



AmeriStarRail
Transportation Innovation

January 9, 2026

Mr. Roger Harris
President
National Railroad Passenger Corporation
1 Massachusetts Avenue, NW
Washington, DC 20001

Dear Mr. Harris,

As you know, AmeriStarRail (ASR) is an LLC based in Wilmington, Delaware that has developed a number of innovative infrastructure and operating solutions to improve Amtrak's rail passenger service utilizing private financing. Our proposed partnership with Amtrak includes serving Coach passengers on Amtrak Libertyliner 250 high-speed trains, the Baltimore Grand Slam tunnels, a bi-level Susquehanna River bridge to eliminate the busiest junction with freight trains on the Northeast Corridor at Perryville, Maryland and the New York - Los Angeles Transcontinental Chief.

As described and updated in January 7th, May 1st and September 30th, 2025 letters to Amtrak, AmeriStarRail has been developing alternative concepts for Amtrak's Long Distance Fleet Replacement to improve passenger safety, comfort and the economic viability of Amtrak's future long distance fleet. AmeriStarRail's goal is to ensure Amtrak passengers have the finest trains available for long distance travel across America.

Using innovation in five key areas: Service, Marketing, Technology, the Organization and Safety, AmeriStarRail has developed alternative trainset arrangements for Amtrak's future long distance fleet. Our solutions utilize "equivalent facilitation" to comply with ADA requirements for disabled passengers and focus on the following goals:

- Maximizing Passenger Safety, Amenities and Comfort
- Maximizing Available Seat Miles (ASM) per Train Mile (TMI) to generate at least 200 revenue passenger miles per train mile
- Maximizing operating efficiency to improve the financial performance of Amtrak's long distance routes
- Minimizing trainset complexity for trainset manufacturing and fleet maintenance

As America's 250th birthday approaches, AmeriStarRail is proud to offer Amtrak a grand conveyance, the AmeriStarliner long distance trainset, to usher in a golden age of travel for Amtrak passengers with the finest way to travel across America.

The AmeriStarliner trainsets for Amtrak long distance trains are a mix of single and articulated cars in a simpler design of just 7 different car types to design, manufacture and maintain:

1. Utility Car (Single Level)
2. SkyView Observation Car (Multi-Level)
3. SlumberCoach End Car (Multi-Level/Semi-Articulated)
4. SlumberCoach Intermediate Car (Bi-Level/Articulated)
5. SkyView Dining Car (Multi-Level)
6. Sleeper End Car (Multi-Level/Semi-Articulated)
7. Sleeper Intermediate Car (Bi-Level/Articulated)

As described in the attached proprietary summary, rolling stock design and design assumptions portfolios, the AmeriStarliner long distance trainset will provide Amtrak with a standard, bi-level, long distance fleet that can be operated nationwide including through the tunnels of Amtrak's Northeast Corridor. The bi-level cars

will have a maximum height of 15 feet above top of rail (TOR) which is based on the height of the Pennsylvania Railroad's GG1 electric locomotive which operated for decades on the Northeast Corridor.

The revenue cars, SlumberCoach Cars and Sleeper Cars, operate in a quad-articulated configuration of four-units as semi-articulated cars: End Car - Intermediate Car - Intermediate Car - End Car. Utilization of articulated wheel set technology will reduce service, inspection and running repair maintenance costs of revenue cars by at least 20% and improve the ride quality for passengers.

Operating directly behind locomotives, the Utility Car will have Head End Power (HEP) generators, a baggage room and a small tool and parts room to support enroute maintenance of locomotives and passenger cars. Following the Utility Car will be the passenger train which will be bookended with two spectacular, multi-level SkyView Observation Cars, one at each end of the train just as the Reading Railroad efficiently operated observation cars on the Crusader between Philadelphia and Jersey City.

The forward SkyView Observation Car will serve the SlumberCoach passengers and include The Rainbow Room on the Lower Level. Inspired by the iconic Santa Fe Chief trains, this is a small dining room, by reservation only, that is ADA accessible and served by a food cart from the SkyView Dining Car kitchen. The rear SkyView Observation Car will serve Sleeper passengers and include its own private dining room, The Turquoise Room of Santa Fe fame, on the Lower Level. The SkyView Observation Cars will also have a grand two-story Solarium Observation Lounge on the end of the Mezzanine Level that is ADA accessible, a SkyView Lounge Cafe and Children's Play Area on the Upper Level that will also be ADA compliant.

