

**This report has been updated to include final audited
financial data in the appendix**

*Monthly
Performance Report
For
September 2012*



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A

FINANCIAL RESULTS

Preliminary Operating Results for the Month of September 2012

(\$ millions)

	September FY12	September Budget	Fav/(Unfav) to Budget	Comments
Revenues:				
Adjusted Ticket Revenue	\$160.0	\$157.3	\$2.7	Due to increased ridership and yields on Northeast Regional trains.
Food & Beverage	9.9	8.7	1.2	Increased F&B transfer from first class passengers and higher cash sales.
State Support	13.4	16.1	(2.7)	Oregon, Illinois and New York are unsigned.
Total Passenger Related	183.3	182.1	1.2	
Other Revenue	48.0	43.5	4.5	Favorable reimbursable work.
Total Revenues	\$231.3	\$225.6	\$5.7	
Expenses:				
Salaries, Wages & Benefits	\$160.9	\$156.6	(\$4.3)	Unfavorable due to increased benefit costs based on claim activity.
Train Operations	26.3	21.8	(4.5)	Reflects a year end adjustment to incentive payments to host railroads.
Fuel, Power and Utilities	31.1	28.7	(2.4)	Primarily due to a valuation adjustment of fuel hedges.
Materials	11.3	15.9	4.6	Decreased inventory and wreck/repair reserves reflecting parts and equipment returned to service.
Facility & Communications	16.4	16.0	(0.4)	Unfavorable data communications costs.
Advertising and Sales	8.3	7.1	(1.2)	Timing of advertising programs and travel agent commissions year to date activity is favorable
Casualty and Other Claims	5.5	(11.2)	(16.7)	The budget reflects an anticipated, but not yet realized, adjustment to insured claims activity.
Depreciation, net	56.6	66.8	10.2	Reflects a year end adjustment to group depreciation.
Other Expenses				
Professional Fees	18.1	8.0	(10.1)	Accrued outside legal fees and professional fees related to corporate sponsored programs.
Data Processing Services	19.0	9.8	(9.2)	Reflects the timing of software licensing agreements and unfavorable COE outsourced services.
Maintenance of Way Services	2.7	3.9	1.2	Favorable track roadway maintenance activity.
Remaining Other Expenses	11.2	5.6	(5.6)	Reflects an adjustment to expense cancelled capital projects.
Indirect Cost Capitalized to P&E	(17.9)	(12.2)	5.7	Reflects an adjustment to overhead and benefit rates at year end.
Total Expenses	\$349.5	\$316.8	(\$32.7)	
Net Loss from Operations	\$118.2	\$91.2	(\$27.0)	
Interest Expense, net	6.5	6.8	0.3	Lower interest expense due to lease buyouts.
Net Loss	\$124.7	\$98.0	(\$26.7)	



Preliminary Operating Results for the Year to Date Period Ending September FY12

(\$ millions)

	Year-End FY12	Year-End Budget	Fav/(Unfav) to Budget	Comments
Revenues:				
Adjusted Ticket Revenue	\$1,968.2	\$1,967.9	\$0.3	
Food & Beverage	122.0	109.3	12.7	Increased F&B transfer from first class passengers and higher cash sales.
State Support	179.0	192.9	(13.9)	Primarily due to unsigned Oregon contract, although Illinois and New York are unsigned as well.
Total Passenger Related	2,269.2	2,270.1	(0.9)	
Other Revenue	607.1	548.7	58.4	Due to the sale of an easement on the NEC and favorable reimbursable work.
Total Revenues	\$2,876.3	\$2,818.8	\$57.5	
Expenses:				
Salaries, Wages & Benefits	\$2,030.5	\$1,908.7	(\$121.8)	Higher operating agreement headcount and overtime, increased health insurance based on activity.
Train Operations	245.7	271.8	26.1	Reflects a host railroad on-time performance settlement and lower payments due to OTP.
Fuel, Power and Utilities	355.9	369.5	13.6	Primarily lower utility costs due to the mild winter weather and favorable purchased power.
Materials	206.2	200.6	(5.6)	Increased Commuter and LCPM project costs partially offset by changes to inventory reserve.
Facility & Communications	175.2	177.3	2.1	Decrease in spending on discretionary items.
Advertising and Sales	78.7	80.4	1.7	Lower net credit card commissions due to increased usage of debit cards
Casualty and Other Claims	72.6	53.9	(18.7)	The budget reflects an anticipated, but not yet realized, adjustment to insured claims activity.
Depreciation, net	664.1	667.3	3.2	Reflects a year end adjustment to group depreciation.
Other Expenses	347.2	304.1	(43.1)	Unfavorable legal and professional fees and outsourced IT services.
Indirect Cost Capitalized to P&E	(113.5)	(143.6)	(30.1)	Lower than budgeted capital spend and lower than plan overhead rates.
Total Expenses	\$4,062.6	\$3,890.0	(\$172.6)	
Net Loss from Operations	\$1,186.3	\$1,071.2	(\$115.1)	
Interest Expense, net	80.4	86.9	6.5	Lower interest expense due to lease buyouts.
Net Loss	\$1,266.7	\$1,158.1	(\$108.6)	
Adjustment (1)	(\$878.0)	(\$812.8)	\$65.2	Unfavorable Project costs above, become a favorable adjustment.
<i>Operating Support excluding IG's office</i>				
Requirement	\$388.7			
Federal Operating Support	\$345.3			
Variance - Fav / (Unfav)	(\$43.4)			

⁽¹⁾ Reflects final FY12 budget based on appropriation level.

⁽²⁾ Adjustment to exclude Depreciation, Net Interest Expense, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office.



Preliminary Capital Spending for the Month of September 2012

Capital Spend (\$ millions)	September FY12	September Authorized	Under/(Over) Authorized	Comments
Engineering	\$37.0	\$53.3	\$16.3	Due to lower 3rd party spend on track projects.
- ADA	2.1	3.7	1.6	Delayed station improvements.
Mechanical	40.7	38.4	(2.3)	Due to expedited year end overhaul work.
All Else *	15.1	15.2	0.1	
Total	\$94.9	\$110.6	\$15.7	

* Excludes early buyout and Inspector General projects.

Preliminary Capital Spending for the Year to Date period Ending September 2012

Capital Spend (\$ millions)	Total FY12	Authorized FY12	Under/(Over) Authorized	Comments
Engineering	\$405.1	\$456.5	\$51.4	Includes Gateway and delayed State and Local projects.
- ADA	45.6	50.0	4.4	
Mechanical	324.1	442.1	118.0	Reflects timing of electric locomotive and single level car payments.
All Else	127.1	163.9	36.8	30th St. parking garage and MARC joint benefit projects delayed.
Total	\$901.9	\$1,112.5	\$210.6	

Capital Spend (\$ millions) by Fund Source	Total FY12	Authorized FY12	Under/(Over) Authorized	
General Capital	\$607.2	\$637.5	\$30.3	Reflects reserved Gateway funds and reduced overhaul projects.
- ADA	45.6	50.0	4.4	
State and Local	101.9	140.1	38.2	30th St. parking garage and MARC joint benefit projects delayed.
Other Fed & Misc	147.2	284.9	137.7	Primarily reflects timing of electric locomotive and single level car payments.
Total	\$901.9	\$1,112.5	\$210.6	

* Excludes early buyout and Inspector General projects.

METRICS

Key Performance Indicators

Results For the Month Ended September 30, 2012

	<u>Actual</u>	<u>Budget/Goal</u>	<u>Prior Year ⁽¹⁾</u>	<u>Budget Fav / (Unfav) ⁽²⁾</u>	<u>Prior Year Fav / (Unfav) ⁽²⁾</u>
<u>KPIs</u>					
RASM - Revenue per Seat Mile (a)	\$0.177	\$0.176	\$0.182	\$0.001	(\$0.004)
CASM - Expenses per Seat Mile (b)	\$0.231	\$0.208	\$0.236	(\$0.023)	\$0.005
(NTS) Cost Recovery Ratio (c)	76.7%	84.7%	77.1%	-8.1%	-0.4%
Ridership (000's)	2,487	2,508	2,389	(21)	98
Passenger Miles per total core employee (000's)	30	31	n/a	-1.3	n/a
On-Time Performance (Endpoint)	85.2%	85.0%	78.4%	0.2%	6.8%
Customer Satisfaction Index (d)	81	84	81	(3)	0
Host Railroad Performance (e)	962	n/a	1,149	n/a	187

<u>Other Indicators</u>					
Seat Miles (000's)	1,046,281	1,050,939	1,027,000	(4,658)	19,281
Passenger Miles (000's)	529,997	541,622	514,056	(11,625)	15,941
Train Miles (000's)	3,097	3,109	3,023	(12)	73
Average Load Factor	50.7%	51.5%	50.1%	-0.9%	0.6%
Core diesel gallons per train mile (f)	2.3	2.1	2.3	0.2	0.0
Seat Miles per total core employee (000's)	59	61	n/a	-1.5	n/a
Customer Injuries	171	n/a	221	n/a	50
Equipment - % of Units in Service: (g)					
Locomotive Fleet	83.1%	n/a	84.1%	n/a	1.0%
Passenger Fleet	89.0%	n/a	87.4%	n/a	-1.6%
Unadjusted Ticket Revenue (\$000's)	\$163,274	\$160,329	\$152,119	\$2,944	\$11,155
Average Ticket Yield	\$0.3081	\$0.2960	\$0.2959	\$0.0120	\$0.0001
Average Ticket Price	\$65.64	\$63.92	\$63.67	\$1.71	\$1.97
Revenue per Train Mile (h)	\$73.86	\$71.70	\$75.58	\$2.16	(\$1.72)
Expenses per Train Mile (i)	\$92.78	\$77.67	\$90.80	(\$15.11)	(\$1.98)
Total Operating Ratio (j)	1.53	1.42	1.48	(0.11)	(0.04)
Total Cost Recovery Ratio (k)	65.4%	70.3%	67.4%	-4.9%	-2.0%
Average cost per gallon of diesel (l)	\$3.63	\$3.07	\$4.38	(\$0.56)	\$0.75

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 Operating Revenue divided by Total Train Miles.
- (i) This is calculated as Total Operating Expense less Depreciation and non-cash OPEB's divided by Total Train Miles.
- (j) This is calculated as Total Operating Expenses by Total Operating Revenue.
- (k) This is calculated as Total Operating Revenue divided by Total Operating Expenses.
- (l) This includes net Fuel Hedge.
- (1) Beginning in FY10, statistics are from the Amtrak Performance Tracking (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, 2012

	<u>Actual / Average *</u>	<u>Budget/Goal</u>	<u>Prior Year / Average ^{(1)*}</u>	<u>Budget Fav / (Unfav) ⁽²⁾</u>	<u>Prior Year Fav / (Unfav) ⁽²⁾</u>
<u>KPIs</u>					
RASM - Revenue per Seat Mile (a)	\$0.178	\$0.183	\$0.173	(\$0.005)	\$0.005
CASM - Expenses per Seat Mile (b)	\$0.212	\$0.215	\$0.214	\$0.002	\$0.007
(NTS) Cost Recovery Ratio (c)	83.9%	85.5%	81.0%	-1.5%	4.6%
Ridership (000's)	31,241	31,385	30,187	(145)	1,054
Passenger Miles per total core employee (000's) *	32	33	n/a	-1.2	n/a
On-Time Performance (Endpoint)	83.0%	85.0%	78.1%	-2.0%	4.9%
Customer Satisfaction Index (d)	83	84	81	(1)	2
Host Railroad Performance (e)	12,195	n/a	13,104	n/a	909

<u>Other Indicators</u>					
Seat Miles (000's)	12,908,823	12,586,232	12,530,200	322,592	378,623
Passenger Miles (000's)	6,805,904	6,860,574	6,634,609	(54,670)	171,295
Train Miles (000's)	37,850	37,580	37,044	269	805
Average Load Factor	52.7%	54.5%	52.9%	-1.8%	-0.2%
Core diesel gallons per train mile (f) *	2.3	2.3	2.3	0.0	0.0
Seat Miles per total core employee (000's) *	61	61	n/a	-0.1	n/a
Customer Injuries	2,068	n/a	2,123	n/a	55
Equipment - % of Units in Service: (g)					
Locomotive Fleet *	83.7%	n/a	84.1%	n/a	0.4%
Passenger Fleet *	88.7%	n/a	87.7%	n/a	-1.0%
Unadjusted Ticket Revenue (\$000's)	\$2,020,288	\$2,009,133	\$1,891,680	\$11,154	\$128,608
Average Ticket Yield	\$0.2968	\$0.2929	\$0.2851	\$0.0040	\$0.0077
Average Ticket Price	\$64.67	\$64.02	\$62.67	\$0.65	\$2.00
Revenue per Train Mile (h)	\$75.14	\$74.16	\$72.23	\$0.97	\$2.90
Expenses per Train Mile (i)	\$88.01	\$83.80	\$88.73	(\$4.21)	\$0.73
Total Operating Ratio (j)	1.43	1.40	1.48	(0.03)	0.05
Total Cost Recovery Ratio (k)	70.0%	71.7%	67.6%	-1.7%	2.3%
Average cost per gallon of diesel (l)	\$3.11	\$3.11	\$2.76	\$0.00	(\$0.34)

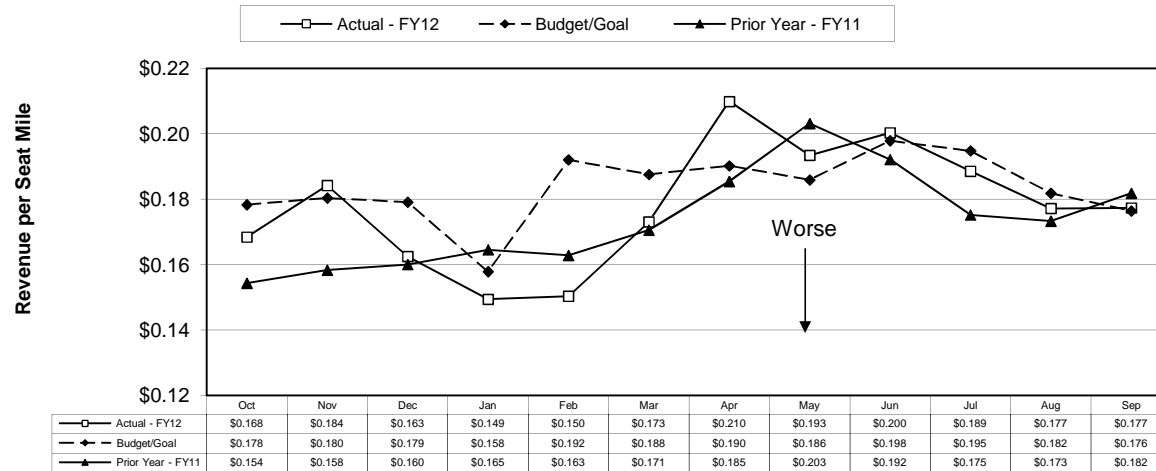
Notes:

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 - (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.
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 - (l) This includes net Fuel Hedge.
 - (1) Beginning in FY10, statistics are from the Amtrak Performance Tracking (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.

