

Monthly
Performance Report
For
September 2013

*** All Financial Data is preliminary and unaudited ***



November 8, 2013

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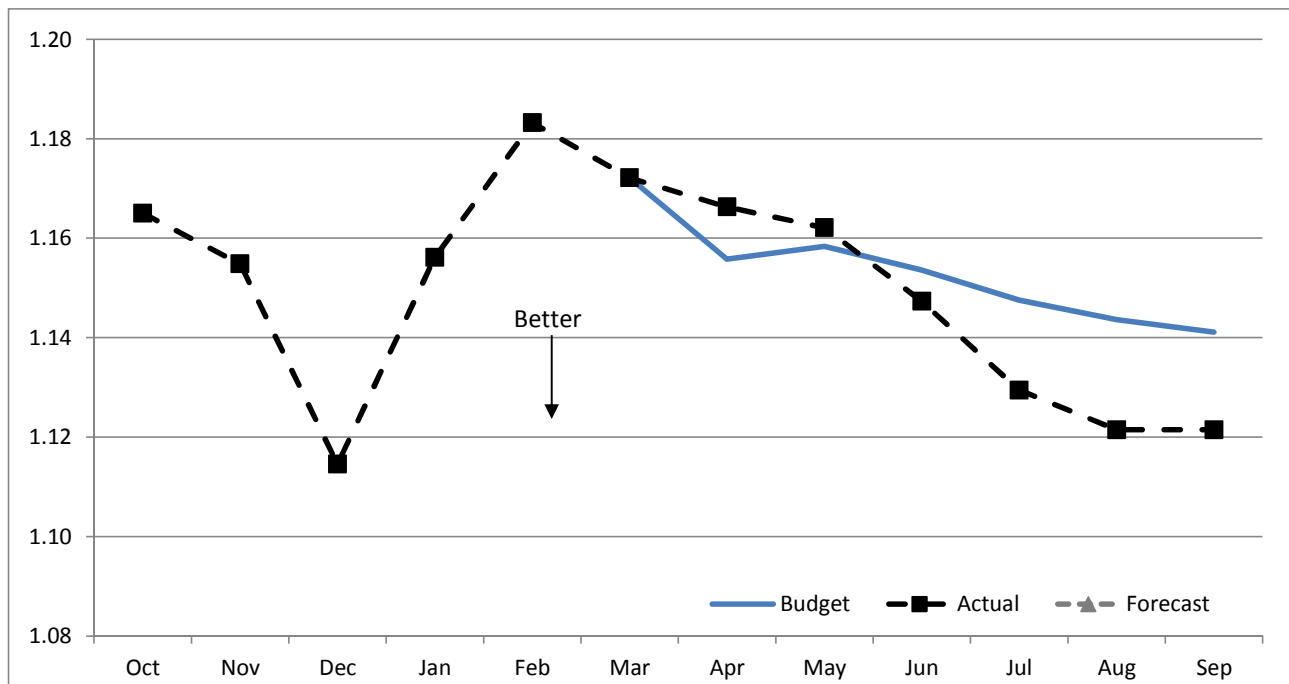
FINANCIAL RESULTS

Performance Summary for the Year to Date Period Ending September 2013

Executive Summary:

The preliminary and unaudited results for September year to date are favorable to the budget due to lower benefits, train operations and materials. Reimbursable revenues are substantially favorable, but they are offset by increased Reimbursable expenses. The change in Operating Ratio (Strategy Management Objective F1) reflects the favorable Reimbursable activity related to Michigan MoW and lower expenses. Capital spending is under budget due to previously delayed projects from diverted resources for Superstorm Sandy as well as funding source changes.

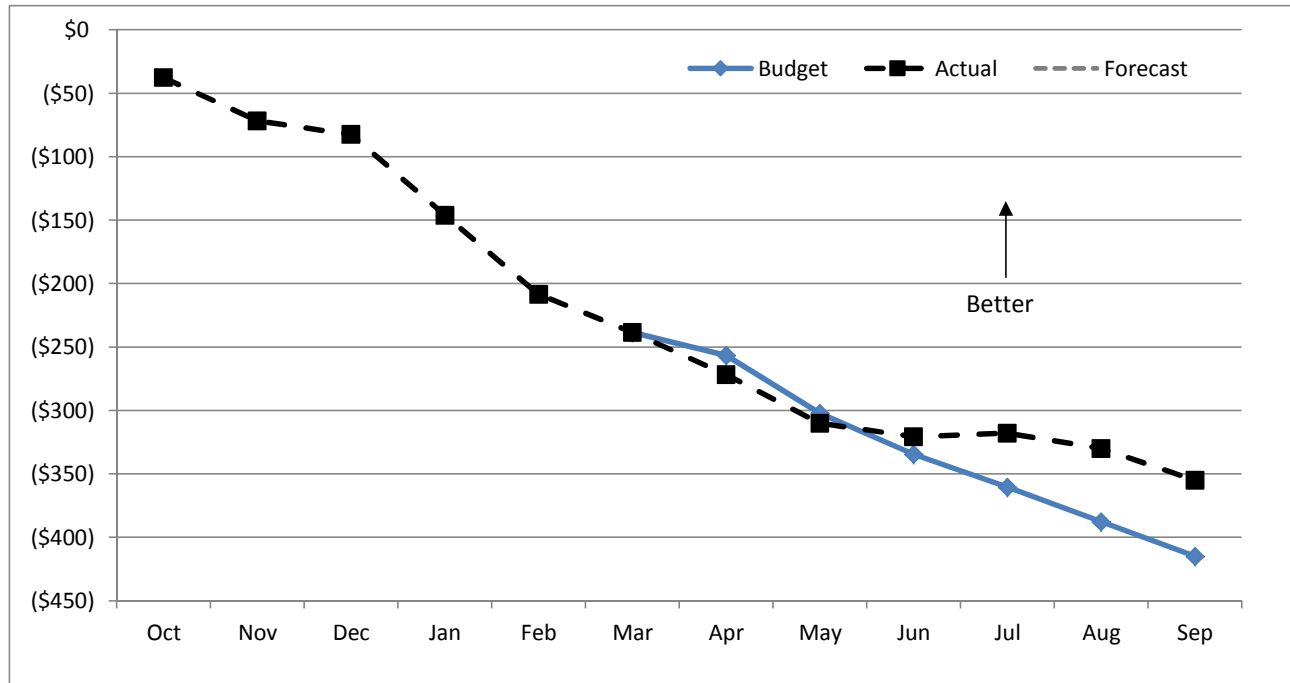
Operating Ratio ⁽¹⁾ - Cumulative Basis (Cash Expense / Cash Revenue)



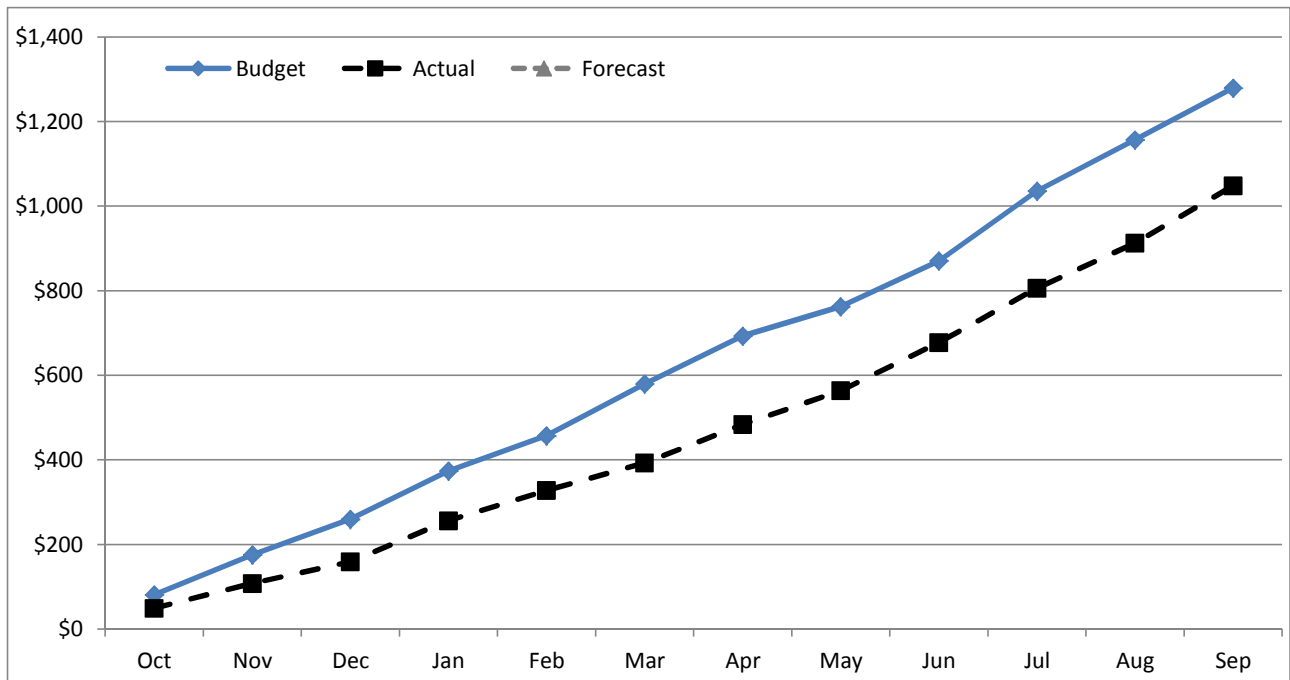
⁽¹⁾ Operating Ratio is defined as Total Operating Expense adjusted for Depreciation, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office - covered by a separate grant, divided by Total Operating Revenue less State Capital amortization.

Performance Summary for the Year to Date Period Ending September 2013

Adjusted Loss ⁽¹⁾ (Cash Revenue - Cash Expenses)



Capital Spend



⁽¹⁾ Adjusted Loss is a reasonable proxy for Federal Operating Support need. It equals Net Loss, adjusted for Depreciation, Net Interest Expense, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office - covered by a separate grant.

Operating Results for the YTD Period Ending - September 2013

Preliminary and Unaudited

(\$ millions)

	FY13 Actual	Budget	Variance to Budget Fav(Unfav)	% Variance	FY12 Actual	Variance to Prior Year Fav(Unfav)	% Variance
Revenue:							
Ticket Revenue - Adjusted	\$2,056.2	\$2,099.1	(\$42.9)	-2.0%	\$1,968.2	\$88.1	4.5%
Food & Beverage	123.4	123.0	0.4	0.3%	122.0	1.4	1.2%
State Supported Train Revenue	187.1	195.4	(8.4)	-4.3%	179.0	8.1	4.5%
Total Passenger Related Revenue	2,366.7	2,417.6	(50.8)	-2.1%	2,269.2	97.6	4.3%
Other Revenue	625.0	559.3	65.7	11.8%	607.7	17.4	2.9%
Total Revenue	2,991.8	2,976.9	14.9	0.5%	2,876.8	114.9	4.0%
Expense:							
Salaries, Wages & Benefits	2,082.5	2,105.7	23.2	1.1%	2,033.3	(49.1)	-2.4%
Train Operations	271.6	283.7	12.1	4.3%	245.2	(26.5)	-10.8%
Fuel, Power, & Utilities	370.5	375.5	5.0	1.3%	355.3	(15.2)	-4.3%
Materials	185.1	202.4	17.3	8.6%	205.2	20.2	9.8%
Facility, Communication, & Office	179.9	171.7	(8.2)	-4.8%	175.1	(4.9)	-2.8%
Advertising & Sales	94.9	98.4	3.5	3.5%	78.5	(16.4)	-20.9%
Casualty & Other Claims	65.6	56.9	(8.8)	-15.4%	50.7	(14.9)	-29.5%
Depreciation, net	682.9	682.1	(0.8)	-0.1%	663.7	(19.1)	-2.9%
Other Expenses	372.3	349.5	(22.8)	-6.5%	345.8	(26.5)	-7.7%
Indirect Costs Capitalized to P&E	(126.5)	(121.8)	4.6	-3.8%	(117.0)	9.5	-8.1%
Total Expenses	4,178.9	4,204.0	25.1	0.6%	4,035.8	(143.1)	-3.5%
Net Loss from Operations	1,187.1	1,227.2	40.1	3.3%	1,159.0	(28.1)	-2.4%
Interest Expense, net	41.0	54.2	13.2	24.3%	80.4	39.4	49.0%
Net Loss	\$1,228.2	\$1,281.4	\$53.2	4.2%	\$1,239.4	\$11.3	0.9%
Adjustments ⁽¹⁾	\$873.2	\$866.4	\$6.8	0.8%	\$877.6	(\$4.4)	-0.5%
Adjusted Loss	355.0	415.0	60.0	14.5%	361.8	6.8	1.9%

⁽¹⁾ Adjustment to exclude Depreciation, Net Interest, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office.



Capital Spending for the Year to Date period Ending September 2013

Capital Spend (\$ millions)	Total YTD FY13	Under/(Over) Authorized	% Variance
Engineering	\$472.4	\$93.6	16.5%
- ADA	48.4	4.7	8.9%
Mechanical	414.1	62.9	13.2%
All Else *	113.0	70.6	38.5%
Total	\$1,047.9	\$231.8	18.1%

* Excludes early buyout and Inspector General projects.

Items impacting Year to Date Capital Spending:

Many 3rd party projects were delayed due to funding source changes with some projects being reprogrammed. The timing of progress payments for electric locomotives will carryover to next year.



METRICS

Key Performance Indicators

Results For the Month Ended September 30, 2013

Preliminary and Unaudited	<u>Actual</u>	<u>Budget/Goal</u>	<u>Prior Year ⁽¹⁾</u>	<u>Budget</u>	<u>Prior Year</u>
				<u>Fav / (Unfav) ⁽²⁾</u>	<u>Fav / (Unfav) ⁽²⁾</u>
<u>KPIs</u>					
RASM - Revenue per Seat Mile (a)	\$0.177	\$0.192	\$0.177	(\$0.015)	(\$0.000)
CASM - Expenses per Seat Mile (b)	\$0.189	\$0.220	\$0.211	\$0.032	\$0.023
(NTS) Cost Recovery Ratio (c)	94%	87%	84%	7%	10%
Ridership (000's)	2,440	2,559	2,487	(119)	(47)
Passenger Miles per total core employee (000's)	30	31	30	-1.0	0.1
On-Time Performance (Endpoint)	79.0%	85.0%	85.2%	-6.0%	-6.2%
Customer Satisfaction Index (d)	83	86	81	(3)	2
Host Railroad Performance (e)	1,024	n/a	962	n/a	(62)
<u>Other Indicators</u>					
Seat Miles (000's)	1,052,940	1,039,887	1,046,485	13,053	6,454
Passenger Miles (000's)	515,103	546,368	529,997	(31,266)	(14,895)
Train Miles (000's)	3,124	3,049	3,097	75	27
Average Load Factor	48.9%	52.5%	50.6%	-3.6%	-1.7%
Core diesel gallons per train mile (f)	2.3	2.4	2.3	-0.1	0.0
Seat Miles per total core employee (000's)	62	59	59	2.4	2.3
Customer Injuries	206	n/a	180	n/a	(26)
Equipment - % of Units in Service: (g)					
Locomotive Fleet	84.7%	n/a	83.1%	n/a	-1.6%
Passenger Fleet	90.2%	n/a	89.0%	n/a	-1.2%
Unadjusted Ticket Revenue (\$000's)	\$167,103	\$174,660	\$163,274	(\$7,557)	\$3,830
Average Ticket Yield	\$0.3244	\$0.3197	\$0.3081	\$0.0047	\$0.0116
Average Ticket Price	\$68.48	\$68.24	\$65.64	\$0.24	\$2.84
Core Revenue per Train Mile (h)	\$63.94	\$69.82	\$64.72	(\$5.88)	(\$0.78)
Core Expenses per Train Mile (i)	\$68.71	\$82.75	\$71.15	(\$14.04)	\$2.45
Adjusted Operating Ratio (j)	1.12	1.14	1.13	0.02	0.01
Average cost per gallon of diesel (k)	\$3.61	\$3.34	\$3.63	(\$0.27)	\$0.03

Notes:

- (a) This is calculated as NTS Total Operating Revenue divided by Available Seat Miles to be consistent with the KPI's.
- (b) This is calculated as NTS Total Operating Expense less Depreciation and non-cash OPEB's divided by Available Seat Miles.
- (c) This is calculated as RASM divided by CASM.
- (d) CSI score has a one month lag.
- (e) Minutes of delay per ten thousand Train Miles.
- (f) Beginning in February FY11, train gallons include only fuel used on operating routes.
- (g) As of April FY11, In Service statistics are obtained from the WMS system, which may not match prior Monthly Performance Reports.
- (h) This is calculated as Total Core Operating Revenue divided by Total Train Miles.
- (i) This is calculated as Total Core Operating Expense less Depreciation and non-cash OPEB's divided by Total Train Miles.
- (j) This YTD measure is calculated as Total Operating Expenses (excluding Depreciation, OIG, OPEB's and PRJ) by Total Operating Revenue (excluding state capital payments).
- (k) This includes net Fuel Hedge.
- (1) Beginning in FY11, statistics are from the Amtrak Performance Tracking (SAM_APT) System, which may not match prior Monthly Performance Reports.
- (2) Variances may not foot due to rounding.

Key Performance Indicators

Results for Fiscal YTD September 30, 2013

Preliminary and Unaudited	Actual / Average *	Budget/Goal	Prior Year / Average ⁽¹⁾ *	Budget Fav / (Unfav) ⁽²⁾	Prior Year Fav / (Unfav) ⁽²⁾
KPIs					
RASM - Revenue per Seat Mile (a)	\$0.184	\$0.191	\$0.178	(\$0.007)	\$0.006
CASM - Expenses per Seat Mile (b)	\$0.212	\$0.217	\$0.211	\$0.006	(\$0.001)
(NTS) Cost Recovery Ratio (c)	87%	88%	84%	-1%	2%
Ridership (000's)	31,559	31,853	31,241	(293)	319
Passenger Miles per total core employee (000's) *	32	33	32	-0.5	-0.5
On-Time Performance (Endpoint)	82.3%	85.0%	83.0%	-2.7%	-0.7%
Customer Satisfaction Index (d)	83	84	83	(1)	-
Host Railroad Performance (e) *	974	n/a	1,016	n/a	43

Other Indicators					
Seat Miles (000's)	12,990,957	12,789,009	12,909,028	201,948	81,929
Passenger Miles (000's)	6,792,826	6,916,447	6,805,904	(123,621)	(13,078)
Train Miles (000's)	38,167	37,409	37,850	758	317
Average Load Factor	52.3%	54.1%	52.7%	-1.8%	-0.4%
Core diesel gallons per train mile (f) *	2.3	2.3	2.3	0.0	-0.1
Seat Miles per total core employee (000's) *	62	61	61	1.0	1.0
Customer Injuries	2,214	n/a	2,306	n/a	92
Equipment - % of Units in Service: (g)					
Locomotive Fleet *	84.3%	n/a	83.7%	n/a	-0.6%
Passenger Fleet *	89.7%	n/a	88.7%	n/a	-1.0%
Unadjusted Ticket Revenue (\$000's)	\$2,105,014	\$2,149,088	\$2,020,288	(\$44,073)	\$84,727
Average Ticket Yield	\$0.3099	\$0.3107	\$0.2968	(\$0.0008)	\$0.0139
Average Ticket Price	\$66.70	\$67.47	\$64.67	(\$0.77)	\$2.03
Core Revenue per Train Mile (h)	\$67.45	\$69.91	\$65.54	(\$2.46)	\$1.91
Core Expenses per Train Mile (i)	\$77.87	\$82.91	\$76.75	(\$5.04)	(\$1.12)
Adjusted Operating Ratio (j)	1.12	1.14	1.13	0.02	0.01
Average cost per gallon of diesel (k)	\$3.32	\$3.26	\$3.11	(\$0.06)	(\$0.21)

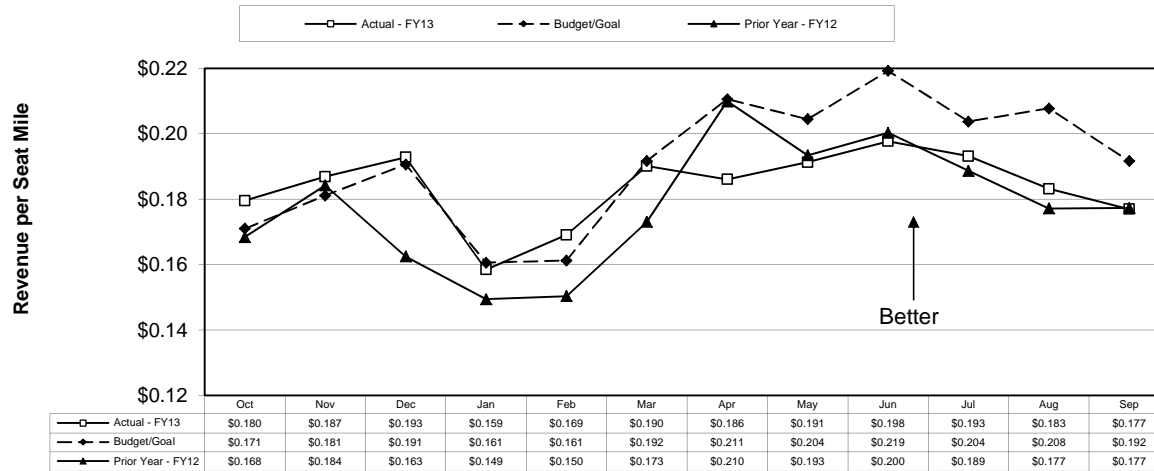
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 - (1) Beginning in FY11, statistics are from the Amtrak Performance Tracking (SAM_APT) System, which may not match prior Monthly Performance Reports.
 - (2) Variances may not foot due to rounding.
- * Note: These metrics are reported as the YTD average.

