

APPENDIX V: AMTRAK'S 2001 PROFIT/LOSS OF INDIVIDUAL ROUTES

2001 Route Profitability System Report*								
	Ridership (000)	Revenue Excluding State Payments (millions)	State Payments (millions)	Total Revenue (millions)	Total Costs excluding depreciation (millions)	Profit/Loss on Full Costs (millions)	Loss per Rider (Full Costs)	Operating Ratio - expenses divided by revenues (revenues include state subsidies)
Corridor Trains								
Keystone & Clocker Service (Rts. 13, 14)	3,021	42.4	2.8	45.2	65.6	(20.4)	\$ (6.75)	1.45
Route 01 Metroliner/Acela Express	2,652	271.2	0.0	271.2	220.0	51.3	\$ 19.33	0.81
Route 03 Ethan Allen Express	42	2.0	0.2	2.2	4.5	(2.2)	\$ (52.91)	1.99
Route 04 Vermonter	69	4.3	1.5	5.8	6.4	(0.6)	\$ (9.09)	1.11
Route 05 NE Direct/Acela Regional	6,262	328.6	0.0	328.6	400.1	(71.5)	\$ (11.42)	1.22
Route 15 Empire Service	1,304	52.5	0.0	52.5	89.0	(36.5)	\$ (27.97)	1.69
Route 20 Chicago-St.Louis	254	7.8	3.8	11.5	27.7	(16.1)	\$ (63.63)	2.40
Route 21 Hiawathas	424	7.6	5.1	12.6	26.0	(13.3)	\$ (31.47)	2.06
Route 22 Chicago-Pontiac	295	9.7	0.0	9.7	30.9	(21.2)	\$ (71.95)	3.20
Route 23 Illini	105	3.5	2.4	6.0	9.1	(3.1)	\$ (29.75)	1.52
Route 24 Illinois Zephyr	100	2.7	2.8	5.5	8.2	(2.7)	\$ (27.09)	1.49
Route 29 Heartland Flyer	58	1.2	4.6	5.8	5.2	0.6	\$ 9.93	0.90
Route 35 Pacific Surfliner	1,716	31.0	21.5	52.5	78.6	(26.1)	\$ (15.21)	1.50
Route 36 Cascades	565	15.5	16.3	31.8	38.1	(6.3)	\$ (11.21)	1.20
Route 37 Capitols	1,073	11.7	18.4	30.2	34.6	(4.4)	\$ (4.11)	1.15
Route 39 San Joaquins	712	19.8	23.2	43.0	52.0	(9.0)	\$ (12.62)	1.21
Route 40 Adirondack	100	4.4	2.7	7.1	7.8	(0.7)	\$ (7.29)	1.10
Route 41 International	105	3.4	3.7	7.1	10.0	(2.9)	\$ (27.47)	1.41
Route 56 Kansas City-St.Louis	177	4.5	6.1	10.5	12.6	(2.1)	\$ (11.75)	1.20
Route 65 Pere Marquette	59	1.9	2.2	4.1	6.6	(2.5)	\$ (42.61)	1.61
Route 67 Piedmont	51	0.7	3.2	4.0	5.0	(1.0)	\$ (20.35)	1.26
Totals, corridor trains	19,146	826.4	120.4	946.9	1137.9	(191.1)	\$ (9.98)	1.20
Long Distance Trains								
Route 16 Silver Star	266	30.7	0.0	30.7	60.8	(30.0)	\$ (112.86)	1.98
Route 17 Three Rivers	134	26.5	0.0	26.5	59.3	(32.8)	\$ (244.69)	2.24
Route 18 Cardinal	68	4.4	0.0	4.4	17.1	(12.6)	\$ (186.91)	3.85
Route 19 Silver Meteor	252	28.5	0.0	28.5	49.8	(21.2)	\$ (84.12)	1.74
Route 25 Empire Builder	398	53.3	0.0	53.3	98.7	(45.4)	\$ (114.14)	1.85
Route 26 Capitol Limited	154	21.4	0.0	21.4	45.6	(24.2)	\$ (157.33)	2.13
Route 27 California Zephyr	361	51.7	0.0	51.7	103.7	(52.0)	\$ (143.93)	2.01
Route 28 Southwest Chief	265	65.9	0.0	65.9	128.7	(62.8)	\$ (236.76)	1.95
Route 30 City of New Orleans	187	15.3	0.0	15.3	39.1	(23.7)	\$ (126.81)	2.55
Route 32 Texas Eagle	149	22.4	0.0	22.4	60.7	(38.4)	\$ (258.25)	2.72
Route 33 Sunset Limited	110	17.7	0.0	17.7	56.1	(38.3)	\$ (347.45)	3.16
Route 34 Coast Starlight	494	41.2	0.0	41.2	87.1	(45.9)	\$ (92.98)	2.11
Route 45 Lake Shore Limited	293	30.6	0.0	30.6	72.4	(41.9)	\$ (142.65)	2.37
Route 48 Silver Palm	219	28.3	0.0	28.3	57.0	(28.7)	\$ (131.31)	2.01
Route 52 Crescent	265	30.8	0.0	30.8	65.8	(35.0)	\$ (132.37)	2.14
Route 54 Kentucky Cardinal*	29	1.4	0.0	1.4	7.6	(6.2)	\$ (211.65)	5.39
Route 57 Pennsylvanian	90	9.2	0.0	9.2	35.4	(26.3)	\$ (292.34)	3.87
Route 63 Auto Train	214	54.6	0.0	54.6	66.4	(11.8)	\$ (54.96)	1.22
Route 66 Carolinian	242	13.5	2.7	16.2	20.2	(4.0)	\$ (16.37)	1.24
Totals, long-distance trains	4,190.0	547.5	2.7	550.2	1131.4	(581.2)	\$ (138.71)	2.06
Grand Total, all trains	23,335.7	1374.0	123.1	1497.1	2269.3	(772.2)	\$ (33.09)	1.52
Source: Amtrak; excludes special trains and \$4.3 million in unallocated labor expense								
* Kentucky Cardinal classified as a long-distance train because it is an overnight train with sleeping accom								