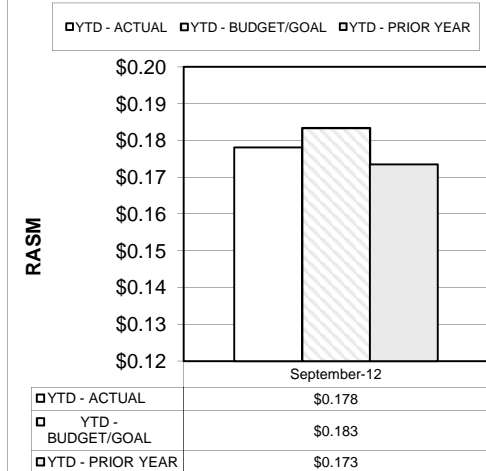
SUMMARY METRICS

Results as of September, 2012

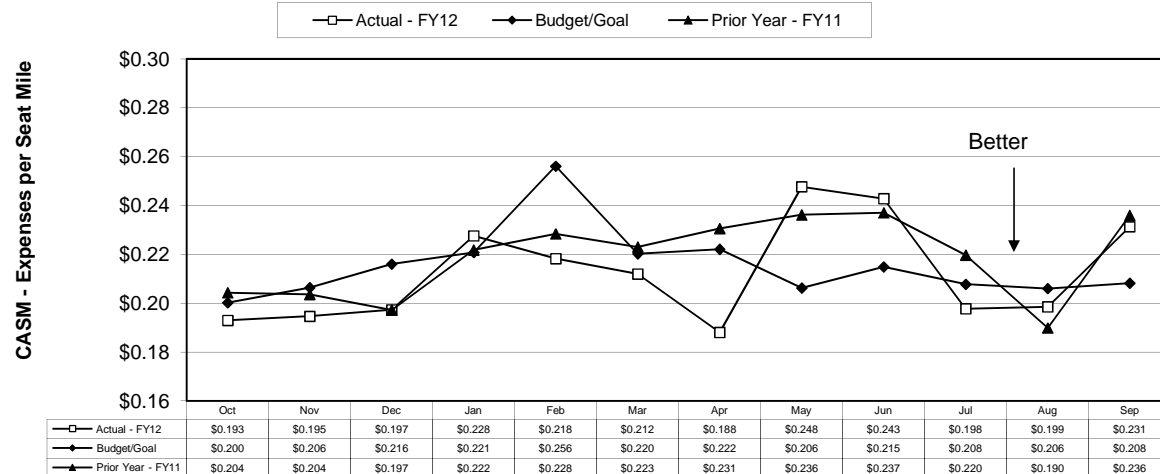
RASM - Revenue per Seat Mile



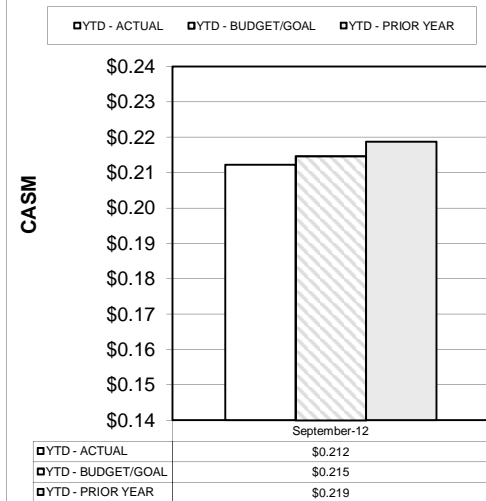
RASM YTD



CASM - Expenses per Seat Mile



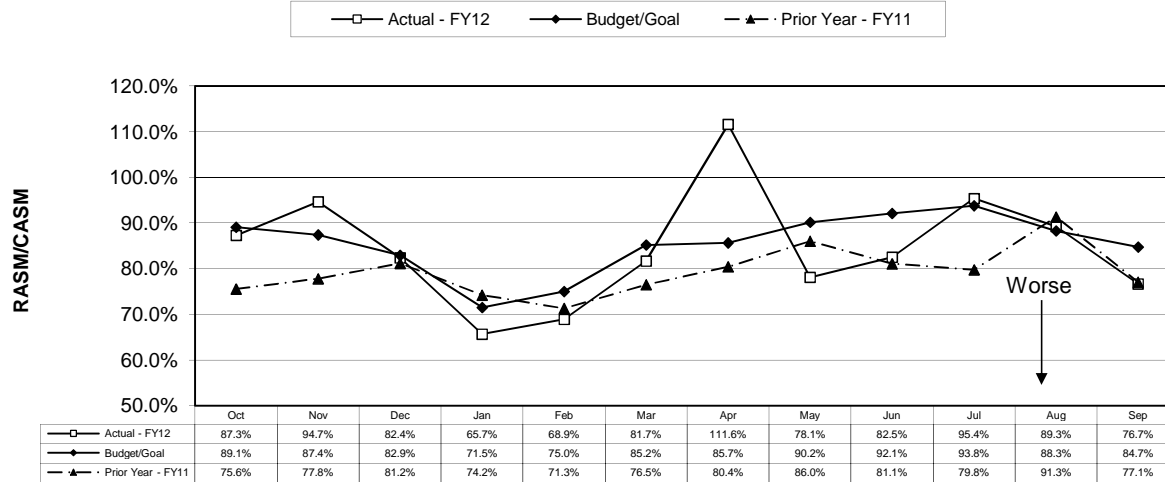
CASM YTD



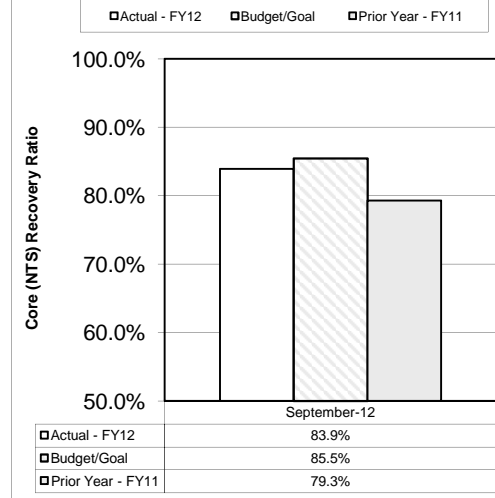
SUMMARY METRICS

Results as of September, 2012

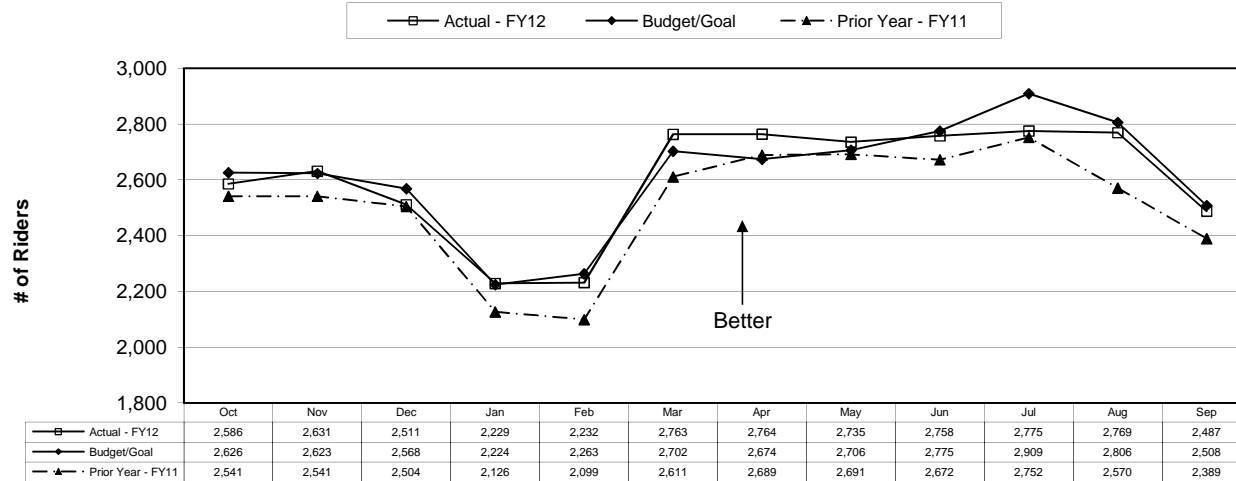
(NTS) Cost Recovery Ratio



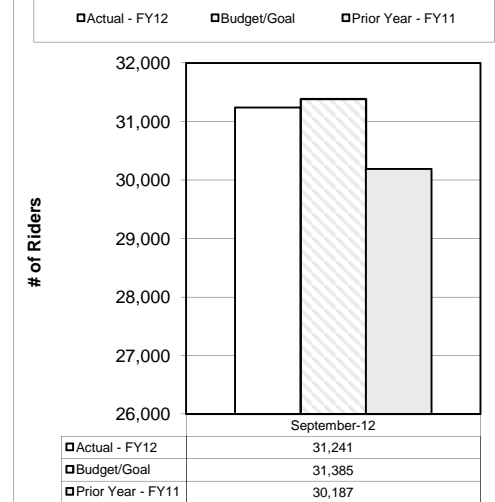
CRR YTD



RIDERSHIP (000's)

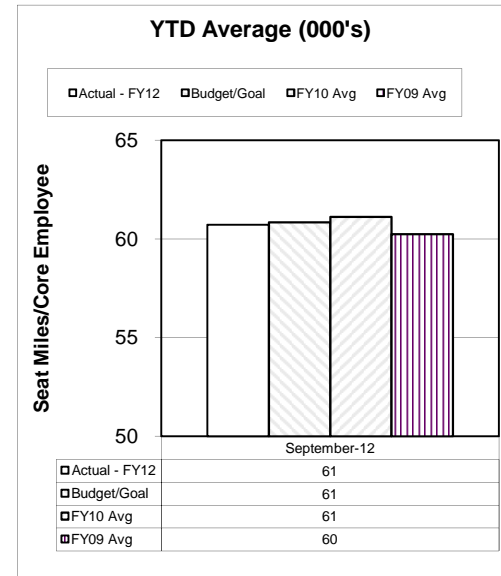
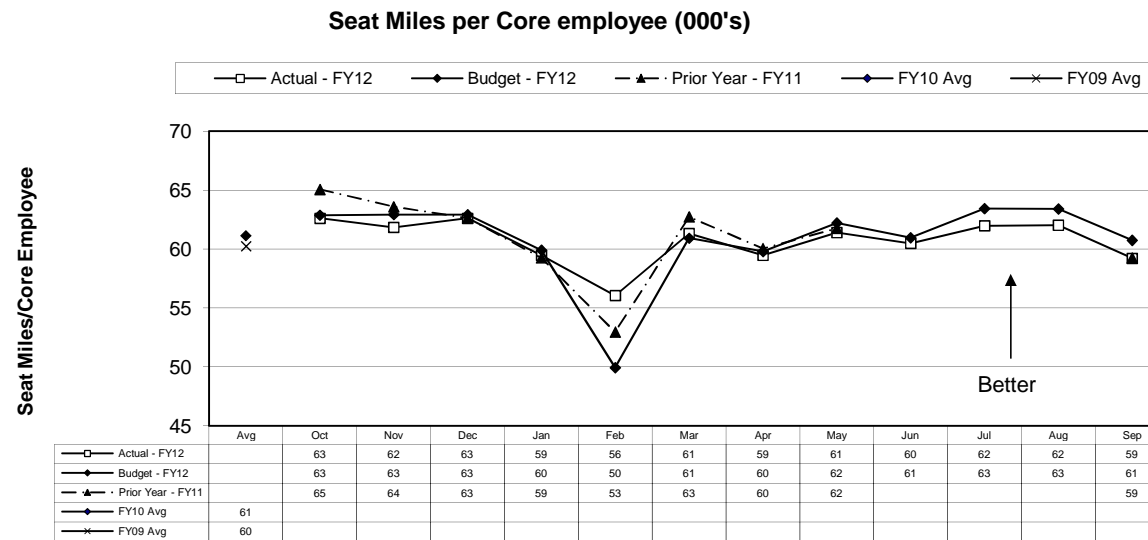
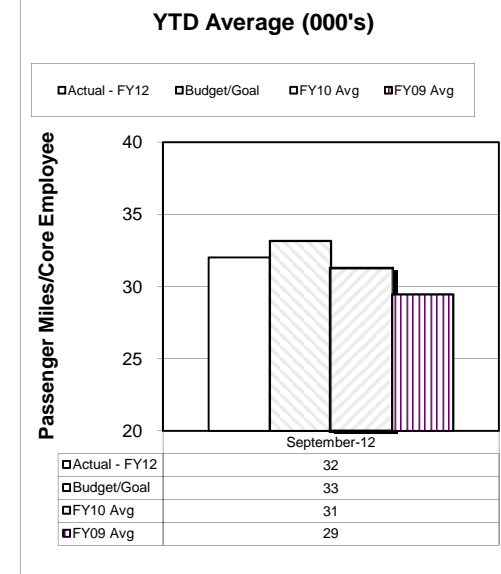
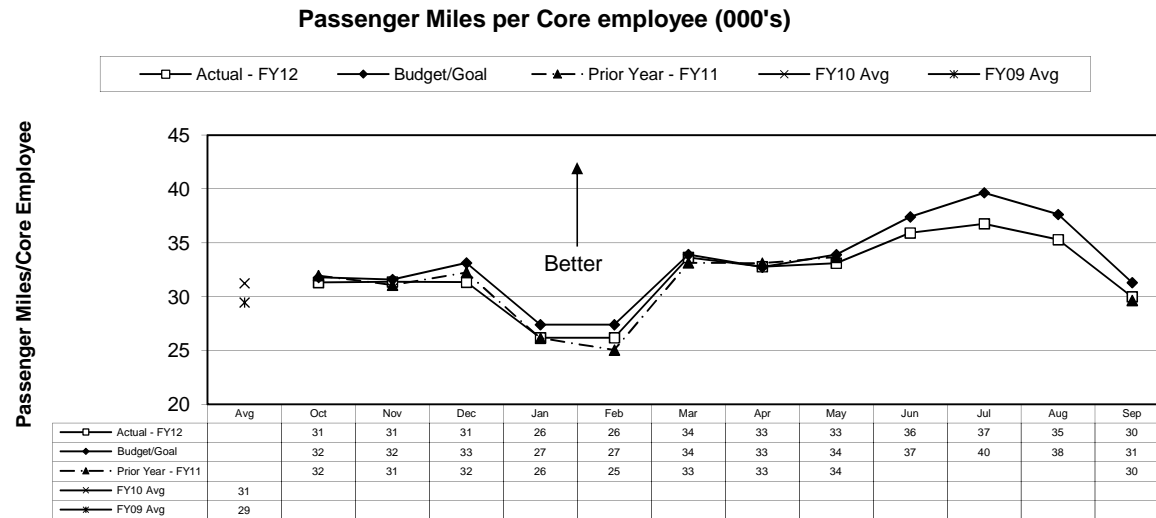


YTD (000's)



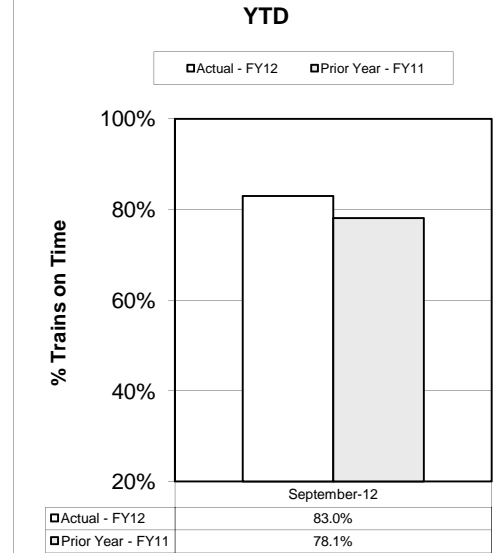
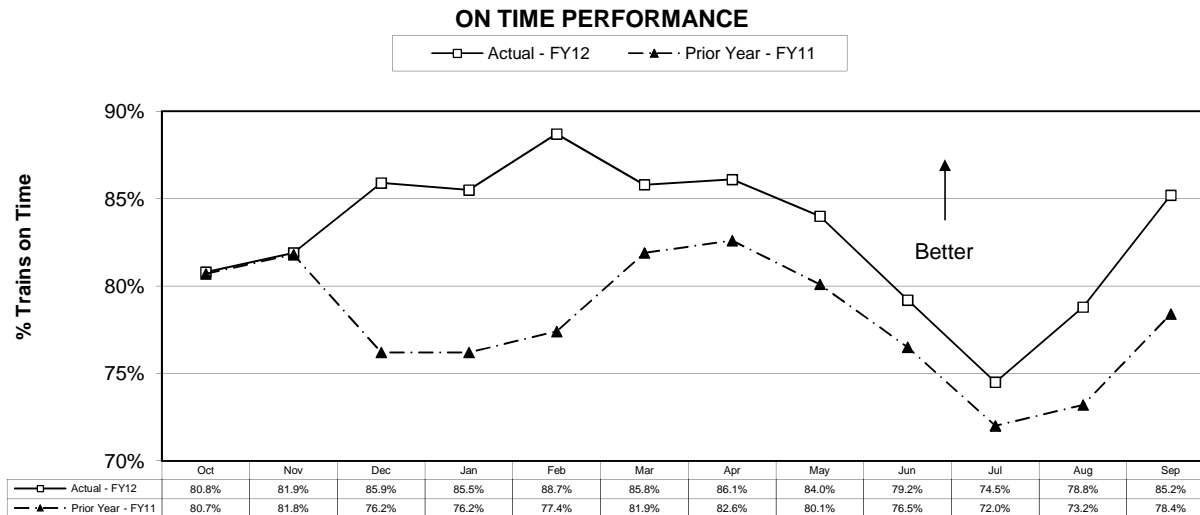
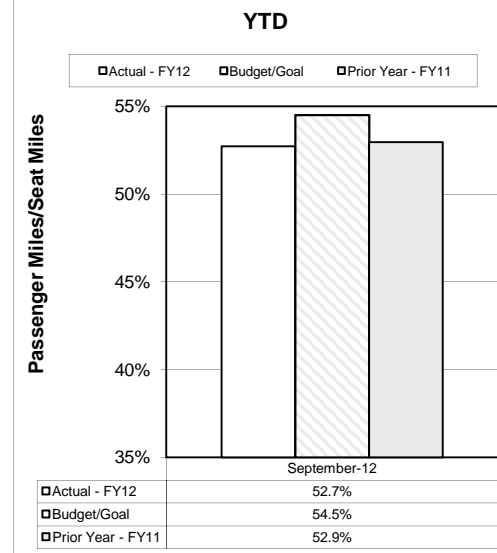
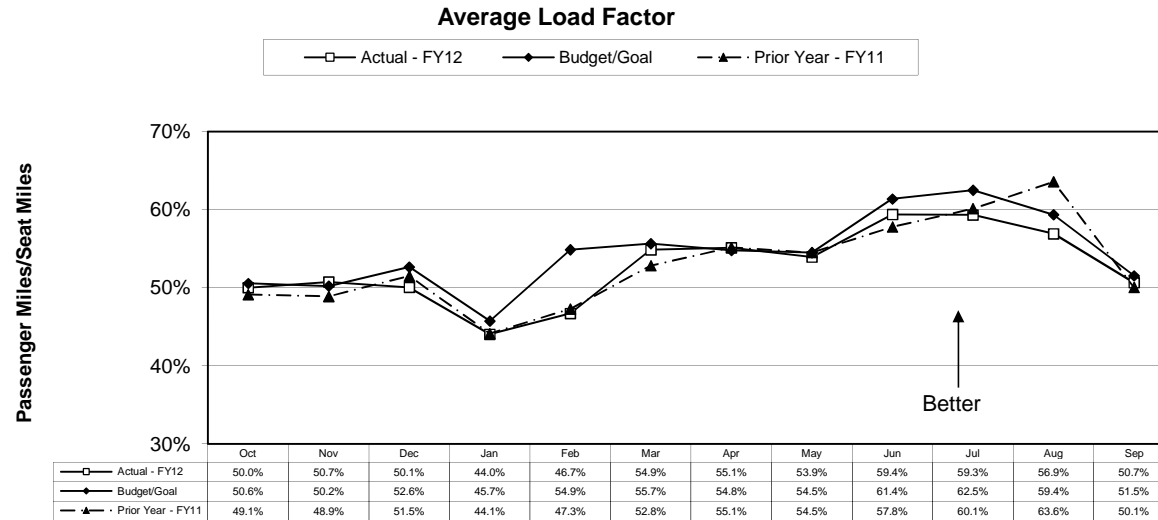
SUMMARY METRICS

Results as of September, 2012



SUMMARY METRICS

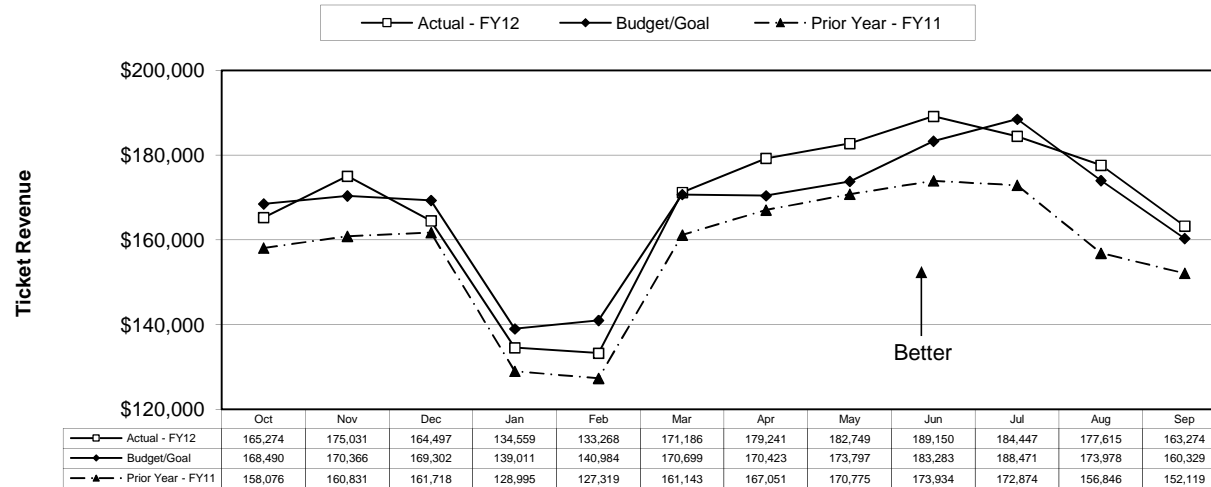
Results as of September, 2012



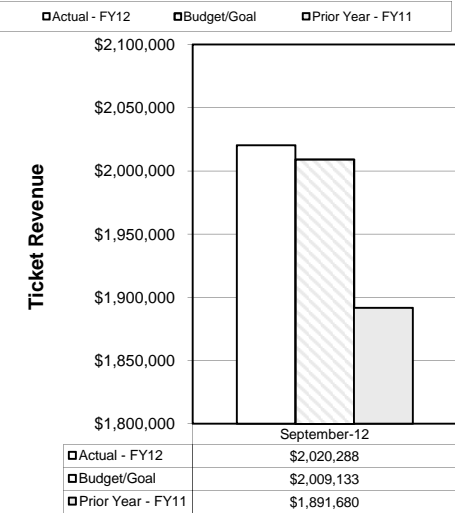
SUMMARY METRICS

Results as of September, 2012

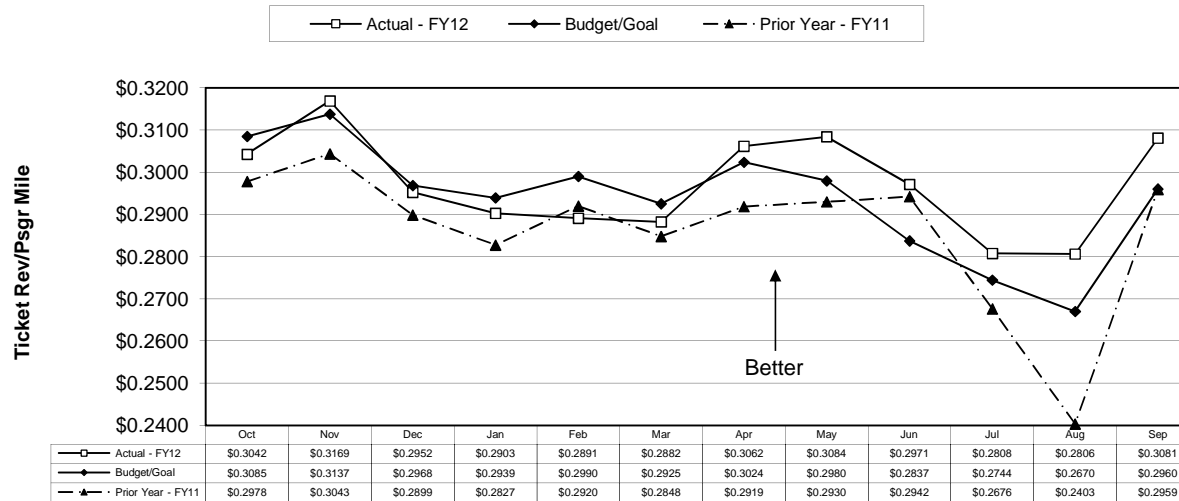
TICKET REVENUE (\$000's)



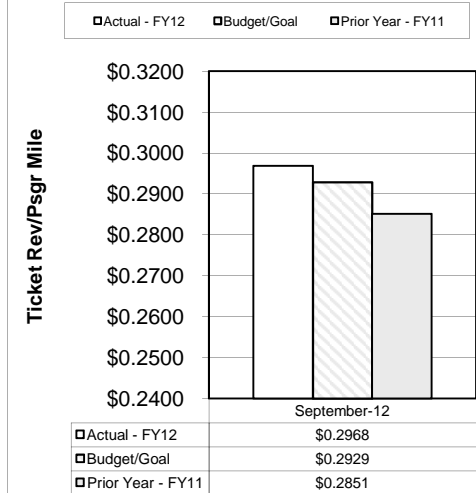
YTD (\$000's)