In between the two SkyView Observation Cars will be the SlumberCoach Cars, SkyView Dining Car and Sleeper Cars. All passenger cars will have ADA seating on the Lower Level and be ADA accessible to high level platforms and low level platforms with fold-out ramps in all vestibules. The fold-out ramps, proven for years on transit buses, will also provide ease of access for passengers with strollers and roll-on luggage. The AmeriStarliner low level vestibules will also eliminate the great difficulty passengers have had, since the 19th century, of using steep vestibule steps on single-level trains at stations throughout the East and South.

Passage through the AmeriStarliner trainset will be via the Lower Level and full-width vestibules between the cars by the innovative use of mono-axle articulation and FlexStep technology for passengers with disabilities to connect the Lower Level with the Mezzanine Level vestibules between adjoining End Cars. This Lower Level 36" wide ADA path will also be used by the food carts from the SkyView Dining Car kitchen to serve the small private dining rooms in each of the SkyView Observation cars. FlexStep technology will also provide ADA access to the upper levels of the SkyView Observation Cars and the SkyView Dining Car.

The entire upper level of the passenger cars will have SkyViewDome glazing to create an exciting travel experience for passengers. The SlumberCoach Cars will include a Family SlumberCoach and have lay flat reclining seats in an all compartment (2 and 1) seating arrangement. Because of the overhead SkyViewDome for all SlumberCoach compartments on the Upper Level, luggage will be stored in integrated floor space of all compartments. Luggage Closets will be available in all sleeping compartments.

SlumberCoach Cars and Sleeper Cars will have Crew Compartments for crew rest periods.

The AmeriStarliner will utilize technology to easily flex trainset capacity from 300 to 600 passengers, split trains for specific destinations or connecting routes or remove bad order cars enroute.

The capacity and configuration of AmeriStarRail's proprietary long distance fleet replacement designs, the AmeriStarliner trainsets, are subject to design, engineering and commercial considerations.

As we discussed during our conversation at the December 4th Amtrak Public Board Meeting in New Orleans, AmeriStarRail has signed an NDA with a major international car builder who is currently manufacturing railcars in the United States. The intent of the NDA is to partner with AmeriStarRail to provide Amtrak with up to 85, 12 car AmeriStarliner trainsets for a total of 1,020 cars. These new long distance cars can be built using private financing if AmeriStarRail and Amtrak establish a joint venture for the profitable operation of Amtrak long distance trains as proposed with the Transcontinental Chief. If Amtrak chooses to use public financing instead, the AmeriStarliner long distance trainset designs can be provided to Amtrak under a commercial licensing agreement.

If Amtrak commits to the AmeriStarliner trainsets before the end of 2026, delivery of the first 12 car trainset will take place no later than the 4th quarter of 2031 and be delivered at the rate of 204 cars per year over five years. Under an AmeriStarRail - Amtrak joint venture, AmeriStarRail will utilize private financing to consider ordering three additional options for a total of 612 additional cars to support Amtrak's goal of doubling ridership by 2040 with more capacity to expand Amtrak's long distance service.

As Chairman Anthony Coscia said at Amtrak's December 4th board meeting, I too am very interested to attend the meeting that Chairman Coscia has agreed to have with AmeriStarRail to explore how our private sector investment and innovation, such as the AmeriStarliner long distance trainsets, can help expand and enhance Amtrak service.

As next steps, we would like to request a Letter of Interest from Amtrak expressing the willingness to consider an unsolicited proposal, from AmeriStarRail and our car builder partner, to design, engineer and manufacture the AmeriStarliner as a standard nationwide Amtrak long distance trainset fleet to replace the Superliners and single-level long distance trains. With a Letter of Interest, AmeriStarRail and executives of the car builder will be able to meet with Amtrak to discuss in more detail the advantages of the AmeriStarliner trainset design and opportunities to utilize private financing or Amtrak's access to public financing.

This proposed path of obtaining new trainsets, as designed and engineered by AmeriStarRail and the car builder, is very similar to the aircraft ordering process of the airline industry. As you know, United, Delta or American Airlines do not design their own aircraft. They rely on the engineering expertise of Boeing and Airbus to design the airframe, powerplant options, avionics, performance ranges, etc. and collaborate with the aircraft manufacturers to select or design various passenger cabin configurations and amenities. AmeriStarRail thinks this will be a very efficient and innovative approach for Amtrak to consider the advantages of our proprietary AmeriStarliner trainset design as its future train for long distance train service nationwide.

With exciting new passenger amenities to compete with air and highway travel such as the SkyView Observation Cars, private dining rooms, Children Play Areas, lay-flat SlumberCoach seats, full ADA accessibility and the SkyViewDome throughout the entire train, the AmeriStarliner long distance fleet is designed to be a grand conveyance for Amtrak passengers traveling throughout America.