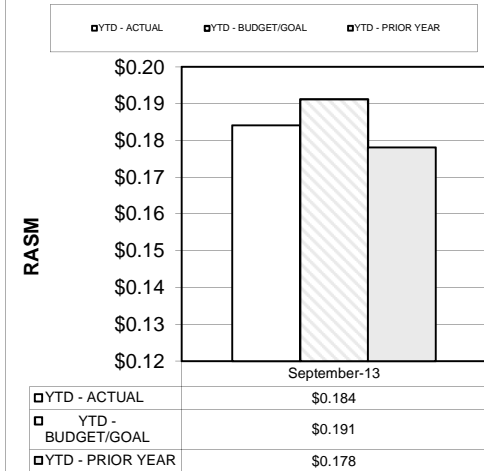
SUMMARY METRICS

Results as of September, 2013

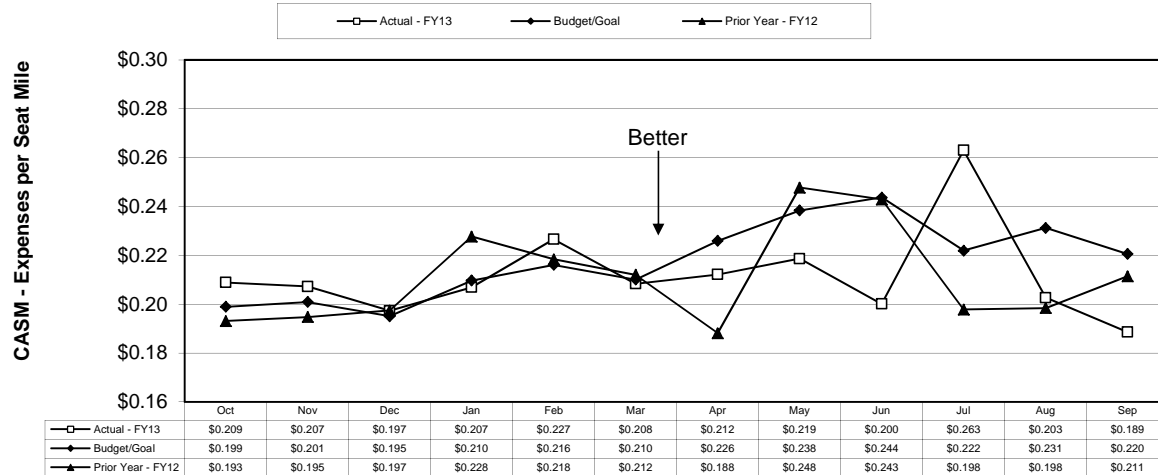
RASM - Revenue per Seat Mile



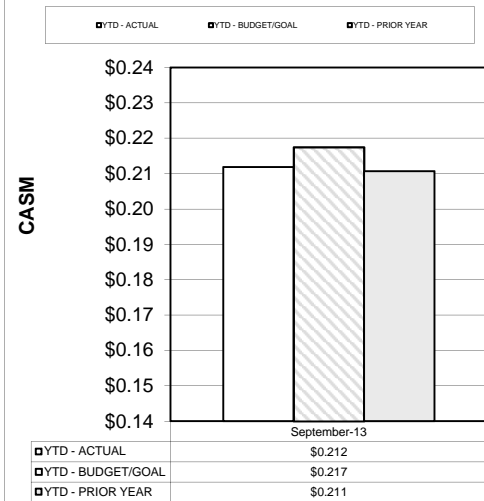
RASM YTD



CASM - Expenses per Seat Mile

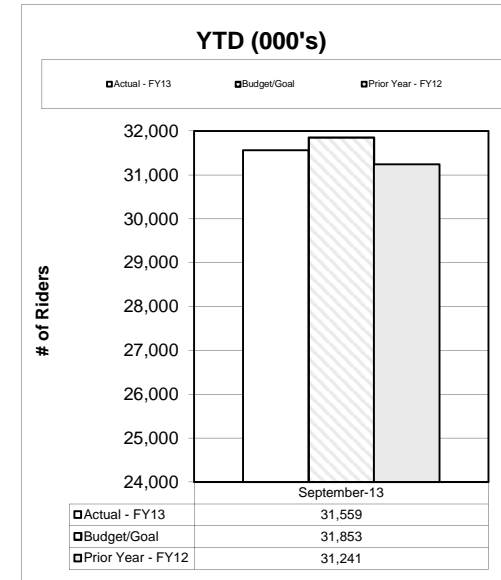
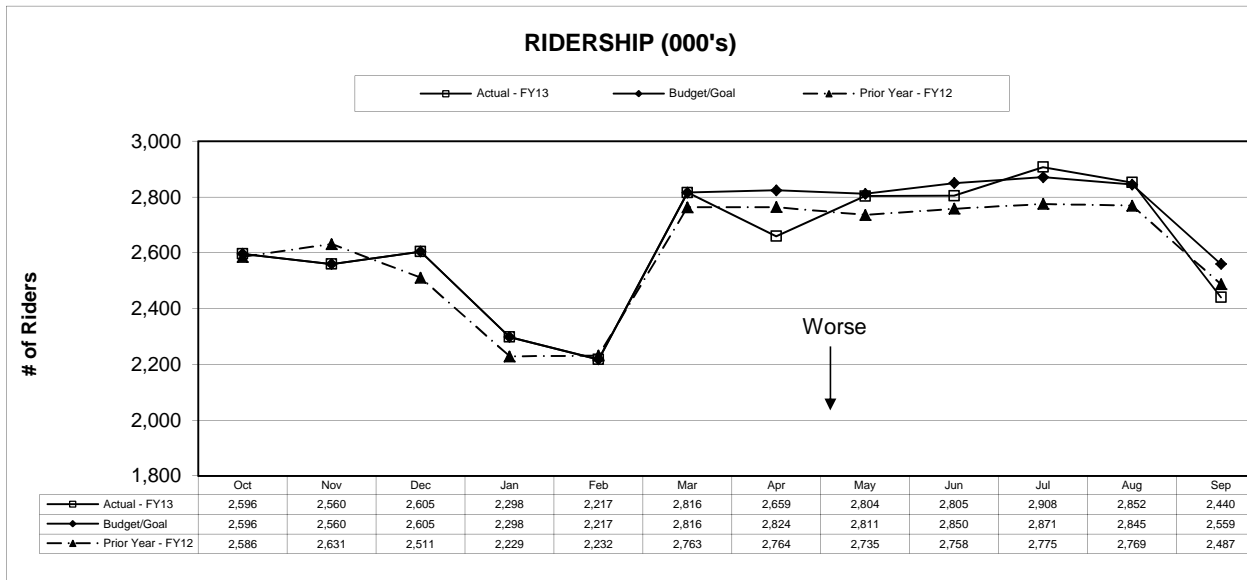
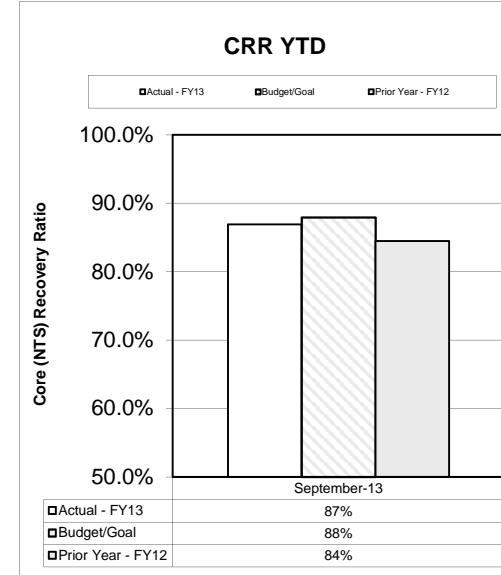
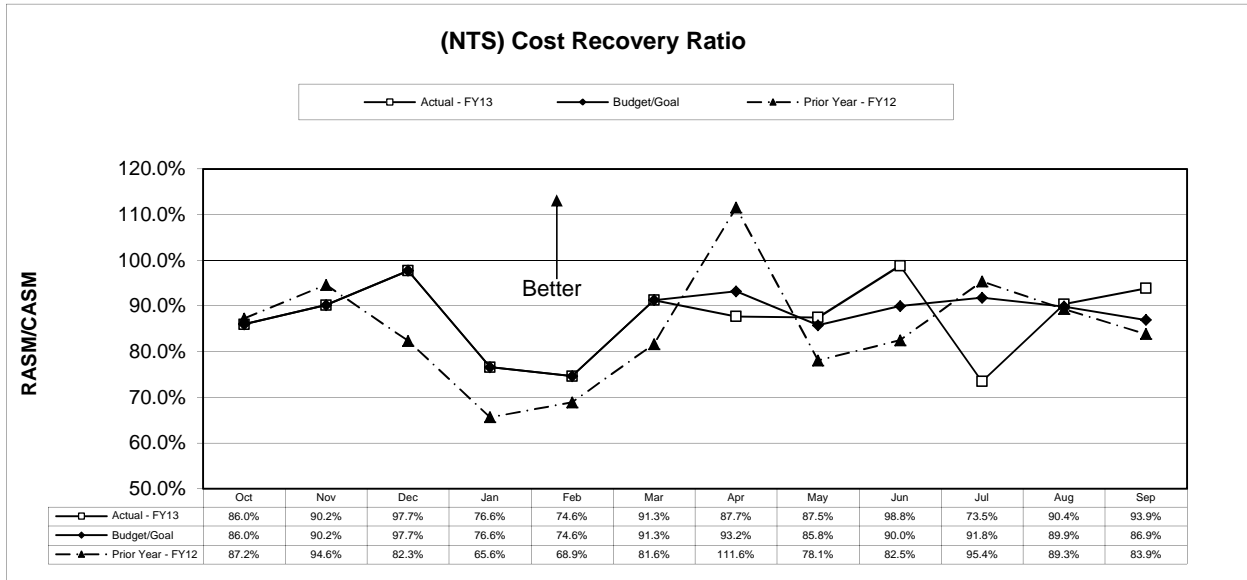


CASM YTD



SUMMARY METRICS

Results as of September, 2013



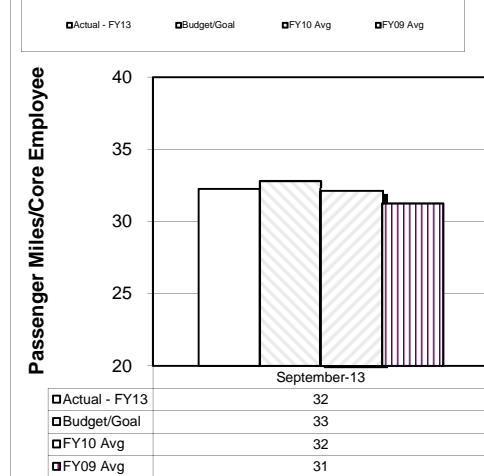
SUMMARY METRICS

Results as of September, 2013

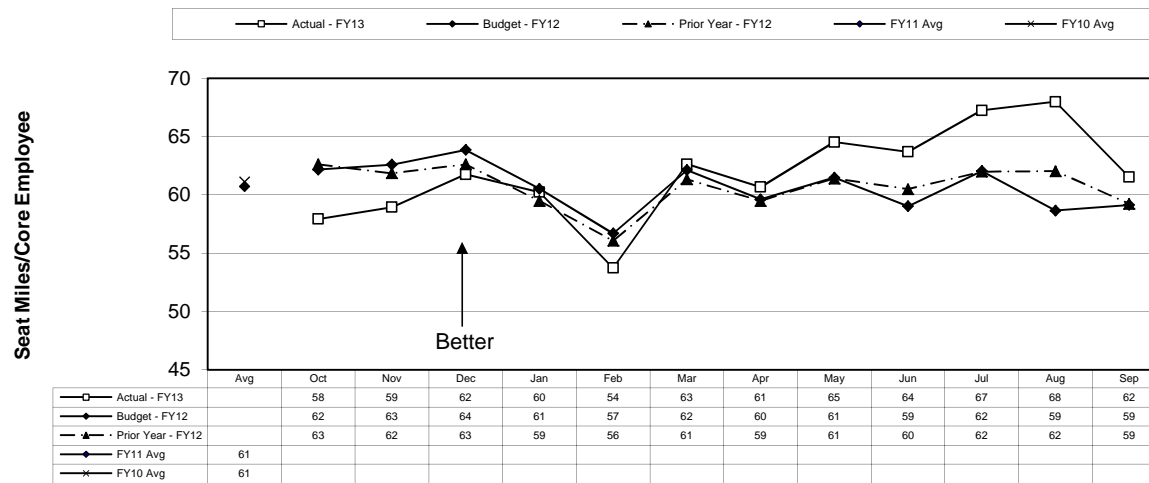
Passenger Miles per Core employee (000's)



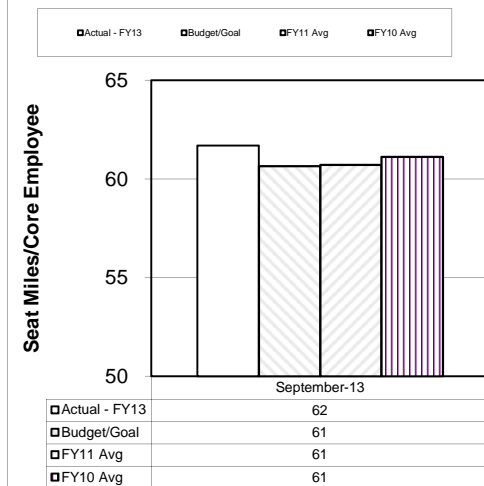
YTD Average (000's)



Seat Miles per Core employee (000's)

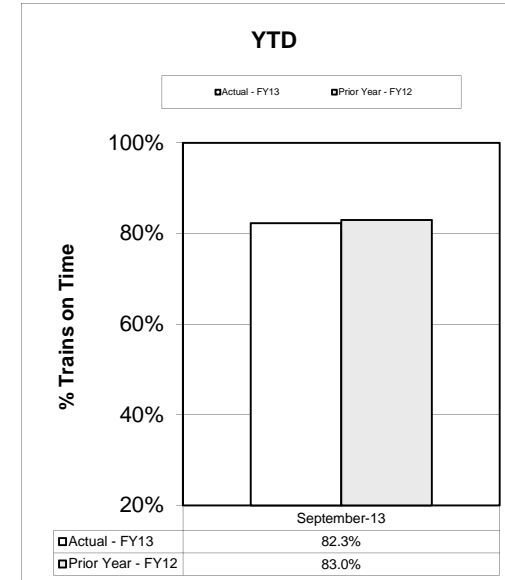
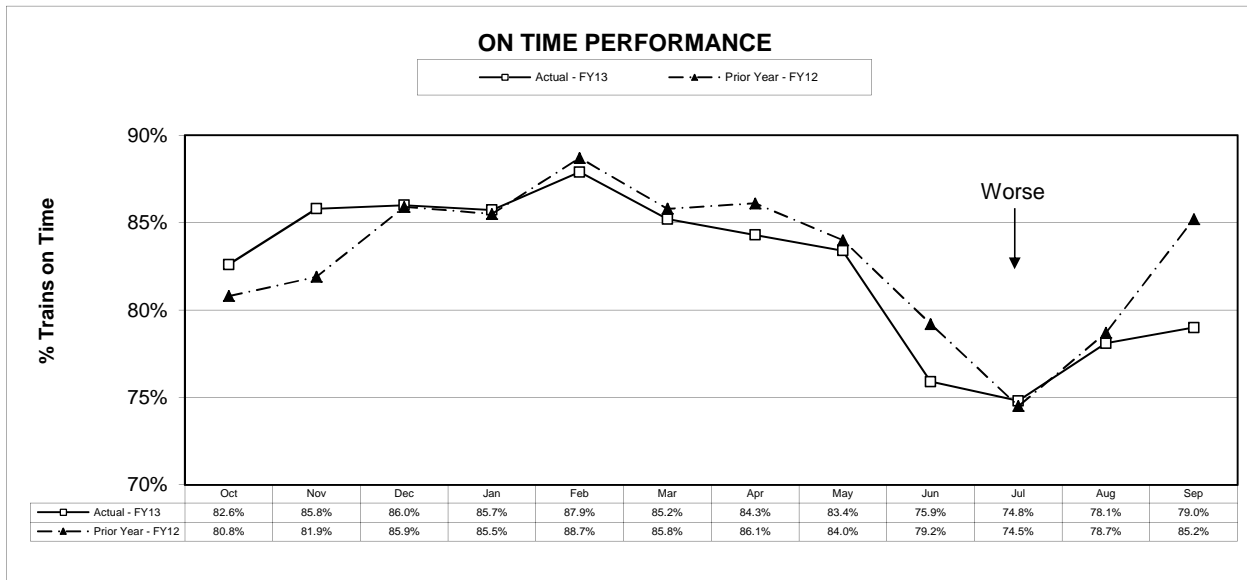
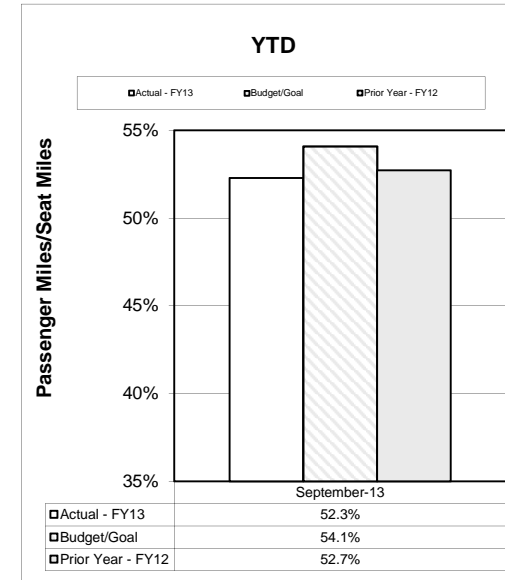
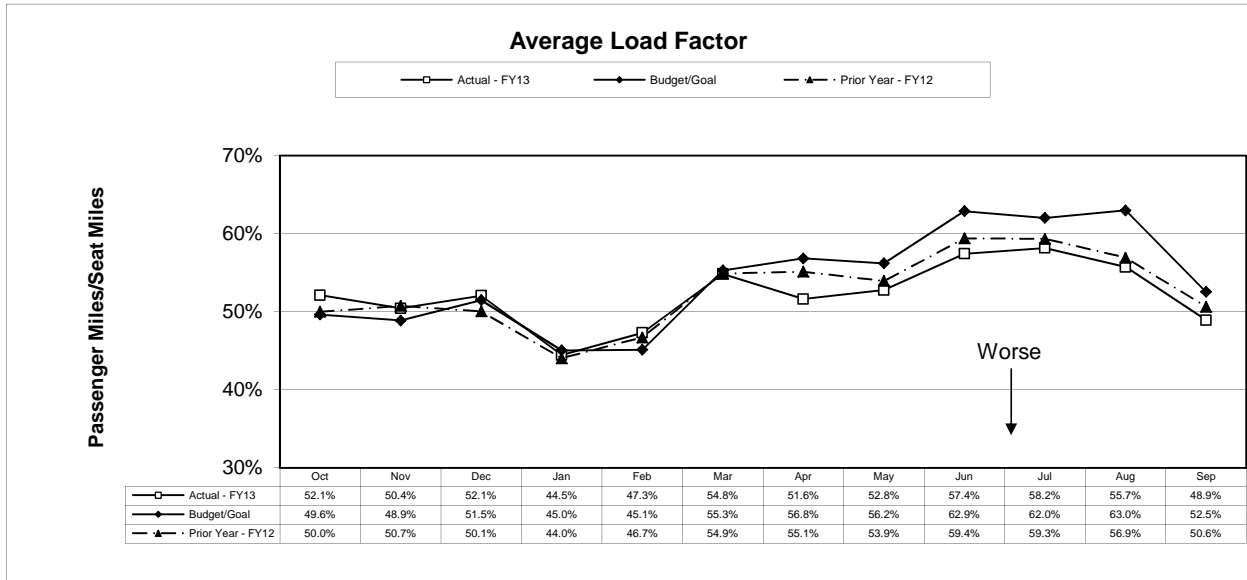


YTD Average (000's)



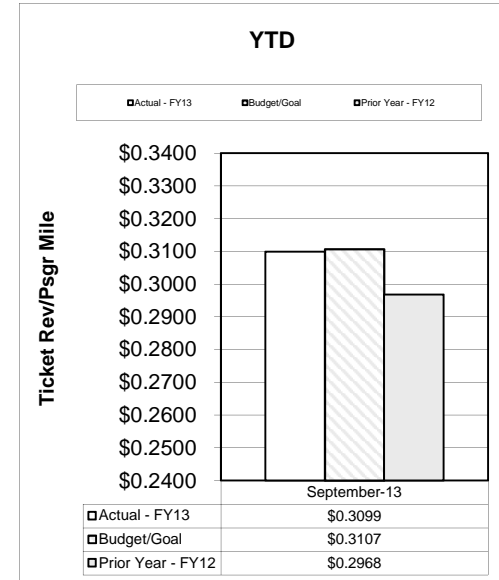
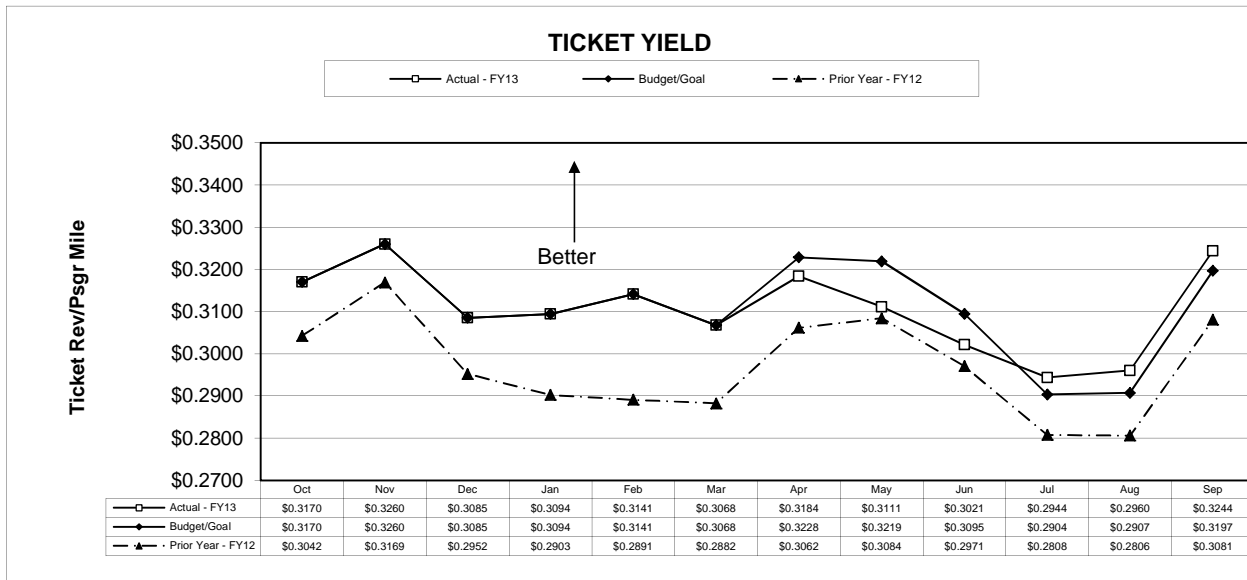
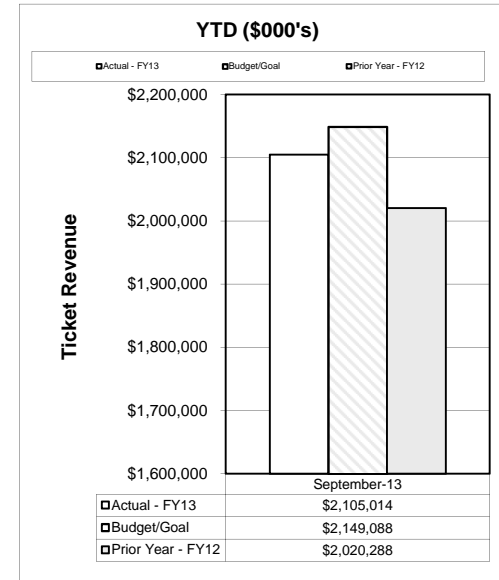
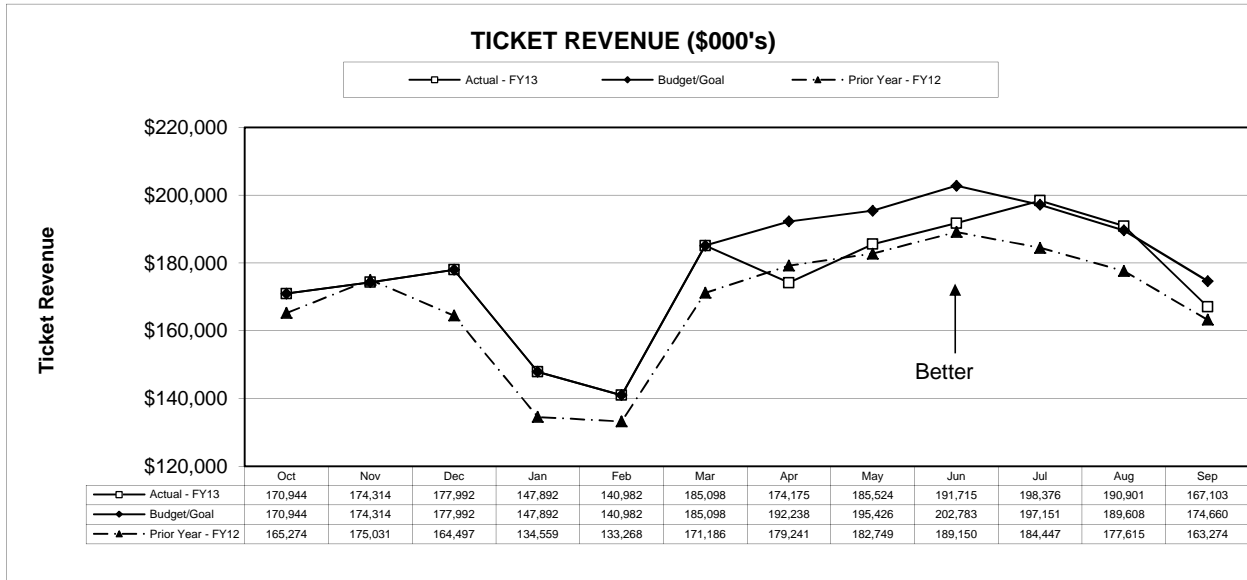
SUMMARY METRICS