TICKET YIELD



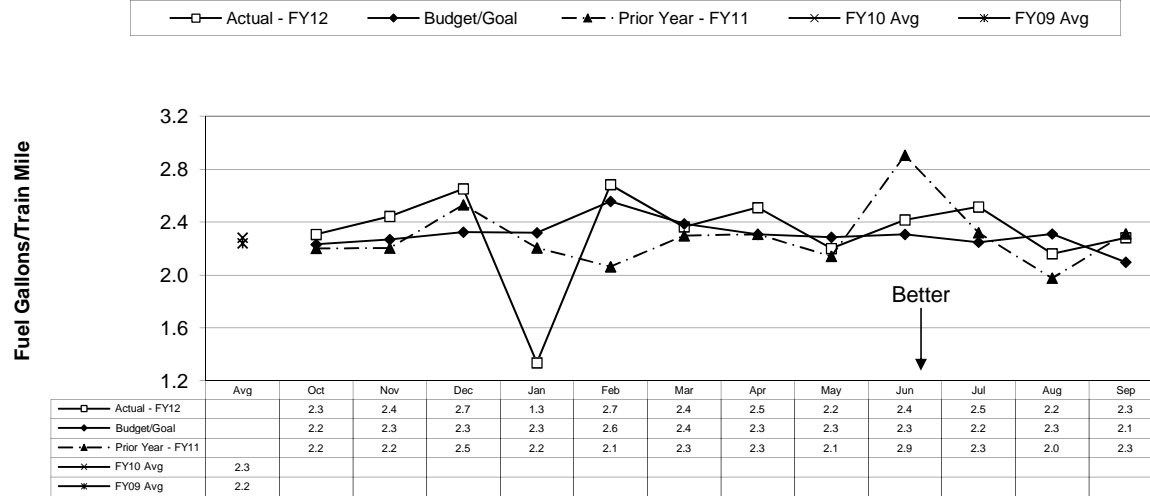
YTD



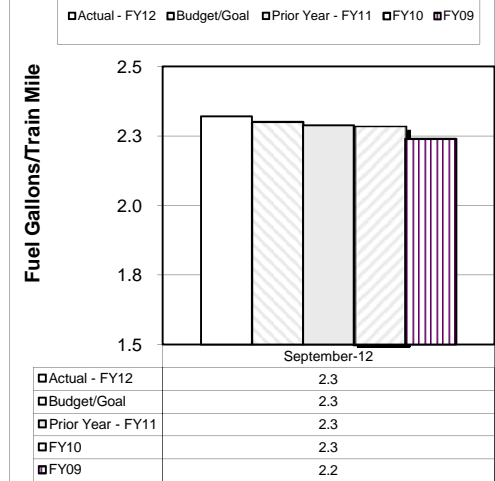
SUMMARY METRICS

Results as of September, 2012

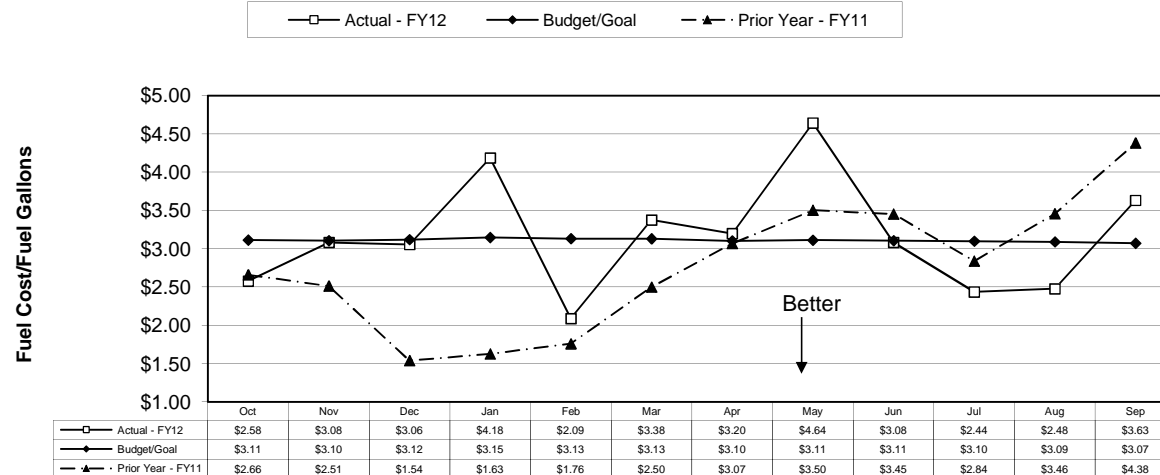
Gallons per train mile



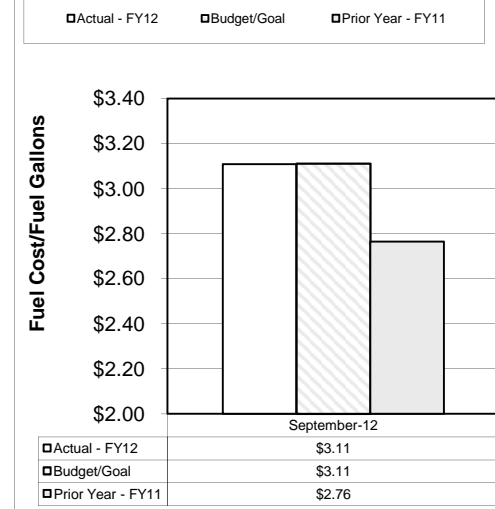
YTD



Average Cost per diesel gallon



YTD



RIDERSHIP AND REVENUE

Ticket Revenue and Ridership Summary – September 2012

September FY12 ridership of 2.49 million trips and ticket revenues of \$163.4 million were +4% and +7% respectively vs September FY11. September's ridership was the best September ever. Ridership in September was 1% below Budget while September ticket revenues were +2% vs Budget.

FY12 ended as another record-setting year for Amtrak. Ridership of 31.2 million trips was +4% vs FY11 and slightly below (-½%) Budget. FY12 ticket revenues of \$2.02 billion were +7% vs FY11 and slightly above (+½%) Budget.

Amtrak September FY12 Ridership and Ticket Revenues								
	(millions)							
	----- Ridership -----					----- Ticket Revenues -----		
	Total	NEC	Other SD	LD	Total	NEC	Other SD	LD
September FY12:	2.49	0.94	1.19	0.35	\$163.4	\$88.0	\$36.4	\$39.0
September FY11:	2.39	0.90	1.15	0.34	\$152.1	\$82.2	\$33.0	\$36.9
September FY12 Budget:	2.51	0.91	1.23	0.37	\$160.3	\$84.0	\$34.9	\$41.4
% vs FY11:	+4%	+4%	+4%	+5%	+7%	+7%	+10%	+6%
% vs Budget:	-1%	+3%	-3%	-5%	+2%	+5%	+4%	-6%

September Amtrak on-time performance was 85% which was +7 points vs last September. Long distance OTP was 77% vs 64% last September. Acela on-time performance in September FY12 was 87%, the same as last year. Northeast Regional OTP was 86% vs 84% last September. September FY12 gasoline prices averaged \$3.91/gallon, +7% vs last September, and up 3% from the previous month. The national unemployment dropped to 7.8% in September.

Acela

Despite two less business days this year, Acela ridership and ticket revenues in September FY12 were both +1% vs September FY11. However both ridership (-3%) and ticket revenues (-2%), were below Budget. Acela first class ridership was -5% vs last year. Business class ridership was +1% vs last September. By market segment, September FY12 ridership was +2% vs September FY11 in south of New York markets, -3% in north of New York markets, and +7% in through New York markets. Acela ridership in the endpoint market of NY-DC was 4% below last year. The other endpoint market (NY-Boston) was also 4% below last September...

Acela % Change				
	Ridership		Ticket Revenues	
	FY10/11	Budget	FY10/11	Budget
FY11	+5%	+2%	+12%	+7%
1 st quarter FY12	-3%	-5%	+2%	-2%
2 nd quarter FY12	+1%	-5%	0%	-9%
3 rd quarter FY12	-1%	-3%	+5%	+2%
July FY12	+4%	-4%	+6%	-2%
August FY12	+13%	+4%	+14%	+5%
September FY12	+1%	-3%	+1%	-2%

Northeast Regional

Northeast Regional September FY12 ridership was +6% vs last year and +7% vs Budget. Ticket revenues were +14% vs last year and +13% vs Budget. This route performed well above last year due in part to the residual impacts of Hurricane Irene during the last week of August FY11. Business class ridership was +2% vs last September while coach class ridership was up 6%. By market segment, September FY12 ridership vs FY11 was +6% in south of New York markets, +5% in north of New York markets, and +11% in thru New York markets. Northeast Regional travel in the southend endpoint market of NY-DC was below last September (-3%). The northend endpoint market (NY-Boston) was up 9% year-over-year. Some of the top markets through New York including Boston-Philadelphia (+91%) were up significantly year-over-year due to a drop in airline service...

	Northeast Regional % Change			
	Ridership		Ticket Revenues	
	FY10/11	Budget	FY10/11	Budget
FY11	+5%	+2%	+12%	+7%
1 st quarter FY12	+6%	+3%	+5%	-2%
2 nd quarter FY12	+10%	+4%	+8%	-2%
3 rd quarter FY12	+4%	+6%	+11%	+10%
July FY12	0%	0%	+6%	+3%
August FY12	+14%	+6%	+19%	+10%
September FY12	+6%	+7%	+14%	+13%

State Supported & Other Short Distance Corridors

September FY12 ridership on state supported and other short distance trains was +4% vs last year but -3% vs Budget. Ticket revenues were +10% vs last year and +4% vs Budget. Most routes on this business line had positive year-over-year growth including some services which were well above last year due to weather-related outages or trackwork last September. The Pacific Surfliner had positive year-over-year growth after trending down for most of FY12. However, weak trends continued in September on the Capitol Corridor (-9%) and Cascades (-5%).

	Short Distance Corridor % Change			
	Ridership		Ticket Revenues	
	FY10/11	Budget	FY10/11	Budget
FY11	+7%	+3%	+10%	+4%
1 st quarter FY12	+1%	-3%	+8%	+1%
2 nd quarter FY12	+5%	0%	+9%	+1%
3 rd quarter FY12	+2%	-1%	+7%	+4%
July FY12	-1%	-7%	+1%	-6%
August FY12	+3%	-5%	+10%	-1%
September FY12	+4%	-3%	+10%	+4%

Long Distance

September FY12 long distance train ridership was +5% vs last year but -5% vs Budget. Ticket revenues were +6% vs last year but -6% vs Budget. Both coach and sleeper ridership were +5% vs last September. Overall long distance train performance vs last year was driven by the year-over-year increases on the California Zephyr (+61%), Palmetto (+40%), and Lake Shore Ltd. (+17%). These routes were impacted by weather-related outages or trackwork last year.

Ridership on the remaining 12 long distance routes combined, however, were -2% vs last September with notable declines on the Southwest Chief (-11%), City of New Orleans (-7%), Crescent (-6%), and Silver Star (-6%). The Auto Train's ridership was 6% below last September due to trackwork which cancelled six trains...

	Long Distance % Change			
	Ridership		Ticket Revenues	
	FY10/11	Budget	FY10/11	Budget
FY11	+1%	0%	+6%	+4%
1 st quarter FY12	+2%	0%	+5%	+1%
2 nd quarter FY12	+5%	+1%	+5%	0%
3 rd quarter FY12	+5%	+1%	+9%	+2%
July FY12	+7%	-4%	+12%	-3%
August FY12	+11%	-2%	+11%	-3%
September FY12	+5%	-5%	+6%	-6%

September FY12

NEC Spine	Ridership					Ticket Revenue				
	FY12	FY11	Budget	% change vs.		FY12	FY11	Budget	% change vs.	
				FY11	Budget				FY11	Budget
1 - Acela	279,246	277,331	287,670	+0.7	-2.9	\$42,437,689	\$42,070,045	\$43,453,950	+0.9	-2.3
5 - Northeast Regional	662,474	626,038	622,057	+5.8	+6.5	\$45,462,121	\$39,978,657	\$40,400,012	+13.7	+12.5
99 - Special Trains	390	620	890	-37.1	-56.2	\$126,600	\$163,220	\$156,200	-22.4	-19.0
Subtotal	942,110	903,989	910,617	+4.2	+3.5	\$88,026,411	\$82,211,922	\$84,010,162	+7.1	+4.8

State Supported and Other Short Distance Corridors

3 - Ethan Allen	4,145	3,468	3,372	+19.5	+22.9	\$214,692	\$179,903	\$181,423	+19.3	+18.3
4 - Vermonter	5,683	3,089	7,919	+84.0	-28.2	\$313,046	\$81,745	\$432,726	+283.0	-27.7
7 - Albany-Niagara Falls-Toronto	30,357	24,495	33,407	+23.9	-9.1	\$1,821,775	\$1,460,673	\$1,826,796	+24.7	-0.3
9 - Downeaster	48,391	44,615	48,352	+8.5	+0.1	\$700,691	\$599,756	\$682,195	+16.8	+2.7
12 - New Haven-Springfield	30,488	30,585	29,751	-0.3	+2.5	\$920,709	\$879,355	\$816,587	+4.7	+12.8
14 - Keystone	114,139	106,346	113,808	+7.3	+0.3	\$2,653,058	\$2,250,343	\$2,508,022	+17.9	+5.8
15 - Empire (NYP-ALB)	83,701	80,996	86,261	+3.3	-3.0	\$3,396,065	\$3,259,441	\$3,210,927	+4.2	+5.8
20 - Chicago-St. Louis (Lincoln Service)	50,138	46,031	52,256	+8.9	-4.1	\$1,191,742	\$1,081,646	\$1,083,774	+10.2	+10.0
21 - Hiawatha	64,931	64,911	70,888	+0.0	-8.4	\$1,306,482	\$1,231,871	\$1,338,188	+6.1	-2.4
22 - Wolverine	36,985	30,888	42,453	+19.7	-12.9	\$1,327,389	\$1,084,673	\$1,562,371	+22.4	-15.0
23 - Chicago-Carbondale (Illini/Saluki)	26,346	23,898	26,580	+10.2	-0.9	\$725,751	\$683,081	\$776,329	+6.2	-6.5
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	19,469	18,197	19,083	+7.0	+2.0	\$501,827	\$458,867	\$515,925	+9.4	-2.7
29 - Heartland Flyer	5,419	6,003	7,346	-9.7	-26.2	\$136,225	\$141,610	\$182,090	-3.8	-25.2
35 - Pacific Surfliner	212,235	210,528	221,516	+0.8	-4.2	\$4,955,660	\$4,581,123	\$4,447,618	+8.2	+11.4
36 - Cascades	70,061	73,714	71,633	-5.0	-2.2	\$2,699,857	\$2,725,193	\$2,812,902	-0.9	-4.0
37 - Capitol Corridor	132,948	145,894	150,179	-8.9	-11.5	\$2,270,373	\$2,194,480	\$2,347,051	+3.5	-3.3
39 - San Joaquin	91,933	85,736	81,827	+7.2	+12.4	\$2,991,602	\$2,905,093	\$2,943,842	+3.0	+1.6
40 - Adirondack	10,595	10,090	10,469	+5.0	+1.2	\$541,522	\$510,374	\$544,934	+6.1	-0.6
41 - Blue Water	12,969	13,169	16,994	-1.5	-23.7	\$400,543	\$386,510	\$508,703	+3.6	-21.3
46 - Washington-Lynchburg	12,801	12,745	12,006	+0.4	+6.6	\$735,198	\$727,868	\$692,344	+1.0	+6.2
47 - Washington-Newport News	48,332	39,568	39,033	+22.1	+23.8	\$2,501,474	\$1,927,626	\$1,900,872	+29.8	+31.6
54 - Hoosier State	2,566	2,325	2,540	+10.4	+1.0	\$58,178	\$50,091	\$57,641	+16.1	+0.9
56 - Kansas City-St. Louis (MO River Runner)	14,876	14,150	15,735	+5.1	-5.5	\$406,332	\$378,627	\$414,300	+7.3	-1.9
57 - Pennsylvanian	16,423	14,319	15,488	+14.7	+6.0	\$692,888	\$588,412	\$642,830	+17.8	+7.8
65 - Pere Marquette	7,045	7,222	8,155	-2.5	-13.6	\$202,057	\$212,242	\$249,004	-4.8	-18.9
66 - Carolinian	23,876	22,752	25,354	+4.9	-5.8	\$1,398,992	\$1,296,146	\$1,315,968	+7.9	+6.3
67 - Piedmont	14,134	12,129	12,280	+16.5	+15.1	\$277,257	\$233,264	\$221,381	+18.9	+25.2
74-81, 85 - Buses	-	-	-	-	-	\$582,128	\$838,398	\$610,096	-30.6	-4.6
96 - Special Trains	2,202	1,340	1,000	+64.3	+120.2	\$463,585	\$100,300	\$105,000	+362.2	+341.5
Subtotal	1,193,188	1,149,203	1,225,685	+3.8	-2.7	\$36,387,098	\$33,048,710	\$34,931,838	+10.1	+4.2

Long Distance

16 - Silver Star	29,378	31,210	32,989	-5.9	-10.9	\$2,158,207	\$2,261,916	\$2,238,825	-4.6	-3.6
18 - Cardinal	9,300	8,863	9,706	+4.9	-4.2	\$610,678	\$552,777	\$629,755	+10.5	-3.0
19 - Silver Meteor	25,945	26,751	28,194	-3.0	-8.0	\$2,514,722	\$2,606,645	\$2,574,141	-3.5	-2.3
25 - Empire Builder	41,573	40,710	42,892	+2.1	-3.1	\$6,275,868	\$6,380,882	\$6,549,262	-1.6	-4.2
26 - Capitol Ltd.	19,014	18,876	20,050	+0.7	-5.2	\$1,764,277	\$1,722,964	\$1,782,101	+2.4	-1.0
27 - California Zephyr	30,897	19,143	32,004	+61.4	-3.5	\$4,507,289	\$2,354,410	\$4,697,239	+91.4	-4.0
28 - Southwest Chief	26,925	30,130	32,157	-10.6	-16.3	\$3,528,908	\$3,884,669	\$4,068,133	-9.2	-13.3
30 - City of New Orleans	16,992	18,337	20,790	-7.3	-18.3	\$1,266,835	\$1,309,128	\$1,576,288	-3.2	-19.6
32 - Texas Eagle	23,219	22,320	21,891	+4.0	+6.1	\$1,907,648	\$1,794,065	\$1,903,230	+6.3	+0.2
33 - Sunset Ltd.	6,869	6,941	7,571	-1.0	-9.3	\$828,925	\$761,758	\$922,835	+8.8	-10.2
34 - Coast Starlight	38,529	35,741	34,884	+7.8	+10.4	\$3,657,050	\$3,627,263	\$3,416,676	+0.8	+7.0
45 - Lake Shore Ltd.	32,184	27,515	32,112	+17.0	+0.2	\$2,602,267	\$2,230,407	\$2,792,650	+16.7	-6.8
48 - Palmetto	14,438	10,326	15,049	+39.8	-4.1	\$1,172,556	\$840,832	\$1,214,439	+39.5	-3.4
52 - Crescent	20,938	22,156	26,343	-5.5	-20.5	\$2,242,406	\$2,253,469	\$2,591,624	-0.5	-13.5
63 - Auto Train	15,949	16,968	15,151	-6.0	+5.3	\$3,931,652	\$4,277,010	\$4,429,882	-8.1	-11.2
Subtotal	352,150	335,987	371,783	+4.8	-5.3	\$38,969,286	\$36,858,194	\$41,387,079	+5.7	-5.8

Amtrak Total	2,487,448	2,389,179	2,508,085	+4.1	-0.8	\$163,382,795	\$152,118,826	\$160,329,078	+7.4	+1.9
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FY12

NEC Spine	Ridership					Ticket Revenue				
	FY12	FY11	Budget	% change vs.		FY12	FY11	Budget	% change vs.	
				FY11	Budget				FY11	Budget
1 - Acela	3,395,354	3,379,126	3,515,095	+0.5	-3.4	\$508,080,295	\$491,654,117	\$520,199,206	+3.3	-2.3
5 - Northeast Regional	8,014,175	7,514,741	7,693,814	+6.6	+4.2	\$535,700,003	\$490,857,865	\$516,948,583	+9.1	+3.6
99 - Special Trains	13,372	6,022	7,400	+122.1	+80.7	\$2,131,944	\$940,573	\$1,099,540	+126.7	+93.9
Subtotal	11,422,901	10,899,889	11,216,309	+4.8	+1.8	\$1,045,912,242	\$983,452,555	\$1,038,247,329	+6.4	+0.7