As we get ready to celebrate the upcoming Bicentennial of American Railroadng, we look forward to Amtrak's consideration of the AmeriStarliner's innovations and imaginative features to inspire a new golden age of rail passenger travel in America.

Sincerely,

Reviewed and Endorsed by:



Paul H Reistrup

Scott R. Spencer
Chief Operating Officer

Paul H. Reistrup
Former President of Amtrak
Senior Advisor for AmeriStarRail

(E-signed; signed original via U.S. Mail)



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Proprietary AmeriStarliner Long Distance Fleet Design Summary*

7 AmeriStarliner Car Types: Standard Nationwide Bi-Level Fleet with 15' Height, Lower Floor 18" TOR	Car Configuration/Length/Revenue Seats	Onboard Service Features
Car Type 1 - Utility Car (Single Level)	Single Car on two trucks/85'/0	HEP/Baggage Compartment/Tool Room
Car Type 2 - 1st SkyView Observation Car (Multi-Level) for SlumberCoach Passengers	Single Car on two trucks/85'/0	<p>Lower Level: Restrooms and Accessible Restroom and Lower Lounge, The Rainbow Room, ADA FlexSteps to Solarium Observation Lounge, ADA ramp to the SlumberCoach End Car Mezzanine Level vestibule</p> <p>Mezzanine Level: Solarium Observation Lounge, SkyView Cafe Galley, ADA FlexSteps to SkyView Upper Lounge</p> <p>Upper Level: SkyView Upper Lounge and Children's Play Area all under SkyViewDome glazing</p>
Car Type 3 - SlumberCoach End Car (Multi-Level): A-Unit	<p>Quad articulated cars with end trucks and intermediate articulation (mono-axle wheels articulation)</p> <ol style="list-style-type: none"> 1. A-Unit: Multi-Level End car/72'/34 2. B-Unit: Bi-Level Intermediate car/60'/41 3. B-Unit: Bi-Level Intermediate car/60'/41 4. A-Unit: Multi-Level End car/72'/34 <p>Total 4 Unit (Quartet) Articulated Length: 264 feet/150 seats (includes 4 ADA seats)</p>	<p>End Car Lower Level: ADA Low Level Vestibule (18" TOR) with fold-out ramps, Stairwell to Upper Level with Luggage Lift, Crew Compartment, SlumberCoach Compartments (2 and 1 seating) with Lay Flat Reclining Seats, ADA SlumberCoach Compartments, ADA Restroom/Shower, Luggage stored in integrated floor space of compartments, ADA FlexSteps to Mezzanine Level; ADA Vestibule to Intermediate Car between mono-axle articulated wheels</p> <p>End Car Mezzanine Level: ADA High Level Vestibule with fold-out ramps, Public Restrooms and Showers, ADA FlexSteps to Lower Level</p> <p>End Car Upper Level: Stairwell to Lower Level with Luggage Lift, SlumberCoach Compartments (2 and 1 seating) with Lay Flat Reclining Seats all under SkyViewDome glazing; Luggage stored in integrated floor space of compartments</p>

