

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 2005 (Oct. 2004-Sept. 2005), Amtrak welcomed aboard more than 25.4 million passengers, representing the third straight fiscal year of record ridership. An average of more than 69,000 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 approximately 19,000 employees.



- In FY 2005, Amtrak earned approximately \$1.89 billion in revenue and incurred approximately \$2.94 billion in expenses, covering 64% of its operating costs. Excluding depreciation, a non-cash cost, Amtrak covered 79% of its operating costs. No passenger railroad system in the world operates without some form of public support for capital costs and/or operating expenses.
- An average of approximately 777,000 people each day depend on commuter rail services operated under contract by Amtrak or that use Amtrak-owned infrastructure, shared operations and dispatching.
- Amtrak's Northeast Corridor is the busiest railroad in North America, with more than 1,700 trains operating over some portion of the Washington-Boston route each day.
- If included among U.S. airlines in 2005, Amtrak would rank 8th in the number of passengers served, with a market share of nearly 5%. On average, there are nearly twice as many passengers on an Amtrak train than there are on a domestic airline flight.

- Outside the Northeast Corridor, six other corridors carry more than one half million people annually. These corridors are:
 - New York-Albany-Buffalo
 - Chicago-Milwaukee;
 - San Diego-Los Angeles-San Luis Obispo;
 - San Jose-Oakland-Sacramento-Auburn;
 - Oakland-Fresno-Bakersfield;
 - Eugene-Portland-Seattle-Vancouver, B.C.

The 25 busiest stations in 2005 were:

Rank	City/Station	Boardings	Alightings	Total
1	New York, N.Y.	4,264,625	4,232,587	8,497,212
2	Philadelphia, Pa.	1,868,800	1,873,830	3,742,630
3	Washington, D.C.	1,880,852	1,853,435	3,734,287
4	Chicago, Ill.	1,226,962	1,224,331	2,451,293
5	Los Angeles, Cal.	690,068	683,672	1,373,740
6	Newark, N.J.	605,527	609,273	1,214,800
7	Baltimore, Md.	485,279	494,843	980,122
8	Boston, Mass.	476,614	494,582	971,196
9	Sacramento, Cal.	472,450	460,403	932,853
10	Trenton, N.J.	439,730	461,699	901,429
11	San Diego, Cal.	432,248	407,044	839,292
12	Wilmington, Del.	387,328	391,397	778,725
13	Princeton Jct., N.J.	362,846	401,959	764,805
14	Albany-Rensselaer, N.Y.	366,946	367,241	734,187
15	New Haven, Conn.	327,178	326,946	654,124
16	Seattle, Wash.	307,290	297,598	604,888
17	BWI Airport, Md.	291,606	286,948	578,554
18	Irvine, Cal.	281,576	283,220	564,796
19	Emeryville, Cal.	254,039	245,767	499,806
20	Providence, R.I.	242,088	247,741	489,829
21	Portland, Ore.	240,918	238,450	479,368
22	Milwaukee, Wis.	238,850	235,958	474,808
23	Fullerton, Cal.	201,862	200,410	402,272
24	Solana Beach, Cal.	206,230	193,797	400,027
25	Bakersfield, Cal.	185,089	184,870	369,959

- Amtrak-owned equipment includes 1,437 railroad passenger cars, 436 locomotives, 80 *Auto Train* vehicle carriers and 74 baggage cars.
- Amtrak-operated state-owned equipment includes 128 railroad passenger cars and 19 locomotives.
- Amtrak-owned property includes 363 miles of the 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 90 m.p.h. (soon to be 110 m.p.h.) track in Pennsylvania, 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 25 million train miles (one train mile = a mile of track usage by each train) in FY 2005 and totaled more than \$92 million.

The six largest host railroads for Amtrak trains are:

- BNSF Railway, 6.46 million train miles
- CSX Transportation, 6.05 million train miles
- Union Pacific Railroad, 5.40 million train miles
- Norfolk Southern Railway, 2.38 million train miles
- Metro North Railroad, 1.27 million train miles
- Canadian National Railway, 1.10 million train miles

State Support

Thirteen 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: *San Joaquins* (Bakersfield-Sacramento/Oakland), *Capitol Corridor Service* (San Jose-Auburn) and *Pacific Surfliner Service* (San Luis Obispo-San Diego) and an extensive system of connecting Amtrak Thruway Motorcoach routes
- Illinois: *Hiawatha Service* (Chicago-Milwaukee), *State House* (Chicago-St. Louis), *Illini* (Chicago-Carbondale) and *Illinois Zephyr* (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* (Eugene-Portland-Seattle-Vancouver, B.C.)
- Pennsylvania: *Keystone Corridor* (Harrisburg-Philadelphia-New York City)
- Vermont: *Ethan Allen Express* (Rutland-New York City) and *Vermont* (St. Albans-Washington)
- Washington: *Amtrak Cascades* (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.

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. The 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 10 million passengers have traveled on the fleet of 20 *Acela Express* trains since revenue service began on December 11, 2000.
- The fastest train in North America is the *Acela Express*, which travels at a normal speed of 150 mph 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. It 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, and some *Empire Service* trains.