



Amtrak in West Virginia

Fiscal Year 2024



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 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **3 intercity trains per day** on 2 permanent routes serving West Virginia, with **41,601 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

- **Long-Distance Trains³**
 - ***Capitol Limited*** — Washington, DC - Harpers Ferry - Martinsburg - Cumberland - Pittsburgh - Cleveland - Toledo - Chicago (*1 round trip daily*)
 - ***Cardinal*** — New York - Philadelphia - Baltimore - Washington, DC - Charlottesville - White Sulphur Springs - Charleston - Huntington - Cincinnati - Indianapolis - Chicago (*3 round trips weekly*)

Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 10 locations in West Virginia:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁴
Alderson (ALD)	415	Partial	Complete	\$2,104,728
Charleston (CHW)	7,052	Sole	Complete	\$6,381,655
Harpers Ferry (HFY)	8,532	Partial	FY 28	\$7,567,394
Hinton (HIN)	2,266	Partial	Complete	\$5,187,527
Huntington (HUN)	4,155	Sole	FY 27	\$4,478,132
Martinsburg (MRB)	9,237	Partial	Complete	\$4,229,989
Montgomery (MNG)	492	Partial	Complete	\$3,473,211

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.

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 the Midwest and Florida, but does not serve *Silver Star* station stops north of Washington.

⁴ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.



Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁴
Prince (PRC)	1,958	Sole	FY 27	\$9,134,182
Thurmond (THN)	669	Sole	Complete	\$2,220,680
White Sulphur Springs (WSS)	6,825	Sole	FY 28	\$4,174,477
Total:	41,601	10/10	In Progress	\$48,951,976

Importantly, 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 up to 385 communities nationwide, including a **\$49.0 million investment in West Virginia**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

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

Amtrak maintains a **crew base** in Huntington.

Host Railroads & On Time Performance

Outside the Boston-to-Washington, DC, Northeast Corridor (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 supposed 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.

Listed below are the Amtrak routes that operate in West Virginia, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁵ in FY 2024:

Route	In-State Host(s)	C-OTP
<i>Capitol Limited</i>	CSX	71.3%
<i>Cardinal</i>	CSX	57.5%

⁵ 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%.

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 \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$6.8 million** went to vendors in West Virginia:

Community	Amount
Sutton	\$6,292,157
Bluefield	\$325,848
Charleston	\$41,800
Vienna	\$37,200
Poca	\$20,548
Martinsburg	\$16,250
Summit Point	\$14,100
Jumping Branch	\$11,800
All Others < \$10K	\$9,988
Total WV Payments:	\$6,769,691

The single largest in-state payment category was **engineered wood products**.

Employment & Compensation

At the end of FY 2024, **16 Amtrak employees** worked in West Virginia, and the company had paid out a total of **\$1,549,591 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

Current Amtrak Routes in West Virginia

(Effective Nov. 2024, Chicago-Washington Capitol Limited is temporarily replaced by Chicago-Washington-Miami Floridian (not shown).)