7 AmeriStarliner Car Types: Standard Nationwide Bi-Level Fleet with 15' Height, Lower Floor 18" TOR	Car Configuration/Length/Revenue Seats	Onboard Service Features
<p>Car Type 4 - SlumberCoach Intermediate Car (Bi-Level): B-Unit</p>	<p>Quad articulated cars with end trucks and intermediate articulation (mono-axle wheels articulation)</p> <ol style="list-style-type: none"> 1. A-Unit: Multi-Level End car/72'/34 2. B-Unit: Bi-Level Intermediate car/60'/41 3. B-Unit: Bi-Level Intermediate car/60'/41 4. A-Unit: Multi-Level End car/72'/34 <p>Total 4 Unit (Quartet) Articulated Length: 264 feet/150 seats (includes 4 ADA seats)</p>	<p>Intermediate Car Lower Level: ADA Low Level Vestibule (18" TOR) with fold-out ramps, Stairwell to Upper Level with Luggage Lift, SlumberCoach Compartments (2 and 1 seating) with Lay Flat Reclining Seats, Luggage stored in integrated floor space of compartments, ADA Vestibules to adjacent cars between mono-axle articulated wheels</p> <p>Intermediate Car Upper Level: Stairwell to Lower Level with Luggage Lift, SlumberCoach Compartments (2 and 1 seating) with Lay Flat Reclining Seats all under SkyViewDome glazing; Luggage stored in integrated floor space of compartments</p>
<p>Car Type 5 - SkyView Dining Car (Multi-Level)</p>	<p>Multi-Level Car on two trucks/85'/0</p>	<p>Lower Level: Kitchen/Pantry, Low Level Service Vestibule with flip-out ramps (18" TOR), Food Dumbwaiter, Dirty Dishes Dumbwaiter, Pantry</p> <p>Two Mezzanine Levels: Dining Tables, ADA FlexSteps to Upper Level dining area</p> <p>Upper Level: Linen Storage, Food Dumbwaiter, Dirty Dishes Dumbwaiter, Dining Tables and Performance Space under SkyViewDome glazing</p>
<p>Car Type 6 - Sleeper End Car (Multi-Level): A-Unit</p>	<p>Quad articulated cars with end trucks and intermediate articulation (mono-axle wheels articulation)</p> <ol style="list-style-type: none"> 1. A-Unit: Multi-Level End car/72'/38 2. B-Unit: Bi-Level Intermediate car/60'/34 3. B-Unit: Bi-Level Intermediate car/60'/34 4. A-Unit: Multi-Level End car/72'/38 <p>Total 4 Unit (Quartet) Articulated Length: 264 feet/144 seats (includes 4 ADA seats)</p>	<p>End Car Lower Level: ADA Low Level Vestibule (18" TOR) with fold-out ramps, Stairwell to Upper Level with Luggage Lift, Crew Compartment, Roomettes with Private Restrooms and Luggage Closets, ADA FlexSteps to Mezzanine Level; ADA Vestibule to Intermediate Car between mono-axle articulated wheels</p> <p>End Car Mezzanine Level: ADA High Level Vestibule with fold-out ramps, Public Restrooms with Showers, ADA FlexSteps to Lower Level</p> <p>End Car Upper Level: Stairwell to Lower Level with Luggage Lift, Drawing Rooms and Bedrooms with Private Shower/Restroom and Luggage Closet all under SkyViewDome glazing; Snack Station</p>

7 AmeriStarliner Car Types: Standard Nationwide Bi-Level Fleet with 15' Height, Lower Floor 18" TOR	Car Configuration/Length/Revenue Seats	Onboard Service Features
Car Type 7 - Sleeper Intermediate Car (Bi-Level): B-Unit	Quad articulated cars with end trucks and intermediate articulation (mono-axle wheels articulation) <ol style="list-style-type: none"> 1. A-Unit: Multi-Level End car/72'/38 2. B-Unit: Bi-Level Intermediate car/60'/34 3. B-Unit: Bi-Level Intermediate car/60'/34 4. A-Unit: Multi-Level End car/72'/38 Total 4 Unit (Quartet) Articulated Length: 264 feet/144 seats (includes 4 ADA seats)	Intermediate Car Lower Level: ADA Low Level Vestibule (18" TOR) with fold-out ramps, Stairwell to Upper Level with Luggage Lift, ADA Bedroom with Private Shower/Restroom and Luggage Closet, Bedrooms with Private Shower/Restroom and Luggage Closet, Snack Station, ADA Vestibules to adjacent cars between mono-axle articulated wheels Intermediate Car Upper Level: Stairwell to Lower Level with Luggage Lift, Roomettes with Private Restrooms and Luggage Closets all under SkyViewDome glazing
Car Type 2 - 2nd SkyView Observation Car (Multi-Level) for Sleeper Passengers	Single Car on two trucks/85'/0 Total AmeriStarLiner 12 Car Consist: (868'- 340' non-revenue (NR) cars=528' revenue cars = 6 85' single level cars): Utility Car (NR)/85'/0 SkyView Observation Car (NR)/85'/0 SlumberCoach End Car/72'/34 SlumberCoach Intermediate Car/60'/41 SlumberCoach Intermediate Car/60'/41 SlumberCoach End Car/72'/34 SkyView Dining Car (NR)/85'/0 Sleeper End Car/72'/38 Sleeper Intermediate Car/60'/34 Sleeper Intermediate Car/60'/34 Sleeper End Car/72'/38 SkyView Observation Car (NR)/85'/0 Total 868' long and 294 Passengers/ 6=49 passengers per equivalent 85' single level revenue car	Lower Level: Restrooms and Accessible Restroom and Lower Lounge, The Turquoise Room, ADA FlexSteps to Solarium Observation Lounge, ADA ramp to the Sleeper End Car Mezzanine Level vestibule Mezzanine Level: Solarium Observation Lounge, SkyView Cafe Galley, ADA FlexSteps to SkyView Upper Lounge Upper Level: SkyView Upper Lounge and Children's Play Area all under SkyViewDome glazing

***Subject to Design, Engineering and Commercial Considerations**