



Amtrak in Pennsylvania

Fiscal Year 2025



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated an average of **around 110 intercity trains per day** on 13 permanent routes serving Pennsylvania, with **7,374,609 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ Northeast Corridor Trains

- **Acela** — Boston (BOS & BBY) - Westwood (Route 128) - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (12 round trips daily in FY 2025, increased to 13 round trips daily in FY 2026)
- **Northeast Regional** — Boston (BOS & BBY) - Westwood (Rte. 128) - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (23 round trips daily)

▪ State-Supported Trains

- **Carolinian** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Raleigh - Charlotte (1 round trip daily)
- **Keystone Service** — Harrisburg - Lancaster - Philadelphia - New York (13 round trips daily)
- **Pennsylvanian** — Pittsburgh - Altoona - Harrisburg - Lancaster - Philadelphia - New York (1 round trip daily)
- **Vermont** — Washington, DC - Baltimore - Wilmington - Philadelphia - New York - New Haven - Hartford - Springfield - Essex Jct. (Burlington) - St. Albans (1 round trip daily)

▪ Long-Distance Trains

- **Cardinal** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (3 round trips weekly)
- **Crescent** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans (1 round trip daily)

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.



- **Floridian** — Chicago - South Bend - Toledo - Cleveland - Pittsburgh - Washington, DC - Richmond - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (1 round trip daily)³
- **Lake Shore Limited** — Chicago - Toledo - Cleveland - Erie - Buffalo - Rochester - Syracuse - Albany - New York / Boston (1 round trip daily)
- **Palmetto** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah (1 round trip daily)
- **Silver Meteor** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah - Orlando - Miami (1 round trip daily)

As **State-Supported routes**, the *Keystone Service* and *Pennsylvanian* are operated in partnership with the **Pennsylvania Department of Transportation** (PennDOT; *Keystone Service* and *Pennsylvanian*) and the Massachusetts Department of Transportation (MassDOT; *Vermont*). Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service.

In FY 2025, sponsoring partners funded a total of \$7.6 million in operating payments for the State-Supported routes serving Pennsylvania, helping support a combined total ridership on those routes⁴ of 1,599,573.

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** and/or other interline connections to additional communities (including in Pennsylvania), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

³ Effective Nov. 10, 2024, the *Capitol Limited* (Chicago - Washington, DC) and *Silver Star* (New York - Miami) are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between Florida and the Midwest, but does not serve *Silver Star* station stops north of Washington.

⁴ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 24 locations in Pennsylvania:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁵
Altoona (ALT)	22,164	Partial	FY 27	\$5,132,039
Ardmore (ARD)	80,900	Partial	CY 26*	—
Coatesville (COT)	15,220	Partial	CY 27*	\$128
Connellsville (COV)	4,023	Sole	Complete	\$42,811
Cornwells Heights (CWH)	3,012	Partial	CY 29*	—
Downingtown (DOW)	60,830	Partial	CY 30*	—
Elizabethtown (ELT)	58,311	Sole	FY 26	\$951,549
Erie (ERI)	18,294	Partial	FY 29	\$3,889,454
Exton (EXT)	143,463	Partial	Complete*	—
Greensburg (GNB)	12,784	Sole	FY 27	\$4,529,376
Harrisburg (HAR)	357,524	Partial	Pending	\$14,196,158
Huntingdon (HGD)	5,586	Sole	FY 26	\$2,659,441
Johnstown (JST)	20,436	Sole	FY 27	\$8,831,422
Lancaster (LNC)	458,299	Sole	FY 27	\$2,872,916
Latrobe (LAB)	3,420	Sole	FY 27	\$6,350,025
Lewistown (LEW)	12,494	Sole	FY 26	\$2,525,077
Middletown (MID)	66,252	Partial	Complete*	—
Mount Joy (MJY)	27,540	Partial	Complete	—
Paoli (PAO)	243,995	Partial	Complete	\$522,052
Parkessburg (PAR)	27,273	Sole	FY 28	\$1,526,604
Philadelphia (30th St.) (PHL)	5,586,174	Partial	Pending	—
Philadelphia (North) (PHN)	1,053	Sole	FY 27	\$6,998,116
Pittsburgh (PGH)	141,146	Sole	FY 27	\$3,250,599
Tyrone (TYR)	4,416	Partial	Complete	\$1,428,635
Total:	7,374,609	24/24	In Progress	\$68,250,431

* Status reflects third-party investments in Amtrak-responsible station components.

Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 382 communities nationwide, including a **\$62.3 million investment in Pennsylvania**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

⁵ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

The Boston-to-Washington **Northeast Corridor**, currently America’s only electrified high-speed rail corridor, passes through Pennsylvania; Amtrak owns, maintains, and/or operates most of the NEC, including all track in the commonwealth, and provides access to other railroads under a cost allocation methodology consistent with statute. For instance, Amtrak-owned track in Pennsylvania is used by Southeastern Pennsylvania Transportation Authority (SEPTA) commuter trains. Amtrak also owns, maintains, and operates the **Harrisburg Line**, an electrified NEC branch line connecting Philadelphia and Harrisburg.⁶ To help support this critical rail infrastructure, Amtrak maintains **maintenance-of-way bases** in Philadelphia and Lancaster. The NEC and Harrisburg Line provide the only rail access to many freight rail shippers in Pennsylvania who are located along those lines or on short line railroads that connect with them.

