

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



Basic Amtrak Facts

- During FY 2008 (Oct. 2007-Sept. 2008), Amtrak welcomed aboard more than 28.7 million passengers, representing the sixth straight fiscal year of record ridership when comparing the same routes. An average of more than 78,000 passengers ride on up to 300 Amtrak trains per day.
- Amtrak operates a nationwide rail network, serving more than 500 destinations in 46 states on 21,000 miles of routes, with more than 18,000 employees.



- In FY 2008, Amtrak earned approximately \$2.45 billion in revenue and incurred approximately \$3.38 billion in expense. No country in the world operates a passenger rail system without some form of public support for capital costs and/or operating expenses.
- An average of 850,000 people every weekday depend on commuter rail services that use Amtrak-owned infrastructure, dispatching, shared operations, or that ride commuter trains operated by Amtrak under contracts with local or regional agencies.
- Amtrak's Northeast Corridor is the busiest railroad in North America, with more than 2,600 trains operating over some portion of the Washington-Boston route each day.
- If included among U.S. airlines in 2008, Amtrak would rank 8th in the number of passengers served. On average, there are nearly twice as many passengers on an Amtrak train than there are on a domestic airline flight.

- The Boston-New York-Washington portion of the Northeast Corridor carried 10,897,852 passengers in FY 2008 on *Acela Express*, *Regional Service* or other trains. Three other corridors had ridership that topped one million or more: *Pacific Surfliner Service* (San Diego-Los Angeles-San Luis Obispo, 2,898,859), *Capitol Corridor Service* (San Jose-Oakland-Sacramento-Auburn, 1,693,580) and the *Keystone Corridor Service* (Harrisburg-Philadelphia-New York City, 1,183,821).
- Four other corridors had ridership in excess of a half-million passengers:
 - *Empire Service* (New York-Albany-Niagara Falls): 1,348,785
 - *San Joaquin Service* (Oakland-Sacramento-Bakersfield): 949,611
 - *Amtrak Cascades Service* (Eugene-Portland-Seattle-Vancouver, B.C.): 760,323
 - *Hiawatha Service* (Chicago-Milwaukee): 749,659

The 25 busiest stations in 2008 were:

Station	Tickets from	Tickets to	Total Ridership
New York, NY	4,384,803	4,354,542	8,739,345
Washington, DC	2,258,113	2,231,842	4,489,955
Philadelphia, PA	1,984,998	1,983,280	3,968,278
Chicago, IL	1,548,101	1,556,050	3,104,151
Los Angeles, CA	787,707	794,657	1,582,364
Boston, MA	693,281	700,410	1,393,691
Sacramento, CA	578,957	567,351	1,146,308
Baltimore, MD	507,929	512,375	1,020,304
San Diego, CA	466,448	445,648	912,096
Albany-Rensselaer, NY	416,711	414,029	830,740
Wilmington, DE	364,071	367,468	731,539
New Haven, CT	352,130	353,328	705,458
Newark, NJ	341,619	337,660	679,279
Irvine, CA	334,958	334,447	669,405
BWI Airport, MD	320,175	324,465	644,640
Seattle, WA	313,669	303,398	617,067
Providence, RI	301,709	306,708	608,417
Portland, OR	297,858	300,775	598,633
Milwaukee, WI	284,233	280,776	565,009
Emeryville, CA	263,102	265,101	528,203
Harrisburg, PA	264,932	262,124	527,056
Lancaster, PA	242,241	241,861	484,102
Davis, CA	230,262	221,733	451,995
Trenton, NJ	225,547	225,543	451,090
Solana Beach, CA	231,251	216,830	448,081

- Amtrak-owned equipment includes Amfleet®, Superliner®, Viewliner® and other railroad passenger cars totaling 1,519, plus 469 locomotives, 80 *Auto Train*® vehicle carriers and 101 baggage cars.

- Amtrak-operated state-owned equipment includes 136 railroad passenger cars and 20 locomotives.
- Amtrak-owned property includes 363 miles of the 456-mile Northeast Corridor connecting Washington, Philadelphia, New York and Boston, the busiest passenger line in the country, with trains regularly reaching speeds of 125-150 m.p.h.; a 60.5-mile track segment from New Haven, Conn., to Springfield, Mass.; 104 miles of up to 110 m.p.h. track in Pennsylvania between Philadelphia and Harrisburg, the first new high-speed corridor in the 21st century; a 95-mile segment of 95 m.p.h. (soon to be 105 m.p.h.) track in Michigan that uses the first high-speed positive train control system in revenue service.
- Amtrak has 17 tunnels consisting of 29.7 miles of track and 1,186 bridges consisting of 42.5 miles of track.
- Amtrak owns three heavy maintenance facilities in Wilmington and Bear, Del., and Beech Grove, Ind., as well as other maintenance facilities in Washington, D.C.; New York City, Rensselaer and Niagara Falls, N.Y.; Boston; Hialeah, Fla.; Chicago; New Orleans; Los Angeles; Oakland; and Seattle.
- Seventy-one percent of the miles traveled by Amtrak trains are on tracks owned by other railroads. Known as "host railroads," they range from large publicly traded companies based in the U.S. or Canada, to state and local government agencies and small businesses. Amtrak pays these host railroads for use of their track and other resources required to operate Amtrak trains, with incentives for on-time dispatching. Those payments were for more than 26 million train miles (one train mile = a mile of track usage by each train) in FY 2008 and totaled more than \$101.6 million.

The six largest host railroads for Amtrak trains are:

- BNSF Railway, 6.69 million train miles
- Union Pacific Railroad, 6.09 million train miles
- CSX Transportation, 5.85 million train miles
- Norfolk Southern Railway, 2.36 million train miles
- Canadian National Railway, 1.45 million train miles
- Metro North Railroad, 1.34 million train miles

State Support

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

- California: *Capitol Corridor Service* (San Jose-Auburn), *Pacific Surfliner Service* (San Luis Obispo-San Diego); and *San Joaquin Service* (Bakersfield-Sacramento/Oakland, plus an extensive system of connecting Amtrak Thruway Motorcoach routes

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

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

Contract Commuter Service

Amtrak operates more contract commuter services than any other company.

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

Historical Background on Amtrak

- Amtrak was created by Congress in 1970 to take over the passenger rail services previously required to be operated by private freight railroad companies in the United States. Those companies reported they had operated the services without profit for a decade or more.
- More than half of the rail passenger routes operated by the freight railroad companies were eliminated when Amtrak began service on May 1, 1971.

Trains

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