Results as of September, 2013



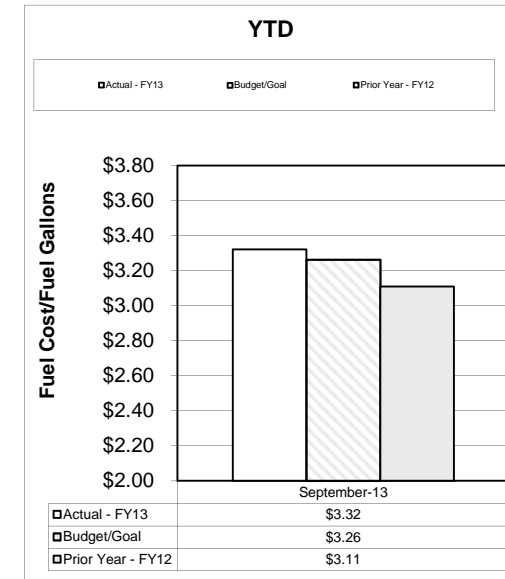
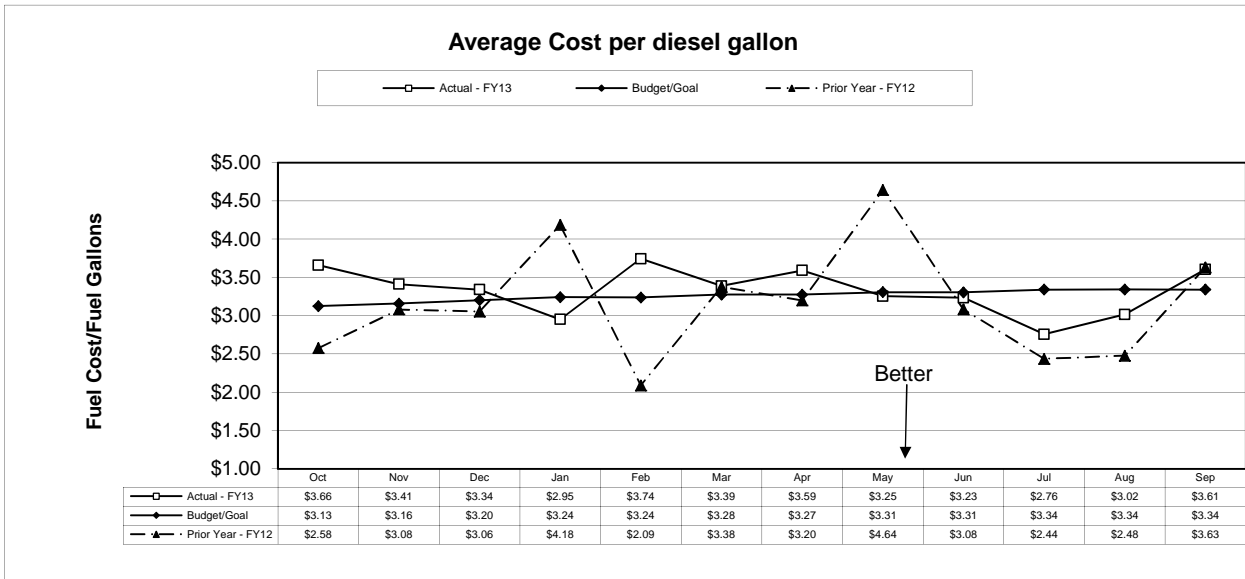
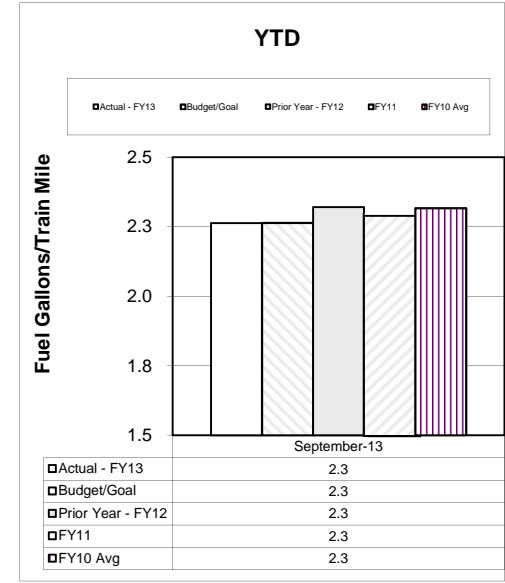
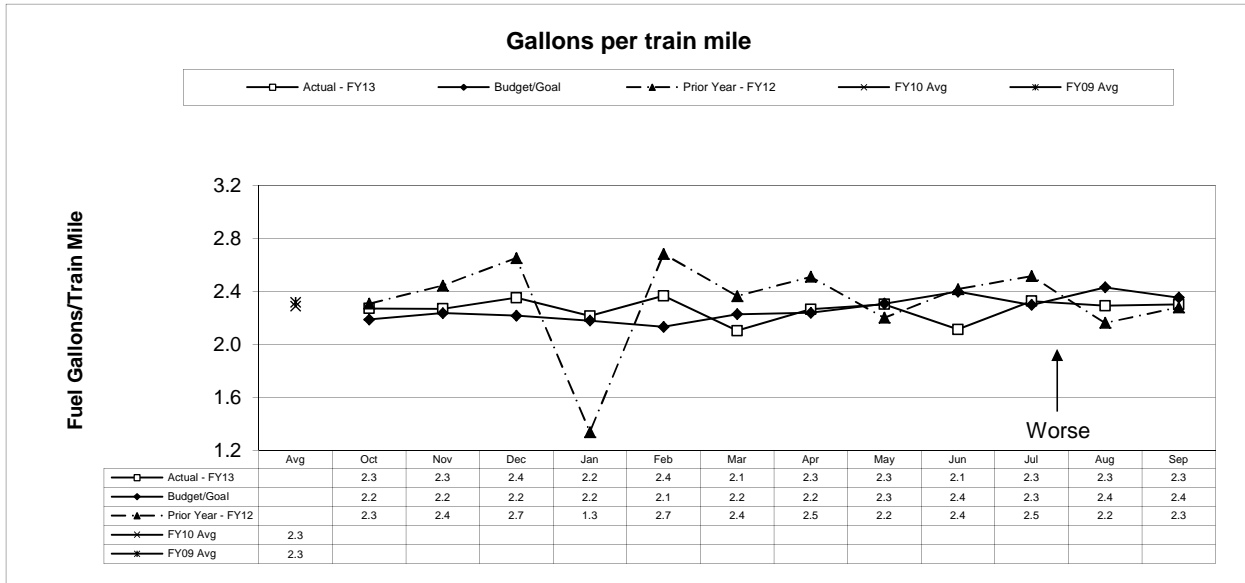
SUMMARY METRICS

Results as of September, 2013



SUMMARY METRICS

Results as of September, 2013



**RIDERSHIP
AND
REVENUE**

Ticket Revenue and Ridership Summary – September 2013

September FY13 ridership of 2.44 million trips and ticket revenues of \$167.1 million were -2% and +2% respectively vs September FY12. September ridership was -5% vs Budget and ticket revenues were -4% vs Budget. About \$6.7 million of the \$7.6 million September shortfall to ticket revenue Budget was due to several factors including: 1) the impact of the Metro-North power outage, 2) trackwork projects, 3) service adjustments on the California Zephyr due to flooding, and 4) no deferred adjustment this September...

September FY13

Service	Ridership (millions)					Ticket Revenue (\$ millions)				
	FY13	FY12	Budget	% change vs.		FY13	FY12	Budget	% change vs.	
				FY12	Budget				FY12	Budget
Amtrak Total	2.44	2.49	2.56	-1.9	-4.7	\$167.1	\$163.4	\$174.7	+2.3	-4.3
NEC Spine	0.91	0.94	0.97	-3.6	-6.7	\$90.6	\$88.0	\$95.1	+2.9	-4.7
Acela	0.28	0.28	0.29	+0.1	-4.8	\$44.0	\$42.4	\$46.4	+3.7	-5.1
Northeast Regional	0.63	0.66	0.68	-5.1	-7.6	\$46.4	\$45.5	\$48.6	+2.0	-4.6
Other Short Distance	1.18	1.19	1.22	-1.2	-3.7	\$36.4	\$36.4	\$38.5	+0.2	-5.2
Long Distance	0.35	0.35	0.36	+0.2	-2.3	\$40.0	\$39.0	\$41.1	+2.7	-2.5

September FY13 Amtrak on-time performance was 79%, -6 points vs September FY12. Acela OTP was 80%, -7 points vs last year. Northeast Regional OTP was 77%, -9 points vs last year. OTP on other short distance trains was 81%, -5 points vs last year. Long distance OTP in September was 69% which was -8 points vs last September. September gasoline prices averaged \$3.60/gallon nationwide, which was slightly below last month, but 8% lower than September FY12.

Fiscal year-end Amtrak ridership of 31.6 million trips was +1% FY12 but -1% vs Budget. Ticket revenues of \$2,105 million were +4% vs FY12 but -2% vs Budget...

October-September FY13

Service	Ridership (millions)					Ticket Revenue (\$ millions)				
	FY13	FY12	Budget	% change vs.		FY13	FY12	Budget	% change vs.	
				FY12	Budget				FY12	Budget
Amtrak Total	31.56	31.24	31.85	+1.0	-0.9	\$2,105.0	\$2,020.0	\$2,149.1	+4.2	-2.1
NEC Spine	11.40	11.42	11.55	-0.2	-1.3	\$1,101.0	\$1,045.9	\$1,125.0	+5.3	-2.1
Acela	3.34	3.40	3.42	-1.5	-2.3	\$530.8	\$508.1	\$542.1	+4.5	-2.1
Northeast Regional	8.04	8.01	8.12	+0.4	-0.9	\$568.7	\$535.7	\$581.0	+6.2	-2.1
Other Short Distance	15.41	15.08	15.51	+2.2	-0.7	\$478.1	\$458.1	\$487.0	+4.4	-1.8
Long Distance	4.75	4.74	4.79	+0.4	-0.7	\$525.9	\$516.0	\$537.1	+1.9	-2.1

Acela

For the first three weeks of September, Acela had good year-over year performance including two of the single best days in the history of the service. However, September’s ridership ended on par with last year and ticket revenues were +4% vs year ago due to the impact of the Metro-North power outage which resulted in an estimated 18,000 lost trips worth \$2.7 million in lost ticket revenues on Acela (total net ticket revenues lost due to the power outage was \$2.1 million as a result of the pickup of some Acela trips on Northeast Regional). First class and business class ridership were both about equal to last September. Because of the power outage, ridership in the north of New York segment was down 10% in September, but was +8% south of New York (some Acela seats may have opened on the southend due to cancelled trips going through New York). The combined through New York markets were down 26% due to a combination of the power outage and from competitive JetBlue air service in the Boston-Philadelphia market (down 52% year-over-year). The south-end endpoint market of NY-Washington was +11% vs last year. The north-end endpoint market of NY-Boston was down -11%. The NY-Philadelphia market was +18% vs last September...

Acela Year-over-Year % Change

	Ridership		Ticket Revenues	
	Year Ago	Budget	Year Ago	Budget
FY12	+1%	-3%	+3%	-2%
1 st Quarter FY13	-7%	-9%	-1/2%	-6%
2 nd Quarter FY13	+1%	-4%	+9%	+2%
3 rd Quarter FY13	-1%	-6%	+3%	-6%
July FY13	+4%	-1%	+13%	+3%
August FY13	+1%	-4%	+8%	-1%
September FY13	0%	+5%	+4%	-5%

Northeast Regional

Northeast Regional ridership was -5% vs last year and -8% vs Budget. Ticket revenues were +2% vs last year but -5% vs Budget. Business class ridership was +3% vs last September. Coach class was -6% vs last year. September ticket yields continued to be up due to the fare increase taken at the end of June. Northeast Regional gained additional riders from Acela north of New York as a result of the Metro-North power outage beginning on September 25th. An estimated 6,300 trips worth more than \$500,000 were gained on Northeast Regional in September despite an overall loss to Amtrak. As a result, ridership north of New York was +2% vs last year. September ridership in the south of New York segment was -6% vs last September. Driven by the decline in Boston-Philadelphia travel due to new JetBlue service (-48% year-over-year in September), the combined through New York markets were down 15%. Ridership in the top northend market of NY-Boston was +9% in September, but the top southend market (NY-Washington) was -5%, though other top southend market (NY-Philadelphia) was +1%...

Northeast Regional Year-over-Year % Change

	Ridership		Ticket Revenues	
	Year Ago	Budget	Year Ago	Budget
FY12	+7%	+4%	+9%	+4%
1 st Quarter FY13	-2%	-5%	+6%	+1%
2 nd Quarter FY13	+2%	0%	+13%	+9%
3 rd Quarter FY13	+3%	0%	+2%	-5%
July FY13	+2%	-1%	+7%	0%
August FY13	-2%	-4%	+7%	0%
September FY13	-5%	-8%	+2%	-5%

State Supported & Other Short Distance Corridors

September FY13 ridership on state supported and other short distance routes was -1% vs September FY12 and -4% vs Budget. Ticket revenues were on par with last year but -5% vs Budget. Ridership on most of this business line’s routes were slightly below last year. An estimated 2,100 trips worth about \$160,000 in ticket revenues were lost of the Lincoln Service due to trackwork. In addition, trackwork impacting the Wolverine resulted in about 3,100 lost trips were \$125,000. The Hiawathas, Cascades, Hoosier State, Blue Water, and Pere Marquette continued to be impacted by competitive low-cost bus service in certain markets despite overall ridership performances that were generally equal to or slightly below last year. The Downeaster continued to benefit from the route’s expansion to Brunswick, ME and the Virginia Service continued to benefit from the expansion to Norfolk...

Short Distance Corridor Year-over-Year % Change

	Ridership		Ticket Revenues	
	Year Ago	Budget	Year Ago	Budget
FY12	+2%	-2%	+7%	+1%
1 st Quarter FY13	+3%	0%	+6%	0%
2 nd Quarter FY13	+2%	+1%	+7%	+2%
3 rd Quarter FY13	0%	-4%	-1%	-7%
July FY13	+7%	+3%	+9%	+1%
August FY13	+5%	+3%	+8%	+2%
September FY13	-1%	-4%	0%	-5%

Long Distance

September FY13 long distance train ridership was about equal to last year but -2% vs Budget. Long distance ticket revenues were +3% vs last year but -3% vs Budget. Both sleeper ridership and coach ridership in September was about equal to September FY12. Flooding in Colorado caused the California Zephyr to be truncated or detoured for the latter half of September which resulted in an estimated 4,200 lost trips worth approximately \$600,000 in lost ticket revenues on this route. The year-over-year September ridership increases on the Crescent (+20%) and City of New Orleans (+12%) was due in part to weather-related service outages last year. The Auto Train’s (+6%) and Palmetto’s (+11%) ridership performances were due in part to trackwork last year. The Cardinal’s ridership was down 6% due in part to less coach capacity this year...

Long Distance Year-over-Year % Change

	Ridership		Ticket Revenues	
	Year Ago	Budget	Year Ago	Budget
FY12	+5%	0%	+7%	-½%
1 st Quarter FY13	+2%	0%	+4%	0%
2 nd Quarter FY13	-1%	-1%	+3%	-1%
3 rd Quarter FY13	-2%	-4%	-3%	-7%
July FY13	+3%	+2%	+3%	-1%
August FY13	+5%	+2%	+7%	+2%
September FY13	0%	-2%	+3%	-3%

September FY13

	Ridership					Ticket Revenue				
	FY13	FY12	Budget	% change vs.		FY13	FY12	Budget	% change vs.	
				FY12	Budget				FY12	Budget
NEC Spine										
1 - Acela	279,607	279,246	293,838	+0.1	-4.8	\$44,003,087	\$42,437,689	\$46,388,745	+3.7	-5.1
5 - Northeast Regional	628,436	662,474	680,152	-5.1	-7.6	\$46,385,340	\$45,462,121	\$48,610,918	+2.0	-4.6
99 - Special Trains	600	390	390	+53.8	+53.8	\$233,220	\$126,600	\$126,600	+84.2	+84.2
Subtotal	908,643	942,110	974,380	-3.6	-6.7	\$90,621,647	\$88,026,411	\$95,126,263	+2.9	-4.7

State Supported and Other Short Distance Corridors

3 - Ethan Allen	3,663	4,145	4,243	-11.6	-13.7	\$193,724	\$214,692	\$223,977	-9.8	-13.5
4 - Vermonter	5,918	5,683	6,118	+4.1	-3.3	\$335,176	\$313,046	\$346,605	+7.1	-3.3
7 - Albany-Niagara Falls-Toronto	29,420	30,357	30,962	-3.1	-5.0	\$1,696,626	\$1,821,775	\$1,887,956	-6.9	-10.1
9 - Downeaster	48,485	48,391	50,669	+0.2	-4.3	\$699,492	\$700,691	\$753,946	-0.2	-7.2
12 - New Haven-Springfield	27,600	30,488	31,182	-9.5	-11.5	\$869,777	\$920,709	\$966,157	-5.5	-10.0
14 - Keystone	114,976	114,139	116,731	+0.7	-1.5	\$2,814,677	\$2,653,058	\$2,790,627	+6.1	+0.9
15 - Empire (NYP-ALB)	86,347	83,701	85,008	+3.2	+1.6	\$3,509,833	\$3,396,065	\$3,521,244	+3.3	-0.3
20 - Chicago-St. Louis (Lincoln Service)	48,113	50,138	55,285	-4.0	-13.0	\$1,110,493	\$1,191,742	\$1,429,714	-6.8	-22.3
21 - Hiawatha	65,785	64,931	64,846	+1.3	+1.4	\$1,318,697	\$1,306,482	\$1,339,146	+0.9	-1.5
22 - Wolverine	35,125	36,985	39,516	-5.0	-11.1	\$1,275,074	\$1,327,389	\$1,463,749	-3.9	-12.9
23 - Chicago-Carbondale (Illini/Saluki)	25,816	26,346	26,592	-2.0	-2.9	\$722,376	\$725,751	\$782,914	-0.5	-7.7
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	17,345	19,469	19,209	-10.9	-9.7	\$448,553	\$501,827	\$538,148	-10.6	-16.6
29 - Heartland Flyer	5,297	5,419	5,349	-2.3	-1.0	\$141,280	\$136,225	\$141,356	+3.7	-0.1
35 - Pacific Surfliner	207,310	212,235	215,789	-2.3	-3.9	\$4,893,818	\$4,955,660	\$5,171,823	-1.2	-5.4
36 - Cascades	68,231	70,061	70,554	-2.6	-3.3	\$2,486,035	\$2,699,857	\$2,797,307	-7.9	-11.1
37 - Capitol Corridor	132,937	132,948	133,666	-0.0	-0.5	\$2,197,096	\$2,270,373	\$2,328,190	-3.2	-5.6
39 - San Joaquin	91,129	91,933	94,728	-0.9	-3.8	\$2,945,302	\$2,991,602	\$3,111,829	-1.5	-5.4
40 - Adirondack	10,784	10,595	10,769	+1.8	+0.1	\$577,686	\$541,522	\$566,103	+6.7	+2.0
41 - Blue Water	13,859	12,969	12,981	+6.9	+6.8	\$434,801	\$400,543	\$410,248	+8.6	+6.0
46 - Washington-Lynchburg	12,131	12,801	12,966	-5.2	-6.4	\$754,823	\$735,198	\$762,426	+2.7	-1.0
47 - Washington-Newport News	38,980	48,332	43,598	-19.3	-10.6	\$2,096,143	\$2,501,474	\$2,313,207	-16.2	-9.4
50 - Washington-Norfolk	10,810	-	10,319	-	+4.8	\$493,804	-	\$578,638	-	-14.7
54 - Hoosier State	2,489	2,566	2,590	-3.0	-3.9	\$55,733	\$58,178	\$61,425	-4.2	-9.3
56 - Kansas City-St. Louis (MO River Runner)	14,673	14,876	15,040	-1.4	-2.4	\$412,446	\$406,332	\$424,304	+1.5	-2.8
57 - Pennsylvanian	16,397	16,423	16,774	-0.2	-2.2	\$768,935	\$692,888	\$736,212	+11.0	+4.4
65 - Pere Marquette	6,778	7,045	7,029	-3.8	-3.6	\$195,583	\$202,057	\$206,454	-3.2	-5.3
66 - Carolinian	22,868	23,876	24,452	-4.2	-6.5	\$1,394,524	\$1,398,992	\$1,470,137	-0.3	-5.1
67 - Piedmont	13,259	14,134	14,723	-6.2	-9.9	\$264,662	\$277,257	\$296,793	-4.5	-10.8
74-81, 85 - Buses	-	-	-	-	-	\$628,189	\$582,128	\$577,271	+7.9	+8.8
96 - Special Trains	2,220	2,202	2,202	+0.8	+0.8	\$710,484	\$463,585	\$463,585	+53.3	+53.3
Subtotal	1,178,745	1,193,188	1,223,890	-1.2	-3.7	\$36,445,840	\$36,387,098	\$38,461,490	+0.2	-5.2

Long Distance

16 - Silver Star	30,128	29,378	29,542	+2.6	+2.0	\$2,321,273	\$2,158,207	\$2,207,340	+7.6	+5.2
18 - Cardinal	8,717	9,300	9,310	-6.3	-6.4	\$586,743	\$610,678	\$634,572	-3.9	-7.5
19 - Silver Meteor	25,611	25,945	26,447	-1.3	-3.2	\$2,528,919	\$2,514,722	\$2,610,380	+0.6	-3.1
25 - Empire Builder	40,222	41,573	41,397	-3.2	-2.8	\$6,276,639	\$6,275,868	\$6,471,415	+0.0	-3.0
26 - Capitol Ltd.	19,212	19,014	19,127	+1.0	+0.4	\$1,756,936	\$1,764,277	\$1,850,990	-0.4	-5.1
27 - California Zephyr	26,453	30,897	32,680	-14.4	-19.1	\$4,137,748	\$4,507,289	\$4,950,676	-8.2	-16.4
28 - Southwest Chief	26,696	26,925	27,247	-0.9	-2.0	\$3,558,004	\$3,528,908	\$3,682,560	+0.8	-3.4
30 - City of New Orleans	19,024	16,992	20,712	+12.0	-8.1	\$1,470,312	\$1,266,835	\$1,624,857	+16.1	-9.5
32 - Texas Eagle	23,589	23,219	23,325	+1.6	+1.1	\$1,898,771	\$1,907,648	\$1,976,267	-0.5	-3.9
33 - Sunset Ltd.	6,914	6,869	6,932	+0.7	-0.3	\$821,764	\$828,925	\$882,205	-0.9	-6.9
34 - Coast Starlight	37,722	38,529	39,556	-2.1	-4.6	\$3,693,394	\$3,657,050	\$3,836,644	+1.0	-3.7
45 - Lake Shore Ltd.	30,568	32,184	32,236	-5.0	-5.2	\$2,559,500	\$2,602,267	\$2,712,918	-1.6	-5.7
48 - Palmetto	15,947	14,438	15,400	+10.5	+3.6	\$1,322,928	\$1,172,556	\$1,259,707	+12.8	+5.0
52 - Crescent	25,107	20,938	20,974	+19.9	+19.7	\$2,542,486	\$2,242,406	\$2,284,754	+13.4	+11.3
63 - Auto Train	16,855	15,949	16,341	+5.7	+3.1	\$4,563,101	\$3,931,652	\$4,087,170	+16.1	+11.6
Subtotal	352,765	352,150	361,226	+0.2	-2.3	\$40,038,519	\$38,969,286	\$41,072,455	+2.7	-2.5

Amtrak Total	2,440,153	2,487,448	2,559,496	-1.9	-4.7	\$167,106,006	\$163,382,795	\$174,660,208	+2.3	-4.3
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FY13

NEC Spine	Ridership					Ticket Revenue				
	FY13	FY12	Budget	% change vs.		FY13	FY12	Budget	% change vs.	
				FY12	Budget				FY12	Budget
1 - Acela	3,343,143	3,395,354	3,421,814	-1.5	-2.3	\$530,820,821	\$508,080,295	\$542,071,222	+4.5	-2.1
5 - Northeast Regional	8,044,216	8,014,175	8,115,337	+0.4	-0.9	\$568,744,563	\$535,700,003	\$581,018,986	+6.2	-2.1
99 - Special Trains	8,647	13,372	11,265	-35.3	-23.2	\$1,452,138	\$2,131,944	\$1,864,247	-31.9	-22.1
Subtotal	11,396,006	11,422,901	11,548,416	-0.2	-1.3	\$1,101,017,522	\$1,045,912,242	\$1,124,954,455	+5.3	-2.1