State Supported and Other Short Distance Corridors

3 - Ethan Allen	54,376	49,448	49,105	+10.0	+10.7	\$2,829,307	\$2,504,308	\$2,555,998	+13.0	+10.7
4 - Vermonter	82,086	77,783	96,585	+5.5	-15.0	\$4,761,018	\$3,961,115	\$5,568,788	+20.2	-14.5
7 - Albany-Niagara Falls-Toronto	407,729	406,286	442,586	+0.4	-7.9	\$24,600,726	\$23,406,596	\$24,926,187	+5.1	-1.3
9 - Downeaster	541,757	519,668	555,089	+4.3	-2.4	\$7,741,844	\$7,149,257	\$7,796,049	+8.3	-0.7
12 - New Haven-Springfield	384,834	380,896	387,776	+1.0	-0.8	\$11,723,569	\$11,204,575	\$11,417,988	+4.6	+2.7
14 - Keystone	1,420,392	1,342,507	1,397,172	+5.8	+1.7	\$32,970,951	\$29,366,992	\$31,877,481	+12.3	+3.4
15 - Empire (NYP-ALB)	1,062,715	1,023,698	1,092,547	+3.8	-2.7	\$43,877,344	\$40,077,158	\$42,019,935	+9.5	+4.4
20 - Chicago-St. Louis (Lincoln Service)	597,519	549,465	640,039	+8.7	-6.6	\$13,353,833	\$12,262,325	\$15,182,530	+8.9	-12.0
21 - Hiawatha	838,355	819,493	859,460	+2.3	-2.5	\$15,963,261	\$14,953,873	\$15,937,371	+6.8	+0.2
22 - Wolverine	484,138	503,290	544,487	-3.8	-11.1	\$17,704,897	\$18,769,770	\$20,706,383	-5.7	-14.5
23 - Chicago-Carbondale (Illini/Saluki)	325,255	313,027	311,681	+3.9	+4.4	\$9,258,647	\$8,802,288	\$9,084,085	+5.2	+1.9
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	232,592	223,936	233,796	+3.9	-0.5	\$5,687,467	\$5,580,227	\$5,955,475	+1.9	-4.5
29 - Heartland Flyer	87,873	84,039	90,591	+4.6	-3.0	\$2,086,587	\$1,911,994	\$2,161,314	+9.1	-3.5
35 - Pacific Surfliner	2,640,342	2,786,972	2,883,636	-5.3	-8.4	\$58,595,820	\$55,317,127	\$57,787,136	+5.9	+1.4
36 - Cascades	845,099	852,269	854,792	-0.8	-1.1	\$30,886,455	\$30,025,126	\$31,945,022	+2.9	-3.3
37 - Capitol Corridor	1,746,397	1,708,618	1,783,560	+2.2	-2.1	\$27,927,540	\$25,720,252	\$27,856,562	+8.6	+0.3
39 - San Joaquin	1,144,616	1,067,441	1,069,467	+7.2	+7.0	\$38,661,536	\$35,704,109	\$37,281,133	+8.3	+3.7
40 - Adirondack	131,869	125,239	129,194	+5.3	+2.1	\$6,748,333	\$6,301,649	\$6,736,625	+7.1	+0.2
41 - Blue Water	189,193	187,065	203,235	+1.1	-6.9	\$6,094,659	\$5,797,878	\$6,362,023	+5.1	-4.2
46 - Washington-Lynchburg	184,907	162,051	158,067	+14.1	+17.0	\$11,411,821	\$9,826,802	\$9,796,805	+16.1	+16.5
47 - Washington-Newport News	623,864	557,528	549,060	+11.9	+13.6	\$34,286,847	\$29,682,574	\$29,836,758	+15.5	+14.9
54 - Hoosier State	36,669	37,249	37,208	-1.6	-1.4	\$856,675	\$836,057	\$839,606	+2.5	+2.0
56 - Kansas City-St. Louis (MO River Runner)	195,885	186,077	197,392	+5.3	-0.8	\$5,139,069	\$4,763,442	\$5,108,422	+7.9	+0.6
57 - Pennsylvanian	212,006	207,422	207,604	+2.2	+2.1	\$9,281,813	\$8,856,539	\$9,189,976	+4.8	+1.0
65 - Pere Marquette	109,321	106,662	110,865	+2.5	-1.4	\$3,276,210	\$3,197,106	\$3,424,242	+2.5	-4.3
66 - Carolinian	306,419	307,213	340,264	-0.3	-9.9	\$18,652,552	\$17,720,525	\$19,537,252	+5.3	-4.5
67 - Piedmont	162,657	140,016	148,511	+16.2	+9.5	\$3,077,031	\$2,498,540	\$2,523,761	+23.2	+21.9
74-81, 85 - Buses	-	-	-	-	-	\$7,858,849	\$7,993,876	\$6,991,982	-1.7	+12.4
96 - Special Trains	32,612	39,653	43,602	-17.8	-25.2	\$2,747,535	\$2,772,993	\$2,533,350	-0.9	+8.5
Subtotal	15,081,477	14,765,011	15,417,371	+2.1	-2.2	\$458,062,196	\$426,965,070	\$452,940,239	+7.3	+1.1

Long Distance

16 - Silver Star	425,794	424,394	433,277	+0.3	-1.7	\$35,080,321	\$32,963,894	\$33,850,409	+6.4	+3.6
18 - Cardinal	116,373	110,923	117,664	+4.9	-1.1	\$7,536,903	\$7,097,809	\$7,709,981	+6.2	-2.2
19 - Silver Meteor	375,164	373,576	379,580	+0.4	-1.2	\$39,773,225	\$39,041,195	\$39,602,263	+1.9	+0.4
25 - Empire Builder	543,072	469,167	534,593	+15.8	+1.6	\$66,655,153	\$53,773,711	\$66,637,131	+24.0	+0.0
26 - Capitol Ltd.	226,884	226,597	237,120	+0.1	-4.3	\$20,480,182	\$20,312,544	\$21,344,948	+0.8	-4.1
27 - California Zephyr	376,459	355,324	393,425	+5.9	-4.3	\$47,605,728	\$44,751,539	\$50,537,584	+6.4	-5.8
28 - Southwest Chief	355,316	354,912	375,631	+0.1	-5.4	\$44,183,540	\$44,184,060	\$47,151,590	-0.0	-6.3
30 - City of New Orleans	253,170	233,318	255,247	+8.5	-0.8	\$20,768,426	\$17,743,443	\$20,374,397	+17.0	+1.9
32 - Texas Eagle	337,973	299,508	311,308	+12.8	+8.6	\$26,304,505	\$24,475,309	\$26,523,151	+7.5	-0.8
33 - Sunset Ltd.	101,217	99,714	103,796	+1.5	-2.5	\$11,584,844	\$11,138,286	\$12,235,114	+4.0	-5.3
34 - Coast Starlight	454,443	426,584	420,432	+6.5	+8.1	\$40,826,562	\$39,997,952	\$39,256,529	+2.1	+4.0
45 - Lake Shore Ltd.	403,700	387,043	404,134	+4.3	-0.1	\$32,785,725	\$30,701,576	\$33,050,270	+6.8	-0.8
48 - Palmetto	198,260	196,743	205,714	+0.8	-3.6	\$17,342,317	\$16,438,480	\$17,577,321	+5.5	-1.3
52 - Crescent	304,266	304,086	325,182	+0.1	-6.4	\$32,584,682	\$30,023,636	\$32,646,228	+8.5	-0.2
63 - Auto Train	264,096	259,944	254,554	+1.6	+3.7	\$72,518,200	\$68,618,768	\$69,448,919	+5.7	+4.4
Subtotal	4,736,187	4,521,833	4,751,657	+4.7	-0.3	\$516,030,313	\$481,262,202	\$517,945,835	+7.2	-0.4

Amtrak Total	31,240,565	30,186,733	31,385,337	+3.5	-0.5	\$2,020,004,751	\$1,891,679,827	\$2,009,133,403	+6.8	+0.5
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Amtrak Long Distance Ridership & Ticket Revenues, FY12 vs FY11 (Sleeper Class Only)

September . . .

	Ridership			Ticket Revenue		
	FY12	FY11	% Chg.	FY12	FY11	% Chg.
16 - Silver Star	1,890	2,043	-7.5	\$442,859	\$459,201	-3.6
18 - Cardinal	569	481	+18.3	\$140,528	\$119,785	+17.3
19 - Silver Meteor	2,820	2,992	-5.7	\$719,760	\$762,213	-5.6
25 - Empire Builder	7,991	8,170	-2.2	\$3,242,414	\$3,362,132	-3.6
26 - Capitol Ltd.	3,774	3,410	+10.7	\$849,108	\$745,884	+13.8
27 - California Zephyr	6,449	3,574	+80.4	\$2,340,852	\$1,230,056	+90.3
28 - Southwest Chief	5,252	5,599	-6.2	\$1,760,142	\$1,917,565	-8.2
30 - City of New Orleans	2,314	2,505	-7.6	\$376,038	\$367,529	+2.3
32 - Texas Eagle	3,083	2,785	+10.7	\$715,817	\$648,214	+10.4
33 - Sunset Ltd.	1,236	1,278	-3.3	\$371,624	\$356,853	+4.1
34 - Coast Starlight	7,108	6,866	+3.5	\$1,761,067	\$1,765,356	-0.2
45 - Lake Shore Ltd.	3,386	2,800	+20.9	\$917,139	\$765,625	+19.8
52 - Crescent	2,281	2,452	-7.0	\$571,750	\$554,748	+3.1
63 - Auto Train	6,908	7,282	-5.1	\$1,587,051	\$1,647,418	-3.7
Total	55,061	52,237	+5.4	\$15,796,151	\$14,702,578	+7.4

FY12 . . .

	Ridership			Ticket Revenue		
	FY12	FY11	% Chg.	FY12	FY11	% Chg.
16 - Silver Star	30,782	29,255	+5.2	\$7,468,771	\$7,109,079	+5.1
18 - Cardinal	6,306	6,130	+2.9	\$1,424,427	\$1,367,628	+4.2
19 - Silver Meteor	42,958	41,864	+2.6	\$11,493,219	\$11,600,365	-0.9
25 - Empire Builder	87,741	73,182	+19.9	\$27,248,630	\$22,383,367	+21.7
26 - Capitol Ltd.	45,643	46,615	-2.1	\$9,157,508	\$9,045,246	+1.2
27 - California Zephyr	72,594	66,393	+9.3	\$23,614,245	\$22,109,661	+6.8
28 - Southwest Chief	60,246	61,937	-2.7	\$19,050,813	\$19,420,741	-1.9
30 - City of New Orleans	35,492	31,945	+11.1	\$5,701,422	\$4,732,147	+20.5
32 - Texas Eagle	38,921	36,048	+8.0	\$8,425,426	\$8,009,219	+5.2
33 - Sunset Ltd.	17,771	18,004	-1.3	\$4,983,556	\$4,946,635	+0.7
34 - Coast Starlight	73,925	74,797	-1.2	\$17,204,666	\$17,431,562	-1.3
45 - Lake Shore Ltd.	36,890	35,019	+5.3	\$9,455,290	\$8,806,327	+7.4
52 - Crescent	31,980	32,616	-1.9	\$7,527,598	\$6,867,326	+9.6
63 - Auto Train	110,527	110,142	+0.3	\$28,732,425	\$27,489,717	+4.5
Total	691,776	663,947	+4.2	\$181,487,996	\$171,319,021	+5.9

ACTUAL ANALYSIS TO BUDGET

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2012
For the Month of SEP, 2012
Operating Business View

(\$ thousands)	For the Month					For the Year to Date				
	2012 SEP	2012 SEP	2011 SEP	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	act_orig	Budget	Actual	Budget	Prior Year	act_orig	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$159,950	\$157,259	\$150,675	\$2,691	\$9,275	\$1,968,173	\$1,967,899	\$1,851,510	\$274	\$116,663
Food & Beverage	9,869	8,727	12,825	1,142	(2,956)	121,987	109,269	109,391	12,718	12,596
State Supported Train Revenue	13,432	16,075	22,425	(2,643)	(8,993)	179,008	192,898	191,119	(13,890)	(12,111)
Total Passenger Related Revenue	183,251	182,061	185,925	1,190	(2,674)	2,269,168	2,270,066	2,152,020	(898)	117,148
Commuter Revenue	9,777	9,354	29,193	423	(19,416)	140,389	139,978	163,825	411	(23,436)
<i>Other:</i>										
Reimbursable Revenue	5,509	8,276	(4,767)	(2,767)	10,276	121,396	102,986	87,949	18,410	33,447
Commercial Development	5,459	5,957	6,158	(498)	(699)	93,861	71,843	76,245	22,018	17,616
Other Transportation	11,670	12,146	9,329	(476)	2,341	147,179	143,273	144,621	3,906	2,558
Freight Access Fees & Other	13,052	5,119	2,675	7,933	10,377	71,898	58,967	51,204	12,931	20,694
Total Other Revenue	35,690	31,498	13,395	4,192	22,295	434,334	377,069	360,019	57,265	74,315
Total Operating Revenue	228,718	222,913	228,513	5,805	205	2,843,891	2,787,113	2,675,864	56,778	168,027
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	20,772	22,123	22,143	1,351	1,371	279,982	275,638	271,510	(4,344)	(8,472)
Wages & Overtime	83,368	84,114	78,825	746	(4,543)	1,039,746	998,175	1,017,429	(41,571)	(22,317)
Employee Benefits Expenses	53,849	47,709	53,760	(6,140)	(89)	680,311	606,213	620,712	(74,098)	(59,599)
Employee Related	2,806	2,694	3,906	(112)	1,100	30,511	28,361	37,345	(2,150)	6,834
Total Salaries, Wages and Benefits	160,795	156,640	158,634	(4,155)	(2,161)	2,030,550	1,908,387	1,946,996	(122,163)	(83,554)
Train Operations	26,327	21,848	22,990	(4,479)	(3,337)	245,712	271,815	253,603	26,103	7,891
Fuel, Power, & Utilities	31,050	28,716	36,164	(2,334)	5,114	355,903	369,491	337,830	13,588	(18,073)
Materials	11,313	16,039	9,054	4,726	(2,259)	206,229	200,642	210,649	(5,587)	4,420
Facility, Communication, & Office	16,568	15,997	15,697	(571)	(871)	175,168	177,296	187,410	2,128	12,242
Advertising & Sales	8,252	7,083	13,934	(1,169)	5,682	78,729	80,402	113,190	1,673	34,461
Casualty & Other Claims	5,534	(11,161)	(14,171)	(16,695)	(19,705)	72,583	53,928	54,264	(18,655)	(18,319)
Depreciation	56,970	67,115	55,465	10,145	(1,505)	668,178	671,397	602,653	3,219	(65,525)
Amort of Gain on Sale/Leaseback	(340)	(343)	(340)	(3)	0	(4,081)	(4,121)	(4,104)	(40)	(23)
Depreciation, net of amortization	56,630	66,772	55,125	10,142	(1,505)	664,097	667,276	598,549	3,179	(65,548)
Other Expenses	51,016	27,268	55,208	(23,748)	4,192	347,187	304,111	400,627	(43,076)	53,440
Indirect Costs Capitalized to P&E	(17,811)	(12,155)	(13,473)	5,656	4,338	(113,528)	(143,580)	(147,623)	(30,052)	(34,095)
Total Expense	349,674	317,047	339,162	(32,627)	(10,512)	4,062,630	3,889,768	3,955,495	(172,862)	(107,135)
Operating Income (Loss)	(120,956)	(94,134)	(110,649)	(26,822)	(10,307)	(1,218,739)	(1,102,655)	(1,279,631)	(116,084)	60,892
Other (Income) and Expense										
Interest Income	(575)	(815)	(2,707)	(240)	(2,132)	(6,514)	(9,737)	(8,537)	(3,223)	(2,023)
Interest Expense	7,086	7,602	8,101	516	1,015	86,958	96,680	101,797	9,722	14,839
Other Expense - Net	6,511	6,787	5,394	276	(1,117)	80,444	86,943	93,260	6,499	12,816
Loss from Continuing Operations	(127,467)	(100,921)	(116,043)	(26,546)	(11,424)	(1,299,183)	(1,189,598)	(1,372,891)	(109,585)	73,708
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(127,467)	(100,921)	(116,043)	(26,546)	(11,424)	(1,299,183)	(1,189,598)	(1,372,891)	(109,585)	73,708
Adjustments ⁽¹⁾	83,529	81,328	88,011	2,201	(4,482)	910,465	844,293	926,777	66,172	(16,312)
Adjusted Income or (Loss)	(\$43,938)	(\$19,593)	(\$28,032)	(\$24,345)	(\$15,906)	(\$388,718)	(\$345,305)	(\$446,114)	(\$43,413)	\$57,396

RECONCILIATION TO CONSOLIDATED STATEMENT OF OPERATIONS:

Total Operating Revenue	\$228,718	\$222,913	\$228,513	\$5,805	\$205	\$2,843,891	\$2,787,113	\$2,675,864	\$56,778	\$168,027
Federal and State Capital Payments	2,549	2,636	2,621	(87)	(72)	32,453	31,627	30,887	826	1,566
Total Revenue	231,267	225,549	231,134	5,718	133	2,876,344	2,818,740	2,706,751	57,604	169,593
Total Expenses	349,674	317,047	339,162	(32,627)	(10,512)	4,062,630	3,889,768	3,955,495	(172,862)	(107,135)
Income or (Loss) from Operations	(118,407)	(91,498)	(108,028)	(26,909)	(10,379)	(1,186,286)	(1,071,028)	(1,248,744)	(115,258)	62,458
Interest, net	6,511	6,787	5,394	276	(1,117)	80,444	86,943	93,260	6,499	12,816
Loss from Continuing Operations	(124,918)	(98,285)	(113,422)	(26,633)	(11,496)	(1,266,730)	(1,157,971)	(1,342,004)	(108,759)	75,274
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Income or (Loss)	(\$124,918)	(\$98,285)	(\$113,422)	(\$26,633)	(\$11,496)	(\$1,266,730)	(\$1,157,971)	(\$1,342,004)	(\$108,759)	\$75,274

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

NATIONAL RAILROAD PASSENGER CORPORATION

Consolidated Income Statement - Fiscal Year 2012

For the Month of SEP, 2012

Operating excluding Project

(\$ thousands)	For the Month					For the Year to Date				
	2012 SEP	2012 SEP	2011 SEP	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	act_orig	Budget	Actual	Budget	Prior Year	act_orig	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$159,950	\$157,259	\$150,675	\$2,691	\$9,275	\$1,968,173	\$1,967,899	\$1,851,510	\$274	\$116,663
Food & Beverage	9,869	8,727	12,825	1,142	(2,956)	121,987	109,269	109,391	12,718	12,596
State Supported Train Revenue	13,432	16,075	22,425	(2,643)	(8,993)	179,008	192,898	191,119	(13,890)	(12,111)
Total Passenger Related Revenue	183,251	182,061	185,925	1,190	(2,674)	2,269,168	2,270,066	2,152,020	(898)	117,148
Commuter Revenue	9,777	9,354	29,193	423	(19,416)	140,389	139,978	163,825	411	(23,436)
<i>Other:</i>										
Reimbursable Revenue	5,509	8,276	(4,767)	(2,767)	10,276	121,396	102,986	87,949	18,410	33,447
Commercial Development	5,459	5,957	6,158	(498)	(699)	93,861	71,843	76,245	22,018	17,616
Other Transportation	11,670	12,146	9,329	(476)	2,341	147,179	143,273	144,621	3,906	2,558
Freight Access Fees & Other	13,052	5,119	2,675	7,933	10,377	71,898	58,967	51,204	12,931	20,694
Total Other Revenue	35,690	31,498	13,395	4,192	22,295	434,334	377,069	360,019	57,265	74,315
Total Operating Revenue	228,718	222,913	228,513	5,805	205	2,843,891	2,787,113	2,675,864	56,778	168,027
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	20,638	22,102	20,689	1,464	51	277,477	275,392	267,835	(2,085)	(9,642)
Wages & Overtime	82,888	84,105	77,956	1,217	(4,932)	1,033,168	998,072	1,008,289	(35,096)	(24,879)
Employee Benefits Expenses	53,680	47,695	52,727	(5,985)	(953)	676,068	606,035	615,190	(70,033)	(60,878)
Employee Related	2,759	2,694	3,858	(65)	1,099	30,048	28,361	34,034	(1,687)	3,986
Total Salaries, Wages and Benefits	159,965	156,596	155,230	(3,369)	(4,735)	2,016,761	1,907,860	1,925,348	(108,901)	(91,413)
Train Operations	26,327	21,848	22,990	(4,479)	(3,337)	245,712	271,815	253,603	26,103	7,891
Fuel, Power, & Utilities	31,050	28,716	36,161	(2,334)	5,111	355,900	369,491	337,806	13,591	(18,094)
Materials	9,375	16,039	16,170	6,664	6,795	185,842	200,642	190,571	14,800	4,729
Facility, Communication, & Office	15,854	15,997	14,920	143	(934)	167,714	177,296	172,792	9,582	5,078
Advertising & Sales	8,252	7,083	13,934	(1,169)	5,682	78,729	80,402	113,190	1,673	34,461
Casualty & Other Claims	5,534	(11,161)	(14,171)	(16,695)	(19,705)	72,583	53,924	54,258	(18,659)	(18,325)
Depreciation	56,970	67,115	55,465	10,145	(1,505)	668,178	671,397	602,653	3,219	(65,525)
Amort of Gain on Sale/Leaseback	(340)	(343)	(340)	(3)	0	(4,081)	(4,121)	(4,104)	(40)	(23)
Depreciation, net of amortization	56,630	66,772	55,125	10,142	(1,505)	664,097	667,276	598,549	3,179	(65,548)
Other Expenses	44,025	27,268	41,450	(16,757)	(2,575)	324,917	304,111	326,265	(20,806)	1,348
Indirect Costs Capitalized to P&E	(19,341)	(12,155)	(12,032)	7,186	7,309	(125,239)	(143,580)	(156,150)	(18,341)	(30,911)
Total Expense	337,671	317,003	329,777	(20,668)	(7,894)	3,987,016	3,889,237	3,816,232	(97,779)	(170,784)
Operating Income (Loss)	(108,953)	(94,090)	(101,264)	(14,863)	(7,689)	(1,143,125)	(1,102,124)	(1,140,368)	(41,001)	(2,757)
Other (Income) and Expense										
Interest Income	(575)	(815)	(2,707)	(240)	(2,132)	(6,514)	(9,737)	(8,537)	(3,223)	(2,023)
Interest Expense	7,086	7,602	8,101	516	1,015	86,958	96,680	101,797	9,722	14,839
Other Expense - Net	6,511	6,787	5,394	276	(1,117)	80,444	86,943	93,260	6,499	12,816
Loss from Continuing Operations	(115,464)	(100,877)	(106,658)	(14,587)	(8,806)	(1,223,569)	(1,189,067)	(1,233,628)	(34,502)	10,059
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(115,464)	(100,877)	(106,658)	(14,587)	(8,806)	(1,223,569)	(1,189,067)	(1,233,628)	(34,502)	10,059