Amtrak employees perform periodic maintenance work on locomotives and passenger cars at Philadelphia’s **Penn Coach Yard**; a major new heavy maintenance facility is under construction to service next-generation equipment, including both new *Acelas* and the new *Airo* trainsets that will carry *Northeast Regional* passengers in the coming years. Amtrak trains are also supported by **turnaround maintenance locations** in Harrisburg (Amtrak-staffed) and Pittsburgh (Amtrak-staffed), which also service both locomotives and passenger cars.

Additionally, Amtrak maintains **crew bases** in Harrisburg, Philadelphia, and Pittsburgh. Philadelphia also hosts **corporate offices**. Amtrak has a customer service call center in Bensalem that handles reservations.

Notably, Philadelphia’s **William H. Gray III 30th Street Station** is the third-busiest station in Amtrak’s network; more than 5 million intercity passengers boarded or alighted there during FY 2025.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are required to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

⁶ The term “Keystone Line,” sometimes used in place of “Harrisburg Line,” can also describe the larger corridor from Philadelphia to Pittsburgh; Amtrak owns and maintains only the eastern portion between Harrisburg and Philadelphia.

Listed below are the Amtrak routes that operate in Pennsylvania, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁷ in FY 2025:

Route	In-State Host(s)	C-OTP
Northeast Corridor		
<i>Acela</i>	Amtrak	82.4%
<i>Northeast Regional</i>	Amtrak	75.0%
State-Supported		
<i>Carolinian</i>	Amtrak	60.9%
<i>Keystone Service</i>	Amtrak	87.7%
<i>Pennsylvanian</i>	Amtrak, Norfolk Southern	74.2%
<i>Vermont</i>	Amtrak	71.6%
Long-Distance		
<i>Cardinal</i>	Amtrak	51.6%
<i>Crescent</i>	Amtrak	75.3%
<i>Floridian</i> ⁸	CSX, Norfolk Southern	27.4%
<i>Lake Shore Limited</i>	CSX	71.7%
<i>Palmetto</i>	Amtrak	63.5%
<i>Silver Meteor</i>	Amtrak	49.4%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 1,006,178 members listing an address in Pennsylvania. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$499.2 million** went to vendors in Pennsylvania:

Community	Amount Spent
Philadelphia	\$196,622,217
Pittsburgh	\$85,607,688
Camp Hill	\$30,319,850
Erie	\$29,252,098
Lancaster	\$25,381,908
Burnham	\$15,932,221

⁷ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

⁸ Amtrak is temporarily combining the Capitol Limited and Silver Star trains to create the Floridian service. The C-OTP listed for the Floridian is from November 10, 2024 – September 30, 2025.

Community	Amount Spent
Douglassville	\$12,996,557
Conshohocken	\$11,241,659
Newtown	\$7,299,044
Ebensburg	\$6,731,212
Yeadon	\$6,332,094
Tipton	\$3,843,734
Morrisville	\$3,457,794
King Of Prussia	\$3,306,718
Aston	\$3,237,969
West Chester	\$3,121,561
Media	\$3,104,951
Birdsboro	\$2,963,867
Wayne	\$2,792,932
Audubon	\$2,582,607
Chester Springs	\$2,200,114
Red Hill	\$2,162,204
Bristol	\$1,899,184
Ambler	\$1,782,578
Plymouth Meeting	\$1,759,294
Clifton Heights	\$1,745,856
Coatesville	\$1,698,362
Pipersville	\$1,549,764
Harleysville	\$1,498,252
Mercersburg	\$1,463,558
Berwyn	\$1,424,625
Berwick	\$1,406,153
Folcroft	\$1,106,483
St. Clair	\$1,067,850
Warminster	\$1,038,195
McMurray	\$1,018,435
Johnstown	\$817,238
New Oxford	\$807,635
Barto	\$781,314
Penn	\$742,290
Bensalem	\$697,937
Trafford	\$672,795
Mechanicsburg	\$589,692
Wilkes-Barre	\$581,224
Collegeville	\$570,180
Bethlehem	\$546,987
Oakmont	\$540,000

Community	Amount Spent
Horsham	\$522,536
Whitehall	\$500,916
All Others <\$500k	\$9,891,188
Total Payments	\$499,211,515

The single largest in-state payment category was **supplies for various manufacturing, repair, or operations (MRO) needs**.

Employment & Compensation

At the end of FY 2025, **3,215 Amtrak employees** lived in Pennsylvania, and the company had paid out a total of **\$331,735,238 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

Current Amtrak Routes in Pennsylvania

(“Northeast Corridor” hosts Acela, Northeast Regionals, and State-Supported and Long-Distance trains. “Keystone Corridor” hosts Keystone Service and Pennsylvanian trains.)

