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Indeed, in carrying out the questionable traditions of railroad-operated passenger service, the final San Diegan arrived ten minutes late on April 30th.

The "new" Amtrak trains have been cleaner in appearance as well as running on time. And, lo and behold!, train arrivals and departures are being announced over the PA system at the San Diego depot for the first time in many years!

It is, of course, too soon to tell just how and what Amtrak will do. But these first few days have certainly been heartening. These little touches like cleanliness, promptness, and other little courtesies show the Corporation is paying attention to detail right from the start.

But the main problem facing Amtrak is the antiquated equipment the railroads have been utilizing for years. According to the Wall Street Journal, the average railroad passenger car is a staggering 19.2 years old, although we'll have to admit the equipment used by the railroads of the Southwest Corner is considerably newer. Passenger motive power acquired by Amtrak is also frequently antiquated, and it is indeed a wonder how the twenty-year-old F-units utilized by Santa Fe on the San Diegans have lasted this long!

The directors of Amtrak have indicated they intend to acquire their own equipment, but this admittedly will have to wait for some time.

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