NATIONAL RAILROAD PASSENGER CORPORATION

Consolidated Income Statement - Fiscal Year 2012

For the Month of SEP, 2012

Core

(\$ thousands)	For the Month					For the Year to Date				
	2012 SEP	2012 SEP	2011 SEP	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	act_orig	Budget	Actual	Budget	Prior Year	act_orig	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$159,950	\$157,259	\$150,665	\$2,691	\$9,285	\$1,968,111	\$1,967,899	\$1,851,502	\$212	\$116,609
Food & Beverage	9,869	8,727	12,825	1,142	(2,956)	121,987	109,269	109,391	12,718	12,596
State Supported Train Revenue	13,432	16,075	21,819	(2,643)	(8,387)	179,008	192,898	190,488	(13,890)	(11,480)
Total Passenger Related Revenue	183,251	182,061	185,309	1,190	(2,058)	2,269,106	2,270,066	2,151,381	(960)	117,725
Commuter Revenue	0	0	5,898	0	(5,898)	0	0	5,898	0	(5,898)
<i>Other:</i>										
Reimbursable Revenue	(7,092)	0	(4,695)	(7,092)	(2,397)	633	0	62,239	633	(61,606)
Commercial Development	0	0	0	0	0	0	0	1,055	0	(1,055)
Other Transportation	11,576	12,146	6,033	(570)	5,543	146,121	143,273	124,474	2,848	21,647
Freight Access Fees & Other	12,509	5,119	2,535	7,390	9,974	69,183	58,967	50,241	10,216	18,942
Total Other Revenue	16,993	17,265	3,873	(272)	13,120	215,937	202,240	238,009	13,697	(22,072)
Total Operating Revenue	200,244	199,326	195,080	918	5,164	2,485,043	2,472,306	2,395,288	12,737	89,755
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	19,937	21,310	21,679	1,373	1,742	264,273	263,259	256,069	(1,014)	(8,204)
Wages & Overtime	77,241	78,537	77,861	1,296	620	927,622	920,323	925,087	(7,299)	(2,535)
Employee Benefits Expenses	48,566	45,227	45,187	(3,339)	(3,379)	604,198	569,030	565,970	(35,168)	(38,228)
Employee Related	2,589	2,599	3,593	10	1,004	27,696	26,930	32,242	(766)	4,546
Total Salaries, Wages and Benefits	148,333	147,673	148,320	(660)	(13)	1,823,789	1,779,542	1,779,368	(44,247)	(44,421)
Train Operations	26,280	21,786	22,957	(4,494)	(3,323)	245,026	271,010	252,883	25,984	7,857
Fuel, Power, & Utilities	30,372	27,643	34,854	(2,729)	4,482	345,691	356,418	326,088	10,727	(19,603)
Materials	7,566	15,297	7,201	7,731	(365)	165,418	189,574	170,658	24,156	5,240
Facility, Communication, & Office	13,906	15,397	13,399	1,491	(507)	151,701	169,124	156,002	17,423	4,301
Advertising & Sales	8,252	7,083	13,934	(1,169)	5,682	78,711	80,388	113,181	1,677	34,470
Casualty & Other Claims	5,534	(11,277)	(14,172)	(16,811)	(19,706)	72,583	52,182	53,017	(20,401)	(19,566)
Depreciation	56,668	67,115	55,163	10,447	(1,505)	664,547	671,397	598,931	6,850	(65,616)
Amort of Gain on Sale/Leaseback	(340)	(343)	(340)	(3)	0	(4,081)	(4,121)	(4,104)	(40)	(23)
Depreciation, net of amortization	56,328	66,772	54,823	10,444	(1,505)	660,466	667,276	594,827	6,810	(65,639)
Other Expenses	36,193	26,088	43,054	(10,105)	6,861	295,734	289,551	313,876	(6,183)	18,142
Indirect Costs Capitalized to P&E	(23,481)	(16,783)	(29,089)	6,698	(5,608)	(178,940)	(202,090)	(178,439)	(23,150)	501
Total Expense	309,283	299,679	295,281	(9,604)	(14,002)	3,660,179	3,652,975	3,581,461	(7,204)	(78,718)
Operating Income (Loss)	(109,039)	(100,353)	(100,201)	(8,686)	(8,838)	(1,175,136)	(1,180,669)	(1,186,173)	5,533	11,037
Other (Income) and Expense										
Interest Income	544	815	2,677	271	2,133	6,332	9,737	8,492	3,405	2,160
Interest Expense	5,820	7,602	8,081	1,782	2,261	82,917	96,680	101,758	13,763	18,841
Other Expense - Net	6,364	8,417	10,758	2,053	4,394	89,249	106,417	110,250	17,168	21,001
Loss from Continuing Operations	(115,403)	(108,770)	(110,959)	(6,633)	(4,444)	(1,264,385)	(1,287,086)	(1,296,423)	22,701	32,038
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(115,403)	(108,770)	(110,959)	(6,633)	(4,444)	(1,264,385)	(1,287,086)	(1,296,423)	22,701	32,038

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2012
For the Month of SEP, 2012
Ancillary

(\$ thousands)	For the Month					For the Year to Date				
	2012 SEP	2012 SEP	2011 SEP	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	act_orig	Budget	Actual	Budget	Prior Year	act_orig	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	\$0	\$0	\$0	\$0	\$0	\$62	\$0	\$8	\$62	\$54
Food & Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	606	0	(606)	0	0	632	0	(632)
Total Passenger Related Revenue	0	0	606	0	(606)	62	0	640	62	(578)
Commuter Revenue	0	9,354	23,295	(9,354)	(23,295)	(1)	139,978	157,927	(139,979)	(157,928)
<i>Other:</i>										
Reimbursable Revenue	12,601	8,276	(72)	4,325	12,673	120,762	102,986	25,710	17,776	95,052
Commercial Development	5,459	5,957	6,158	(498)	(699)	93,861	71,843	75,190	22,018	18,671
Other Transportation	94	0	3,304	94	(3,210)	1,056	0	14,454	1,056	(13,398)
Freight Access Fees & Other	543	0	140	543	403	2,714	0	963	2,714	1,751
Total Other Revenue	18,697	14,233	9,530	4,464	9,167	218,393	174,829	116,317	43,564	102,076
Total Operating Revenue	18,697	23,587	33,431	(4,890)	(14,734)	218,454	314,807	274,884	(96,353)	(56,430)
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	701	792	1,286	91	585	13,204	12,133	11,766	(1,071)	(1,438)
Wages & Overtime	5,648	5,569	8,659	(79)	3,011	105,546	77,748	83,354	(27,798)	(22,192)
Employee Benefits Expenses	5,114	2,468	7,539	(2,646)	2,425	71,869	37,004	49,220	(34,865)	(22,649)
Employee Related	170	95	265	(75)	95	2,352	1,431	1,792	(921)	(560)
Total Salaries, Wages and Benefits	11,633	8,924	17,749	(2,709)	6,116	192,971	128,316	146,132	(64,655)	(46,839)
Train Operations	47	61	57	14	10	686	805	695	119	9
Fuel, Power, & Utilities	678	1,072	1,253	394	575	10,209	13,073	11,773	2,864	1,564
Materials	1,810	742	5,768	(1,068)	3,958	20,423	11,067	23,113	(9,356)	2,690
Facility, Communication, & Office	1,948	599	1,993	(1,349)	45	16,236	8,172	16,313	(8,064)	77
Advertising & Sales	0	0	0	0	0	18	14	9	(4)	(9)
Casualty & Other Claims	0	116	0	116	0	0	1,742	1,241	1,742	1,241
Depreciation	302	0	303	(302)	1	3,631	0	3,722	(3,631)	91
Amort of Gain on Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	302	0	303	(302)	1	3,631	0	3,722	(3,631)	91
Other Expenses	7,833	1,180	1,198	(6,653)	(6,635)	29,171	14,560	9,483	(14,611)	(19,688)
Indirect Costs Capitalized to P&E	4,140	4,628	6,170	488	2,030	53,701	58,510	22,290	4,809	(31,411)
Total Expense	28,391	17,322	34,491	(11,069)	6,100	327,046	236,259	234,771	(90,787)	(92,275)
Operating Income (Loss)	(9,694)	6,265	(1,060)	(15,959)	(8,634)	(108,592)	78,548	40,113	(187,140)	(148,705)
Other (Income) and Expense										
Interest Income	30	0	30	(30)	0	182	0	46	(182)	(136)
Interest Expense	54	0	20	(54)	(34)	270	0	39	(270)	(231)
Other Expense - Net	84	0	50	(84)	(34)	452	0	85	(452)	(367)
Loss from Continuing Operations	(9,778)	6,265	(1,110)	(16,043)	(8,668)	(109,044)	78,548	40,028	(187,592)	(149,072)
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(9,778)	6,265	(1,110)	(16,043)	(8,668)	(109,044)	78,548	40,028	(187,592)	(149,072)

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2012
For the Month of SEP, 2012
Projects

(\$ thousands)	For the Month					For the Year to Date				
	2012 SEP	2012 SEP	2011 SEP	Variance Fav / (Unfav)		2012 YTD	2012 YTD	2011 YTD	Variance Fav / (Unfav)	
	act_orig	Budget	Actual	Budget	Prior Year	act_orig	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	134	21	1,454	(113)	1,320	2,505	246	3,675	(2,259)	1,170
Wages & Overtime	480	9	869	(471)	389	6,578	103	9,140	(6,475)	2,562
Employee Benefits Expenses	169	14	1,033	(155)	864	4,243	178	5,522	(4,065)	1,279
Employee Related	47	0	48	(47)	1	463	0	3,311	(463)	2,848
Total Salaries, Wages and Benefits	830	44	3,404	(786)	2,574	13,789	527	21,648	(13,262)	7,859
Train Operations	0	0	0	0	0	0	0	0	0	0
Fuel, Power, & Utilities	0	0	3	0	3	3	0	24	(3)	21
Materials	1,938	0	(7,116)	(1,938)	(9,054)	20,387	0	20,078	(20,387)	(309)
Facility, Communication, & Office	714	0	777	(714)	63	7,454	0	14,618	(7,454)	7,164
Advertising & Sales	0	0	0	0	0	0	0	0	0	0
Casualty & Other Claims	0	0	0	0	0	0	4	6	4	6
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	6,991	0	13,758	(6,991)	6,767	22,270	0	74,362	(22,270)	52,092
Indirect Costs Capitalized to P&E	1,530	0	(1,441)	(1,530)	(2,971)	11,711	0	8,527	(11,711)	(3,184)
Total Expense	12,003	44	9,385	(11,959)	(2,618)	75,614	531	139,263	(75,083)	63,649
Operating Income (Loss)	(12,003)	(44)	(9,385)	(11,959)	(2,618)	(75,614)	(531)	(139,263)	(75,083)	63,649
Other (Income) and Expense										
Interest Income	0	0	0	0	0	0	0	0	0	0
Interest Expense	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	(12,003)	(44)	(9,385)	(11,959)	(2,618)	(75,614)	(531)	(139,263)	(75,083)	63,649
Discontinued Operations	0	0	0	0	0	0	0	0	0	0
Net Loss	(12,003)	(44)	(9,385)	(11,959)	(2,618)	(75,614)	(531)	(139,263)	(75,083)	63,649

National Railroad Passenger Corporation (Amtrak)
Capital Program Expenditures Excluding Debt Service
September 2012 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Authorized ¹	Variance	FY12 Remaining Spend Plan	Spend Plan + YTD Actual	FY12 Authorized	Variance
Engineering							
Structures – Movable Bridge-Movable Span	1,494	1,503	10	-	1,494	1,503	10
Structures – Bridge Ties	1,990	2,078	89	-	1,990	2,078	89
Structures – Undergrade–Fixed Bridge	25,206	26,269	1,062	-	25,206	26,269	1,062
Structures - Culvert	614	730	116	-	614	730	116
Structures - Fence	1,684	1,556	(128)	-	1,684	1,556	(128)
Structures – Interlocking Structures	209	200	(9)	-	209	200	(9)
Structures - Tunnel	1,796	3,549	1,753	-	1,796	3,549	1,753
Structures – Retaining Wall	1,286	1,281	(4)	-	1,286	1,281	(4)
Structures - Major Bridge Special Projects	49,284	35,035	(14,250)	-	49,284	35,035	(14,250)
Structures – M/E Facility	19,012	20,931	1,919	-	19,012	20,931	1,919
Structures – M/W Base	1,074	1,540	466	-	1,074	1,540	466
Structures - Station	89,353	90,793	1,440	-	89,353	90,793	1,440
Structures – Trans Department Facility	250	1,150	900	-	250	1,150	900
Structures – Sunnyside Yard New Mechanical Facilit	4,787	5,116	329	-	4,787	5,116	329
Communications & Signals- Abs Locations	4,281	5,305	1,024	-	4,281	5,305	1,024
Communications & Signals- Adv Civil Spd Enforc Sys	13,406	21,428	8,022	-	13,406	21,428	8,022
Communications & Signals – Cable Fiber	130	133	3	-	130	133	3
Communications & Signal – Interlocking-C&S	4,616	7,649	3,033	-	4,616	7,649	3,033
Communications & Signals - Crossings	181	1,050	869	-	181	1,050	869
Communications & Signals - Cetc	5,738	9,775	4,037	-	5,738	9,775	4,037
Communications & Signals - Radio	869	767	(102)	-	869	767	(102)
Electric Traction - Catenary	11,759	10,115	(1,644)	-	11,759	10,115	(1,644)
Electric Traction - Catenary Pole	2,622	3,697	1,075	-	2,622	3,697	1,075
Electric Traction - Transmission	526	812	286	-	526	812	286
Electric Traction - Frequency Converters	4,366	5,740	1,374	-	4,366	5,740	1,374
Electric Traction - Signal Power	1,099	1,390	291	-	1,099	1,390	291
Electric Traction - Substations	6,739	7,277	538	-	6,739	7,277	538
Track - Ballast	2,005	2,433	428	-	2,005	2,433	428
Track - Drainage	2,245	2,601	356	-	2,245	2,601	356
Track – Fasteners	(31)	-	31	-	(31)	-	31
Track - Rail	12,334	13,082	748	-	12,334	13,082	748
Track – Wood/Concrete Crosstie/Timber	36,672	30,989	(5,682)	-	36,672	30,989	(5,682)
Track – Total Track Renewal/Construction	36,755	51,849	15,094	-	36,755	51,849	15,094
Track – Track Laying System	23,191	22,055	(1,136)	-	23,191	22,055	(1,136)
Track - Turnouts	3,199	5,823	2,624	-	3,199	5,823	2,624
Track – Crossings-Road	198	290	92	-	198	290	92
Track - Geometry	16,141	15,385	(756)	-	16,141	15,385	(756)
Deputy Chief Engineer Construction - Applications	7,942	8,156	214	-	7,942	8,156	214
Track – Interlocking Renewal	10,747	14,595	3,848	-	10,747	14,595	3,848
Track – Equipment-Roadway	8,638	12,238	3,600	-	8,638	12,238	3,600
Structures – Special Project 2	7,504	7,000	(504)	-	7,504	7,000	(504)
Deputy Chief Engineer – Leasehold Improvements	3,730	3,600	(130)	-	3,730	3,600	(130)
Life Safety – Lic Ventilation Construction	(28)	-	28	-	(28)	-	28
Life Safety – 1St Avenue Construction	24,839	20,288	(4,550)	-	24,839	20,288	(4,550)
Life Safety – Nrt Ventilation Construction	550	1,466	916	-	550	1,466	916
Life Safety – Standpipe Installation	1,643	2,233	590	-	1,643	2,233	590
Life Safety – Misc Design & Construction Project	822	960	137	-	822	960	137
NJ HSR Improvements - Interlocking	38	200	162	-	38	200	162
NJ HSR Improvements - Track Upgrades	4,269	7,050	2,781	-	4,269	7,050	2,781
Other	3,494	17,322	13,828	-	3,494	17,322	13,828
Engineering Total	461,270	506,485	45,215	-	461,270	506,485	45,215
Mechanical							
Amfleet Programs	65,798	67,845	2,046	-	65,798	67,845	2,046
Locomotives	114,167	123,958	9,791	-	114,167	123,958	9,791
Acquisitions	9,522	108,788	99,266	-	9,522	108,788	99,266
Superliners	59,222	59,260	38	-	59,222	59,260	38
Facility Improvements	4,070	5,300	1,230	-	4,070	5,300	1,230
Horizon/Surfliner Programs	11,063	10,790	(273)	-	11,063	10,790	(273)
Non Passenger Equipment	4,319	5,200	881	-	4,319	5,200	881
Viewliner Programs	7,091	7,670	579	-	7,091	7,670	579
Talgo Programs	226	600	374	-	226	600	374
Acela Programs	34,111	31,250	(2,861)	-	34,111	31,250	(2,861)
Heritage Programs	3,283	3,800	517	-	3,283	3,800	517
Mandatory Projects	251	3,450	3,199	-	251	3,450	3,199
General Safety & Reliability	2,862	5,700	2,838	-	2,862	5,700	2,838
Mechanical IT Projects	1,810	2,250	440	-	1,810	2,250	440
Other	2,525	6,250	3,725	-	2,525	6,250	3,725
Mechanical Total	320,321	442,111	121,790	-	320,321	442,111	121,790
Environmental							
Environmental Risk Reduction	771	925	154	-	771	925	154
Environmental Remediation Program	2,104	2,845	741	-	2,104	2,845	741
Other	-	-	-	-	-	-	-
Environmental Total	2,875	3,770	895	-	2,875	3,770	895
Police and Security							
Safety & Security Program	29,497	46,174	16,677	-	29,497	46,174	16,677
Safety & Security Total	29,497	46,174	16,677	-	29,497	46,174	16,677

National Railroad Passenger Corporation (Amtrak)
Capital Program Expenditures Excluding Debt Service
September 2012 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Authorized ¹	Variance	FY12 Remaining Spend Plan	Spend Plan + YTD Actual	FY12 Authorized	Variance
Transportation / Operations							
System/Business Application Improvement	1,430	1,424	(6)	-	1,430	1,424	(6)
Training and Performance Tracking	2	-	(2)	-	2	-	(2)
Station and Facility Improvements	14,806	14,967	161	-	14,806	14,967	161
Other	(1,268)	342	1,610	-	(1,268)	342	1,610
Transportation Total	14,970	16,733	1,763	-	14,970	16,733	1,763
Finance & Treasury							
Credit Card Terminals for Conductors	-	-	-	-	-	-	-
CUS Steam Plant Replace Study	200	-	(200)	-	200	-	(200)
Install High Efficiency Lighting in Mechanical Facility	(33)	-	33	-	(33)	-	33
Equipment Pool Committee	639	1,192	554	-	639	1,192	554
Program & Administration Costs	1,916	-	(1,916)	-	1,916	-	(1,916)
BPC/APT Conversion To Sap Code Block	500	570	70	-	500	570	70
Other	(0)	-	0	-	(0)	-	0
Technology/ System Upgrades & Facility Improvement	3,222	1,762	(1,459)	-	3,222	1,762	(1,459)
Finance & Treasury Total	3,222	1,762	(1,459)	-	3,222	1,762	(1,459)
Amtrak Technologies Total							
Technology/ System Upgrades	33,407	38,443	5,036	-	33,407	38,443	5,036
Amtrak Technologies Total	33,407	38,443	5,036	-	33,407	38,443	5,036
Procurement							
Vehicle Replacement	4,012	4,024	12	-	4,012	4,024	12
Procurement Facility Improvement Program	41	195	154	-	41	195	154
Beech Grove-Inventory Warehouse Improvements	32	195	163	-	32	195	163
Mat Handling Equipment Facility - State of Good Repair	9	-	(9)	-	9	-	(9)
Other	-	-	-	-	-	-	-
Procurement Total	4,053	4,219	166	-	4,053	4,219	166
Real Estate Total							
Station / Facility Development	1,214	4,300	3,086	-	1,214	4,300	3,086
Real Estate Total	1,214	4,300	3,086	-	1,214	4,300	3,086
NEC IID							
Existing Partnership Agreements	8,290	16,770	8,480	-	8,290	16,770	8,480
NEC IID Total	8,290	16,770	8,480	-	8,290	16,770	8,480
Marketing & Sales							
Technology / System Upgrade	26,956	29,201	2,245	-	26,956	29,201	2,245
Amtrak E-Ticketing Initiative	9,481	10,800	1,319	-	9,481	10,800	1,319
Wifi For Caltrans Pacific Surfliner	34	-	(34)	-	34	-	(34)
Northern California Wi-Fi	1,820	1,820	0	-	1,820	1,820	0
Quik Trak Enhancements	(173)	-	173	-	(173)	-	173
Amtrak.Com Enhance & Upgrades	(3)	-	3	-	(3)	-	3
Customer Experience Programs	2,953	3,200	247	-	2,953	3,200	247
Pos/Eattec Upgrade	8,926	8,581	(345)	-	8,926	8,581	(345)
Wifi On The Nec (Acela)	6	-	(6)	-	6	-	(6)
National Wi-Fi Project	905	890	(15)	-	905	890	(15)
VRU Enhancements	(39)	-	39	-	(39)	-	39
Service Fees-Ph2 Software Development	874	910	36	-	874	910	36
Human Emulation Technology (HET)	2,178	3,000	822	-	2,178	3,000	822
Call Center Technology Efficiency	(6)	-	6	-	(6)	-	6
Infrastructure	636	-	(636)	-	636	-	(636)
Passenger Info Display System - Stations	2	-	(2)	-	2	-	(2)
Aramark Food & Beverage Investment	633	-	(633)	-	633	-	(633)
Other	2,869	2,500	(369)	-	2,869	2,500	(369)
Marketing & Sales Total	30,461	31,701	1,240	-	30,461	31,701	1,240
Departmental Total	909,579	1,112,468	202,889	-	909,579	1,112,468	202,889
MANUAL ADJUSTMENTS							
Engineering CUS Adjustment ²	(313)	(2,069)	(1,756)	-	(313)	(2,069)	(1,756)
Totals with All Adjustments	909,266	1,110,399	201,133	-	909,266	1,110,399	201,133
All Capital Projects (PRJ)	75,606	-	(75,606)	-	75,606	-	(75,606)
Totals Excluding PRJ	833,661	1,110,399	276,739	-	833,661	1,110,399	276,739

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.