State Supported and Other Short Distance Corridors

3 - Ethan Allen	53,271	54,376	55,900	-2.0	-4.7	\$2,825,134	\$2,829,307	\$2,979,345	-0.1	-5.2
4 - Vermonter	84,109	82,086	88,262	+2.5	-4.7	\$5,029,712	\$4,761,018	\$5,308,629	+5.6	-5.3
7 - Albany-Niagara Falls-Toronto	406,973	407,729	419,288	-0.2	-2.9	\$23,796,560	\$24,600,726	\$24,979,632	-3.3	-4.7
9 - Downeaster	559,977	541,757	565,153	+3.4	-0.9	\$8,211,723	\$7,741,844	\$8,374,418	+6.1	-1.9
12 - New Haven-Springfield	390,027	384,834	400,477	+1.3	-2.6	\$11,944,482	\$11,723,569	\$12,503,148	+1.9	-4.5
14 - Keystone	1,466,504	1,420,392	1,476,484	+3.2	-0.7	\$35,442,502	\$32,970,951	\$35,371,051	+7.5	+0.2
15 - Empire (NYP-ALB)	1,081,329	1,062,715	1,069,229	+1.8	+1.1	\$44,299,328	\$43,877,344	\$44,396,990	+1.0	-0.2
20 - Chicago-St. Louis (Lincoln Service)	655,465	597,519	686,942	+9.7	-4.6	\$16,382,439	\$13,353,833	\$17,184,419	+22.7	-4.7
21 - Hiawatha	820,789	838,355	815,941	-2.1	+0.6	\$16,287,184	\$15,963,261	\$16,188,099	+2.0	+0.6
22 - Wolverine	509,100	484,138	528,060	+5.2	-3.6	\$19,398,853	\$17,704,897	\$20,043,031	+9.6	-3.2
23 - Chicago-Carbondale (Illini/Saluki)	340,741	325,255	345,567	+4.8	-1.4	\$9,562,149	\$9,258,647	\$9,955,568	+3.3	-4.0
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	228,722	232,592	232,643	-1.7	-1.7	\$5,788,619	\$5,687,467	\$6,042,692	+1.8	-4.2
29 - Heartland Flyer	81,226	87,873	84,313	-7.6	-3.7	\$2,022,956	\$2,086,587	\$2,097,183	-3.0	-3.5
35 - Pacific Surfliner	2,705,823	2,640,342	2,715,266	+2.5	-0.3	\$62,576,548	\$58,595,820	\$63,066,398	+6.8	-0.8
36 - Cascades	811,692	845,099	815,250	-4.0	-0.4	\$29,269,205	\$30,886,455	\$30,249,048	-5.2	-3.2
37 - Capitol Corridor	1,701,185	1,746,397	1,709,450	-2.6	-0.5	\$27,699,783	\$27,927,540	\$28,412,783	-0.8	-2.5
39 - San Joaquin	1,219,818	1,144,616	1,210,442	+6.6	+0.8	\$39,401,591	\$38,661,536	\$40,558,688	+1.9	-2.9
40 - Adirondack	133,008	131,869	134,756	+0.9	-1.3	\$7,035,147	\$6,748,333	\$7,112,241	+4.3	-1.1
41 - Blue Water	191,106	189,193	186,143	+1.0	+2.7	\$6,228,730	\$6,094,659	\$6,219,477	+2.2	+0.1
46 - Washington-Lynchburg	186,125	184,907	184,175	+0.7	+1.1	\$11,744,966	\$11,411,821	\$11,792,343	+2.9	-0.4
47 - Washington-Newport News	578,368	623,864	579,089	-7.3	-0.1	\$32,916,626	\$34,286,847	\$33,778,474	-4.0	-2.6
50 - Washington-Norfolk	127,937	-	125,442	-	+2.0	\$6,233,871	-	\$6,776,108	-	-8.0
54 - Hoosier State	36,768	36,669	37,335	+0.3	-1.5	\$892,553	\$856,675	\$902,149	+4.2	-1.1
56 - Kansas City-St. Louis (MO River Runner)	199,470	195,885	198,661	+1.8	+0.4	\$5,617,913	\$5,139,069	\$5,578,088	+9.3	+0.7
57 - Pennsylvanian	218,917	212,006	219,462	+3.3	-0.2	\$10,431,324	\$9,281,813	\$10,269,805	+12.4	+1.6
65 - Pere Marquette	104,491	109,321	107,738	-4.4	-3.0	\$3,152,828	\$3,276,210	\$3,317,456	-3.8	-5.0
66 - Carolinian	317,550	306,419	319,503	+3.6	-0.6	\$19,841,847	\$18,652,552	\$20,073,725	+6.4	-1.2
67 - Piedmont	170,266	162,657	173,219	+4.7	-1.7	\$3,325,948	\$3,077,031	\$3,411,604	+8.1	-2.5
74-81, 85 - Buses	-	-	-	-	-	\$8,161,199	\$7,858,849	\$7,252,651	+3.8	+12.5
96 - Special Trains	29,314	32,612	30,333	-10.1	-3.4	\$2,577,784	\$2,747,535	\$2,816,855	-6.2	-8.5
Subtotal	15,410,071	15,081,477	15,514,523	+2.2	-0.7	\$478,099,504	\$458,062,196	\$487,012,101	+4.4	-1.8

Long Distance

16 - Silver Star	414,077	425,794	415,316	-2.8	-0.3	\$34,095,273	\$35,080,321	\$34,645,725	-2.8	-1.6
18 - Cardinal	113,103	116,373	114,135	-2.8	-0.9	\$7,733,458	\$7,536,903	\$7,884,046	+2.6	-1.9
19 - Silver Meteor	373,162	375,164	379,544	-0.5	-1.7	\$39,558,152	\$39,773,225	\$40,594,224	-0.5	-2.6
25 - Empire Builder	536,391	543,072	538,577	-1.2	-0.4	\$67,394,779	\$66,655,153	\$68,736,277	+1.1	-2.0
26 - Capitol Ltd.	229,668	226,884	228,100	+1.2	+0.7	\$21,373,833	\$20,480,182	\$21,786,891	+4.4	-1.9
27 - California Zephyr	376,932	376,459	391,545	+0.1	-3.7	\$49,864,217	\$47,605,728	\$52,021,100	+4.7	-4.1
28 - Southwest Chief	355,815	355,316	358,681	+0.1	-0.8	\$45,129,813	\$44,183,540	\$45,952,498	+2.1	-1.8
30 - City of New Orleans	256,816	253,170	257,763	+1.4	-0.4	\$21,440,868	\$20,768,426	\$22,177,929	+3.2	-3.3
32 - Texas Eagle	340,081	337,973	339,273	+0.6	+0.2	\$27,650,161	\$26,304,505	\$27,839,180	+5.1	-0.7
33 - Sunset Ltd.	102,924	101,217	103,105	+1.7	-0.2	\$12,275,400	\$11,584,844	\$12,553,556	+6.0	-2.2
34 - Coast Starlight	479,522	454,443	480,884	+5.5	-0.3	\$42,786,995	\$40,826,562	\$43,565,280	+4.8	-1.8
45 - Lake Shore Ltd.	395,455	403,700	401,175	-2.0	-1.4	\$32,919,676	\$32,785,725	\$34,120,456	+0.4	-3.5
48 - Palmetto	207,915	198,260	214,422	+4.9	-3.0	\$17,929,176	\$17,342,317	\$18,963,032	+3.4	-5.5
52 - Crescent	306,733	304,266	298,082	+0.8	+2.9	\$32,233,213	\$32,584,682	\$32,136,688	-1.1	+0.3
63 - Auto Train	265,274	264,096	269,082	+0.4	-1.4	\$73,505,625	\$72,518,200	\$74,146,351	+1.4	-0.9
Subtotal	4,753,868	4,736,187	4,789,684	+0.4	-0.7	\$525,890,638	\$516,030,313	\$537,123,232	+1.9	-2.1

Amtrak Total	31,559,945	31,240,565	31,852,623	+1.0	-0.9	\$2,105,007,664	\$2,020,004,751	\$2,149,089,788	+4.2	-2.1
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Amtrak Long Distance Ridership & Ticket Revenues, FY13 vs FY12 (Sleeper Class Only)

September...

	Ridership			Ticket Revenue		
	FY13	FY12	% Chg.	FY13	FY12	% Chg.
16 - Silver Star	2,096	1,890	+10.9	\$491,092	\$442,859	+10.9
18 - Cardinal	608	569	+6.9	\$152,591	\$140,528	+8.6
19 - Silver Meteor	2,927	2,820	+3.8	\$743,198	\$719,760	+3.3
25 - Empire Builder	7,909	7,991	-1.0	\$3,348,247	\$3,242,414	+3.3
26 - Capitol Ltd.	3,801	3,774	+0.7	\$854,451	\$849,108	+0.6
27 - California Zephyr	5,825	6,449	-9.7	\$2,283,840	\$2,340,852	-2.4
28 - Southwest Chief	5,347	5,252	+1.8	\$1,825,318	\$1,760,142	+3.7
30 - City of New Orleans	2,779	2,314	+20.1	\$449,916	\$376,038	+19.6
32 - Texas Eagle	2,929	3,083	-5.0	\$690,642	\$715,817	-3.5
33 - Sunset Ltd.	1,392	1,236	+12.6	\$416,783	\$371,624	+12.2
34 - Coast Starlight	6,531	7,108	-8.1	\$1,795,899	\$1,761,067	+2.0
45 - Lake Shore Ltd.	3,351	3,386	-1.0	\$930,468	\$917,139	+1.5
52 - Crescent	2,294	2,281	+0.6	\$605,525	\$571,750	+5.9
63 - Auto Train	7,443	6,908	+7.7	\$1,841,104	\$1,587,051	+16.0
Total	55,232	55,061	+0.3	\$16,429,075	\$15,796,151	+4.0

FY13...

	Ridership			Ticket Revenue		
	FY13	FY12	% Chg.	FY13	FY12	% Chg.
16 - Silver Star	30,681	30,782	-0.3	\$7,403,868	\$7,468,771	-0.9
18 - Cardinal	6,882	6,306	+9.1	\$1,602,029	\$1,424,427	+12.5
19 - Silver Meteor	41,889	42,958	-2.5	\$11,305,101	\$11,493,219	-1.6
25 - Empire Builder	84,413	87,741	-3.8	\$27,969,145	\$27,248,630	+2.6
26 - Capitol Ltd.	45,626	45,643	-0.0	\$9,631,771	\$9,157,508	+5.2
27 - California Zephyr	72,472	72,594	-0.2	\$24,904,228	\$23,614,245	+5.5
28 - Southwest Chief	61,082	60,246	+1.4	\$19,333,538	\$19,050,813	+1.5
30 - City of New Orleans	36,908	35,492	+4.0	\$6,232,679	\$5,701,422	+9.3
32 - Texas Eagle	40,090	38,921	+3.0	\$8,924,688	\$8,425,426	+5.9
33 - Sunset Ltd.	18,634	17,771	+4.9	\$5,365,783	\$4,983,556	+7.7
34 - Coast Starlight	74,217	73,925	+0.4	\$18,217,737	\$17,204,666	+5.9
45 - Lake Shore Ltd.	36,263	36,890	-1.7	\$9,681,068	\$9,455,290	+2.4
52 - Crescent	29,993	31,980	-6.2	\$7,593,853	\$7,527,598	+0.9
63 - Auto Train	111,456	110,527	+0.8	\$29,994,827	\$28,732,425	+4.4
Total	690,606	691,776	-0.2	\$188,160,316	\$181,487,996	+3.7

**ACTUAL ANALYSIS
TO
BUDGET**

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2013
For the Month of SEP, 2013 - Preliminary and Unaudited
Operating Business View

(\$ thousands)	For the Month					For the Year to Date				
	2013 SEP	2013 SEP	2012 SEP	Variance Fav / (Unfav)		2013 YTD	2013 YTD	2012 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$163,490	\$170,685	\$159,950	(\$7,195)	\$3,540	\$2,056,227	\$2,099,099	\$1,968,173	(\$42,872)	\$88,054
Food & Beverage	10,520	10,002	9,869	518	651	123,415	123,015	121,987	400	1,428
State Supported Train Revenue	9,295	15,820	13,432	(6,525)	(4,137)	187,083	195,442	179,007	(8,359)	8,076
Total Passenger Related Revenue	183,305	196,507	183,251	(13,202)	54	2,366,725	2,417,556	2,269,167	(50,831)	97,558
Commuter Revenue	10,916	9,615	9,777	1,301	1,139	112,230	109,894	140,389	2,336	(28,159)
<i>Other:</i>										
Reimbursable Revenue	20,827	12,283	5,500	8,544	15,327	189,429	135,793	121,387	53,636	68,042
Commercial Development	6,575	6,344	5,459	231	1,116	84,313	80,012	93,861	4,301	(9,548)
Other Transportation	11,741	11,823	11,670	(82)	71	141,627	138,016	147,177	3,611	(5,550)
Freight Access Fees & Other	3,956	4,549	13,266	(593)	(9,310)	60,169	60,041	72,112	128	(11,943)
Total Other Revenue	43,099	34,999	35,895	8,100	7,204	475,538	413,862	434,537	61,676	41,001
Total Operating Revenue	237,320	241,121	228,923	(3,801)	8,397	2,954,493	2,941,312	2,844,093	13,181	110,400
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	21,905	24,310	20,740	2,405	(1,165)	271,863	280,063	279,950	8,200	8,087
Wages & Overtime	90,204	89,722	83,531	(482)	(6,673)	1,078,324	1,072,347	1,039,909	(5,977)	(38,415)
Employee Benefits Expenses	44,795	54,936	56,560	10,141	11,765	702,929	723,501	683,022	20,572	(19,907)
Employee Related	3,347	2,611	2,846	(736)	(501)	29,358	29,785	30,466	427	1,108
Total Salaries, Wages and Benefits	160,251	171,579	163,677	11,328	3,426	2,082,474	2,105,696	2,033,347	23,222	(49,127)
Train Operations	16,546	22,186	25,783	5,640	9,237	271,636	283,736	262,168	12,100	(26,468)
Fuel, Power, & Utilities	30,292	31,336	30,435	1,044	143	370,525	375,533	355,288	5,008	(15,237)
Materials	(9,800)	15,986	10,311	25,786	20,111	185,073	202,399	205,226	17,326	20,153
Facility, Communication, & Office	19,266	14,840	16,247	(4,426)	(3,019)	179,928	171,747	175,059	(8,181)	(4,869)
Advertising & Sales	9,261	6,899	7,999	(2,362)	(1,262)	94,914	98,394	78,476	3,480	(16,438)
Casualty & Other Claims	3,917	(6,237)	(16,360)	(10,154)	(20,277)	65,637	56,861	50,689	(8,776)	(14,948)
Depreciation	58,389	57,725	56,616	(664)	(1,773)	686,674	685,884	667,824	(790)	(18,850)
Amort of Gain on Sale/Leaseback	(343)	(340)	(339)	3	4	(3,791)	(3,823)	(4,081)	(32)	(290)
Depreciation, net of amortization	58,046	57,385	56,277	(661)	(1,769)	682,883	682,061	663,743	(822)	(19,140)
Other Expenses	59,173	37,051	49,607	(22,122)	(9,566)	372,281	349,460	345,802	(22,821)	(26,479)
Indirect Costs Capitalized to P&E	(12,936)	(12,049)	(21,323)	887	(8,387)	(126,452)	(121,843)	(116,977)	4,609	9,475
Total Expense	334,016	338,976	322,653	4,960	(11,363)	4,178,900	4,204,044	4,035,821	25,145	(143,078)
Operating Income (Loss)	(96,696)	(97,855)	(93,730)	1,159	(2,966)	(1,224,407)	(1,262,732)	(1,191,728)	38,325	(32,679)
Other (Income) and Expense										
Other Income-Net	(139)	0	0	139	139	(21,238)	(20,402)	0	836	21,238
Interest Income	(176)	(188)	(575)	(12)	(399)	(2,371)	(2,498)	(6,514)	(127)	(4,143)
Interest Expense	4,864	6,453	5,875	1,589	1,011	58,917	71,378	83,187	12,461	24,270
Loss of Extinguishment of Debt	0	0	1,212	0	1,212	5,722	5,722	3,771	0	(1,951)
Other Expense - Net	4,549	6,265	6,512	1,716	1,963	41,030	54,200	80,444	13,170	39,414
Loss from Continuing Operations	(101,245)	(104,120)	(100,242)	2,875	(1,003)	(1,265,437)	(1,316,932)	(1,272,172)	51,495	6,735
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(101,245)	(104,120)	(100,242)	2,875	(1,003)	(1,265,437)	(1,316,932)	(1,272,172)	51,495	6,735
Adjustments ⁽¹⁾	82,986	76,892	83,437	6,094	(451)	910,471	901,961	910,377	8,510	94
Adjusted Income or (Loss)	(\$18,259)	(\$27,228)	(\$16,805)	\$8,969	(\$1,454)	(\$354,966)	(\$414,971)	(\$361,795)	\$60,005	\$6,829

RECONCILIATION TO CONSOLIDATED STATEMENT OF OPERATIONS:

Total Operating Revenue	\$237,320	\$241,121	\$228,923	(\$3,801)	8,397	\$2,954,493	\$2,941,312	\$2,844,093	\$13,181	\$110,400
Federal and State Capital Payments	2,154	2,712	2,833	(558)	(679)	37,283	35,552	32,737	1,731	4,546
Total Revenue	239,474	243,833	231,756	(4,359)	7,718	2,991,775	2,976,864	2,876,830	14,911	114,945
Total Expenses	334,016	338,976	322,653	4,960	(11,363)	4,178,900	4,204,044	4,035,821	25,145	(143,078)
Income or (Loss) from Operations	(94,542)	(95,143)	(90,897)	601	(3,645)	(1,187,125)	(1,227,180)	(1,158,991)	40,055	(28,134)
Interest, net	4,549	6,265	6,512	1,716	1,963	41,030	54,200	80,444	13,170	39,414
Loss from Continuing Operations	(99,091)	(101,408)	(97,409)	2,317	(1,682)	(1,228,155)	(1,281,380)	(1,239,435)	53,225	11,280
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Income or (Loss)	(\$99,091)	(\$101,408)	(\$97,409)	\$2,317	(\$1,682)	(\$1,228,155)	(\$1,281,380)	(\$1,239,435)	\$53,225	\$11,280

⁽¹⁾ Adjustments exclude Depreciation, Project Related costs (PRJ), non-cash portion of OPEBs and Inspector General's office.

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2013
For the Month of SEP, 2013 - Preliminary and Unaudited
Operating excluding Project

(\$ thousands)	For the Month					For the Year to Date				
	2013 SEP	2013 SEP	2012 SEP	Variance Fav / (Unfav)		2013 YTD	2013 YTD	2012 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$163,490	\$170,685	\$159,950	(\$7,195)	\$3,540	\$2,056,227	\$2,099,099	\$1,968,173	(\$42,872)	\$88,054
Food & Beverage	10,520	10,002	9,869	518	651	123,415	123,015	121,987	400	1,428
State Supported Train Revenue	9,295	15,820	13,432	(6,525)	(4,137)	187,083	195,442	179,007	(8,359)	8,076
Total Passenger Related Revenue	183,305	196,507	183,251	(13,202)	54	2,366,725	2,417,556	2,269,167	(50,831)	97,558
Commuter Revenue	10,916	9,615	9,777	1,301	1,139	112,230	109,894	140,389	2,336	(28,159)
<i>Other:</i>										
Reimbursable Revenue	20,827	12,283	5,500	8,544	15,327	189,429	135,793	121,387	53,636	68,042
Commercial Development	6,575	6,344	5,459	231	1,116	84,313	80,012	93,861	4,301	(9,548)
Other Transportation	11,741	11,823	11,670	(82)	71	141,626	138,016	147,177	3,610	(5,551)
Freight Access Fees & Other	3,956	4,549	13,266	(593)	(9,310)	60,169	60,041	72,112	128	(11,943)
Total Other Revenue	43,099	34,999	35,895	8,100	7,204	475,537	413,862	434,537	61,675	41,000
Total Operating Revenue	237,320	241,121	228,923	(3,801)	8,397	2,954,492	2,941,312	2,844,093	13,180	110,399
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	21,698	24,211	20,665	2,513	(1,033)	269,911	278,887	277,504	8,976	7,593
Wages & Overtime	89,927	89,566	83,052	(361)	(6,875)	1,072,644	1,068,843	1,033,331	(3,801)	(39,313)
Employee Benefits Expenses	44,498	54,802	56,429	10,304	11,931	699,350	721,340	678,816	21,990	(20,534)
Employee Related	3,311	2,611	2,799	(700)	(512)	28,903	29,551	30,003	648	1,100
Total Salaries, Wages and Benefits	159,434	171,190	162,945	11,756	3,511	2,070,808	2,098,621	2,019,654	27,813	(51,154)
Train Operations	16,546	25,783	25,783	5,640	9,237	271,636	283,736	245,168	12,100	(26,468)
Fuel, Power, & Utilities	30,292	31,336	30,435	1,044	143	370,525	375,533	355,284	5,008	(15,241)
Materials	(11,432)	14,642	8,373	26,074	19,805	168,823	188,317	184,839	19,494	16,016
Facility, Communication, & Office	18,742	14,840	15,533	(3,902)	(3,209)	175,480	169,935	167,605	(5,545)	(7,875)
Advertising & Sales	9,261	6,899	7,999	(2,362)	(1,262)	94,914	98,394	78,476	3,480	(16,438)
Casualty & Other Claims	3,917	(6,237)	(16,360)	(10,154)	(20,277)	65,637	56,861	50,689	(8,776)	(14,948)
Depreciation	58,389	57,725	56,616	(664)	(1,773)	686,674	685,884	667,824	(790)	(18,850)
Amort of Gain on Sale/Leaseback	(343)	(340)	(339)	3	4	(3,791)	(3,823)	(4,081)	(32)	(290)
Depreciation, net of amortization	58,046	57,385	56,277	(661)	(1,769)	682,883	682,061	663,743	(822)	(19,140)
Other Expenses	53,176	36,718	42,452	(16,458)	(10,724)	354,203	342,265	323,367	(11,938)	(30,836)
Indirect Costs Capitalized to P&E	(14,000)	(12,440)	(22,912)	1,560	(8,912)	(139,493)	(128,872)	(128,748)	10,621	10,745
Total Expense	323,982	336,519	310,525	12,537	(13,457)	4,115,416	4,166,851	3,960,077	51,435	(155,339)
Operating Income (Loss)	(86,662)	(95,398)	(81,602)	8,736	(5,060)	(1,160,924)	(1,225,539)	(1,115,984)	64,615	(44,940)
Other (Income) and Expense										
Other Income-Net	(139)	0	0	139	139	(21,238)	(20,402)	0	836	21,238
Interest Income	(176)	(188)	(575)	(12)	(399)	(2,371)	(2,498)	(6,514)	(127)	(4,143)
Interest Expense	4,864	6,453	5,874	1,589	1,010	58,917	71,378	83,187	12,461	24,270
Loss of Extinguishment of Debt	0	0	1,212	0	1,212	5,722	5,722	3,771	0	(1,951)
Other Expense - Net	4,549	6,265	6,511	1,716	1,962	41,030	54,200	80,444	13,170	39,414
Loss from Continuing Operations	(91,211)	(101,663)	(88,113)	10,452	(3,098)	(1,201,954)	(1,279,739)	(1,196,428)	77,785	(5,526)
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(91,211)	(101,663)	(88,113)	10,452	(3,098)	(1,201,954)	(1,279,739)	(1,196,428)	77,785	(5,526)

⁽¹⁾ Adjustments exclude Depreciation, Project Related costs (PRJ), non-cash portion of OPEBs and Inspector General's office.

