

The name "Amtrak" is the blending of the words "America" and "track." It is properly used in documents with only the first letter capitalized. The railroad is also known as the National Railroad Passenger Corporation.



Basic Amtrak Facts

- During FY 2007 (Oct. 2006-Sept. 2007), Amtrak welcomed aboard more than 25.8 million passengers, representing the fifth straight fiscal year of record ridership when comparing the same routes. An average of more than 70,000 passengers ride on up to 300 Amtrak trains per day.
- Amtrak operates a nationwide rail network, serving more than 500 destinations in 46 states on 21,000 miles of routes, with nearly 19,000 employees.



- In FY 2007, Amtrak earned approximately \$2.15 billion in revenue and incurred approximately \$2.63 billion in expenses, covering 67% of its operating costs. Excluding depreciation, a non-cash cost, Amtrak covered 81% of its operating costs. No country in the world operates a passenger rail system without some form of public support for capital costs and/or operating expenses.
- An average of nearly 830,930 people every weekday depend on commuter rail services that use Amtrak-owned infrastructure, dispatching, shared operations, or that ride commuter trains operated by Amtrak under contracts with local or regional agencies.
- Amtrak's Northeast Corridor is the busiest railroad in North America, with more than 2,600 trains operating over some portion of the Washington-Boston route each day.
- If included among U.S. airlines in 2007, Amtrak would rank 8th in the number of passengers served, with a market share of 3.9%. On average, there are nearly twice as many passengers on an Amtrak train than there are on a domestic airline flight.

- The Boston-New York-Washington portion of the Northeast Corridor carried 10,035,012 passengers in FY 2007 on *Acela Express*, *Regional Service* or other trains. Two other corridors had ridership that topped one million or more: *Pacific Surfliner Service* (San Diego-Los Angeles-San Luis Obispo, 2,707,188) and *Capitol Corridor Service* (San Jose-Oakland-Sacramento-Auburn, 1,450,069).
- Five other corridors had ridership in excess of a half-million passengers:
 - *Keystone Corridor Service* (Philadelphia-Harrisburg): 988,454
 - *Empire Service* (New York-Albany-Buffalo): 1,245,948
 - *San Joaquin Service* (Oakland-Fresno-Bakersfield): 804,785
 - *Amtrak Cascades Service* (Eugene-Portland-Seattle-Vancouver, B.C.): 674,153
 - *Hiawatha Service* (Chicago-Milwaukee): 595,336

The 25 busiest stations in 2007 were:

Station	Tickets from	Tickets to	Total Ridership
New York, NY	4,034,057	3,993,919	8,027,976
Washington, DC	2,066,154	2,042,415	4,108,569
Philadelphia, PA	1,838,794	1,835,461	3,674,255
Chicago, IL	1,385,424	1,389,227	2,774,651
Los Angeles, CA	733,471	730,818	1,464,289
Boston, MA	567,565	586,613	1,154,178
Baltimore, MD	485,904	491,475	977,379
Sacramento, CA	491,816	479,123	970,939
San Diego, CA	443,920	423,536	867,456
Albany-Rensselaer, NY	385,562	388,896	774,458
Wilmington, DE	351,099	353,288	704,387
New Haven, CT	320,389	319,892	640,281
Newark, NJ	314,717	311,136	625,853
Irvine, CA	310,515	312,777	623,292
BWI Airport, MD	293,613	294,232	587,845
Seattle, WA	297,289	287,464	584,753
Providence, RI	280,539	285,162	565,701
Portland, OR	267,077	265,568	532,645
Emeryville, CA	241,597	241,180	482,777
Milwaukee, WI	235,643	236,109	471,752
Harrisburg, PA	233,361	231,563	464,924
Fullerton, CA	213,152	212,317	425,469
Solana Beach, CA	220,624	204,165	424,789
Lancaster, PA	209,600	210,924	420,524

- Amtrak-owned equipment includes Amfleet®, Superliner®, Viewliner® and other railroad passenger cars totaling 1,505, plus 419 locomotives, 80 *Auto Train*® vehicle carriers and 101 baggage cars.
- Amtrak-operated state-owned equipment includes 140 railroad passenger cars and 19 locomotives.

- Amtrak-owned property includes 363 miles of the 456-mile Northeast Corridor connecting Washington, Philadelphia, New York and Boston, the busiest passenger line in the country, with trains regularly reaching speeds of 125-150 m.p.h.; a 60.5-mile track segment from New Haven, Conn., to Springfield, Mass.; 104 miles of up to 110 m.p.h. track in Pennsylvania between Philadelphia and Harrisburg, the first new high-speed corridor in the 21st century; a 97-mile segment of 95 m.p.h. (soon to be 105 m.p.h.) track in Michigan, the first high-speed positive train control system in revenue service.
- Amtrak has 17 tunnels consisting of 29.7 miles of track and 1,186 bridges consisting of 42.5 miles of track.
- Amtrak owns three heavy maintenance facilities in Wilmington and Bear, Del., and Beech Grove, Ind., as well as other maintenance facilities in Washington, D.C.; New York City, Rensselaer and Niagara Falls, N.Y.; Boston; Hialeah, Fla.; Chicago; New Orleans; Los Angeles; Oakland; and Seattle.
- Seventy percent of the miles traveled by Amtrak trains are on tracks owned by other railroads. Known as "host railroads," they range from large publicly traded companies based in the U.S. or Canada, to state and local government agencies and small businesses. Amtrak pays these host railroads for use of their track and other resources required to operate Amtrak trains, with incentives for on-time dispatching. Those payments were for more than 26 million train miles (one train mile = a mile of track usage by each train) in FY 2007 and totaled more than \$92 million.