BOLD Numbers are subtotals

**CHIEF MECHANICAL OFFICER
FY12 PRODUCTION REPORT**

PROJECT #	PROJECT NAME	FY12 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance Actuals YTD to Plan YTD	% Variance Actuals YTD to Plan YTD	% YTD Actuals to FY12 Plan	Units Completed - September	September Comments
20047439	Amfleet I Coach Overhaul Level 2	37	4	3	37	38	1	103%	103%	82544, 82508, 82546	Completed 1 additional car this year in order to keep production line flowing and maintain Amfleet availability.
20047440	Amfleet II Coach Overhaul Level 1	30	3	5	30	30	0	100%	100%	25096, 25120, 25071, 25079, 25059	End of year production plan achieved in FY12.
20127400	Amfleet Food Service to Coach Conversion	11	2	1	11	4	(7)	36%	36%	85001/81551	Missing parts, lack of work force due to Acela training, and a need for engineering by production employees has delayed the project. Project ended year 7 cars short; 2 of which will be deferred to FY13; remaining 5 were removed from plan due to capital reduction.
20117405	Amfleet II Diner Overhaul Level 1	6	1	1	6	7	1	117%	117%	28017	Completed 1 additional car this year in order to keep production line flowing and maintain Amfleet availability.
20082564	Amfleet I Coach Overhaul Level 1	43	4	3	43	44	1	102%	102%	82748, 82745, 82751	Completed 1 additional car this year in order to keep production line flowing and maintain Amfleet availability.
20077405	Amfleet I Café/Club Overhaul Level 2	27	2	3	27	23	(4)	85%	85%	48168, 48169, 43372	Units arriving for overhaul are in worse condition than expected. Most units required replacement of galley floor which was not in the scope of work. This resulted in 4 less cars meeting production in FY12.
20097417	Cab Car Overhaul	1	0	0	1	1	0	100%	100%		End of year production plan achieved in FY12.
CAPITAL	TOTAL BEAR	155	16	16	155	147	(8)	95%	95%		
20037429	Superliner I Sleeper Overhaul - Level 3	11	0	0	11	7	(4)	64%	64%		No material ordered for equipment
20037434	Superliner II Sleeper Overhaul	14	1	3	14	14	0	100%	100%	32109, 32106, 32081	
20037435	Superliner II Lounge Overhaul	4	0	3	4	5	1	125%	125%	33034, 33009, 33046	Over produced due to SFA add on
20037436	Superliner II Coach Overhaul	9	0	0	9	11	2	122%	122%		Over produced due to SFA add on
20037437	Superliner II Diner Overhaul	4	0	0	4	4	0	100%	100%		
20037438	Superliner II Trans Sleeper Dorm Overhaul	10	0	1	10	12	2	120%	120%	39024	Over produced due to SFA add on
20057422	Superliner I Coach Overhaul	34	3	1	34	31	(3)	91%	91%	31010	2 cars worked in LA ; 1 car did not arrive as scheduled
20079871	Superliner I Sleeper Overhaul	1	0	0	1	1	0	100%	100%		2 cars scheduled were wrecked beyond repair; no replacements sent
20079876	Superliner I Diner/Lounge Overhaul	9	0	0	9	7	(2)	78%	78%		
20097405	Horizon Coach Overhaul - Level 2	22	2	0	22	22	0	100%	100%		
20097407	Horizon Café Overhaul	2	0	0	2	2	0	100%	100%		
20097404	Surfliner Coach Overhaul	5	0	1	5	5	0	100%	100%	6408	
20097410	Surfliner Cab Car Overhaul	2	0	1	2	2	0	100%	100%	6905	
20097413	Surfliner Custom Coach Overhaul	2	0	0	2	2	0	100%	100%		
20097414	Surfliner Café Overhaul	3	0	0	3	3	0	100%	100%		
20037428	Baggage Car Overhaul	30	1	2	30	24	(6)	80%	80%	1733, 1164	Cars did not arrive as scheduled
20067411	Viewliner Sleeper - Overhaul	13	1	1	13	12	(1)	92%	92%	62036	Cars did not arrive as scheduled
20067420	Heritage Diner Overhaul	7	1	1	7	5	(2)	71%	71%	8552	Cars did not arrive as scheduled
CAPITAL	TOTAL BEECH GROVE	182	9	14	182	169	(13)	93%	93%		
20067402	AEM-7 AC Overhauls	10	1	1	10	10	0	100%	100%	944	
20047419	AEM-7 DC Overhauls	5	0	0	5	5	0	100%	100%		
20057407	HHP-8 Locomotive Overhauls	3	0	0	3	3	0	100%	100%		
CAPITAL	TOTAL WILMINGTON	18	1	1	18	18	0	100%	100%		
29167405	Acela Interior Upgrades	0	0	0	0	0	0	0%	0%		
20107405	Acela Overhaul	4	0	1	4	2	(2)	50%	50%	Trainset 4	Decision made to defer until FY13 (materials availability)
CAPITAL	TOTAL HIGH SPEED RAIL	4	0	1	4	2	(2)	50%	50%		
CAPITAL	TOTAL CMO	359	26	32	359	336	(23)	94%	94%		
	LCPM (events - not units):										
20097421	P-42 Locomotive Paint (Beech Grove)	18	2	1	18	21	3	117%	117%	45	Additional P42s to offset F59s
20097421	F-59 Locomotive Paint (Beech Grove)	6	0	0	6	0	(6)	0%	0%		F59 locos arrived; changed from LCPM to overhaul project to continue in FY13
20097421	COT&S (Chicago)	41	3	3	41	40	(1)	98%	98%	96, 65, 117	Final unit in work
20097421	Air Compressor (Chicago)	33	2	2	33	32	(1)	97%	97%	204, 39	Final unit in work
20097421	Air Dryer (Chicago)	57	5	6	57	53	(4)	93%	93%	117, 12, 11, 44, 95, 13	Due to wreck locomotive and scheduling issues
20097421	Engine Change (Chicago)	28	2	2	28	28	0	100%	100%	175, 204	
20097421	Master Controller (Chicago)	28	2	0	28	0	(28)	0%	0%		Materials not ordered
20097421	5 Year Truck (Chicago)	46	3	1	46	39	(7)	85%	85%	96	Trucks utilized for field repairs
20097421	HVAC (Chicago)	41	3	3	41	41	0	100%	100%	65, 117, 42	
20097421	Injectors (Chicago)	89	4	5	89	28	(61)	31%	31%	134, 12, 108, 190, 133	Injector change placed on hold through August
20097421	Radiator Fans (Chicago)	23	2	3	23	18	(5)	78%	78%	12, 11, 13	Hatches not available
20097421	Radiator Hatch (Chicago)	32	2	3	32	31	(1)	97%	97%	175, 204, 39	Final unit in work
20097421	COT&S (Albany)	4	0	0	4	3	(1)	75%	75%		Final unit in work
20097421	Air Compressor (Albany)	4	0	0	4	6	2	150%	150%		Did Compressors in conjunction with other work

**CHIEF MECHANICAL OFFICER
FY12 PRODUCTION REPORT**

PROJECT #	PROJECT NAME	FY12 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance Actuals YTD to Plan YTD	% Variance Actuals YTD to Plan YTD	% YTD Actuals to FY12 Plan	Units Completed - September	September Comments
20097421	Engine Change (Albany)	5	0	0	5	7	2	140%	140%		Engines were backlogged from FY11 and completed in FY12
20097421	10 Year Truck (Albany)	4	0	0	4	3	(1)	75%	75%		Shortage of trucks due to cracked truck frames.
20097421	Injectors (Albany)	9	1	0	9	3	(6)	33%	33%		Injector change placed on hold through August
20097421	Radiator Hatch (Albany)	4	0	0	4	3	(1)	75%	75%		Final unit in work
20097421	HEP (West)	5	0	0	5	6	1	120%	120%		Units going through overhaul
20097421	Injector (West)	3	0	0	3	5	2	167%	167%		Units going through overhaul
20097421	Water Pump (West)	7	0	0	7	6	(1)	86%	86%		Units going through overhaul
20097421	Starter Motor (West)	6	0	0	6	5	(1)	83%	83%		Units going through overhaul
20097421	COT&S (West)	4	0	0	4	3	(1)	75%	75%		Units going through overhaul
20097421	Traction Motors (West)	3	2	0	3	0	(3)	0%	0%		Units going through overhaul
20097421	5 Year Truck (West)	6	0	0	6	1	(5)	17%	17%		Units going through overhaul
20097421	HVAC (West)	10	0	0	10	4	(6)	40%	40%		Units going through overhaul
20097421	Main Engine (West)	3	0	0	3	1	(2)	33%	33%		Units going through overhaul
20097421	AR15/DA6 (West)	3	0	0	3	1	(2)	33%	33%		Units going through overhaul
20097421	Air Compressor (West)	5	0	0	5	2	(3)	40%	40%		Units going through overhaul
20097421	Aux Generator (West)	3	0	0	3	2	(1)	67%	67%		Units going through overhaul
20097421	Cab Shock Mt (West)	3	0	0	3	0	(3)	0%	0%		Units going through overhaul
20097421	Equipment Rack (West)	3	0	0	3	0	(3)	0%	0%		Units going through overhaul
PROJECT	TOTAL LCPM	536	33	29	536	393	(143)	73%	73%		

Engineering Department
FY12 Major Production Summary thru September 2012

	FY12
Operation	Actual
System Total	
Surfacing (pass miles)	543.9
Wood Ties (each)	34,432
TLMs -Ties (each)	40,734
Holland Welder-(TLMs+RCO+rail gang) (each)	720
Field Welding -Division & Production (each)	1,509
Undercutting (track miles)	0.0
SES Track Panels Installed (feet)	4,364
Turnouts - SES (each)	15
Turnouts - DIVs (each)	3
Turnouts - Sys Prod (each)	3
Rail - (TLMs+HBG+Sys+CENTRAL Rail Gangs) (track miles)	7.9
Curve Patch Rail Divs (Track Miles)	0.00
Rail Train-Pick Up (track miles)	0.2
Rail Train- Unload (track miles)	27.8
Slot Machine (miles) - NED+MAD+HBG	0.00
Vac Trains MAD-NED NYD TLS (miles)	19.64
Badger Ditcher (Pass miles)	0.0
Shoulder Cleaner (track miles)	15.8
Rail Grinding (pass miles)	490.1
Switch Grinding (pass miles)	15.0
Switch Grinding (each)	23
Bridge Decks Retimbered (each)	6
Bridge Ties (each)	369
Bridge Converted to Ballast Deck (each)	4
Bridge Converted to Ballast Deck (track feet)	134
Electric Catenary Hardware Renewed (miles)	10.8
ET Transformers (each)	1
ET Breakers (each)	5
Signal Cable Replaced (miles)	27.6
Concrete System Tie Gang Central+NED+NYD+MAD+SES (each)	7,758
Vac Train 3165 (miles) NY Tunnels	13.1
NY Tunnels Install New Track Panels (miles)	2.4

**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					
		September 30,					
		2012	2011				fav / (unfav)
Revenues:							
Passenger related	\$	2,269,168	\$	2,152,020	117,148	5.4%	/a
Commuter		140,389		163,825	(23,436)	-14.3%	/b
State capital payments		32,453		30,887	1,566	5.1%	/c
Other		434,334		360,019	74,315	20.6%	/d
Total revenues		2,876,344		2,706,751	169,593	6.3%	
Expenses:							
Salaries, wages, and benefits		2,030,550		1,946,996	(83,554)	-4.3%	/e
Train operations		245,712		253,603	7,891	3.1%	/f
Fuel, power, and utilities		355,903		337,830	(18,073)	-5.3%	/g
Materials		206,229		210,649	4,420	2.1%	/h
Facility, communication, and office related		175,168		187,410	12,242	6.5%	/i
Advertising and sales		78,729		113,190	34,461	30.4%	/j
Casualty and other claims		72,583		54,264	(18,319)	-33.8%	/k
Depreciation, net of amortization		664,097		598,549	(65,548)	-11.0%	/l
Other		347,187		400,627	53,440	13.3%	/m
Indirect cost capitalized to property and equipment		(113,528)		(147,623)	(34,095)	-23.1%	/n
Total expenses		4,062,630		3,955,495	(107,135)	-2.7%	
Net loss from continuing operations before							
other (income) and expense		1,186,286		1,248,744	62,458	5.0%	
Other (Income) and Expense:							
Interest income		(6,514)		(8,538)	(2,024)	-23.7%	
Interest expense		83,187		101,798	18,611	18.3%	
Loss on early extinguishment of debt		3,771		-	(3,771)	100.0%	
Other expense, net		80,444		93,260	12,816	13.7%	/o
Net loss	\$	1,266,730	\$	1,342,004	75,274	5.6%	

Unaudited Consolidated Financial Statements are Subject to Change

September 2012 YTD Consolidated Statement of Operations - Variance Explanations

Revenues:

- /a Passenger related revenues were favorable to prior year by \$117.1M primarily due to increased ridership and favorable economic conditions versus the same period last year. Ticket revenues for the Northeast Corridor are up 6%, State/Corridor trains are up 7% and Long Distance trains are up 7%.
- /b Commuter revenues were unfavorable by \$23.4M primarily due to the expiration of the Caltrans contract.
- /c State Capital Payments were favorable by \$1.6M primarily due to increased contributions from state partners.
- /d Other revenues were favorable by \$74.3M primarily due to revenues received from the Connecticut Easement Agreement, increased reimbursable work and increased cost sharing and freight access fees.

Expenses:

- /e Salaries, wages and benefits were unfavorable by \$83.6M primarily due to non-recurring VSIP payments, merit payments and associated benefit expenses as well as contractual wage increases and increased benefit costs.
- /f Train Operations were favorable by \$7.9M primarily due to a one-time settlement benefit with CSX for host railroad fees partially offset by increased motor coach services and crew layover expenses.
- /g Fuel, Power and Utilities were unfavorable by \$18.1M primarily due to higher fuel costs partially offset by decreased electricity usage due to milder winter weather.
- /h Materials were favorable by \$4.4M primarily due to changes in the material reserve.
- /i Facility, communication and office related were favorable by \$12.2 primarily due reduced discretionary spending on building maintenance, office supplies, personal computers and other office equipment.
- /j Advertising and sales were favorable by \$34.5 primarily due to the reduction and timing of planned advertising programs.
- /k Casualty and other claims were unfavorable by \$18.3M primarily due to the anticipation of increased passenger claims.

September 2012 YTD Consolidated Statement of Operations - Variance Explanations (cont.)

- /l Depreciation, net of amortization was unfavorable by \$65.5M, primarily due to an increase in the depreciable fixed asset base.
- /m Other expenses were favorable by \$53.4 primarily due to reduced uncapitalizable project expenses resulting from the expiration of ARRA funding and the SAM project partially offset by increased IT outsourced services.
- /n Indirect cost capitalized to P&E were unfavorable by \$34.1M primarily due to lower capital spend.
- /o Net Interest expense decreased \$12.8M as the result of reduced interest expense due to lower outstanding balances partially offset by financing charges resulting from the cancellation of long-term leases.