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2013
For the Month of SEP, 2013 - Preliminary and Unaudited
Core

(\$ thousands)	For the Month					For the Year to Date				
	2013 SEP	2013 SEP	2012 SEP	Variance Fav / (Unfav)		2013 YTD	2013 YTD	2012 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$163,477	\$170,685	\$159,950	(\$7,208)	\$3,527	\$2,056,203	\$2,099,089	\$1,968,111	(\$42,886)	\$88,092
Food & Beverage	10,520	10,002	9,869	518	651	123,415	123,015	121,987	400	1,428
State Supported Train Revenue	9,295	15,820	13,432	(6,525)	(4,137)	187,083	195,442	179,007	(8,359)	8,076
Total Passenger Related Revenue	183,292	196,507	183,251	(13,215)	41	2,366,701	2,417,546	2,269,105	(50,845)	97,596
Commuter Revenue	0	0	0	0	0	0	0	(1)	0	1
<i>Other:</i>										
Reimbursable Revenue	(507)	1,095	(7,092)	(1,602)	6,585	6,391	4,023	633	2,368	5,758
Commercial Development	0	0	0	0	0	0	0	0	0	0
Other Transportation	11,619	11,394	11,576	225	43	140,537	136,565	146,121	3,972	(5,584)
Freight Access Fees & Other	3,880	4,549	12,722	(669)	(8,842)	59,249	59,766	69,398	(517)	(10,149)
Total Other Revenue	14,992	17,038	17,206	(2,046)	(2,214)	206,177	200,354	216,152	5,823	(9,975)
Total Operating Revenue	198,284	213,545	200,457	(15,261)	(2,173)	2,572,878	2,617,900	2,485,256	(45,022)	87,622
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	20,787	23,307	19,964	2,520	(823)	259,368	268,395	264,300	9,027	4,932
Wages & Overtime	81,388	82,151	77,395	763	(3,993)	982,727	984,673	927,776	1,946	(54,951)
Employee Benefits Expenses	38,291	49,824	51,315	11,533	13,024	634,118	663,115	606,946	28,997	(27,172)
Employee Related	3,157	2,544	2,629	(613)	(528)	27,596	28,656	27,651	1,060	55
Total Salaries, Wages and Benefits	143,623	157,826	151,303	14,203	7,680	1,903,809	1,944,839	1,826,673	41,030	(77,136)
Train Operations	16,528	22,139	25,736	5,611	9,208	270,625	283,040	244,482	12,415	(26,143)
Fuel, Power, & Utilities	29,416	30,365	29,756	949	340	359,497	363,628	345,075	4,131	(14,422)
Materials	(3,552)	13,064	6,563	16,616	10,115	134,228	168,095	164,416	33,867	30,188
Facility, Communication, & Office	16,180	14,276	13,580	(1,904)	(2,600)	156,885	158,074	151,363	1,189	(5,522)
Advertising & Sales	9,254	6,899	7,999	(2,355)	(1,255)	94,899	98,385	78,459	3,486	(16,440)
Casualty & Other Claims	3,917	(6,237)	(16,360)	(10,154)	(20,277)	65,635	56,860	50,689	(8,775)	(14,946)
Depreciation	58,089	57,725	56,314	(364)	(1,775)	683,061	684,071	664,193	1,010	(18,868)
Amort of Gain on Sale/Leaseback	(343)	(340)	(339)	3	4	(3,791)	(3,823)	(4,081)	(32)	(290)
Depreciation, net of amortization	57,746	57,385	55,975	(361)	(1,771)	679,270	680,248	660,112	978	(19,158)
Other Expenses	40,596	35,901	34,619	(4,695)	(5,977)	315,744	327,418	294,196	11,674	(21,548)
Indirect Costs Capitalized to P&E	(18,359)	(18,591)	(27,052)	(232)	(8,693)	(203,559)	(194,396)	(182,449)	9,163	21,110
Total Expense	295,349	313,027	282,119	17,678	(13,230)	3,777,033	3,886,191	3,633,016	109,158	(144,017)
Operating Income (Loss)	(97,065)	(99,482)	(81,662)	2,417	(15,403)	(1,204,155)	(1,268,291)	(1,147,760)	64,136	(56,395)
Other (Income) and Expense										
Other Income-Net	(139)	0	0	139	139	(21,238)	(20,402)	0	836	21,238
Interest Income	(176)	(188)	(544)	(12)	(368)	(2,355)	(2,482)	(6,332)	(127)	(3,977)
Interest Expense	4,861	6,453	5,821	1,592	960	58,868	71,345	82,917	12,477	24,049
Loss of Extinguishment of Debt	0	0	1,212	0	1,212	5,722	5,722	3,771	0	(1,951)
Other Expense - Net	4,546	6,265	6,489	1,719	1,943	40,997	54,183	80,356	13,186	39,359
Loss from Continuing Operations	(101,611)	(105,747)	(88,151)	4,136	(13,460)	(1,245,152)	(1,322,474)	(1,228,116)	77,322	(17,036)
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(101,611)	(105,747)	(88,151)	4,136	(13,460)	(1,245,152)	(1,322,474)	(1,228,116)	77,322	(17,036)

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2013
For the Month of SEP, 2013 - Preliminary and Unaudited
Projects

(\$ thousands)	For the Month					For the Year to Date				
	2013 SEP	2013 SEP	2012 SEP	Variance Fav / (Unfav)		2013 YTD	2013 YTD	2012 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Food & Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	0	0	0	0	0	0	0	0
Total Passenger Related Revenue	0	0	0	0	0	0	0	0	0	0
Commuter Revenue	0	0	0	0	0	0	0	0	0	0
<i>Other:</i>										
Reimbursable Revenue	0	0	0	0	0	0	0	0	0	0
Commercial Development	0	0	0	0	0	0	0	0	0	0
Other Transportation	0	0	0	0	0	0	0	0	0	0
Freight Access Fees & Other	0	0	0	0	0	0	0	0	0	0
Total Other Revenue	0	0	0	0	0	0	0	0	0	0
Total Operating Revenue	0	0	0	0	0	0	0	0	0	0
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	207	99	75	(108)	(132)	1,952	1,176	2,445	(776)	493
Wages & Overtime	277	156	480	(121)	203	5,679	3,504	6,578	(2,175)	899
Employee Benefits Expenses	297	135	131	(162)	(166)	3,579	2,161	4,206	(1,418)	627
Employee Related	37	0	47	(37)	10	455	234	464	(221)	9
Total Salaries, Wages and Benefits	818	390	733	(428)	(85)	11,665	7,075	13,693	(4,590)	2,028
Train Operations	0	0	0	0	0	0	0	0	0	0
Fuel, Power, & Utilities	0	0	0	0	0	0	0	3	0	3
Materials	1,632	1,344	1,938	(288)	306	16,249	14,081	20,387	(2,168)	4,138
Facility, Communication, & Office	524	0	714	(524)	190	4,448	1,812	7,454	(2,636)	3,006
Advertising & Sales	0	0	0	0	0	0	0	0	0	0
Casualty & Other Claims	0	0	0	0	0	0	0	0	0	0
Depreciation	0	0	0	0	0	0	0	0	0	0
Amort of Gain on Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	0	0	0	0	0	0	0	0	0	0
Other Expenses	5,997	332	7,155	(5,665)	1,158	18,078	7,194	22,435	(10,884)	4,357
Indirect Costs Capitalized to P&E	1,063	391	1,589	(672)	526	13,040	7,028	11,771	(6,012)	(1,269)
Total Expense	10,034	2,457	12,129	(7,577)	2,095	63,480	37,190	75,743	(26,290)	12,263
Operating Income (Loss)	(10,034)	(2,457)	(12,129)	(7,577)	2,095	(63,480)	(37,190)	(75,743)	(26,290)	12,263
Other (Income) and Expense										
Other Income-Net	0	0	0	0	0	0	0	0	0	0
Interest Income	0	0	0	0	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0	0	0	0	0
Loss of Extinguishment of Debt	0	0	0	0	0	0	0	0	0	0
Other Expense - Net	0	0	0	0	0	0	0	0	0	0
Loss from Continuing Operations	(10,034)	(2,457)	(12,129)	(7,577)	2,095	(63,480)	(37,190)	(75,743)	(26,290)	12,263
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(10,034)	(2,457)	(12,129)	(7,577)	2,095	(63,480)	(37,190)	(75,743)	(26,290)	12,263

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2013
For the Month of SEP, 2013 - Preliminary and Unaudited
Ancillary

(\$ thousands)	For the Month					For the Year to Date				
	2013 SEP	2013 SEP	2012 SEP	Variance Fav / (Unfav)		2013 YTD	2013 YTD	2012 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$13	\$0	\$0	\$13	\$13	\$24	\$10	\$62	\$14	(\$38)
Food & Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	0	0	0	0	0	0	0	0
Total Passenger Related Revenue	13	0	0	13	13	24	10	62	14	(38)
Commuter Revenue	10,916	9,615	9,777	1,301	1,139	112,230	109,894	140,390	2,336	(28,160)
<i>Other:</i>										
Reimbursable Revenue	21,334	11,188	12,592	10,146	8,742	183,038	131,769	120,753	51,269	62,285
Commercial Development	6,575	6,344	5,459	231	1,116	84,313	80,012	93,861	4,301	(9,548)
Other Transportation	122	429	94	(307)	28	1,090	1,452	1,056	(362)	34
Freight Access Fees & Other	76	0	543	76	(467)	918	276	2,714	642	(1,796)
Total Other Revenue	28,107	17,961	18,688	10,146	9,419	269,359	213,509	218,384	55,850	50,975
Total Operating Revenue	39,036	27,576	28,465	11,460	10,571	381,613	323,413	358,836	58,200	22,777
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	911	903	701	(8)	(210)	10,543	10,492	13,204	(51)	2,661
Wages & Overtime	8,539	7,415	5,657	(1,124)	(2,882)	89,918	84,170	105,555	(5,748)	15,637
Employee Benefits Expenses	6,207	4,978	5,114	(1,229)	(1,093)	65,232	58,226	71,870	(7,006)	6,638
Employee Related	154	67	170	(87)	16	1,308	894	2,352	(414)	1,044
Total Salaries, Wages and Benefits	15,811	13,363	11,642	(2,448)	(4,169)	167,001	153,782	192,981	(13,219)	25,980
Train Operations	18	47	47	29	29	1,011	696	686	(315)	(325)
Fuel, Power, & Utilities	875	971	678	96	(197)	11,029	11,905	10,209	876	(820)
Materials	(7,880)	1,578	1,810	9,458	9,690	34,595	20,223	20,423	(14,372)	(14,172)
Facility, Communication, & Office	2,562	563	1,953	(1,999)	(609)	18,595	11,861	16,242	(6,734)	(2,353)
Advertising & Sales	6	0	0	(6)	(6)	15	9	18	(6)	3
Casualty & Other Claims	0	0	0	0	0	2	0	0	(2)	(2)
Depreciation	300	0	302	(300)	2	3,613	1,813	3,631	(1,800)	18
Amort of Gain on Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	300	0	302	(300)	2	3,613	1,813	3,631	(1,800)	18
Other Expenses	12,580	817	7,833	(11,763)	(4,747)	38,460	14,847	29,171	(23,613)	(9,289)
Indirect Costs Capitalized to P&E	4,359	6,151	4,140	1,792	(219)	64,066	65,524	53,701	1,458	(10,365)
Total Expense	28,631	23,490	28,405	(5,141)	(226)	338,387	280,660	327,062	(57,727)	(11,325)
Operating Income (Loss)	10,405	4,086	60	6,319	10,345	43,226	42,753	31,774	473	11,452
Other (Income) and Expense										
Other Income-Net	0	0	0	0	0	0	0	0	0	0
Interest Income	0	0	(30)	0	(30)	(16)	(16)	(182)	0	(166)
Interest Expense	3	0	54	(3)	51	49	33	270	(16)	221
Loss of Extinguishment of Debt	0	0	0	0	0	0	0	0	0	0
Other Expense - Net	3	0	24	(3)	21	33	17	88	(16)	55
Loss from Continuing Operations	10,402	4,086	36	6,316	10,366	43,193	42,736	31,686	457	11,507
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	10,402	4,086	36	6,316	10,366	43,193	42,736	31,686	457	11,507

**National Railroad Passenger Corporation (Amtrak)
Capital Program Expenditures Excluding Debt Service**

September 2013 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Budgeted Funding ¹	Variance	FY13 Remaining Spend Plan	Spend Plan + YTD Actual	FY13 Budgeted Funding	Variance
Engineering							
Structures – Movable Bridge-Movable Span	8,013	16,153	8,140	0	8,013	16,153	8,140
Structures – Bridge Ties	989	1,236	247	-	989	1,236	247
Structures – Undergrade-Fixed Bridge	12,385	12,938	553	0	12,385	12,938	553
Structures - Culvert	760	850	90	-	760	850	90
Structures - Fence	2,550	2,600	50	-	2,550	2,600	50
Structures – Interlocking Structures	231	351	120	-	231	351	120
Structures - Tunnel	5,427	27,200	21,773	-	5,427	27,200	21,773
Structures – Retaining Wall	259	1,580	1,321	-	259	1,580	1,321
Structures - Major Bridge Special Projects	16,004	16,700	696	(0)	16,004	16,700	696
Structures – M/E Facility	5,535	9,095	3,560	-	5,535	9,095	3,560
Structures – M/W Base	6,381	6,818	437	(0)	6,381	6,818	437
Structures - Station	88,666	95,295	6,629	0	88,666	95,295	6,629
Structures – Trans Department Facility	218	196	(22)	(0)	218	196	(22)
Structures – Sunnyside Yard New Mechanical Facilit	(6,656)	2,000	8,656	-	(6,656)	2,000	8,656
Communications & Signals- Abs Locations	797	2,861	2,064	0	797	2,861	2,064
Communications & Signals- Adv Civil Spd Enforc Sys	20,043	25,263	5,219	-	20,043	25,263	5,219
Communications & Signals – Cable Fiber	2	2	0	-	2	2	0
Communications & Signal – Interlocking-C&S	3,542	8,013	4,471	0	3,542	8,013	4,471
Communications & Signals - Crossings	186	200	14	-	186	200	14
Communications & Signals - Cetc	4,780	6,982	2,203	-	4,780	6,982	2,203
Communications & Signals - Radio	453	880	427	-	453	880	427
Electric Traction - Catenary	4,418	5,185	766	(0)	4,418	5,185	766
Electric Traction - Catenary Pole	1,847	2,217	370	0	1,847	2,217	370
Electric Traction - Transmission	277	468	191	-	277	468	191
Electric Traction - Frequency Converters	4,068	3,964	(103)	0	4,068	3,964	(103)
Electric Traction - Signal Power	817	1,012	195	-	817	1,012	195
Electric Traction - Substations	10,007	9,496	(511)	(0)	10,007	9,496	(511)
Track - Ballast	4,360	3,851	(509)	0	4,360	3,851	(509)
Track - Drainage	4,490	4,000	(490)	-	4,490	4,000	(490)
Track – Fasteners	(0)	0	0	-	(0)	0	0
Safety & Security	658	1,480	822	-	658	1,480	822
Track - Rail	15,937	19,377	3,441	-	15,937	19,377	3,441
Track – Wood/Concrete Crosstie/Timber	26,049	22,328	(3,720)	-	26,049	22,328	(3,720)
Track – Total Track Renewal/Construction	68,730	72,333	3,603	(0)	68,730	72,333	3,603
Track – Track Laying System	66,449	63,783	(2,665)	-	66,449	63,783	(2,665)
Track - Turnouts	9,784	11,314	1,530	-	9,784	11,314	1,530
Track – Crossings-Road	1,305	1,928	623	(0)	1,305	1,928	623
Track - Geometry	14,357	16,800	2,443	-	14,357	16,800	2,443
Deputy Chief Engineer Construction - Applications	7,728	7,875	147	-	7,728	7,875	147
Track – Interlocking Renewal	11,357	25,341	13,984	0	11,357	25,341	13,984
Track – Equipment-Roadway	15,366	11,700	(3,666)	-	15,366	11,700	(3,666)
Structures – Special Project 2	309	297	(12)	-	309	297	(12)
Life Safety – Lic Ventilation Construction	(1,891)	(0)	1,891	-	(1,891)	(0)	1,891
Life Safety – 1St Avenue Construction	11,199	12,870	1,671	-	11,199	12,870	1,671
Life Safety – Nrt Ventilation Construction	470	400	(70)	-	470	400	(70)
Life Safety – Standpipe Installation	2,022	1,372	(650)	-	2,022	1,372	(650)
Life Safety – Misc Design & Construction Project	871	816	(55)	-	871	816	(55)
NJ HSR Improvements - Interlocking	-	320	320	-	-	320	320
NJ HSR Improvements - Track Upgrades	33,007	51,100	18,093	-	33,007	51,100	18,093
Other	36,240	30,302	(5,938)	0	36,240	30,302	(5,938)
Engineering Total	520,792	619,144	98,352	0	520,792	619,144	98,352
Mechanical							
Amfleet Programs	71,746	66,711	(5,035)	-	71,746	66,711	(5,035)
Locomotives	153,940	200,198	46,258	0	153,940	200,198	46,258
Acquisitions	64,867	66,498	1,632	-	64,867	66,498	1,632
Superliners	55,349	57,286	1,937	-	55,349	57,286	1,937
Facility Improvements	3,060	3,750	690	-	3,060	3,750	690
Horizon/Surfliner Programs	13,518	12,351	(1,167)	-	13,518	12,351	(1,167)
Non Passenger Equipment	561	878	317	-	561	878	317
Viewliner Programs	7,397	7,595	198	-	7,397	7,595	198
Talgo Programs	311	1,000	689	-	311	1,000	689
Acela Programs	34,730	43,604	8,874	-	34,730	43,604	8,874
Heritage Programs	3,354	2,898	(456)	-	3,354	2,898	(456)
Mandatory Projects	606	2,250	1,644	-	606	2,250	1,644
General Safety & Reliability	3,555	7,400	3,845	-	3,555	7,400	3,845
Mechanical IT Projects	953	1,750	797	-	953	1,750	797
Other	173	2,800	2,627	(0)	173	2,800	2,627
Mechanical Total	414,119	476,969	62,851	-	414,119	476,969	62,851
Environmental							
Environmental Risk Reduction	72	450	378	(0)	72	450	378
Environmental Remediation Program	2,711	3,225	514	-	2,711	3,225	514
Other	133	800	667	(0)	133	800	667
Environmental Total	2,916	4,475	1,559	(0)	2,916	4,475	1,559
Emergency Management							
Safety & Security Program	28,152	66,115	37,964	-	28,152	66,115	37,964
Emergency Management	28,152	66,115	37,964	-	28,152	66,115	37,964
Transportation / Operations							
System/Business Application Improvement	4,377	7,263	2,886	-	4,377	7,263	2,886
Training and Performance Tracking	-	-	-	-	-	-	-

National Railroad Passenger Corporation (Amtrak)
Capital Program Expenditures Excluding Debt Service
September 2013 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Budgeted Funding ¹	Variance	FY13 Remaining Spend Plan	Spend Plan + YTD Actual	FY13 Budgeted Funding	Variance
Station and Facility Improvements	1,717	1,816	99	-	1,717	1,816	99
Other	490	9,320	8,829	-	490	9,320	8,829
Transportation Total	6,584	18,398	11,814	-	6,584	18,398	11,814
Finance & Treasury							
Technology/ System Upgrades & Facility Improvement	3,471	3,443	(28)	-	3,471	3,443	(28)
Finance & Treasury Total	3,471	3,443	(28)	-	3,471	3,443	(28)
Amtrak Technologies Total							
Technology/ System Upgrades	37,981	43,129	5,148	-	37,981	43,129	5,148
Amtrak Technologies Total	37,981	43,129	5,148	-	37,981	43,129	5,148
Procurement							
Vehicle Replacement	(0)	-	0	-	(0)	-	0
Procurement Facility Improvement Program	167	730	563	-	167	730	563
Other	224	270	46	-	224	270	46
Procurement Total	390	1,000	610	-	390	1,000	610
Real Estate Total							
Station / Facility Development	15,145	15,000	(145)	-	15,145	15,000	(145)
Real Estate Total	15,145	15,000	(145)	-	15,145	15,000	(145)
NEC IID							
Existing Partnership Agreements	2,957	11,256	8,300	-	2,957	11,256	8,300
NEC IID Total	2,957	11,256	8,300	-	2,957	11,256	8,300
Marketing & Sales							
Technology / System Upgrade	14,757	18,347	3,589	-	14,757	18,347	3,589
Infrastructure	607	0	(607)	-	607	0	(607)
Other	-	2,409	2,409	-	-	2,409	2,409
Marketing & Sales Total	15,364	20,756	5,391	-	15,364	20,756	5,391
Departmental Total	1,047,870	1,279,685	231,815	0	1,047,870	1,279,685	231,815
MANUAL ADJUSTMENTS							
Engineering CUS Adjustment ²	(510)	(1,000)	(490)	-	(510)	(1,000)	(490)
Totals with All Adjustments	1,047,360	1,278,685	231,325	0	1,047,360	1,278,685	231,325
All Capital Projects (PRJ)	62,126	36,935	(25,191)	-	62,126	40,571	(21,556)
Totals Excluding PRJ	985,234	1,241,750	256,516	0	985,234	1,238,114	252,881

- 1) Authorized amounts were reset following Board approval and do not reflect earlier published amounts.
2) Expenditures include the reimbursable portion of Chicago Union Station projects that are primarily funded by METRA.
3) Excludes early lease buyouts, Inspector General activity and non-capitalizable assessments.
BOLD Numbers are subtotals

**CHIEF MECHANICAL OFFICER
FY13 PRODUCTION REPORT**

PROJECT #	WBS	PROJECT NAME	FY13 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance YTD to Plan YTD	Actuals YTD to Plan YTD	% Variance YTD to Plan YTD	% YTD Actuals to FY13 Plan	Units Completed - September	September Comments
20047439	C.ME.201291	Amfleet I Coach Overhaul Level 2	68	6	9	68	70	2		103%	103%	81547, 82589, 82601, 82598, 82778, 82595, 82599, 82597, 82999	Released 2 more cars than planned to accelerate FY14 schedule.
20047440	C.ME.100101	Amfleet II Coach Overhaul Level 1	30	3	3	30	29	(1)		97%	97%	25014, 25123, 25043	Released 1 less car than planned due to availability issues.
20127400	C.ME.100022	Amfleet Food Service to Coach Conversion	2	0	0	2	2	0		100%	100%		Project complete for FY13 as planned.
20117405	C.ME.100869	Amfleet II Diner Overhaul Level 1	6	1	0	6	5	(1)		83%	83%		Released 1 less car than planned due to capital budget reduction.
20082564	C.ME.100413	Amfleet I Coach Overhaul Level 1	24	2	2	24	26	2		108%	108%	82771, 82775	Released 2 more cars than planned to accelerate FY14 schedule.
20077405	C.ME.100377	Amfleet I Café/Club Overhaul Level 2	21	2	0	21	21	0		100%	100%		Project complete for FY13 as planned.
20097417	C.ME.100649	Cab Car Overhaul	5	0	1	5	3	(2)		60%	60%	9649	Released 2 less cars than planned due to budget reduction and availability.
CAPITAL		TOTAL BEAR	156	14	15	156	156	0		100%	100%		
20037429	C.ME.100039	Superliner I Sleeper Overhaul - Level 3	7	0	1	7	8	1		114%	114%	32060	Project completed
20037434	C.ME.100040	Superliner II Sleeper Overhaul - Level 2	7	0	1	7	8	1		114%	114%	32088	32088 (FY14 unit) was completed & shipped in FY13
20037435	C.ME.100041	Superliner II Lounge Overhaul	8	0	1	8	6	(2)		75%	75%	33025	33038 & 33026 were moved to FY 2014
20037436	C.ME.100042	Superliner II Coach Overhaul - Level 2	2	0	0	2	2	0		100%	100%		Project completed
20037437	C.ME.100043	Superliner II Diner Overhaul - Level 2	6	0	1	6	6	0		100%	100%	38055	6 units planned for BEE; 6 units shipped
20037438	C.ME.100044	Superliner II Trans Sleeper Dorm Overhaul - Level 2	9	0	1	9	7	(2)		78%	78%	39014	39015 & 39032 removed from schedule due to wreck damage
20057418	C.ME.100176	Superliner I Lounge Overhaul	7	0	1	7	5	(2)		71%	71%	33002	33005 moved to FY14
20057422	C.ME.100177	Superliner I Coach Overhaul - Level 2	28	1	0	28	27	(1)		96%	96%		34012 removed due to wreck damage
20067417	C.ME.100240	Superliner I Diner Overhaul	3	0	1	3	3	0		100%	100%	38031	Project completed
20079871	C.ME.100384	Superliner I Sleeper Overhaul	16	0	1	16	17	1		106%	106%	32009	32009 (FY14 unit) was completed & shipped in FY13
20097405	C.ME.100641	Horizon Coach Overhaul - Level 2	14	0	0	14	11	(3)		79%	79%		54565 & 54542 removed due to wreck damage; 54509, 54508, 54567 moved to FY14 schedule
20097407	C.ME.100643	Horizon Café Overhaul	6	1	0	6	4	(2)		67%	67%		58104 & 58106 moved to FY14
20097404	C.ME.100640	Surfliner Coach Overhaul	5	0	0	5	4	(1)		80%	80%		Only 4 Surf Liner Coaches were scheduled
20097410	C.ME.100644	Surfliner Cab Car Overhaul	2	0	0	2	2	0		100%	100%		Project completed
20097413	C.ME.100646	Surfliner Custom Coach Overhaul	4	0	0	4	4	0		100%	100%		Project completed
20097414	C.ME.100647	Surfliner Café Overhaul	3	0	0	3	3	0		100%	100%		Project completed
20067411	C.ME.100239	Viewliner Sleeper Overhaul - Level 2	13	2	1	13	12	(1)		92%	92%	62015	62000 moved to FY14
20067420	C.ME.100241	Heritage Diner Overhaul	7	0	0	7	9	2		129%	129%		Started year with 2 carry overs (8551, 8558); 8532 (FY14 unit) shipped in FY13
20079897	C.ME.100005	F59 Overhaul	6	1	1	6	6	0		100%	100%	458	F-59 Locomotive 458 shipped 9/27/13
20067400	C.ME.100006	P32-8 Overhaul	1	0	0	1	1	0		100%	100%		Project completed
	B.ME.100117	Comet Car Overhaul for Caltrans	8	1	0	8	4	(4)		50%	50%		5 units inspected by CA and shipped; 9 units to be done FY14
	C.ME.100004	NPCU Overhaul for Caltrans	3	0	1	3	3	0		100%	100%	90215	90215 completed 9/30/13; waiting for CA inspection before leaving BEE
	C.ME.100004	Horizon Overhaul for Caltrans	3	1	1	3	3	0		100%	100%	53509	Project completed
CAPITAL		TOTAL BEECH GROVE	168	7	12	168	155	(13)		92%	92%		
20067402	C.ME.100237	AEM-7 AC Overhauls	6	0	0	6	5	(1)		83%	83%		Project complete - budget reduction
20047419	C.ME.100097	AEM-7 DC Overhauls	6	0	0	6	4	(2)		67%	67%		Project complete - budget reduction
20057407	C.ME.100174	HHP-8 Locomotive Overhauls	4	1	0	4	3	(1)		75%	75%		Project complete - budget reduction
CAPITAL		TOTAL WILMINGTON	16	1	0	16	12	(4)		75%	75%		
20107421	C.ME.100787	Superliner II Sleeper L-1	6	0	0	6	6	0		100%	100%		
20097419	C.ME.100651	Superliner II Lounge L-1	1	0	0	1	1	0		100%	100%		
20097418	C.ME.100650	Superliner II Diner L-1	4	0	0	4	4	0		100%	100%		
20107422	C.ME.100788	Superliner II Trans Dorm L-1	1	1	1	1	1	0		0%	100%	39001	
CAPITAL		TOTAL DIVISIONS	12	1	1	12	12	0		100%	100%		
20107405	C.ME.100785	Acela Overhaul	2	1	0	2	1	(1)		50%	50%		Work in progress
CAPITAL		TOTAL HIGH SPEED RAIL	2	1	0	2	1	(1)		50%	50%		
CAPITAL		TOTAL CMO	354	24	28	354	336	(18)		95%	95%		

