | N              | Y                              | 350, 355                                 | Handing off to CHI on the Wye/ for CHI-PNT-CHI must get approval to wye whole train   |
| Quincy, IL           | QCY       | N         | N                     | 2                          | N                  | 0                       | Y                              | Y          | Y           | N            | N              | N                              | 381, 382, 383                            | Originating/terminating trains. Cars must remain in consist   |
| Roanoke, VA          | RNK       | Y         | N                     | 0                          | N                  | 1                       | Y                              | Y          | Y           | Y            | N              | N                              | 151-66 (DAYTURN) 171-134 (OVERNIGHT)     | Originating/terminating trains  |
| Richmond, VA         | RVR       | N         | Y                     | 0                          | N                  | 1                       | Y                              | Y          | Y           | Y            | N              | N                              | 85/86, Weekdays 164/195 Weekends         | Originating/terminating trains. Limit of 1 PV (pending regular consist size Storage track has 30 car limit)   |
| St Albans, VT        | SAB       | N         | N                     | 0                          | Y                  | 2                       | Y                              | Y          | Y           | Y            | N              | N                              | 54/53/54/57                              | Originating/terminating trains  |
| San Diego            | SAN       | Y         | TBD                   | TBD                        | N                  | 0                       | 0                              | Y          | Y           | Y            | N              | Y                              | TBD                                      | Construction in area, update when complete.   |
| San Antonio          | SAS       | N         | Y                     | 2                          | N                  | 0                       | N                              | Y          | Y           | N            | N              | TBD                            | 21, 22, 1, 2                             | CHI-SAS Headend   |
| Savannah, GA         | SAV       | Y         | Y                     | 0                          | N                  | 0                       | Y                              | Y          | Y           | Y            | N              | N                              | 89/90                                    | Originating/terminating trains, cars must remain in consist and turn for next day until CSX Contruction is completed.   |
| Seattle, WA          | SEA       | Y         | N                     | 2                          | N                  | 0                       | Y                              | Y          | Y           | Y            | Y              | N                              | 7,8, 11, 14, 536, 539                    | Originating/terminating trains/Trains 7 and 8 headend only/ requires extra loco SPK-SEA exceeds 7 cars. East 8 cars West 1 Day/over maximum no storage  |
| San Luis Obispo      | SLO       | N         | N                     | 1                          | N                  | 0                       | N                              | Y          | Y           | N            | N              | TBD                            | TBD                                      | Add/Cut at LAX, Car(s) must stay with scheduled equipment turns, which start and end in LAX. Trains must cycle LAX/SAN/SLQ/LAX.   |
| Springfield, MA      | SPG       | Y         | N                     | 0                          | Y                  | 1                       | Y                              | Y          | Y           | Y            | N              | Y                              | 148/136/55/56/57/54                      | Originating/terminating trains, only tracks with 480V are through tracks. Stub track does not have 480V. Track 8 stub can be used for 1 car. If train has 8 car consist, an extra coach needs to be cut in NHV. |
| St Louis, MO         | STL       | N         | N                     | 0                          | N                  | 0                       | N                              | N          | Y           | Y            | N              | Y                              | 306, 301                                 | No same day connections/ TBR performs switching / Private parking off property  |
| Toronto, ON          | TWO       | Y         | N                     | 1                          | N                  | 0                       | Y                              | Y          | Y           | Y            | N              | TBD                            | 63/64                                    | Originating/terminating trains  |
| Vancouver, BC        | VAC       | Y         | N                     | 1                          | N                  | 0                       | Y                              | Y          | Y           | Y            | N              | N                              | 516, 519                                 | No Tailgates / Add at SEA. Car(s) stay with consist for entire cycle. No cuts or adds at VAC.   |
| Washington, DC       | WAS       | N         | Y                     | 2                          | Y                  | 2                       | Y                              | Y          | Y           | Y            | N              | N                              | 97/98 19/20 42/43                        | NYC travel restricted to/from WAS-NYP on 97/98, 19/20 and to/from PHL-NYP on 42/43  |

\*\*\*This table provides information based on each facility's normal operating conditions. Please note that details may change at any time without notice due to shifting operational circumstances.

### Notes as of Friday October 3, 2025

1. Private Cars suspended from all Empire Service Trains until further notice.
2. Private Cars suspended from add/cut at ABQ until further notice.
3. Private Cars suspended from add/cut at JAX until further notice.
4. Private Cars suspended from add/cut at MSP until further notice.
5. Private Cars suspended from add/cut at BOS until trains 448/449 resume service.
6. Effective November 3, 2025, Private Car travel to/from WAS-NYP restricted to trains 19/20 and 97/98 until further notice.
7. Effective November 3, 2025, Private Car travel to/from NYP-PHL restricted to trains 42/43 until further notice.
8. Rearmost positioning may not be available on some trains
9. \*If it is determined that extra crew is needed at time of planning a Private Car movement, the car owner/representative will be notified to confirm and crew costs will be charged accordingly.