

The Santa Fe was host for Amtrak's short-lived San Diegoan Metroliner, seen here flying through El Toro, Calif., at 90 m.p.h. on the morning of August 2, 1984. The one year experiment, which spent much of the scenic 115-mile San Diego-Los Angeles route within sight of the Pacific Ocean, represented the only time that the Metroliner name was used outside of the Northeast.

BRUCE KELLY PHOTO



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Our friendly attendants will bring our special brand of service right to your fingertips. You can purchase

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rest coaches, complimentary continental breakfast served at seat or at a table in the dinette, a morning newspaper, and afternoon hors d'oeuvres. The two and a half hour schedule was about 15 minutes faster than other trains on the route, and was achieved by making intermediate stops only at Del Mar, Oceanside, and Anaheim instead of six stops on the other *San Diegans*.

The San Diego-Los Angeles Metroliner service lasted for only one year before Amtrak decided that a single round trip would not work, and instead put a "Custom Class" (business class) car on each of the seven *San Diegan* round trips. By April 1985, Metroliner was removed from the California timetables.

### AMTRAK RETURNS TO CAPE COD

Back on the east coast, in the summer of 1986, Amtrak began operating one of its Friday Washington-New York Metroliners through to Cape Cod during the summer. The weekend-only train was sold as Metroliner Service for passengers who did not go beyond New York. East of New York it was simply the *Cape Codder*.

For the next four years, during the seasons when it wasn't going to the Cape,

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