**CHIEF MECHANICAL OFFICER
FY13 PRODUCTION REPORT**

PROJECT #	WBS	PROJECT NAME	FY13 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance YTD to Plan YTD	Actuals YTD to Plan YTD	% Variance YTD to Plan YTD	% YTD Actuals to FY13 Plan	Units Completed - September	September Comments
		LCPM (events - not units):											
20097421	C.ME.100653	P-42 Locomotive Paint (Beech Grove)	17	1	1	17	10	(7)		59%	59%	42	17 Diesel units completed for LCPM paint event
20097421	C.ME.100005	F-59 Locomotive Paint (Beech Grove)	6	1	1	6	6	0		100%	100%	458	Counts as LCPM paint event (plus OH)
20097421	C.ME.100006	P32-8 Locomotive Paint (Beech Grove)	1	0	0	1	1	0		100%	100%		Project completed
20097421	C.ME.100653	COT&S 5 Year Air (Chicago)	42	5	3	42	32	(10)		76%	76%	163, 98, 71	Variance to plan 69% complete. 3 events scheduled in FY13 received out of service credits and 3 units in wreck status, 1 unit reassigned to ALB. 3 FY12 units WIP completed FY13. Units 103 and 76 due in FY13 not on original schedule. These units have been completed. Estimate 3 units scheduled in FY13 will be October FY14 WIP.
20097421	C.ME.100653	COT&S 8 Year Air (Chicago)	28	4	2	28	26	(2)		93%	93%	32, 159	Two units scheduled in FY14 will be October FY14 WIP.
20097421	C.ME.100653	Radiator Hatch (Chicago)	28	1	2	28	24	(4)		86%	86%	159, 172	3 units scheduled in FY13 completed in FY12. 3 units reassigned to ALB.
20097421	C.ME.100653	Air Compressor (Chicago)	26	1	1	26	21	(5)		81%	81%	159	3 units scheduled in FY13 completed in FY12. 3 units reassigned to ALB.
20097421	C.ME.100653	Air Dryer (Chicago)	47	4	2	47	40	(7)		85%	85%	129, 28	3 units reassigned to ALB. 1 unit planned in FY13 in wreck status. 2 units will be October FY14 WIP.
20097421	C.ME.100653	Engine Change (Chicago)	30	2	2	30	28	(2)		93%	93%	170, 99	One unit scheduled in CHI was completed in ALB. One unit will be WIP FY14.
20097421	C.ME.100653	5 Year Truck (Chicago)	38	4	3	38	32	(6)		84%	84%	163, 98, 190	4 units scheduled received out of service credits. 1 unit on legal hold. Cracked Truck issued delayed production. 1 unit FY14 WIP.
20097421	C.ME.100653	HVAC (Chicago)	41	4	6	41	31	(10)		76%	76%	190, 163, 98, 71, 2, 69	4 units scheduled received out of service credits. 1 unit on legal hold. 2 units carry over due to HVAC shortage.
20097421	C.ME.100653	Injectors (Chicago)	86	7	8	86	89	3		103%	103%	98, 809, 55, 174, 96, 2, 117, 39	Completed FY13 3 units over production goal of 86 events.
20097421	C.ME.100653	Radiator Fans (Chicago)	14	2	1	14	12	(2)		86%	86%	2	12 units completed in FY13. Production plan was 14, 1 unit on legal hold and 2 units changed by GE due to SAGE failure.
20097421	C.ME.100653	Equipment Blowers (Chicago)	7	1	2	7	4	(3)		57%	57%	190, 199	Equipment Blower Module was on hold, issue has been resolved.
20097421	C.ME.100653	Air Compressor (Albany) - P42	3	0	0	3	4	1		133%	133%		
20097421	C.ME.100653	Engine Change (Albany) - P42	1	0	0	1	1	0		100%	100%		
20097421	C.ME.100653	Injectors (Albany) - P42	6	0	0	6	4	(2)		67%	67%		
20097421	C.ME.100653	Radiator Hatch (Albany) - P42	3	0	0	3	3	0		100%	100%		
20097421	C.ME.100653	Radiator Fans (Albany) - P42	1	0	0	1	2	1		200%	200%		
20097421	C.ME.100653	Equipment Blowers (Albany) - P42	3	0	0	3	0	(3)		0%	0%		
20097421	C.ME.100653	COT&S (Albany) - P32	1	0	0	1	4	3		400%	400%		
20097421	C.ME.100653	Air Compressor (Albany) - P32	4	0	1	4	3	(1)		75%	75%	711	
20097421	C.ME.100653	10 Year Truck (Albany) - P32	4	0	0	4	4	0		100%	100%		
20097421	C.ME.100653	Injectors (Albany) - P32	6	1	0	6	5	(1)		83%	83%		
20097421	C.ME.100653	Radiator Hatch (Albany) - P32	6	0	0	6	6	0		100%	100%		
PROJECT		TOTAL LCPM	449	38	35	449	392	(57)		87%	87%		

Engineering Department
FY13 Major Production Summary thru September 2013

	FY13
Operation	Actual
System Total	
Surfacing (pass miles)	534.8
Wood Ties (each)	46,312
TLMs -Ties (each)	137,585
Holland Welder-(TLMs+RCO+rail gang) (each)	1,573
Field Welding -Division & Production (each)	1,769
Undercutting (track miles)	0.9
SES Track Panels Installed (feet)	5,229
Turnouts - SES (each)	15
Turnouts - DIVs (each)	21
Turnouts - Sys Prod (each)	1
Rail - (TLMs+HBG+Sys+CENTRAL Rail Gangs) (track miles)	23.5
Curve Patch Rail Divs (Track Miles)	0.54
Rail Train-Pick Up (track miles)	2.2
Rail Train- Unload (track miles)	22.8
Slot Machine (miles) - NED+MAD+HBG	0.00
Vac Trains MAD-NED NYD TLS (miles)	36.99
Badger Ditcher (Pass miles)	0.0
Shoulder Cleaner (track miles)	36.0
Rail Grinding (pass miles)	933.8
Switch Grinding (pass miles)	115.5
Switch Grinding (each)	224
Bridge Decks Retimbered (each)	5
Bridge Ties (each)	222
Bridge Install Concrete Ballast Deck (each)	1
Bridge Install Concrete Ballast Deck (track feet)	40
Electric Catenary Hardware Renewed (miles)	7.4
ET Transformers (each)	1
ET Breakers (each)	9
Signal Cable Replaced (miles)	68.3
Concrete System Tie Gang Central+NED+NYD+MAD+SES (each)	4,252
Vac Train 3165 (miles) NY Tunnels	17.2
NY Tunnels Install New Track Panels (miles)	1.1

**ACTUAL ANALYSIS
TO
PRIOR YEAR**

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Consolidated Statements of Operations

(In Thousands of Dollars)

Preliminary Subject to Audit	Twelve Months Ended		fav / (unfav)		
	September,				
	2013	2012			
Revenues:					
Passenger related	\$ 2,366,725	\$ 2,269,167	97,558	4.3%	/a
Commuter	112,230	140,389	(28,159)	-20.1%	/b
State capital payments	37,283	32,737	4,546	13.9%	/c
Other	475,536	434,537	40,999	9.4%	/d
Total revenues	2,991,775	2,876,830	114,945	4.0%	
Expenses:					
Salaries, wages, and benefits	2,082,474	2,033,347	(49,127)	2.4%	/e
Train operations	271,636	245,168	(26,468)	10.8%	/f
Fuel, power, and utilities	370,525	355,288	(15,237)	4.3%	/g
Materials	185,073	205,226	20,153	-9.8%	/h
Facility, communication, and office related	179,928	175,059	(4,869)	2.8%	/i
Advertising and sales	94,914	78,476	(16,438)	20.9%	/j
Casualty and other claims	65,637	50,689	(14,948)	29.5%	/k
Depreciation, net of amortization	682,883	663,743	(19,140)	2.9%	/l
Other	372,281	345,802	(26,479)	7.7%	/m
Indirect cost capitalized to property and equipment	(126,452)	(116,977)	9,475	8.1%	/n
Total expenses	4,178,900	4,035,821	(143,079)	3.5%	
Net loss from continuing operations before					
other (income) and expense	1,187,125	1,158,991	(28,134)	2.4%	
Other (Income) and Expense:					
Other Income - Net	(21,238)	-	21,238		
Interest income	(2,371)	(6,514)	(4,143)	-63.6%	
Interest expense	58,917	83,187	24,270	-29.2%	
Loss on early extinguishment of debt	5,722	3,771	(1,951)	0.0%	
Other expense, net	41,030	80,444	39,414	-49.0%	/o
Net loss	\$ 1,228,155	\$ 1,239,435	11,280	-0.9%	

Unaudited Consolidated Financial Statements are Subject to Change

September 2013 YTD Consolidated Statement of Operations - Variance Explanations

Revenues:

- /a Passenger related revenues were favorable to prior year by \$97.6 primarily due to increased ticket yield versus the same period last year. Ticket revenues for the Northeast Corridor are up 5%, State/Corridor trains are up 4% and Long Distance trains are up 2%.
- /b Commuter revenues were unfavorable by \$28.2M primarily due to the expiration of the Caltrans contract.
- /c State capital payments were favorable by \$4.5M primarily due to increased contributions from state partners.
- /d Other revenues were favorable by \$41.0M primarily due to increased reimbursable revenues from ConnDOT and Michigan DOT offset by effects of the Connecticut Easement Agreement in FY12.

Expenses:

- /e Salaries, wages and benefits were unfavorable by \$49.1M primarily due to contractual wage increases, increased operating activity and increased benefit costs.
- /f Train Operations were unfavorable by \$26.5M primarily due to the favorable FY12 settlement with CSX of accrued schedule adherence payments but also increased FY13 host railroad usage fees, increased costs for connecting bus service and increases in crew layover and transportation costs.
- /g Fuel, Power and Utilities were unfavorable by \$15.2M primarily due to reduction in credits from fuel hedge settlements.
- /h Materials were favorable by \$20.2M primarily due to increased capitalization of component repair costs partially offset by materials purchased in support of Michigan Line track improvements.
- /i Facility, Communications and Office Related expenses were unfavorable by \$4.9M primarily due to increased station rent and facility maintenance expenses.
- /j Advertising and sales were unfavorable by \$16.4M primarily due to the timing of, and increase in, planned advertising programs.
- /k Casualty and other claims were unfavorable by \$14.9M primarily due to higher actuarial revisions of anticipated passenger claims.

September 2013 YTD Consolidated Statement of Operations - Variance Explanations (cont.)

- /l Depreciation, net of amortization was unfavorable by \$19.1M, primarily due to an increase in the depreciable fixed asset base.
- /m Other expenses were unfavorable by \$26.5M primarily due to increased reimbursable maintenance of way activities, increased uncapitalizable work on Amtrak assets and the cancellation of certain capital projects.
- /n Indirect cost capitalized to P&E were favorable by \$9.5M primarily due to increased capital spending.
- /o Other expense, net decreased \$39.4M as a result of the purchase of the equity stake in previously-leased Acela maintenance facilities and reduced interest expense due to lower outstanding debt balances.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Statements of Cash Flows

(In Thousands of Dollars)

	Twelve Months Ended	
	September 30,	
	2013	2012
Cash Flows From Operating Activities:		
Net loss	\$ (1,228,155)	\$ (1,239,435)
Adjustments to reconcile net loss to net cash used in operating activities:		
Depreciation	682,882	663,743
Gain on redemption of collateral deposits.....	(19,567)	
Loss on disposals of property and equipment.....	628	2,508
Loss on extinguishment of debt	5,722	3,771
Other	(8,879)	(8,595)
Changes in assets and liabilities:		
Accounts receivable	6,372	(38,910)
Materials and supplies	(12,759)	(10,419)
Prepaid expenses	(2,511)	(675)
Other current assets	11,323	7,741
Other assets, deposits, and deferred charges	93,536	45,171
Accounts payable, deferred ticket revenue, accrued expenses and other current liabilities.....	53,206	(64,219)
Deferred state capital payments	(37,283)	(32,737)
Other liabilities and deferred credits	106,147	74,888
Net cash used in operating activities	<u>(349,337)</u>	<u>(597,168)</u>
Cash Flows From Investing Activities:		
Change in restricted cash and cash equivalents	1,317	49,117
Gain on redemption of collateral deposits	19,567	
Purchases and refurbishments of property and equipment	(1,051,781)	(969,642)
Proceeds from disposals of property and equipment	1,254	4,549
Net cash used in investing activities	<u>(1,029,643)</u>	<u>(915,976)</u>
Cash Flows From Financing Activities:		
Proceeds from federal paid-in capital	1,489,770	1,771,986
Proceeds from federal and state capital payments	130,763	115,332
Purchase of noncontrolling interest.....	-	(440)
Repayments of debt and capital lease obligations	(322,240)	(477,766)
Proceeds from issuance of debt.....	152,147	189,850
Debt issuance costs.....	-	(1,777)
Debt extinguishment costs.....	-	-
Net cash provided by financing activities	<u>1,450,440</u>	<u>1,597,185</u>
Net change in cash and cash equivalents	71,460	84,041
Beginning balance of cash and cash equivalents.....	210,820	126,779
Ending balance of cash and cash equivalents.....	<u>\$ 282,280</u>	<u>\$ 210,820</u>
Supplemental Disclosure of Cash Payments		
Interest paid, net of amount capitalized.....	\$ 65,156	\$ 84,596
Supplemental Disclosure of Noncash Investing and Financing Activities		
Other non-cash changes in property, includes accruals of amounts due for purchases.....	\$ 4,783	\$ 34,846

Unaudited Consolidated Financial Statements are Subject to Change

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Balance Sheets

(In Thousands of Dollars, Except Share Data)

	(Unaudited) September 30, 2013	(Audited) September 30, 2012	\$ Change	% Change
ASSETS				
Current Assets:				
Cash and cash equivalents	\$ 282,280	\$ 210,820	71,460	33.9% /a
Restricted cash and cash equivalents.....	6,813	8,130	(1,317)	(16.2%) /a
Accounts receivable, net of allowances of \$3,076 and \$7,236 at September 30, 2013 and September 30, 2012, respectively.....	201,788	209,760	(7,972)	(3.8%) /b
Materials and supplies, net of allowances of \$45,423 and \$55,373 at September 30, 2013 and September 30, 2012, respectively.....	258,134	234,896	23,238	9.9% /c
Prepaid expenses.....	16,223	13,712	2,511	18.3% /d
Other current assets	12,450	25,091	(12,641)	(50.4%) /e
Total current assets	777,686	702,409	75,277	10.7%
Property and Equipment:				
Locomotives	1,518,613	1,485,812	32,801	2.2%
Passenger cars and other rolling stock	2,753,861	2,699,572	54,289	2.0%
Right-of-way and other properties	11,293,051	10,689,217	603,834	5.6%
Construction in progress.....	1,165,043	1,020,317	144,726	14.2%
Leasehold improvements	498,151	496,353	1,798	0.4%
Property and equipment, gross	17,228,720	16,391,271	837,449	5.1%
Less - Accumulated depreciation and amortization	(6,492,257)	(6,024,334)	(467,923)	7.8%
Total property and equipment, net	10,736,463	10,366,937	369,526	3.6% /f
Other Assets, Deposits, and Deferred Charges:				
Notes receivable on sale-leasebacks	53,755	51,850	1,905	3.7% /g
Deferred charges, deposits, and other	150,125	253,295	(103,170)	(40.7%) /h
Total other assets, deposits, and deferred charges	203,880	305,145	(101,265)	(33.2%)
Total assets	\$ 11,718,029	\$ 11,374,491	343,538	3.0%
LIABILITIES and CAPITALIZATION				
Current Liabilities:				
Accounts payable	\$ 297,436	\$ 290,757	6,679	2.3% /i
Accrued expenses and other current liabilities	563,786	529,579	34,207	6.5% /j
Deferred ticket revenue	127,654	122,092	5,562	4.6% /k
Current maturities of long-term debt and capital lease obligations	147,718	149,380	(1,662)	(1.1%) /l
Total current liabilities	1,136,594	1,091,808	44,786	4.1%
Long-Term Debt and Capital Lease Obligations:				
Capital lease obligations	815,460	1,062,341	(246,881)	(23.2%) /m
Mortgages	116,735	139,605	(22,870)	(16.4%) /n
Equipment and other debt	38,927	45,220	(6,293)	(13.9%) /o
Railroad rehabilitation and improvement financing loan	277,693	159,497	118,196	74.1% /p
Total long-term debt and capital lease obligations	1,248,815	1,406,663	(157,848)	(11.2%)
Other Liabilities and Deferred Credits:				
Deferred state capital payments	1,066,146	972,666	93,480	9.6% /q
Casualty reserves	141,766	140,452	1,314	0.9% /r
Deferred gain on sale-leasebacks	49,103	53,745	(4,642)	(8.6%) /s
Postretirement employee benefits obligation	1,504,717	1,402,939	101,778	7.3% /t
Environmental reserve	53,420	54,317	(897)	(1.7%) /u
Other liabilities.....	61,653	57,701	3,952	6.8% /v
Total other liabilities and deferred credits	2,876,806	2,681,820	194,986	7.3%
Total liabilities	5,262,215	5,180,291	81,924	1.6%
Commitments and Contingencies				
Capitalization:				
Preferred stock - \$100 par, 109,396,994 shares authorized, issued and outstanding at September 30, 2013 and September 30, 2012.....	10,939,699	10,939,699	0	0.0%
Common stock - \$10 par, 10,000,000 shares authorized, 9,385,694 issued and outstanding at September 30, 2013 and September 30, 2012.....	93,857	93,857	(0)	(0.0%)
Other paid-in capital	26,697,860	25,208,088	1,489,772	5.9% /w
Accumulated deficit.....	(30,478,159)	(29,250,000)	(1,228,159)	4.2% /x
Accumulated other comprehensive loss.....	(797,444)	(797,444)	-	0.0%
Total capitalization	6,455,813	6,194,200	261,613	4.2%
Total liabilities and capitalization	\$ 11,718,029	\$ 11,374,491	343,538	3.0%

September 2013 Balance Sheet Variance Explanations:

- /a Cash and cash equivalents increased \$70.1M – reflects the timing of FY12 and FY13 appropriations and grants net of cash used for operations, capital investments and debt service during the period.
- /b Accounts receivable, net decreased \$8.0M – due primarily to lower credit card and state partner receivable balances partially offset by increased reimbursable receivables.
- /c Materials and supplies, net increased \$23.2M – due to inventory purchases and usage in support of operations.
- /d Prepaid expenses increased \$2.5M – reflects the timing of capitalization of leased equipment and the renewal of insurance premiums.
- /e Other current assets decreased \$12.6M – primarily due to the amortization of prepaid payroll taxes and fuel hedge activities.
- /f Property and equipment, net of accumulated depreciation and amortization increased \$369.5M – reflects improvements to property and right of way partially offset by the accumulated depreciation on assets and the disposition of out of service equipment.
- /g Notes receivable on sale-leasebacks increased \$1.9M – reflects increases in defeased deposits related to the replacement or elimination of certain guarantors of the sale-leaseback of Amfleet/Superliner passenger cars.
- /h Deferred charges, deposits and other decreased \$103.2M – due to a decrease in deferred locomotive charges as a result of capital lease retirement.
- /i Accounts payable increased \$6.7M – reflects an increase in general accounts payable.
- /j Accrued expenses and other current liabilities increased \$34.2M – reflects the timing of wage and salary accruals as well as retirement, benefits and federal tax payments.
- /k Deferred ticket revenue decreased 5.6M - reflects the change from prior fiscal year end in advance ticket sales.
- /l Current maturities of long-term debt and lease obligations decreased \$1.7M – reflects a decrease in the current portion of capital lease obligations.
- /m Capital lease obligations decreased \$246.9M – reflects a reduction of defeased lease payments on leased locomotives and rolling stock due to their replacement or termination.
- /n Mortgages decreased \$22.9M – reflects principal payments on the Penn Station mortgage.
- /o Equipment and other debt decreased \$6.3M – primarily relates to the purchase of leased equipment as well as principal on the PEDFA bond for 30th Street Station construction.
- /p Railroad rehabilitation and improvement financing loan increased \$118.2M – relates to the purchase of new electric locomotives.

September 2013 Balance Sheet Variance Explanations: (continued)

- /q Deferred state capital payments increased \$93.5M – due to contributions from New Jersey (NJT), New York (LIRR), and Maryland (MARC) for joint benefit projects less amortization.
- /r Casualty reserves increased \$1.3M – reflects the most recent actuarial analysis and calculation of future reserve levels for employee, passenger and other claims.
- /s Deferred gain on sale-leasebacks decreased \$4.6M – reflects amortization of deferred gain on sale and leaseback transactions for Amfleet and Superliner passenger cars and a reduction for terminated lease transactions.
- /t Postretirement employee benefits obligation increased \$101.8M – reflects the most recent actuarial analysis reflecting the aging of the workforce and projected increases in future healthcare rates.
- /u Environmental reserve decreased \$0.9M – reflects the estimated liability for environmental clean-up projects.
- /v Other liabilities increased \$4.0M – reflects future cancellation payments resulting from retirement of High Speed Maintenance Facility leases.
- /w Debt and other paid-in capital increased \$1,489.8M – reflects appropriations and grants received since FY12.
- /x Accumulated deficit increased \$1,228.2M – reflects net losses incurred since FY12.

B

LEGISLATIVE REPORT

Status of FY2014 Transportation Appropriations Bill

Current to September 30, 2013



Background:

- Amtrak submitted its Fiscal 2014 appropriations request on March 27, 2013. The request is \$2.650 billion, which includes \$373 million for operations, \$1.271 billion for general capital, \$212 million for debt service, \$75 million for ADA improvements, \$167 million for NEC items, \$356 million for rolling stock acquisition, and \$196 million for equipment lease buyouts.
- The Obama Administration released its Fiscal 2014 appropriations proposals on April 10. The Administration proposes a restructuring of passenger rail programs within the DOT budget. There would be a National High Performance Rail System, totaling \$6.4 billion in Fiscal 2014. Of that, \$2.7 billion would be for Current Passenger Rail Service (Amtrak), including \$1.1 billion for operations (\$0 for the Northeast Corridor, \$300 million for state corridors, \$800 million for long-distance) and \$1.6 billion for capital (\$675 million for the Northeast Corridor and \$925 million for National Assets, which includes PTC, ADA, and other efficiency investments). Beyond Amtrak, \$3.7 billion would go to a Rail Service Investment Program for corridor improvements, PTC, and congestion mitigation.
- The Transportation, Housing and Urban Development Subcommittee of the House Appropriations Committee on June 19 approved a Fiscal 2014 appropriations bill. H.R.2610 includes \$950 million for Amtrak, of which \$350 million is for operations and \$600 million for capital. The bill also provides \$25 million for Amtrak Office of Inspector General. The Appropriations Committee approved it on June 27.
- The Transportation, Housing and Urban Development Subcommittee of the Senate Appropriations Committee on June 25 approved a Fiscal 2014 appropriations bill. S.1243 includes \$1.450 billion for Amtrak, of which \$390 million is for operations and \$1.062 billion for capital (\$848 million for general capital, \$199 million for debt service, \$15 million for NEC Gateway Project). The bill also provides \$21 million for Amtrak Office of Inspector General. The Appropriations Committee approved it on June 27.
- By late July, both the House and Senate began floor debate on their transportation appropriations bills, but did not complete the approval process by the end of the day on July 31. In the House, further consideration of H.R.2610 was suspended late on July 31. In the Senate, a cloture vote to allow further consideration of S.1243 failed on August 1, and further consideration was suspended.
- A Continuing Resolution, H.J.Res.59, was introduced in the House on September 10 to allow federal programs to function after the start of Fiscal 2014 on October 1, through December 15, for the most part at their annualized Fiscal 2013 levels. For Amtrak, that is \$1.344 billion. Language

- prohibiting funding of the Patient Protection and Affordable Care Act was added and H.J.Res.59 was approved by the House on September 20, 230-189.
- The Senate removed the health care provision from H.J.Res.59, made it effective through November 15, and approved it on September 27, 54-44, sending it back to the House.
 - The House added language to H.J.Res.59 to delay implementation of the Patient Protection and Affordable Care Act for a year, made it effective through December 15, and approved it on September 29 with two votes, 248-174 and 231-192, sending it back to the Senate.
 - The Senate on September 30 removed the health care provisions from H.J.Res.59, 54-46, and sent it back to the House.
 - The House added language to H.J.Res.59, including on health care provisions and approved it on September 30, 228-201, sending it back to the Senate.
 - The Senate for a second time on September 30 removed the health care provisions from H.J.Res.59, 54-46, and sent it back to the House.
 - The House on October 1 passed H.Res.368, insisting on its amendments to H.J.Res.59 and naming conferees, 228-199 and sent a message to the Senate.
 - The Senate tabled the House message on October 1, 54-46, and Fiscal 2014 began with no Continuing Resolution in place.

