

**RIGHT:** Amtrak Metroliner Train No. 113 crosses the Susquehanna River at Harve de Grace, Md. Despite similar outward appearance to conventional Amtrak trains, the new Metroliner Service using Amfleet equipment proved to be a success.  
DAVID C. WARNER PHOTO



**BELOW:** While they looked like normal Amfleet cars from the outside, equipment assigned to Metroliner Service was more spacious and offered more features for the business traveler. Starting in 1983, the Metroliner Service decal began appearing on these cars to set them apart from the rest of the fleet.  
BRUCE GOLDBERG PHOTO



**Amtrak's METROLINER SERVICE**

Metroliner Service. It was the beginning of what would become a sustained turnaround.

In the Spring 1983 timetable change, Newark, N.J., was added as an *Express Metroliner* stop. That fall, the inadequate Capital Beltway station in Maryland that had been opened in 1969 as part of the original Metroliner program was replaced by a new joint Amtrak, MARC commuter rail, and Washington Metro rapid transit station about a quarter mile to the south at New Carrollton. The added stops at Newark and New Carrollton left only three 2 hour 49 minute *Expresses*, but the schedule of the “stopping” Metroliners

was reduced four minutes to 2 hours 55 minutes. The full Metroliner Service schedule was now the fastest in history.

#### **MORE THAN MEETS THE EYE**

To the undiscerning eye, an Amfleet Metroliner Service train looked no different from a regular Amfleet Northeast Corridor train. However, the environment on board the Metroliners was distinct from that of a regular train. The 60-seat coaches created a much more spacious environment than the 84-seaters on the regular trains.

As Metroliner traffic grew, the demand for Club Service seats far exceeded the 18-seats that were in one end of the original Amfleet club-café cars. To meet the demand for the high-priced seats, the cars were converted to have Club seats at both ends, with a total of 33. And each Metroliner Service train still featured a dinette with tables, a feature that was not offered on most regular trains. Especially on peak hour trains, the dinette tables had become the “business center” of the Metroliner.

When the Metroliners were converted to Amfleet equipment in 1981, there had been reluctance to create a special fleet of Metroliner Service cars within