The six largest host railroads for Amtrak trains are:

- BNSF Railway, 6.7 million train miles
- Union Pacific Railroad, 6.16 million train miles
- CSX Transportation, 5.7 million train miles
- Norfolk Southern Railway, 2.36 million train miles
- Canadian National Railway, 1.45 million train miles
- Metro North Railroad, 1.31 million train miles

State Support

Fourteen states contract with Amtrak for the operation of trains that supplement the national Amtrak network by extending the reach of passenger rail services or provide additional frequencies on Amtrak routes. State and regional agencies pay most of the cost of these services, reimbursing Amtrak for direct expenses. Continued operation of these state-supported routes is subject to annual contracts and state Legislative appropriations, along with Amtrak financial participation. In addition to operating funds, many of these states also provide funds for infrastructure or other capital improvements to Amtrak routes in their states.

- California: *Capitol Corridor Service* (San Jose-Auburn), *Pacific Surfliner Service* (San Luis Obispo-San Diego); and *San Joaquin Service* (Bakersfield-Sacramento/Oakland, plus an extensive system of connecting Amtrak Thruway Motorcoach routes)
- Illinois: *Hiawatha Service* (Chicago-Milwaukee), *Lincoln Service* (Chicago-St. Louis), *Illini & Saluki* (Chicago-Carbondale) and *Illinois Zephyr & Carl Sandburg* (Chicago-Quincy)

- Maine: *Downeaster* (Portland-Boston)
- Michigan: *Blue Water* (Port Huron-East Lansing-Chicago) and *Pere Marquette* (Grand Rapids-Chicago)
- Missouri: *Missouri Mules* and *Ann Rutledge* (Kansas City-St. Louis)
- New York: *Adirondack* (New York City-Montreal, QC.)
- North Carolina: *Carolinian* (Charlotte-New York City) and *Piedmont* (Raleigh-Charlotte)
- Oklahoma: *Heartland Flyer* (Oklahoma City-Fort Worth)
- Oregon: *Amtrak Cascades Service* (Eugene-Portland-Seattle-Vancouver, B.C.)
- Pennsylvania: *Keystone Corridor Service* (Harrisburg-Philadelphia-New York City)
- Texas: *Heartland Flyer* (Fort Worth-Oklahoma City)
- Vermont: *Ethan Allen Express* (Rutland-New York City) and *Vermont* (St. Albans-Washington)
- Washington: *Amtrak Cascades Service* (Vancouver, B.C.-Seattle-Portland-Eugene)
- Wisconsin: *Hiawatha Service* (Milwaukee-Chicago)

Connecticut, Delaware, Maryland, New Jersey, New York, Pennsylvania and Virginia make payments to Amtrak through transit agencies or state transportation departments for use of the Amtrak-owned Northeast Corridor facilities by commuter trains. These agencies or states also provide other funding on the Northeast Corridor, including capital funds for infrastructure and/or stations. Amtrak has agreements for access and/or maintenance where Amtrak trains operate over locally-owned portions of the Northeast Corridor in Connecticut, Massachusetts and New York.

Contract Commuter Service

Amtrak operates more contract commuter services than any other company.

- Amtrak currently provides commuter service for the following state and regional authorities:
 - Caltrain (California)
 - MARC (Maryland Area Regional Commuter)
 - Shore Line East (Connecticut)
 - VRE (Virginia Railway Express)
- Amtrak provides maintenance services for the Sounder Commuter Rail system in Seattle, dispatching and maintenance of way service to the Massachusetts Bay Transit Authority, and dispatching services for the South Florida Regional Transportation Authority's Tri-Rail operation.

Historical Background on Amtrak

- Amtrak was created by Congress in 1970 to take over the passenger rail services previously required to be operated by private freight railroad companies in the United States. Those companies reported they had operated the services without profit for a decade or more.

- More than half of the rail passenger routes operated by the freight railroad companies were eliminated when Amtrak began service on May 1, 1971.

Trains

- The name *Acela* comes from a combination of the words acceleration and excellence. *Acela Express* is the company's newest premium service. More than 16 million passengers have traveled on the fleet of 20 *Acela Express* trains since revenue service began on December 11, 2000.
- The *Acela Express* is the fastest train in North America, with a normal speed of 150 m.p.h. on a 35-mile portion of its route between Boston and New Haven. Otherwise, its top speed is generally 135 mph between Boston and Washington D.C.
- The *Auto Train*, which travels between Lorton, Va., and Sanford, Fla., is the longest passenger train in the world, with two engines and 40-plus passenger rail cars and vehicle carriers.
- At 1,480 feet, the boarding platform at Amtrak's *Auto Train* station in Lorton, Virginia is longer than the Sears Tower is tall.
- The Amtrak *Empire Builder* operates daily between Chicago and Seattle/Portland and was named for James J. Hill, the builder of the Great Northern Railway. The Great Northern is a predecessor of the BNSF Railway, over which the train operates between St. Paul and the West Coast.
- Amtrak *Pacific Surfliner Service* between San Diego and San Luis Obispo replaced the *San Diegans* on June 1, 2000.
- The New York-Chicago Amtrak *Cardinal* is named for the state bird of each state of the train's route from Virginia to Illinois.
- Since the beginning, even-numbered trains have traveled north and east. Odd-numbered trains travel south and west. Among the exceptions are Amtrak's *Pacific Surfliners*, which use the opposite numbering system inherited from the Santa Fe Railway, some *Empire Service* trains and the *Downeaster Service* trains between Portland, Maine, and Boston.