Summary and Status of Legislation Impacting Amtrak - 112th Congress

Bill Number	Title/Sponsor	Co-Sponsors	Summary	Legislative Action to Date
H.Res.15	Transportation Security Rep. Sheila Jackson Lee (D-TX)	0	Resolves that the Transportation Security Administration should continue efforts to improve transportation security, including on rail systems, and continuing development of the National Explosives Detection Canine Team Program.	1/3/2013 Referred to Committee on Homeland Security.
H.R.152	Disaster Relief Appropriations Act of 2013 Rep. Harold Rogers (R-KY)	0	Making supplemental appropriations in connection with Superstorm Sandy. The initial bill provided \$32 million for Amtrak for operating costs and losses arising from the storm. An amendment by Rep. Rodney Frelinghuysen (R-NJ) to expand the bill was approved and included \$86 million in capital projects in the Northeast Corridor that address infrastructure recovery, mitigation, and resiliency, bringing the Amtrak total to \$118 million.	1/4/2013 Introduced in House. 1/15/2013 Frelinguysen amendment to H.R.152 approved, 228-192. 1/15/2013 Approved by House, 241-180. 1/28/2013 Approved by Senate, 62-36. 1/29/2013 Enacted as P.L.113-2.
S.4	Rebuild America Act Sen. Harry Reid (D-NV)	14	Expresses the sense of the Senate that Congress should increase jobs and improve infrastructure by making investments in transportation, including rail.	1/22/2013 Referred to Committee on Commerce, Science and Transportation.
H.R.505	Balancing Act Rep. Keith Ellison (D-MN)	17	Repeals the budget sequester, raises revenues, and redistributes budget cuts to meet overall sequester cap. Provides \$6 billion in general capital for Amtrak for state of good repair projects.	2/5/2013 Referred to five committees, including Committee on Transportation and Infrastructure.
S.387	American Infrastructure Investment Fund Act Sen. John D. Rockefeller, IV (D-WV)	1	Establishes a fund to facilitate investments in infrastructure projects that significantly enhance the economic competitiveness of the US. Authorizes \$5 billion in FY14 and FY15 (each). Passenger and freight rail are among the eligible transportation programs.	2/26/2013 Referred to Committee on Commerce, Science and Transportation.
H.R.933	Full-Year Continuing Appropriations Act Rep. Harold Rogers (R-KY)	0	Making appropriations for FY13 for a range of federal programs, including the Department of Transportation, through September 30, 2013. Most programs funded at their FY12 levels, less 5.03% sequester from March 1. Funds Amtrak at a level of \$1.347 billion (annualized). House version included an additional cut of 0.098% for discretionary, non-defense programs, but this was not part of final bill.	3/6/2013 House version approved by House, 267-151. 3/20/2013 Senate-amended version approved by Senate, 73-26. 3/21/2013 Senate-amended version approved by House, 318-109. 3/26/2013 Enacted as P.L.113-6.
H.R.946	National Right-to-Work Act Rep. Steve King (R-IA)	101	Amends Railway Labor Act to remove requirement that certain railroad employees become members of unions representing that class of employee.	3/5/2013 Referred to Committee on Education and the Workforce.
H.R.949	Invest in American Jobs Act of 2013 Rep. Nick J. Rahall, II (D-WV)	58	Amends 49USC24305(f) from an Amtrak domestic buying preference clause for manufactured and unmanufactured items to a Buy America clause for steel, iron, and manufactured goods. It applies existing Buy America provisions in 49USC24405 for passenger rail capital grants to loans under the Railroad Revitalization and Regulatory Reform Act of 1976.	3/5/2013 Referred to several House committees.
H.R.1539	Northeast Corridor Rail Tunnel Safety Act Rep. Peter T. King (R-NY)	2	Authorizes the Secretary of Transportation to spend \$898 million on completing New York tunnel life safety projects and rehabilitation of tunnels in Baltimore and Washington.	4/12/2013 Referred to Committee on Transportation and Infrastructure.

Summary and Status of Legislation Impacting Amtrak - 112th Congress

H.R.1544	National High Performance Passenger Rail Transportation-Oriented Development Act of 2013 Rep. Thomas Petri (R-WI)	1	Directs the Department of Transportation to create a transportation-oriented development initiative that generates revenue captured from increased property values around stations that can be used to help pay for urban and regional passenger rail corridors.	<u>4/12/2013</u> Referred to Committee on Transportation and Infrastructure.
H.R.2066	Pets on Trains Act of 2013 Rep. Jeff Denham (R-CA)	20	Requires Amtrak to propose a pet policy that allows passengers to transport domesticated cats and dogs on certain Amtrak trains.	<u>5/21/2013</u> Referred to Committee on Transportation and Infrastructure.
H.R.2610	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2014 Rep. Tom Latham (R-IA)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes. Includes \$950 million for Amtrak.	<u>6/19/2013</u> Approved by appropriations subcommittee. <u>6/27/2013</u> Approved by Appropriations Committee, H.Rep. 113-136.
S.1243	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2014 Sen. Patty Murray (D-WA)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014, and for other purposes. Includes \$1.450 billion for Amtrak.	<u>6/25/2013</u> Approved by appropriations subcommittee. <u>6/27/2013</u> Approved by Appropriations Committee, S.Rep. 113-45.
H.R.2534	Transportation and Regional Infrastructure Project Act Rep. Ed Whitfield (R-KY)	1	Allows states to issue up to \$50 billion in bonds for a range of transportation infrastructure projects, including rail, with federal tax credits for bond holders.	<u>6/27/2013</u> Referred to Committee on Ways and Means.
S.1250	Transportation and Regional Infrastructure Project Act Sen. Ron Wyden (D-OR)	2	Allows states to issue up to \$50 billion in bonds for a range of transportation infrastructure projects, including rail, with federal tax credits for bond holders.	<u>6/27/2013</u> Referred to Committee on Finance.
S.1462	Railroad Safety and Positive Train Control Extension Act Sen. John Thune (R-SD)	7	Extends PRIIA deadline for implementing Positive Train Control from 2015 to 2020.	<u>8/1/2013</u> Referred to Committee on Commerce, Science, and Transportation
H.J.Res.59	Continuing Resolution, Fiscal 2014 Rep. Harold Rogers (R-KY)	0	Making appropriations for federal programs through November 15, 2013 (Senate) or December 15, 2013 (House), and for other purposes. Includes \$1.344 billion for Amtrak, on an annualized basis. A series of votes in both Houses to add or remove language in the Continuing Resolution were held September 20-30, with much of the language involving health care provisions. The issue was not resolved before the start of the Fiscal Year on October 1.	<u>9/10/2013</u> Introduced in House. <u>9/20/2013</u> Modified version approved by House, 230-189. <u>9/27/2013</u> Approved by Senate, with amendment, 54-44. <u>9/29/2013</u> Approved by House, with amendment, 248-174 and 231-192. <u>9/30/2013</u> Approved by Senate, with amendment, 54-46. <u>9/30/2013</u> Approved by House, with amendment, 248-174 and 228-201. <u>9/30/2013</u> Approved by Senate, with amendment, 54-46. <u>10/1/2013</u> H.Res.368 approved by House, insisting on its amendments to H.J.Res.59 and naming conferees, 228-199. <u>10/1/2013</u> House message on H.Res.368 tabled by Senate, 54-46.

C

**ROUTE PERFORMANCE
REPORT**

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest

September 2013 YTD vs. September 2012 YTD Variances

Route Performance Results Exclude Federal Support for Operations, Depreciation, Interest and Capital Charges

All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT01	Acela	\$21.6	\$8.0	\$29.6	(\$1.6)	\$28.0	n/a	\$28.0	5.2	2.9
RT05	Northeast Regional	\$32.9	\$25.5	\$58.4	(\$1.9)	\$56.5	n/a	\$56.5	4.6	2.3
RT99	NEC Special Trains	(\$0.6)	\$0.5	(\$0.1)	(\$0.0)	(\$0.2)	n/a	(\$0.2)	24.0	(3.0)
Total		\$53.9	\$34.0	\$87.9	(\$3.6)	\$84.3	n/a	\$84.3	4.7	2.5

State Supported and Other Short Distance Corridor Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT03	Ethan Allen Express	(\$1.3)	(\$1.3)	(\$2.7)	(\$0.1)	(\$2.7)	n/a	(\$2.7)	(27.2)	(11.4)
RT04	Vermont	\$0.8	(\$0.8)	\$0.0	(\$0.1)	(\$0.1)	n/a	(\$0.1)	(0.2)	(0.4)
RT07	Maple Leaf	(\$0.7)	(\$4.3)	(\$5.1)	(\$0.2)	(\$5.3)	n/a	(\$5.3)	(4.4)	(2.4)
RT09	The Downeaster	\$2.0	(\$0.9)	\$1.1	(\$0.1)	\$1.0	n/a	\$1.0	2.4	1.1
RT12	New Haven - Springfield	\$0.2	\$0.1	\$0.3	(\$0.1)	\$0.1	n/a	\$0.1	(0.4)	(0.3)
RT14	Keystone Service	\$0.7	\$0.6	\$1.3	(\$0.1)	\$1.2	n/a	\$1.2	1.0	0.4
RT15	Empire Service	\$0.5	(\$4.9)	(\$4.3)	(\$0.4)	(\$4.7)	n/a	(\$4.7)	(3.4)	(1.5)
RT20	Chicago-St.Louis	\$7.6	\$0.1	\$7.7	(\$0.3)	\$7.4	n/a	\$7.4	8.2	4.0
RT21	Hiawathas	\$0.0	\$1.6	\$1.6	(\$0.2)	\$1.5	n/a	\$1.5	2.2	0.9
RT22	Wolverines	\$1.8	(\$7.9)	(\$6.1)	(\$0.4)	(\$6.5)	n/a	(\$6.5)	(5.3)	2.0
RT23	Illini	\$1.1	(\$0.8)	\$0.3	(\$0.1)	\$0.2	n/a	\$0.2	0.4	0.4
RT24	Illinois Zephyr	(\$0.1)	(\$0.1)	(\$0.2)	(\$0.1)	(\$0.3)	n/a	(\$0.3)	(1.0)	(0.3)
RT29	Heartland Flyer	(\$0.3)	\$0.7	\$0.4	(\$0.0)	\$0.4	n/a	\$0.4	0.4	0.5
RT35	Pacific Surfliner	\$2.8	\$5.8	\$8.6	(\$0.6)	\$8.0	n/a	\$8.0	3.9	1.2
RT36	Cascades	\$6.8	(\$0.3)	\$6.5	(\$0.4)	\$6.0	n/a	\$6.0	4.3	2.4
RT37	Capitols	(\$4.2)	\$4.3	\$0.1	(\$0.3)	(\$0.2)	n/a	(\$0.2)	(0.1)	(0.1)
RT39	San Joaquins	\$4.4	(\$2.6)	\$1.7	(\$0.4)	\$1.3	n/a	\$1.3	1.0	0.3
RT40	Adirondack	\$4.5	(\$0.9)	\$3.6	(\$0.1)	\$3.5	n/a	\$3.5	8.6	7.0
RT41	Blue Water	\$0.3	\$0.7	\$1.0	(\$0.1)	\$0.9	n/a	\$0.9	2.4	1.1
RT46	Washington-Lynchburg	\$0.4	(\$0.6)	(\$0.2)	(\$0.1)	(\$0.2)	n/a	(\$0.2)	(0.2)	(0.1)
RT47	Washington-Newport News	(\$4.7)	\$0.3	(\$4.4)	(\$0.2)	(\$4.6)	n/a	(\$4.6)	(3.6)	(2.2)
RT50	Washington - Norfolk	\$6.5	(\$5.9)	\$0.6	(\$0.2)	\$0.4	n/a	\$0.4	n/a	n/a
RT54	Hoosier State	\$0.0	(\$4.3)	(\$4.2)	(\$0.0)	(\$4.2)	n/a	(\$4.2)	(73.3)	(33.0)
RT56	Kansas City-St.Louis	\$0.6	\$0.5	\$1.0	(\$0.1)	\$0.9	n/a	\$0.9	2.5	1.2
RT57	Pennsylvanian	\$1.2	(\$0.6)	\$0.6	(\$0.1)	\$0.6	n/a	\$0.6	1.7	0.6
RT65	Pere Marquette	(\$0.4)	(\$0.8)	(\$1.2)	(\$0.0)	(\$1.2)	n/a	(\$1.2)	(7.7)	(4.6)
RT66	Carolinian	\$0.4	(\$2.3)	(\$2.0)	(\$0.2)	(\$2.1)	n/a	(\$2.1)	(2.3)	(1.8)
RT67	Piedmont	(\$1.2)	(\$1.1)	(\$2.3)	(\$0.1)	(\$2.4)	n/a	(\$2.4)	(13.0)	(5.5)
RT96	Non NEC Special Trains	\$0.2	(\$0.7)	(\$0.5)	(\$0.0)	(\$0.6)	n/a	(\$0.6)	(5.3)	(10.8)
Total		\$29.8	(\$26.4)	\$3.4	(\$5.2)	(\$1.7)	n/a	(\$1.7)	0.1	0.1

Long Distance Trains		Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT16	Silver Star	(\$0.9)	(\$4.7)	(\$5.7)	(\$0.5)	(\$6.2)	n/a	(\$6.2)	(4.3)	(2.3)
RT18	Cardinal	\$0.1	(\$0.9)	(\$0.7)	(\$0.1)	(\$0.9)	n/a	(\$0.9)	(3.5)	(2.7)
RT19	Silver Meteor	(\$0.2)	(\$3.8)	(\$4.0)	(\$0.5)	(\$4.5)	n/a	(\$4.5)	(2.4)	(1.4)
RT25	Empire Builder	\$0.7	(\$2.7)	(\$2.0)	(\$0.8)	(\$2.8)	n/a	(\$2.8)	(1.0)	(0.4)
RT26	Capitol Limited	\$0.9	(\$1.7)	(\$0.8)	(\$0.3)	(\$1.1)	n/a	(\$1.1)	(0.9)	(0.9)
RT27	California Zephyr	\$2.6	(\$5.7)	(\$3.1)	(\$0.8)	(\$3.9)	n/a	(\$3.9)	(1.9)	(1.3)
RT28	Southwest Chief	\$0.9	(\$2.5)	(\$1.6)	(\$0.7)	(\$2.3)	n/a	(\$2.3)	(1.1)	(0.8)
RT30	City of New Orleans	\$1.1	(\$4.0)	(\$2.9)	(\$0.3)	(\$3.2)	n/a	(\$3.2)	(2.9)	(1.6)
RT32	Texas Eagle	\$1.4	\$0.7	\$2.1	(\$0.4)	\$1.8	n/a	\$1.8	1.7	0.7
RT33	Sunset Limited	\$0.7	\$0.3	\$1.1	(\$0.3)	\$0.8	n/a	\$0.8	1.6	0.4
RT34	Coast Starlight	\$2.4	(\$8.3)	(\$5.9)	(\$0.8)	(\$6.8)	n/a	(\$6.8)	(1.4)	(1.6)
RT45	Lake Shore Limited	\$0.2	(\$3.9)	(\$3.8)	(\$0.4)	(\$4.2)	n/a	(\$4.2)	(2.5)	(1.5)
RT48	Palmetto	\$0.7	(\$4.0)	(\$3.3)	(\$0.2)	(\$3.5)	n/a	(\$3.5)	(4.2)	(1.9)
RT52	Crescent	(\$0.4)	(\$1.0)	(\$1.4)	(\$0.7)	(\$2.1)	n/a	(\$2.1)	(1.7)	(0.7)
RT63	Auto Train	\$1.3	\$2.4	\$3.7	(\$1.2)	\$2.5	n/a	\$2.5	1.2	0.2
Total		\$11.6	(\$39.8)	(\$28.2)	(\$8.0)	(\$36.3)	n/a	(\$36.3)	(1.5)	(1.0)

Total National Train System		\$95.3	(\$32.2)	\$63.1	(\$16.8)	\$46.3	n/a	\$46.3	0.7	0.4
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WORKFORCE STATISTICS

National Railroad Passenger Corporation
Headcount Summary
September 2013

	Core			Non-Core			Capital			Totals		
	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)
Departments												
President's Office	6	5	(1)	0	0	0	0	0	0	6	5	(1)
Office of Inspector General	74	93	19	0	0	0	0	0	0	74	93	19
General Counsel	144	159	15	0	0	0	1	0	(1)	145	159	14
Finance	265	269	4	0	5	5	0	0	0	265	274	9
Procurement	478	495	17	7	0	(7)	0	0	0	485	495	10
Real Estate	8	0	(8)	23	32	9	0	0	0	31	32	1
Amtrak Technologies	236	253	17	0	0	0	0	15	15	236	268	32
Government Affairs	52	58	6	0	0	0	0	0	0	52	58	6
NEC IID	34	38	4	0	0	0	0	0	0	34	38	4
Human Capital	222	229	7	0	0	0	0	0	0	222	229	7
Marketing & Sales	1,126	1,206	80	0	0	0	0	0	0	1,126	1,206	80
Police & Security	507	559	52	0	0	0	0	0	0	507	559	52
Emergency Management & Corporate Security	36	36	0	0	0	0	0	0	0	36	36	0
Corporate Research & Strategy	5	5	0	0	0	0	0	0	0	5	5	0
Operating Departments												
Operations Management	26	2	(24)	0	0	0	0	0	0	26	2	(24)
Operations Research Planning	3	3	0	0	0	0	0	0	0	3	3	0
Business Operations	4	0	(4)	0	0	0	0	0	0	4	0	(4)
Chief Safety Officer	24	25	1	0	0	0	0	0	0	24	25	1
Chief of Customer Service	41	46	5	0	0	0	0	0	0	41	46	5
Chief Transportation Officer	69	68	(1)	0	0	0	0	0	0	69	68	(1)
Transportation	7,996	8,186	190	429	371	(58)	21	0	(21)	8,446	8,556	110
Mechanical	3,950	3,990	40	199	121	(78)	356	549	193	4,505	4,660	155
Engineering	1,809	1,915	106	16	0	(16)	1,413	1,394	(19)	3,238	3,309	71
Engineering Reimbursable	0	0	0	571	398	(173)	0	0	0	571	398	(173)
Sub-Total Operating Departments	13,922	14,235	313	1,215	889	(326)	1,790	1,943	153	16,927	17,067	140
Total Headcounts	17,115	17,640	525	1,245	926	(319)	1,791	1,958	167	20,151	20,524	373

Note: The Policy and Development department was reorganized in FY12 in alignment with the Strategic plan. Budgeted heads for that department have been placed under NEC IID.

**Headcount - Department Input Detail
September 2013**

	Total Core incl PRJ			Commuter			Reimbursable			Commercial			Total Non-Core			Capital		
	Actual	Budget	Variance	Actual	Budget	Variance	Actual	Budget	Variance	Actual	Budget	Variance	Actual	Budget	Variance	Actual	Budget	Variance
			Fav/ (UnFav)			Fav/ (UnFav)			Fav/ (UnFav)			Fav/ (UnFav)			Fav/ (UnFav)			Fav/ (UnFav)
President's Office	6	5	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office of Inspector General	74	93	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Counsel																		
General Counsel	144	159	15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	(1)
Sub-Total General Counsel	144	159	15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	(1)
Finance																		
Finance	264	269	5	0	0	0	0	5	5	0	0	0	0	5	5	0	0	0
Corporate Common	1	0	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Finance	265	269	4	0	0	0	0	5	5	0	0	0	0	5	5	0	0	0
Procurement	478	495	17	6	0	(6)	1	0	(1)	0	0	0	7	0	(7)	0	0	0
Real Estate	8	0	(8)	0	0	0	0	0	0	23	32	9	23	32	9	0	0	0
Amtrak Technologies	236	253	17	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Government Affairs	52	58	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEC IID	34	38	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Capital	222	229	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing & Sales																		
Marketing And Sales	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
On Board Systems SDCS	8	7	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pricing	22	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sales Distribution and Customer Service	1,042	1,113	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Market Research & Analysis	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Mktg & Sales Promotion	45	51	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VP Marketing & Product Mgmt	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief, Prod Plan & Bus Strategy	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Marketing	1,126	1,206	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Police & Security	507	559	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Emergency Management & Corporate Security	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Corporate Research & Strategy	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Departments																		
Operations Management	26	2	(24)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations Research Planning	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Business Operations	4	0	(4)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Safety Officer	24	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief of Customer Service	41	46	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Transportation Officer	69	68	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transportation	7,996	8,186	190	407	208	(199)	22	163	141	0	0	0	429	371	(58)	21	0	(21)
Summ Chief Mechanical Officer	3,950	3,990	40	16	0		146	120		1	1					356	549	
SUMM PENINSULA SVC-MECH	0	0	0	0	0		0	0		0	0					0	0	
ConnDOT MoE Facility	0	0	0	36	0		0	0		0	0					0	0	
Mechanical	3,950	3,990	40	52	0	(52)	146	120	(26)	1	1	0	199	121	(78)	356	549	193
Engineering																		
Engineering	1,809	1,915	106	14	0	(14)	0	0	0	2	0	(2)	16	0	(16)	1,413	1,394	(19)
Engineering - Reimbursable	0	0	0	0	0	0	571	398	(173)	0	0	0	571	398	(173)	0	0	0
Sub-Total Engineering	1,809	1,915	106	14	0	(14)	571	398	(173)	2	0	(2)	587	398	(189)	1,413	1,394	(19)
Sub-Total Operating Departments	13,922	14,235	313	473	208	(265)	739	681	(58)	3	1	(2)	1,215	889	(326)	1,790	1,943	153
Total Headcounts	17,115	17,640	525	479	208	(271)	740	686	(54)	26	33	7	1,245	926	(319)	1,791	1,958	167

**National Railroad Passenger Corporation (Amtrak)
Employee Benefits Summary Analysis - September 2013
(Including Employees Assigned to Capital)**

(\$ thousands - except calculations)

	Month		Variance to		YTD	Variance to	
	Actual	Budget	Last Year	Actual		Budget	Last Year
<i>Premium Based Benefits ¹</i>							
Non-Agreement	9,570	1,351	(1,866)	119,237	3,813	(23,293)	
Agreement	25,475	2,726	2,995	323,220	11,892	(13,006)	
Total Premium Based Benefits	35,045	4,078	1,129	442,457	15,705	(36,299)	
<i>Federal Employers Liability Act (FELA)</i>							
Non-Agreement ²	14	4	1	185	10	7	
Agreement ²	2,788	796	133	36,825	1,980	1,486	
Total FELA Cost	2,802	800	134	37,010	1,990	1,493	
<i>Average per Employee</i>							
Non-Agreement	3,287	349	(554)	41,775	493	(8,249)	
Agreement	1,723	113	215	22,006	238	(771)	
Weighted Avg per Employee	1,959	143	97	24,946	258	(1,884)	
<i>Payroll Based Benefits ³</i>							
	20,689	3,493	(188)	281,060	(3,291)	(8,856)	
Percentage of Payroll	16%	3%	2%	19%	0%	0%	
<i>Other Employee Benefits ⁴</i>							
	(4,715)	937	5,650	34,742	951	13,696	
Total Employee Benefits	53,821	9,307	6,725	795,269	15,355	(29,966)	

¹ Includes health, dental and life insurance, miscellaneous employee insurance, service fees and OPEB's. OPEB's represent the accrued expense for the future liability of health care for pensioned employees.

² Estimated split between Agreement and Non-agreement employees.

³ Includes Railroad retirement and unemployment and sickness taxes.

⁴ Includes Pension and fees, vacation accrual and miscellaneous employee services.