**The Statement of Cash Flows is currently unavailable,
but will be included once the audit has been
completed**

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Balance Sheets

(In Thousands of Dollars, Except Share Data)

	(Unaudited) September 30, 2012	(Audited) September 30, 2011	\$ Change	% Change
ASSETS				
Current Assets:				
Cash and cash equivalents	\$ 210,819	\$ 126,779	84,040	66.3% /a
Restricted cash and cash equivalents.....	8,130	57,247	(49,117)	(85.8%) /a
Accounts receivable, net of allowances of \$10,054 and \$8,556 at August 31, 2012 and September 30, 2011, respectively.....	208,830	172,450	36,380	21.1% /b
Materials and supplies, net of allowances of \$59,141 and \$58,292 at August 31, 2012 and September 30, 2011, respectively.....	234,896	213,575	21,321	10.0% /c
Prepaid expenses.....	13,712	13,746	(34)	(0.2%) /d
Other current assets	26,891	32,832	(5,941)	(18.1%) /e
Total current assets	703,278	616,629	86,649	14.1%
Property and Equipment:				
Locomotives	1,485,662	1,447,556	38,106	2.6%
Passenger cars and other rolling stock	2,699,103	2,572,583	126,520	4.9%
Right-of-way and other properties	10,649,935	9,971,446	678,489	6.8%
Construction in progress.....	1,162,552	1,367,223	(204,671)	(15.0%)
Leasehold improvements	400,388	374,740	25,648	6.8%
Property and equipment, gross	16,397,640	15,733,548	664,092	4.2%
Less - Accumulated depreciation and amortization	(6,036,477)	(5,633,117)	(403,360)	7.2%
Total property and equipment, net	10,361,163	10,100,431	260,732	2.6% /f
Other Assets, Deposits, and Deferred Charges:				
Notes receivable on sale-leasebacks	51,849	50,012	1,837	3.7% /g
Deferred charges, deposits, and other	257,795	304,304	(46,509)	(15.3%) /h
Total other assets, deposits, and deferred charges	309,644	354,316	(44,672)	(12.6%)
Total assets	\$ 11,374,085	\$ 11,071,376	302,709	2.7%
LIABILITIES and CAPITALIZATION				
Current Liabilities:				
Accounts payable	\$ 291,922	\$ 425,429	(133,507)	(31.4%) /i
Accrued expenses and other current liabilities	526,013	508,189	17,824	3.5% /j
Deferred ticket revenue	122,164	107,952	14,212	13.2% /k
Current maturities of long-term debt and capital lease obligations	149,380	191,449	(42,069)	(22.0%) /l
Total current liabilities	1,089,479	1,233,019	(143,540)	(11.6%)
Long-Term Debt and Capital Lease Obligations:				
Capital lease obligations	1,062,341	1,374,090	(311,749)	(22.7%) /m
Mortgages	139,605	160,500	(20,895)	(13.0%) /n
Equipment and other debt	45,220	51,691	(6,471)	(12.5%) /o
Railroad rehabilitation and improvement financing loan	159,497	65,681	93,816	142.8% /p
Total long-term debt and capital lease obligations	1,406,663	1,651,962	(245,299)	(14.8%)
Other Liabilities and Deferred Credits:				
Deferred state capital payments	972,011	890,070	81,941	9.2% /q
Casualty reserves	161,491	146,010	15,481	10.6% /r
Deferred gain on sale-leasebacks	53,746	57,827	(4,081)	(7.1%) /s
Postretirement employee benefits obligation	1,260,505	1,170,909	89,596	7.7% /t
Environmental reserve	54,317	57,724	(3,407)	(5.9%) /u
Other liabilities.....	62,007	54,806	7,201	13.1% /v
Total other liabilities and deferred credits	2,564,077	2,377,346	186,731	7.9%
Total liabilities	5,060,219	5,262,327	(202,108)	(3.8%)
Commitments and Contingencies				
Capitalization:				
Preferred stock - \$100 par, 109,396,994 shares authorized, issued and outstanding at August 31, 2012 and September 30, 2011.....	10,939,699	10,939,699	-	0.0%
Common stock - \$10 par, 10,000,000 shares authorized, 9,385,694 issued and outstanding at August 31, 2012 and September 30, 2011.....	93,857	93,857	-	0.0%
Debt and other paid-in capital	25,208,089	23,436,542	1,771,547	7.6% /w
Accumulated deficit.....	(29,277,295)	(28,010,565)	(1,266,730)	4.5% /x
Accumulated other comprehensive loss.....	(650,484)	(650,484)	-	0.0%
Total capitalization	6,313,866	5,809,049	504,817	8.7%
Total liabilities and capitalization	\$ 11,374,085	\$ 11,071,376	302,709	2.7%

Unaudited Consolidated Financial Statements are Subject to Change

September 2012 Balance Sheet Variance Explanations:

- /a Cash and cash equivalents increased \$34.9M – reflects the timing of FY11 and FY12 appropriations and grants net of cash used for operations, capital investments and debt service during the period.
- /b Accounts receivable, net increased \$36.4M – due primarily to increases in ancillary business and intercompany receivables.
- /c Materials and supplies, net increased \$21.3M – due to inventory purchases and usage in support of capital grant programs.
- /d Prepaid expenses decreased slightly – due to the timing of capitalization of leased equipment, prepaid insurance and software license agreements.
- /e Other current assets decreased \$5.9M – primarily due to a decrease in the value of the fuel hedge.
- /f Property and equipment, net of accumulated depreciation and amortization increased \$260.7M – 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 \$1.8M – 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 \$46.5M – due to a decrease in deferred locomotive, environmental and other miscellaneous charges.
- /i Accounts payable decreased \$133.5M – reflects a decrease in general accounts payable as a result of ARRA project completion in FY11.
- /j Accrued expenses and other current liabilities increased \$17.8M – reflects unratified labor union agreements, advances from LIRR and adjustments for wrecked and/or damaged equipment.
- /k Deferred ticket revenue increased \$14.2M - reflects the change from prior fiscal year end in advance ticket sales.
- /l Current maturities of long-term debt and lease obligations decreased \$42.1M – reflects a decrease in the current portion of capital lease obligations.
- /m Capital lease obligations decreased \$311.7M – reflects a reduction of defeased lease payments on leased locomotives and rolling stock due to their replacement or termination.
- /n Mortgages decreased \$20.9M – reflects principal payments on the Penn Station mortgage.
- /o Equipment and other debt decreased \$6.5M – primarily relates to the purchase of leased P42 locomotives and Superliner cars plus electric locomotives.
- /p Railroad rehabilitation and improvement financing loan increased \$93.8M – relates to the purchase of new electric locomotives.

September 2012 Balance Sheet Variance Explanations: (continued)

- /q Deferred state capital payments increased \$81.9M – due to contributions from New Jersey (NJT), New York (LIRR), and Maryland (MARC) for joint benefit projects less amortization.
- /r Casualty reserves increased \$15.5M – 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 \$4.1M – 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 \$89.6M – reflects the most recent actuarial analysis reflecting the aging of the workforce and projected increases in future healthcare rates - includes the recent labor settlement.
- /u Environmental reserve decreased \$3.4M – reflects a decrease in the estimated liability for environmental clean-up projects.
- /v Other liabilities increased \$7.2M – primarily reflects changes in miscellaneous revenue.
- /w Debt and other paid-in capital increased \$1,771.5M – reflects appropriations and grants received since FY11.
- /x Accumulated deficit increased \$1,266.7M – reflects net losses incurred since FY11.

B

LEGISLATIVE REPORT

Status of FY2013 Transportation Appropriations Bill

Current to September 30, 2012



Background:

- Amtrak submitted its Fiscal 2013 appropriations request on February 3. The request is \$2.167 billion, which includes \$450 million for operations, \$1.445 billion for general capital, \$212 million for debt service, and \$60 million for NEC items (Gateway and Stair-Step programs). The PRIIA authorized total is \$2.233 billion.
- The Obama Administration released its Fiscal 2013 appropriations proposals on February 13. The Administration proposes a restructuring of passenger rail programs within the DOT budget. The previous major accounts (High-Speed Intercity Passenger Rail, Amtrak operations, Amtrak capital) are consolidated into a National High Performance Rail System program. This program is divided into two accounts, Network Development and System Preservation, to be funded from surface transportation funds, rather than general funds. Within the System Preservation account, there is \$1.546 for Amtrak (operations \$631 million, general capital \$652 million, ADA capital \$50 million, debt service \$213 million). Another \$1 billion is proposed for Network Development (as individual grants). An “Immediate Transportation Investments” category would provide during Fiscal 2012 \$4 billion for Network Development and \$2 billion for System Preservation (essentially for Amtrak state of good repair items).
- The Senate Appropriations Committee on April 19 approved S.2322, Fiscal 2013 Transportation, Housing and Urban Development appropriations. It includes \$1.450 billion for Amtrak, of which \$400 million is for operations and \$1.050 billion for capital. Of the capital amount, \$20 million is for the Northeast Corridor Gateway program and up to \$271 million is available for debt service. The bill also provides \$19 million for Amtrak Office of Inspector General. The bill provides \$100 million for “high-performance” passenger rail service.
- The House Appropriations Committee on June 20 approved H.R.5972, Fiscal 2013 Transportation, Housing and Urban Development appropriations. It includes \$1.802 billion for Amtrak, of which \$350 million is for operations, \$952 million for capital, and \$500 million for state-of-good repair infrastructure projects on segments owned by Amtrak or states. Of the capital amount, \$50 million is for the ADA program and up to \$271 million is available for debt service. Of the state-of-good repair funds, \$80 million can go to Amtrak operations with DOT approval. The bill also provides \$25 million for Amtrak Office of Inspector General.
- The House on September 13 approved, 329-91, H.J.Res.117, a continuing appropriations resolution funding most federal programs through March 27, 2013, at their Fiscal 2012 levels. For Amtrak, on an annualized basis, that is \$466 million is for operations, \$271 million for debt service, \$431 million for capital, \$50 million for ADA compliance, and \$200 million for a new working capital account.
- The Senate on September 22 approved H.J.Res.117, without amendment, 62-30.
- H.J.Res.117 was enacted as P.L. 112-175 on September 28.

Summary and Status of Legislation Impacting Amtrak - 112th Congress

Bill Number	Title/Sponsor	Co-Sponsors	Summary	Legislative Action to Date
H.R.30	Taking Responsible Action for Community Safety Act Rep. Judy Biggert (R-IL)	2	Requires the Surface Transportation Board to hold public hearings on proposed rail company mergers that, among other things, will consider the impact of a merger on intercity and commuter passenger rail service.	<u>1/5/2011</u> Referred to Committee on Transportation and Infrastructure.
H.Res.28	Enhanced security of surface transportation by the Transportation Security Administration Rep. Sheila Jackson Lee (D-TX)	0	Expressing the sense of the House of Representatives that the Transportation Security Administration should, in accordance with existing law, enhance security against terrorist attack and other security threats to our Nation's rail and mass transit systems and other modes of surface transportation	<u>1/7/2011</u> Referred to Committee on Homeland Security.
H.R.304	To amend the limitation on liability for certain passenger rail accidents Rep. Elton Gallegly (R-CA)	3	Retroactively lifts the liability cap for passenger rail accidents caused by gross negligence or willful misconduct from \$200 million to \$275 million.	<u>1/18/2011</u> Referred to Committee on Transportation and Infrastructure and Committee on Judiciary.
H.Res.38	Reducing Fiscal 2011 non-security spending to 2008 levels or less Rep. David Dreier (R-CA)	0	Reducing non-security spending to fiscal year 2008 levels or less.	<u>1/18/2011</u> Introduced in the House. <u>1/19/2011</u> Amended and reported by Committee on Rules (House Report 112-3). <u>1/18/2011</u> Approved by House, 256-165.
H.R.408	Spending Reduction Act of 2011 Rep. Jim Jordan (R-OH)	32	At Section 501, prohibits funding for Amtrak or other intercity passenger rail programs.	<u>1/24/2011</u> Referred to 14 House Committees.
S.178	Spending Reduction Act of 2011 Sen. Jim DeMint (R-SC)	0	At Section 501, prohibits funding for Amtrak or other intercity passenger rail programs.	<u>1/25/2011</u> Referred to Committee on Finance.
S.223	FAA Air Transportation Modernization and Safety Improvement Act Sen. John D. Rockefeller, IV (D-WV)	0	At Section 725, requires the Government Accountability Office to perform a study of airline and rail codeshare arrangements. House version is H.R.658.	<u>1/27/2011</u> Introduced in the Senate. <u>2/17/2011</u> Approved by Senate, 87-8. See H.R.658 (below) for further notes.
H.R.613	Airports, Highways, High-Speed Rail, Trains, and Transit: Make it in America Act Rep. John Garamendi (D-CA)	13	To strengthen Buy America requirements applicable to airports, highways, high-speed rail, trains, and transit, and for other purposes.	<u>2/10/2011</u> Referred to Committee on Transportation and Infrastructure.
H.R.1 (House)	Full-Year Continuing Appropriations Act, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, from the expiration of P.L. 111-322 on March 4, 2011 through September 30, 2011. Amtrak would receive \$1.413 billion, down from \$1.565 billion in FY10.	<u>2/11/2011</u> Introduced in the House. <u>2/19/2011</u> Approved by House, 235-189. See H.R.1473 for further notes.
H.J.Res.44	Further Continuing Appropriations Amendments, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, including for Amtrak, from the expiration of P.L. 111-322 on March 4, 2011 through March 18, 2011.	<u>2/28/2011</u> Introduced in the House. <u>3/1/2011</u> Approved by House, 335-91. <u>3/2/2011</u> Approved by Senate, 91-9. <u>3/2/2011</u> Enacted as P.L.112-4.
H.R.1 (Senate)	Full-Year Continuing Appropriations Act, 2011 Sen. Daniel Inouye (D-HI)	0	Making continuing appropriations for fiscal year 2011, through September 30, 2011. The Senate considered (under unanimous consent requiring 60 votes) on March 9 the House version with \$1.413 billion and a Senate substitute with \$1.565 billion.	<u>3/9/2011</u> House version considered by Senate under unanimous consent and rejected, 44-56. <u>3/9/2011</u> Inouye substitute considered by Senate under unanimous consent and rejected, 42-58. See H.R.1473 for further notes.
H.J.Res.48	Additional Continuing Appropriations Amendments, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, including for Amtrak, from the expiration of P.L. 112-4 on March 18, 2011 through April 8, 2011.	<u>3/11/2011</u> Referred to Committee on Appropriations. <u>3/15/2011</u> Approved by House, 271-158. <u>3/17/2011</u> Approved by Senate, 87-13. <u>3/18/2011</u> Enacted as P.L.112-6.

Summary and Status of Legislation Impacting Amtrak - 112th Congress

H.R.658	FAA Air Transportation Modernization and Safety Improvement Act Rep. John L. Mica (R-FL)	24	At Section 810, requires the Government Accountability Office to perform a study of airline and rail codeshare arrangements (language retained in enacted version). Senate version is S.223.	<u>2/11/2011</u> Introduced in the House. <u>4/1/2011</u> Approved by House, 223-196. <u>2/1/2012</u> Conference report H.Rept.112-381 filed <u>2/3/2012</u> Conference version approved by House <u>2/6/2012</u> Conference version approved by Senate <u>2/14/2012</u> Enacted as P.L.112-095
H.R.1363	Further Continuing Appropriations Amendments, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, including for Amtrak, from the expiration of P.L. 112-6 on April 8, 2011 through April 15, 2011.	<u>4/7/2011</u> Approved by House, 247-181. <u>4/8/2011</u> Approved by Senate, by voice vote. <u>4/9/2011</u> Conference version approved by House, 348-70. <u>4/9/2011</u> Enacted as P.L.112-8.
H.R.1473	Full-Year Continuing Appropriations Amendments, 2011 Rep. Harold Rogers (R-KY)	0	Making continuing appropriations for fiscal year 2011, including for Amtrak (at a level of \$1.484 billion), from the expiration of P.L. 112-8 on April 15, 2011 through September 30, 2011.	<u>4/14/2011</u> Approved by House, 260-167. <u>4/14/2011</u> Approved by Senate, 81-19. <u>4/16/2011</u> Enacted as P.L.112-10.
H.R.1861	Infrastructure Jobs and Energy Independence Act Rep. Tim Murphy (R-PA)	20	To enhance America's path toward energy independence and economic and national security, to conserve energy use grants. Uses offshore petroleum lease proceeds for a variety of purposes, including an Infrastructure Renewal Reserve that includes funding for passenger and freight rail construction and repair.	<u>5/12/2011</u> Referred to several House committees
S.1230	Protecting Taxpayers in Transportation Asset Transfers Act of 2011 Sen. Richard Durbin (D-IL)	0	Attaches a federal lien on all transportation projects that are subject to state or local privatization proposals, when they have received \$25 million or more in federal funds and have a value of more than \$500 million.	<u>6/16/2011</u> Referred to the Senate Committee on Commerce, Science and Transportation.
H.R.XXXX	Competition for Intercity Passenger Rail in America Act of 2011 Rep. John Mica (R-FL)	0	Requires Amtrak to redeem common stock; transfers Northeast Corridor assets away from Amtrak; creates commissions to solicit bids to operate NEC services, build NEC high-speed rail infrastructure, and operate short-distance routes; requires US DOT to solicit bids for long-distance operations.	<u>6/15/2011</u> Draft bill (discussion draft) released but bill never introduced.
H.R.2350	Protecting Taxpayers in Transportation Asset Transfers Act of 2011 Rep. Peter DeFazio (D-OR)	3	Attaches a federal lien on all transportation projects that are subject to state or local privatization proposals, when they have received \$25 million or more in federal funds and have a value of more than \$500 million.	<u>6/24/2011</u> Referred to House Committees on Transportation and Infrastructure and Budget
S.1352	Amending SAFETEA Sen. Kristin Gillibrand (D-NY)	1	Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to include freight and passenger rail among eligible uses of funding under the coordinated border infrastructure program and to reauthorize that program.	<u>7/13/2011</u> Referred to Senate Committee on Environment and Public Works.
H.R.2354	Energy and Water Appropriations, Fiscal 2012 Rep. Rodney P. Frelinghuysen (R-NJ)	0	Making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2012. Title V rescinds unobligated HSIPR funds and dedicates them to flood relief.	<u>7/15/2011</u> Approved by House, 219-196.
S.1436	Transportation and Regional Infrastructure Project Bonds Act of 2011 Sen. Ron Wyden (D-OR)	2	Provides \$50 billion in new transportation bonding for infrastructure projects, including rail	<u>7/28/2011</u> Referred to Senate Committee on Commerce, Science, and Transportation.
H.R.2811	Rescind all unobligated ARRA passenger rail funds Rep. Austin Scott (R-GA)	0	Rescinds any unobligated ARRA funds in the High Speed Intercity Passenger Rail program	<u>8/5/2011</u> Referred to House Committee on Appropriations

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**ROUTE PERFORMANCE
REPORT**

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)

September 2012 YTD

Route Performance Results Exclude Depreciation and Interest.

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	\$521.1	\$307.5	\$213.5	\$7.0	\$206.5	n/a	\$206.5	32.0	20.0
RT05	Northeast Regional	\$552.8	\$471.6	\$81.2	\$9.0	\$72.2	n/a	\$72.2	5.8	2.8
RT99	NEC Special Trains	\$5.3	\$2.1	\$3.2	\$0.0	\$3.2	n/a	\$3.2	180.7	25.1
Total		\$1,079.2	\$781.2	\$298.0	\$16.1	\$281.9	n/a	\$281.9	14.9	7.8

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	\$5.2	\$5.1	\$0.1	\$0.1	(\$0.0)	n/a	(\$0.0)	(0.2)	(0.1)
RT04	Vermont	\$7.8	\$10.6	(\$2.7)	\$0.3	(\$3.0)	n/a	(\$3.0)	(12.6)	(5.3)
RT07	Maple Leaf	\$26.3	\$28.0	(\$1.7)	\$0.7	(\$2.4)	n/a	(\$2.4)	(1.9)	(1.0)
RT09	The Downeaster	\$11.9	\$14.8	(\$2.9)	\$0.3	(\$3.2)	n/a	(\$3.2)	(7.3)	(2.8)
RT12	New Haven - Springfield	\$12.2	\$23.9	(\$11.8)	\$0.5	(\$12.3)	n/a	(\$12.3)	(35.5)	(17.5)
RT14	Keystone Service	\$42.2	\$47.0	(\$4.9)	\$0.8	(\$5.7)	n/a	(\$5.7)	(4.7)	(1.9)
RT15	Empire Service	\$44.8	\$65.0	(\$20.3)	\$1.4	(\$21.6)	n/a	(\$21.6)	(16.7)	(5.6)
RT20	Chicago-St.Louis	\$24.0	\$39.0	(\$15.0)	\$0.9	(\$15.9)	n/a	(\$15.9)	(15.6)	(7.5)
RT21	Hiawathas	\$23.6	\$26.5	(\$2.9)	\$0.6	(\$3.5)	n/a	(\$3.5)	(5.3)	(2.0)
RT22	Wolverines	\$19.1	\$38.0	(\$18.9)	\$0.8	(\$19.7)	n/a	(\$19.7)	(19.5)	(9.9)
RT23	Illini	\$16.0	\$21.1	(\$5.1)	\$0.5	(\$5.6)	n/a	(\$5.6)	(9.2)	(4.0)
RT24	Illinois Zephyr	\$14.9	\$17.2	(\$2.3)	\$0.4	(\$2.7)	n/a	(\$2.7)	(6.8)	(2.8)
RT29	Heartland Flyer	\$5.4	\$9.0	(\$3.6)	\$0.2	(\$3.8)	n/a	(\$3.8)	(25.0)	(11.4)
RT35	Pacific Surfliner	\$91.1	\$115.8	(\$24.7)	\$2.6	(\$27.3)	n/a	(\$27.3)	(12.2)	(3.8)
RT36	Cascades	\$54.0	\$67.6	(\$13.6)	\$1.5	(\$15.1)	n/a	(\$15.1)	(11.4)	(6.1)
RT37	Capitol	\$60.3	\$74.2	(\$13.9)	\$1.6	(\$15.5)	n/a	(\$15.5)	(13.9)	(4.0)
RT39	San Joaquins	\$69.9	\$85.6	(\$15.7)	\$1.6	(\$17.3)	n/a	(\$17.3)	(10.4)	(4.0)
RT40	Adirondack	\$10.0	\$12.7	(\$2.7)	\$0.3	(\$3.0)	n/a	(\$3.0)	(7.4)	(6.0)
RT41	Blue Water	\$12.1	\$15.1	(\$3.0)	\$0.3	(\$3.3)	n/a	(\$3.3)	(8.5)	(4.0)
RT46	Washington-Lynchburg	\$11.8	\$7.9	\$3.8	\$0.2	\$3.7	n/a	\$3.7	8.4	5.7
RT47	Washington-Newport News	\$35.8	\$31.2	\$4.5	\$0.7	\$3.8	n/a	\$3.8	3.0	1.8
RT54	Hoosier State	\$0.9	\$4.6	(\$3.7)	\$0.1	(\$3.8)	n/a	(\$3.8)	(67.5)	(31.6)
RT56	Kansas City-St.Louis	\$14.0	\$15.5	(\$1.6)	\$0.4	(\$1.9)	n/a	(\$1.9)	(5.1)	(2.5)
RT57	Pennsylvanian	\$9.9	\$15.4	(\$5.6)	\$0.3	(\$5.9)	n/a	(\$5.9)	(12.2)	(7.3)
RT65	Pere Marquette	\$5.9	\$6.0	(\$0.1)	\$0.1	(\$0.2)	n/a	(\$0.2)	(1.5)	(0.9)
RT66	Carolinian	\$21.5	\$20.2	\$1.3	\$0.5	\$0.8	n/a	\$0.8	0.9	0.7
RT67	Piedmont	\$6.6	\$7.0	(\$0.4)	\$0.2	(\$0.6)	n/a	(\$0.6)	(3.2)	(1.5)
RT96	Non NEC Special Trains	\$3.2	\$2.0	\$1.2	\$0.0	\$1.2	n/a	\$1.2	14.9	16.8
Total		\$660.1	\$826.0	(\$165.9)	\$17.8	(\$183.8)	n/a	(\$183.8)	(9.3)	(4.0)