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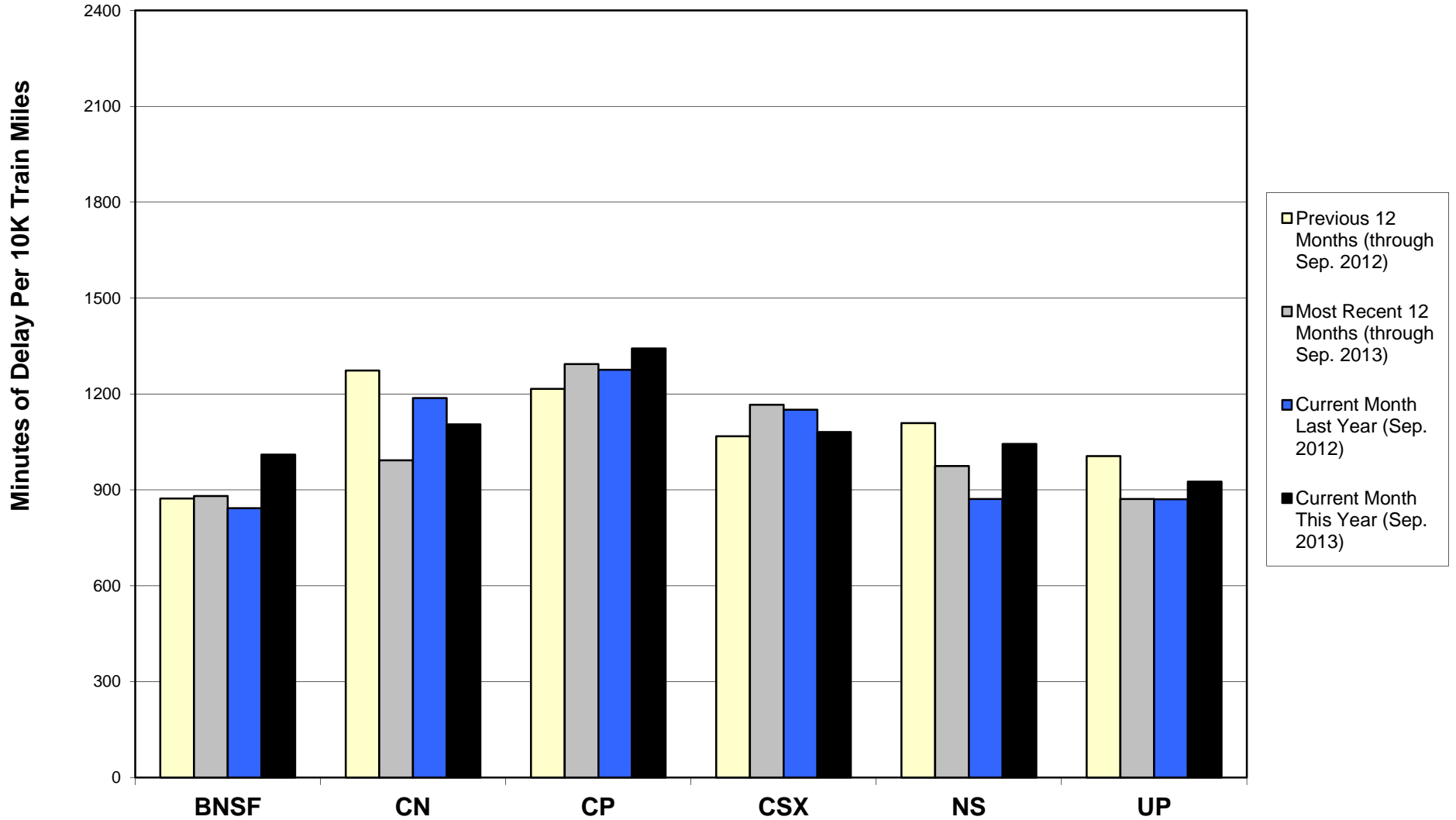
PERFORMANCE INDICATORS

National Railroad Passenger Corporation

Delay Minutes Performance Report - Summary
for the Month of September, 2013

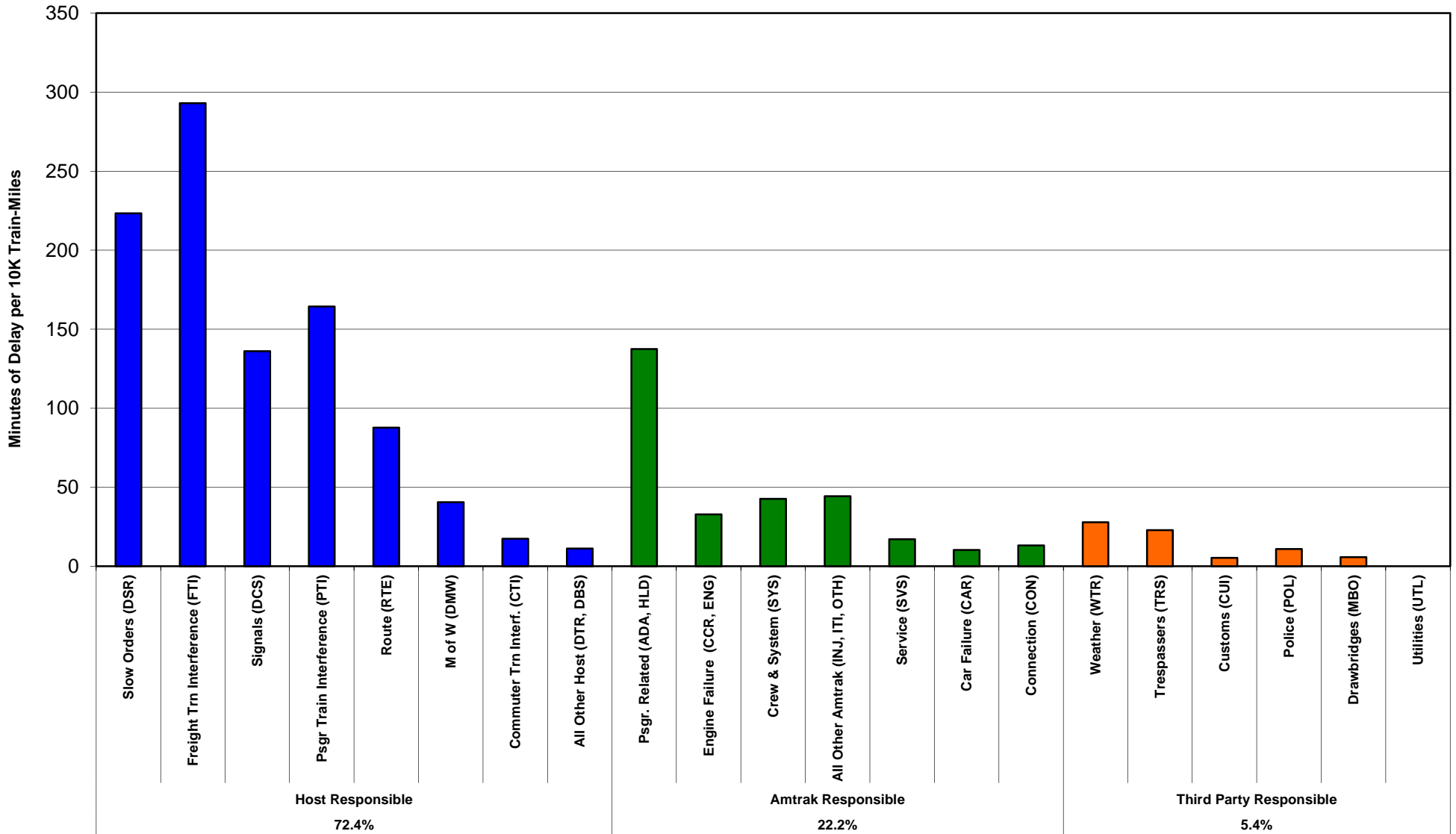
	Amtrak Delays							Host Railroads Delays					Other Minutes of Delay
	Total Minutes	% of Total	Top Three Delay Codes				All Else	Top Three Delay Codes				All else	
			Subtotal	Passenger Holds	Engine Failures	All Crew related delays, delays in block		Subtotal	Freight Train Interference	Slow Orders	Passenger Train Interference		
Northeast Corridor													
Acela	14,017	3.3%	2,921	746	494	128	1,553	10,321	7	2,722	652	6,940	775
Northeast Regionals	44,443	10.6%	12,495	2,858	2,386	784	6,467	21,515	1,013	5,797	2,738	11,967	10,433
Subtotal Northeast Corridor	58,460	13.9%	15,416	3,604	2,880	912	8,020	31,836	1,020	8,519	3,390	18,907	11,208
Other Corridor Routes													
Vermont	3,661	0.9%	749	111	74	90	474	2,292	209	1,224	237	622	620
Downeaster	5,254	1.3%	768	183	6	0	579	4,208	896	1,680	603	1,029	278
Clocker/Keystone	5,505	1.3%	1,811	341	862	14	594	2,654	3	24	322	2,305	1,040
Empire	28,226	6.7%	4,020	1,238	323	1,173	1,286	21,356	3,178	5,887	2,642	9,649	2,850
Hiawatha	5,006	1.2%	1,148	211	25	18	894	3,681	628	320	47	2,686	177
Illinois Services	19,627	4.7%	2,948	671	244	352	1,681	15,875	4,237	3,228	3,288	5,122	804
Michigan Services	20,292	4.8%	3,934	512	580	1,214	1,628	15,464	2,751	3,966	2,781	5,966	894
Missouri Services	2,931	0.7%	599	229	165	9	196	1,437	388	186	169	694	895
Heartland Flyer	2,805	0.7%	353	76	2	40	235	2,407	851	1,155	0	401	45
Pacific Surfliner	21,725	5.2%	4,924	1,283	1,208	418	2,015	14,253	550	2,144	5,891	5,668	2,548
Cascades	12,876	3.1%	2,006	401	532	273	800	9,154	2,432	2,020	1,301	3,401	1,716
Capitols	8,184	2.0%	1,884	569	294	123	898	3,717	191	72	1,583	1,871	2,583
San Joaquins	14,434	3.4%	3,527	465	1,205	433	1,424	9,353	2,434	1,497	3,754	1,668	1,554
Hoosier State	1,251	0.3%	297	7	0	165	125	765	371	179	7	208	189
Carolinian	5,681	1.4%	1,292	514	54	66	658	4,053	1,040	807	689	1,517	336
Pennsylvanian	1,535	0.4%	709	114	163	48	384	743	332	112	37	262	83
Piedmont	2,154	0.5%	907	203	18	52	634	1,114	131	366	220	397	133
Subtotal Other Corridor	161,147	38.5%	31,876	7,128	5,755	4,488	14,505	112,526	20,622	24,867	23,571	43,466	16,745
Long Distance													
Silver Star	13,674	3.3%	2,749	1,042	167	367	1,173	8,388	1,813	2,168	1,562	2,845	2,537
Cardinal	4,375	1.0%	1,113	223	47	217	626	2,701	843	560	449	849	561
Silver Meteor	12,283	2.9%	2,499	394	221	471	1,413	7,701	1,764	1,524	1,460	2,953	2,083
Empire Builder	28,573	6.8%	8,181	988	900	613	5,680	18,872	6,949	7,640	1,653	2,630	1,520
Capitol Ltd.	9,369	2.2%	2,001	743	293	160	805	6,691	2,742	1,157	447	2,345	677
California Zephyr	23,445	5.6%	4,635	662	990	1,547	1,436	13,723	3,902	3,805	1,222	4,794	5,087
Southwest Chief	14,088	3.4%	3,355	1,278	688	453	936	8,646	1,511	3,171	889	3,075	2,087
City of New Orleans	8,791	2.1%	1,550	320	219	191	820	5,074	2,790	700	718	866	2,167
Texas Eagle	19,595	4.7%	3,745	1,026	261	436	2,022	14,031	4,922	3,235	1,122	4,752	1,819
Sunset Ltd.	10,926	2.6%	2,034	497	249	174	1,114	5,735	2,444	1,106	201	1,984	3,157
Coast Starlight	16,490	3.9%	4,921	1,149	304	1,090	2,378	7,947	1,797	796	2,706	2,648	3,622
Lake Shore Ltd.	15,252	3.6%	4,034	1,791	527	352	1,364	10,112	3,140	2,015	1,125	3,832	1,106
Palmetto	5,371	1.3%	703	155	94	112	342	3,814	1,393	641	808	972	854
Crescent	10,248	2.4%	1,797	421	327	197	852	6,300	2,519	923	987	1,871	2,151
Auto Train	6,992	1.7%	473	15	29	194	235	6,150	2,248	1,670	1,284	948	369
Subtotal Long Distance	199,472	47.6%	43,790	10,704	5,316	6,574	21,196	125,885	40,777	31,111	16,633	37,364	29,797
Total Minutes of Delay	419,079	100.0%	91,082	21,436	13,951	11,974	43,721	270,247	62,419	64,497	43,594	99,737	57,750
Percentage of Total			21.7%	5.1%	3.3%	2.9%	10.4%	64.5%	14.9%	15.4%	10.4%	23.8%	13.8%

Total Host-Responsible Delays by Host Railroad



Delays to Amtrak Trains by Delay Type and Responsible Party

(Major Hosts Only - BNSF, CN, CP, CSX, NS, UP)
Most Recent Twelve Months - October 2012 through September 2013



Amtrak OFF-NEC Delay Code Definitions

Host Railroad Responsible Delays*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
FTI	Freight Train Interference	Delays from freight trains
PTI	Passenger Train Interference	Delays for meeting or following All Other passenger trains
CTI	Commuter Train Interference	Delays for meeting or following commuter trains
DSR	Slow Order Delays	Temporary slow orders, except heat or cold orders
DCS	Signal Delays	Signal failure or All Other signal delays, wayside defect-detector false-alarms, defective road crossing protection, efficiency tests, drawbridge stuck open
DBS	Debris	Debris strikes
RTE	Routing	Routing-dispatching delays including diversions, late track bulletins, etc.
DMW	Maintenance of Way	Maintenance of Way delays including holds for track repairs or MW foreman to clear
DTR	Detour	Delays from detours

Amtrak Responsible Delays*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
ADA	Passenger Related	All delays related to disabled passengers, wheel chair lifts, guide dogs, etc.
HLD	Passenger Related	All delays related to passengers, checked-baggage, large groups, etc.
SYS	Crew & System	Delays related to crews including lateness, lone-engineer delays
ENG	Locomotive Failure	Mechanical failure on engines.
CCR	Cab Car Failure	Mechanical failure on Cab Cars
CAR	Car Failure	Mechanical failure on all types of cars
SVS	Servicing	All switching and servicing delays
CON	Hold for Connection	Holding for connections from All Other trains or buses.
ITI	Initial Terminal Delay	Delay at initial terminal due to late arriving inbound trains causing late release of equipment.
INJ	Injury Delay	Delay due to injured passengers or employees.
OTH	Miscellaneous Delays	Lost-on-run, heavy trains, unable to make normal speed, etc.

Third-Party Delays*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
NOD	Unused Recovery Time	Waiting for scheduled departure time at a station
CUI	Customs	U.S. and Canadian customs delays; Immigration-related delays
POL	Police-Related	Police/fire department holds on right-of-way or on-board trains
TRS	Trespassers	Trespasser incidents including road crossing accidents, trespasser / animal strikes, vehicle stuck on track ahead, bridge strikes
MBO	Drawbridge Openings	Movable bridge openings for marine traffic where no bridge failure is involved
WTR	Weather-Related	All severe-weather delays, landslides or washouts, earthquake-related delays, heat or cold orders

* These delay codes are applicable to Off-NEC routes only.

END-POINT ON-TIME PERFORMANCE REPORT SEPTEMBER

SERVICE	SEPTEMBER 2013	SEPTEMBER 2012	Change	FY13 YTD	FY12 YTD	Change
Amtrak System	79.0%	85.2%	-6.2%	82.3%	83.0%	-0.7%

Amtrak Premium	80.4%	87.3%	-6.9%	85.3%	89.7%	-4.4%
Acela Express	80.4%	87.3%	-6.9%	85.3%	89.7%	-4.4%

Amtrak Corridor	80.2%	88.3%	-8.1%	86.6%	88.4%	-1.8%
Keystone	87.3%	93.0%	-5.7%	91.6%	92.4%	-0.8%
Northeast Regional	76.8%	86.1%	-9.3%	84.2%	86.5%	-2.3%
Richmond / Newport News /Norfolk	76.6%	86.9%	-10.3%	83.9%	84.9%	-1.1%
Lynchburg	73.3%	93.3%	-20.0%	87.2%	86.1%	1.1%
All Other Northeast Regional	77.0%	85.4%	-8.4%	84.1%	86.9%	-2.9%

Short Distance	80.0%	85.0%	-5.0%	82.0%	82.0%	0.1%
Capitols	97.0%	96.3%	0.7%	95.0%	93.8%	1.2%
Carolinian	68.3%	86.7%	-18.3%	66.4%	73.6%	-7.2%
Cascades	78.8%	79.6%	-0.8%	79.5%	74.1%	5.4%
Downeaster	67.1%	90.3%	-23.2%	77.1%	86.3%	-9.2%
Empire Corridor	84.1%	77.7%	6.4%	83.1%	85.2%	-2.1%
Adirondack	53.3%	63.3%	-10.0%	59.7%	75.8%	-16.1%
Ethan Allen Express	81.7%	65.0%	16.7%	77.1%	72.3%	4.9%
Maple Leaf	68.3%	51.7%	16.7%	61.1%	67.1%	-6.0%
New York - Albany**	91.5%	86.7%	4.8%	91.8%	90.4%	1.3%
New York - Niagara Falls	85.0%	75.8%	9.2%	81.1%	88.4%	-7.3%
Heartland Flyer	56.7%	46.7%	10.0%	52.1%	59.2%	-7.0%
Hiawatha	92.0%	89.8%	2.2%	89.5%	90.1%	-0.6%
Hoosier State	88.6%	70.6%	18.0%	76.8%	69.1%	7.7%
Illinois	74.2%	84.4%	-10.2%	84.5%	78.7%	5.8%
Carl Sandburg / Illinois Zephyr	87.5%	98.3%	-10.8%	90.1%	90.3%	-0.2%
Illini / Saluki	65.8%	75.0%	-9.2%	76.1%	71.3%	4.8%
Lincoln Service	71.7%	82.1%	-10.4%	85.9%	76.4%	9.5%
Michigan	25.3%	69.3%	-44.0%	42.8%	51.6%	-8.9%
Blue Water	58.3%	85.0%	-26.7%	62.5%	74.1%	-11.7%
Pere Marquette	28.3%	53.3%	-25.0%	51.4%	49.7%	1.8%
Wolverine	13.3%	69.4%	-56.1%	33.4%	44.7%	-11.3%
Missouri	95.0%	95.8%	-0.9%	94.0%	88.4%	5.7%
Pacific Surfliner	82.5%	84.6%	-2.1%	84.8%	75.6%	9.2%
Pennsylvanian	90.0%	91.7%	-1.7%	94.3%	93.3%	1.0%
Piedmont	78.3%	74.6%	3.8%	75.2%	72.5%	2.7%
San Joaquins	83.6%	88.6%	-5.0%	77.7%	88.1%	-10.5%
Vermont	71.7%	91.7%	-20.0%	81.9%	85.4%	-3.4%

Long Distance	69.4%	77.0%	-7.6%	71.9%	70.7%	1.3%
Auto Train	93.3%	100.0%	-6.7%	81.2%	86.5%	-5.3%
California Zephyr	56.7%	83.3%	-26.7%	70.4%	51.6%	18.8%
Capitol Limited	58.3%	78.3%	-20.0%	76.0%	73.1%	3.0%
Cardinal	60.0%	50.0%	10.0%	56.1%	43.0%	13.1%
City of New Orleans	86.7%	83.3%	3.3%	87.9%	88.1%	-0.2%
Coast Starlight	83.3%	81.7%	1.7%	82.1%	79.0%	3.1%
Crescent	71.7%	80.0%	-8.3%	74.4%	82.2%	-7.9%
Empire Builder	45.8%	65.3%	-19.4%	60.5%	60.7%	-0.3%
Lake Shore Ltd	59.2%	66.3%	-7.1%	69.5%	70.5%	-1.0%
Palmetto	85.0%	90.0%	-5.0%	73.2%	77.0%	-3.8%
Silver Meteor	65.0%	68.3%	-3.3%	56.2%	65.8%	-9.6%
Silver Star	70.0%	68.3%	1.7%	60.1%	66.8%	-6.7%
Southwest Chief	83.3%	86.7%	-3.3%	85.1%	75.3%	9.8%
Sunset Limited	80.8%	96.2%	-15.4%	77.2%	67.2%	10.0%
Texas Eagle	76.7%	73.3%	3.3%	76.8%	65.8%	11.0%

** Includes only trains that operate solely between New York and Albany

ALL STATIONS ON-TIME PERFORMANCE REPORT SEPTEMBER

SERVICE	SEPTEMBER 2013	SEPTEMBER 2012	Change	FY13 YTD	FY12 YTD	Change
Amtrak System	76.8%	81.6%	-4.9%	79.6%	80.1%	-0.6%
Amtrak Premium	82.4%	90.9%	-8.5%	88.7%	92.4%	-3.7%
Acela Express	82.4%	90.9%	-8.5%	88.7%	92.4%	-3.7%
Amtrak Corridor	85.5%	91.5%	-6.0%	90.0%	91.1%	-1.0%
Keystone	95.5%	96.5%	-1.1%	96.4%	96.7%	-0.2%
Northeast Regional	81.6%	89.6%	-7.9%	87.5%	88.8%	-1.3%
Richmond / Newport News /Norfolk	79.2%	86.8%	-7.6%	83.5%	84.4%	-1.0%
Lynchburg	75.0%	91.6%	-16.6%	86.3%	87.2%	-0.9%
All Other Northeast Regiona	83.6%	90.7%	-7.1%	89.8%	91.3%	-1.5%
Short Distance	83.4%	86.3%	-2.8%	84.1%	84.3%	-0.2%
Capitols	97.9%	96.6%	1.3%	96.0%	95.3%	0.7%
Carolinian	65.5%	78.5%	-13.0%	65.2%	70.1%	-4.8%
Cascades	80.0%	84.7%	-4.8%	81.2%	78.7%	2.5%
Downeaster	85.3%	96.9%	-11.6%	89.9%	93.8%	-3.9%
Empire Corridor	79.2%	72.9%	6.2%	78.4%	81.3%	-2.8%
Adirondack	51.8%	51.1%	0.7%	54.0%	60.9%	-6.9%
Ethan Allen Express	86.0%	78.4%	7.6%	85.5%	86.7%	-1.2%
Maple Leaf	67.1%	57.0%	10.1%	64.3%	68.1%	-3.9%
New York - Albany**	94.5%	93.1%	1.5%	95.2%	95.1%	0.1%
New York - Niagara Falls	80.0%	67.2%	12.8%	77.0%	80.7%	-3.7%
Heartland Flyer	76.2%	66.0%	10.2%	73.3%	76.5%	-3.2%
Hiawatha	97.4%	95.0%	2.4%	93.2%	95.2%	-2.0%
Hoosier State	85.7%	78.4%	7.3%	82.7%	76.5%	6.2%
Illinois	68.7%	76.4%	-7.7%	78.0%	74.0%	4.1%
Carl Sandburg / Illinois Zephyr	82.5%	96.1%	-13.6%	89.7%	89.8%	-0.1%
Illini / Saluki	51.4%	55.0%	-3.6%	58.1%	55.8%	2.2%
Lincoln Service	71.6%	78.1%	-6.5%	83.2%	76.3%	6.9%
Michigan	51.6%	72.8%	-21.2%	58.4%	63.5%	-5.1%
Blue Water	75.8%	89.6%	-13.8%	77.3%	82.1%	-4.8%
Pere Marquette	66.6%	67.6%	-1.0%	77.1%	72.8%	4.3%
Wolverine	42.5%	68.8%	-26.3%	50.9%	57.0%	-6.1%
Missouri	93.3%	92.2%	1.0%	92.9%	87.7%	5.2%
Pacific Surfliner	89.7%	90.9%	-1.2%	90.4%	85.1%	5.3%
Pennsylvanian	85.2%	89.3%	-4.1%	89.7%	88.8%	0.9%
Piedmont	92.1%	88.1%	4.0%	90.5%	88.7%	1.8%
San Joaquins	82.3%	87.8%	-5.5%	78.3%	87.7%	-9.4%
Vermont	77.8%	88.4%	-10.6%	78.7%	79.3%	-0.6%
Long Distance	50.1%	57.2%	-7.1%	54.6%	54.8%	-0.3%
Auto Train	95.8%	98.1%	-2.3%	85.0%	88.7%	-3.8%
California Zephyr	44.3%	65.7%	-21.4%	57.5%	46.3%	11.2%
Capitol Limited	42.6%	52.6%	-10.0%	57.2%	52.1%	5.0%
Cardinal	47.3%	51.1%	-3.8%	48.8%	40.4%	8.4%
City of New Orleans	69.7%	65.9%	3.8%	70.9%	65.0%	5.9%
Coast Starlight	64.2%	57.3%	6.9%	62.8%	61.3%	1.5%
Crescent	65.5%	71.1%	-5.6%	67.8%	74.2%	-6.5%
Empire Builder	26.6%	37.4%	-10.8%	39.4%	44.1%	-4.8%
Lake Shore Ltd	38.9%	53.6%	-14.7%	48.9%	52.5%	-3.6%
Palmetto	73.2%	77.8%	-4.6%	71.2%	72.9%	-1.6%
Silver Meteor	58.7%	54.9%	3.7%	49.2%	56.4%	-7.2%
Silver Star	65.1%	66.7%	-1.5%	55.3%	60.0%	-4.7%
Southwest Chief	52.8%	67.3%	-14.5%	60.5%	54.4%	6.1%
Sunset Limited	51.3%	67.0%	-15.7%	57.4%	47.5%	9.9%
Texas Eagle	45.7%	48.8%	-3.1%	50.7%	50.0%	0.7%

** Includes only trains that operate solely between New York and Albany

* An on-time train is defined as a train that arrives within 15 minutes of scheduled arrival at a station (within 10 minutes for Acela Express)