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	\$38.7	\$82.8	(\$44.1)	\$1.8	(\$45.9)	n/a	(\$45.9)	(20.9)	(13.7)
RT18	Cardinal	\$8.4	\$25.3	(\$16.9)	\$0.6	(\$17.4)	n/a	(\$17.4)	(36.1)	(20.8)
RT19	Silver Meteor	\$42.6	\$79.5	(\$36.9)	\$1.8	(\$38.7)	n/a	(\$38.7)	(16.7)	(10.8)
RT25	Empire Builder	\$72.2	\$128.2	(\$56.0)	\$3.0	(\$59.0)	n/a	(\$59.0)	(14.8)	(9.1)
RT26	Capitol Limited	\$22.6	\$46.2	(\$23.6)	\$1.0	(\$24.6)	n/a	(\$24.6)	(21.7)	(14.8)
RT27	California Zephyr	\$53.2	\$121.9	(\$68.7)	\$2.8	(\$71.6)	n/a	(\$71.6)	(23.0)	(13.5)
RT28	Southwest Chief	\$48.2	\$113.3	(\$65.2)	\$2.6	(\$67.8)	n/a	(\$67.8)	(21.5)	(14.1)
RT30	City of New Orleans	\$22.0	\$42.6	(\$20.6)	\$0.9	(\$21.5)	n/a	(\$21.5)	(18.1)	(12.4)
RT32	Texas Eagle	\$28.5	\$61.6	(\$33.1)	\$1.5	(\$34.5)	n/a	(\$34.5)	(18.8)	(13.4)
RT33	Sunset Limited	\$13.0	\$53.9	(\$40.9)	\$1.2	(\$42.0)	n/a	(\$42.0)	(49.9)	(25.4)
RT34	Coast Starlight	\$45.3	\$99.1	(\$53.8)	\$2.2	(\$56.0)	n/a	(\$56.0)	(25.1)	(15.5)
RT45	Lake Shore Limited	\$35.0	\$66.6	(\$31.6)	\$1.5	(\$33.1)	n/a	(\$33.1)	(16.2)	(10.2)
RT48	Palmetto	\$18.4	\$29.3	(\$10.9)	\$0.7	(\$11.5)	n/a	(\$11.5)	(13.3)	(6.3)
RT52	Crescent	\$34.9	\$75.5	(\$40.6)	\$1.7	(\$42.3)	n/a	(\$42.3)	(26.1)	(14.3)
RT63	Auto Train	\$74.1	\$106.5	(\$32.4)	\$2.5	(\$34.9)	n/a	(\$34.9)	(15.4)	(10.7)
Total		\$557.1	\$1,132.2	(\$575.1)	\$25.9	(\$600.9)	n/a	(\$600.9)	(20.5)	(12.8)

Total National Train System	\$2,296.4	\$2,739.4	(\$443.0)	\$59.8	(\$502.8)	n/a	(\$502.8)	(7.4)	(3.9)
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* Under Development - will be included once it is completed.

Reconciling Items between National Train System and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$2,296.4	\$2,799.2	(\$502.8)
Ancillary Customers	\$449.9	\$284.0	\$165.9
Freight and Other Customers	\$97.5	\$315.3	(\$217.8)
Depreciation, net	\$0.0	\$664.1	(\$664.1)
Operating Results	\$2,843.8	\$4,062.6	(\$1,218.8)
Interest Expense, net	\$0.0	\$80.4	(\$80.4)
State Capital Payments	\$32.5	\$0.0	\$32.5
Net Results	\$2,876.3	\$4,143.0	(\$1,266.7)

Notes:

- This report is being produced using the Amtrak Performance Tracking (SAM_APT) system, which drives costs to all customers, including freight and commuter railroads. This report reflects the information as it existed in SAP at the time it was produced. Future changes to SAP data may affect the placement of data within this report. Project (PRJ) related costs are excluded from this fully allocated report because they are paid for with Capital funding.

- Amtrak does not report depreciation on a route level due to the distortion caused by the sale and leaseback transactions of the late 1990's and early 2000's. Allocating depreciation and interest would unfairly burden routes whose equipment was sold and then leased back. Those transactions caused the value of those assets to increase and therefore their depreciation to increase, which is unrelated to the actual capital cost of that equipment. A synthetic capital charge is under development and will be allocated to routes and included in this report when available.

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)

September 2011 YTD

Route Performance Results Exclude Depreciation and Interest.

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	\$510.3	\$323.4	\$186.9	\$8.2	\$178.8	n/a	\$178.8	27.5	17.4
RT05	Northeast Regional	\$505.3	\$467.2	\$38.1	\$10.1	\$28.0	n/a	\$28.0	2.4	1.1
RT99	NEC Special Trains	\$0.9	\$2.2	(\$1.3)	\$0.0	(\$1.4)	n/a	(\$1.4)	(135.6)	(24.0)
Total		\$1,016.4	\$792.8	\$223.7	\$18.3	\$205.4	n/a	\$205.4	11.3	5.8

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	\$4.1	\$6.5	(\$2.4)	\$0.1	(\$2.5)	n/a	(\$2.5)	(26.8)	(11.0)
RT04	Vermont	\$7.4	\$9.1	(\$1.7)	\$0.2	(\$1.9)	n/a	(\$1.9)	(9.0)	(4.9)
RT07	Maple Leaf	\$25.0	\$30.2	(\$5.2)	\$0.7	(\$5.9)	n/a	(\$5.9)	(4.7)	(2.7)
RT09	The Downeaster	\$12.5	\$13.2	(\$0.7)	\$0.3	(\$1.0)	n/a	(\$1.0)	(2.3)	(0.8)
RT12	New Haven - Springfield	\$11.6	\$23.9	(\$12.3)	\$0.5	(\$12.9)	n/a	(\$12.9)	(36.2)	(18.6)
RT14	Keystone Service	\$38.9	\$46.1	(\$7.2)	\$0.9	(\$8.2)	n/a	(\$8.2)	(7.0)	(2.8)
RT15	Empire Service	\$40.9	\$70.4	(\$29.5)	\$1.5	(\$31.0)	n/a	(\$31.0)	(24.4)	(8.4)
RT20	Chicago-St.Louis	\$28.3	\$31.7	(\$3.4)	\$0.7	(\$4.1)	n/a	(\$4.1)	(4.3)	(2.0)
RT21	Hiawathas	\$23.7	\$25.3	(\$1.6)	\$0.6	(\$2.2)	n/a	(\$2.2)	(3.3)	(1.2)
RT22	Wolverines	\$20.2	\$36.4	(\$16.2)	\$0.8	(\$17.0)	n/a	(\$17.0)	(15.6)	(7.9)
RT23	Illini	\$16.1	\$20.1	(\$4.0)	\$0.5	(\$4.4)	n/a	(\$4.4)	(7.4)	(2.8)
RT24	Illinois Zephyr	\$14.4	\$16.4	(\$2.0)	\$0.4	(\$2.4)	n/a	(\$2.4)	(6.2)	(2.4)
RT29	Heartland Flyer	\$5.9	\$8.5	(\$2.5)	\$0.2	(\$2.7)	n/a	(\$2.7)	(18.4)	(8.2)
RT35	Pacific Surfliner	\$85.3	\$112.9	(\$27.6)	\$2.5	(\$30.1)	n/a	(\$30.1)	(12.0)	(4.3)
RT36	Cascades	\$50.4	\$64.5	(\$14.0)	\$1.6	(\$15.6)	n/a	(\$15.6)	(11.4)	(6.5)
RT37	Capitol	\$55.5	\$68.1	(\$12.6)	\$1.5	(\$14.1)	n/a	(\$14.1)	(12.8)	(3.7)
RT39	San Joaquins	\$71.1	\$76.4	(\$5.3)	\$1.5	(\$6.8)	n/a	(\$6.8)	(4.3)	(1.7)
RT40	Adirondack	\$14.6	\$13.0	\$1.6	\$0.3	\$1.3	n/a	\$1.3	3.3	2.7
RT41	Blue Water	\$11.7	\$13.7	(\$2.0)	\$0.3	(\$2.3)	n/a	(\$2.3)	(6.0)	(2.7)
RT46	Washington-Lynchburg	\$10.1	\$6.7	\$3.5	\$0.2	\$3.3	n/a	\$3.3	8.4	5.5
RT47	Washington-Newport News	\$30.8	\$30.6	\$0.2	\$0.7	(\$0.5)	n/a	(\$0.5)	(0.4)	(0.2)
RT54	Hoosier State	\$0.9	\$4.8	(\$3.9)	\$0.1	(\$4.0)	n/a	(\$4.0)	(68.7)	(32.3)
RT56	Kansas City-St.Louis	\$13.9	\$13.8	\$0.1	\$0.3	(\$0.3)	n/a	(\$0.3)	(0.7)	(0.3)
RT57	Pennsylvanian	\$9.4	\$16.5	(\$7.1)	\$0.3	(\$7.4)	n/a	(\$7.4)	(15.1)	(9.4)
RT65	Pere Marquette	\$6.0	\$6.6	(\$0.7)	\$0.2	(\$0.8)	n/a	(\$0.8)	(5.0)	(3.1)
RT66	Carolinian	\$20.8	\$21.4	(\$0.6)	\$0.5	(\$1.1)	n/a	(\$1.1)	(1.2)	(1.0)
RT67	Piedmont	\$5.2	\$6.9	(\$1.7)	\$0.2	(\$1.9)	n/a	(\$1.9)	(11.9)	(5.5)
RT96	Non NEC Special Trains	\$2.7	\$2.0	\$0.7	\$0.0	\$0.6	n/a	\$0.6	6.1	9.5
Total		\$637.6	\$796.0	(\$158.4)	\$17.6	(\$176.0)	n/a	(\$176.0)	(8.9)	(3.9)

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	\$36.3	\$85.0	(\$48.8)	\$1.9	(\$50.7)	n/a	(\$50.7)	(23.2)	(15.2)
RT18	Cardinal	\$7.8	\$25.8	(\$18.0)	\$0.6	(\$18.6)	n/a	(\$18.6)	(40.7)	(23.2)
RT19	Silver Meteor	\$41.6	\$83.7	(\$42.0)	\$1.9	(\$44.0)	n/a	(\$44.0)	(18.7)	(12.5)
RT25	Empire Builder	\$57.7	\$109.6	(\$51.9)	\$2.7	(\$54.6)	n/a	(\$54.6)	(16.7)	(9.5)
RT26	Capitol Limited	\$22.4	\$45.9	(\$23.5)	\$1.1	(\$24.5)	n/a	(\$24.5)	(21.3)	(14.6)
RT27	California Zephyr	\$49.8	\$109.7	(\$59.9)	\$2.8	(\$62.6)	n/a	(\$62.6)	(21.8)	(12.7)
RT28	Southwest Chief	\$48.0	\$111.8	(\$63.8)	\$2.7	(\$66.5)	n/a	(\$66.5)	(20.5)	(13.9)
RT30	City of New Orleans	\$18.8	\$40.7	(\$21.9)	\$0.9	(\$22.8)	n/a	(\$22.8)	(21.0)	(13.5)
RT32	Texas Eagle	\$26.6	\$55.4	(\$28.8)	\$1.3	(\$30.1)	n/a	(\$30.1)	(16.9)	(12.0)
RT33	Sunset Limited	\$12.6	\$50.5	(\$37.9)	\$1.2	(\$39.1)	n/a	(\$39.1)	(46.1)	(23.6)
RT34	Coast Starlight	\$44.3	\$95.9	(\$51.6)	\$2.2	(\$53.8)	n/a	(\$53.8)	(24.5)	(15.1)
RT45	Lake Shore Limited	\$32.9	\$68.9	(\$36.0)	\$1.5	(\$37.5)	n/a	(\$37.5)	(18.5)	(11.9)
RT48	Palmetto	\$17.4	\$33.2	(\$15.7)	\$0.8	(\$16.5)	n/a	(\$16.5)	(19.3)	(9.2)
RT52	Crescent	\$32.3	\$75.4	(\$43.1)	\$1.7	(\$44.8)	n/a	(\$44.8)	(26.6)	(15.4)
RT63	Auto Train	\$69.9	\$99.2	(\$29.2)	\$2.3	(\$31.5)	n/a	(\$31.5)	(14.1)	(9.7)
Total		\$518.5	\$1,090.7	(\$572.1)	\$25.6	(\$597.7)	n/a	(\$597.7)	(21.2)	(13.2)

Total National Train System	\$2,172.6	\$2,679.4	(\$506.8)	\$61.5	(\$568.3)	n/a	(\$568.3)	(8.6)	(4.5)
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* Under Development - will be included once it is completed.

Reconciling Items between National Train System and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$2,172.6	\$2,740.9	(\$568.3)
Ancillary Customers	\$315.7	\$258.6	\$57.1
Freight and Other Customers	\$187.6	\$357.5	(\$169.8)
Depreciation, net	\$0.0	\$598.5	(\$598.5)
Operating Results	\$2,675.9	\$3,955.5	(\$1,279.6)
Interest Expense, net	\$0.0	\$93.3	(\$93.3)
State Capital Payments	\$30.9	\$0.0	\$30.9
Net Results	\$2,706.8	\$4,048.8	(\$1,342.0)

Notes:

- This report is being produced using the Amtrak Performance Tracking (SAM_APT) system, which drives costs to all customers, including freight and commuter railroads. This report reflects the information as it existed in SAP at the time it was produced. Future changes to SAP data may affect the placement of data within this report. Project (PRJ) related costs are excluded from this fully allocated report because they are paid for with Capital funding.

- Amtrak does not report depreciation on a route level due to the distortion caused by the sale and leaseback transactions of the late 1990's and early 2000's. Allocating depreciation and interest would unfairly burden routes whose equipment was sold and then leased back. Those transactions caused the value of those assets to increase and therefore their depreciation to increase, which is unrelated to the actual capital cost of that equipment. A synthetic capital charge is under development and will be allocated to routes and included in this report when available.

National Railroad Passenger Corporation (Amtrak)

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

September 2012 YTD vs. September 2011 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	\$10.7	\$15.9	\$26.6	\$1.1	\$27.7	n/a	\$27.7	4.5	2.5
RT05	Northeast Regional	\$47.6	(\$4.4)	\$43.1	\$1.0	\$44.2	n/a	\$44.2	3.4	1.7
RT99	NEC Special Trains	\$4.4	\$0.1	\$4.6	\$0.0	\$4.6	n/a	\$4.6	316.3	49.1
Total		\$62.8	\$11.5	\$74.3	\$2.2	\$76.5	n/a	\$76.5	3.7	2.0

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	\$1.1	\$1.4	\$2.5	\$0.0	\$2.5	n/a	\$2.5	26.6	10.9
RT04	Vermont	\$0.4	(\$1.4)	(\$1.0)	(\$0.1)	(\$1.1)	n/a	(\$1.1)	(3.6)	(0.5)
RT07	Maple Leaf	\$1.3	\$2.2	\$3.5	\$0.0	\$3.6	n/a	\$3.6	2.8	1.7
RT09	The Downeaster	(\$0.6)	(\$1.6)	(\$2.2)	(\$0.0)	(\$2.3)	n/a	(\$2.3)	(5.1)	(2.0)
RT12	New Haven - Springfield	\$0.6	(\$0.0)	\$0.5	\$0.0	\$0.6	n/a	\$0.6	0.7	1.1
RT14	Keystone Service	\$3.3	(\$0.9)	\$2.4	\$0.1	\$2.5	n/a	\$2.5	2.3	0.9
RT15	Empire Service	\$3.8	\$5.4	\$9.2	\$0.2	\$9.4	n/a	\$9.4	7.6	2.8
RT20	Chicago-St.Louis	(\$4.3)	(\$7.3)	(\$11.6)	(\$0.2)	(\$11.8)	n/a	(\$11.8)	(11.3)	(5.5)
RT21	Hiawathas	(\$0.1)	(\$1.2)	(\$1.3)	(\$0.0)	(\$1.4)	n/a	(\$1.4)	(2.0)	(0.8)
RT22	Wolverines	(\$1.1)	(\$1.6)	(\$2.7)	(\$0.0)	(\$2.7)	n/a	(\$2.7)	(4.0)	(1.9)
RT23	Illini	(\$0.2)	(\$0.9)	(\$1.1)	(\$0.0)	(\$1.2)	n/a	(\$1.2)	(1.9)	(1.2)
RT24	Illinois Zephyr	\$0.5	(\$0.8)	(\$0.3)	(\$0.0)	(\$0.3)	n/a	(\$0.3)	(0.6)	(0.3)
RT29	Heartland Flyer	(\$0.5)	(\$0.5)	(\$1.1)	(\$0.0)	(\$1.1)	n/a	(\$1.1)	(6.6)	(3.3)
RT35	Pacific Surfliner	\$5.8	(\$2.9)	\$2.9	(\$0.0)	\$2.9	n/a	\$2.9	(0.1)	0.5
RT36	Cascades	\$3.6	(\$3.2)	\$0.4	\$0.1	\$0.5	n/a	\$0.5	(0.1)	0.4
RT37	Capitol	\$4.8	(\$6.1)	(\$1.3)	(\$0.1)	(\$1.4)	n/a	(\$1.4)	(1.1)	(0.3)
RT39	San Joaquins	(\$1.3)	(\$9.1)	(\$10.4)	(\$0.1)	(\$10.5)	n/a	(\$10.5)	(6.1)	(2.3)
RT40	Adirondack	(\$4.6)	\$0.3	(\$4.3)	(\$0.0)	(\$4.3)	n/a	(\$4.3)	(10.7)	(8.7)
RT41	Blue Water	\$0.4	(\$1.4)	(\$0.9)	(\$0.0)	(\$1.0)	n/a	(\$1.0)	(2.5)	(1.3)
RT46	Washington-Lynchburg	\$1.7	(\$1.3)	\$0.4	(\$0.0)	\$0.4	n/a	\$0.4	(0.0)	0.2
RT47	Washington-Newport News	\$4.9	(\$0.6)	\$4.3	\$0.0	\$4.3	n/a	\$4.3	3.4	2.0
RT54	Hoosier State	\$0.0	\$0.2	\$0.2	\$0.0	\$0.2	n/a	\$0.2	1.1	0.7
RT56	Kansas City-St.Louis	\$0.1	(\$1.7)	(\$1.6)	(\$0.0)	(\$1.7)	n/a	(\$1.7)	(4.4)	(2.2)
RT57	Pennsylvanian	\$0.5	\$1.1	\$1.5	\$0.0	\$1.5	n/a	\$1.5	3.0	2.1
RT65	Pere Marquette	(\$0.1)	\$0.7	\$0.6	\$0.0	\$0.6	n/a	\$0.6	3.5	2.2
RT66	Carolinian	\$0.7	\$1.3	\$1.9	\$0.0	\$2.0	n/a	\$2.0	2.1	1.7
RT67	Piedmont	\$1.5	(\$0.1)	\$1.3	\$0.0	\$1.3	n/a	\$1.3	8.6	4.0
RT96	Non NEC Special Trains	\$0.4	\$0.1	\$0.5	\$0.0	\$0.5	n/a	\$0.5	8.9	7.3
Total		\$22.5	(\$30.0)	(\$7.6)	(\$0.2)	(\$7.7)	n/a	(\$7.7)	(0.4)	(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	\$2.4	\$2.3	\$4.7	\$0.1	\$4.8	n/a	\$4.8	2.2	1.5
RT18	Cardinal	\$0.6	\$0.5	\$1.1	\$0.0	\$1.1	n/a	\$1.1	4.6	2.3
RT19	Silver Meteor	\$1.0	\$4.2	\$5.2	\$0.2	\$5.3	n/a	\$5.3	2.1	1.7
RT25	Empire Builder	\$14.5	(\$18.6)	(\$4.1)	(\$0.3)	(\$4.4)	n/a	(\$4.4)	1.9	0.5
RT26	Capitol Limited	\$0.3	(\$0.3)	(\$0.1)	\$0.0	(\$0.1)	n/a	(\$0.1)	(0.5)	(0.2)
RT27	California Zephyr	\$3.4	(\$12.2)	(\$8.9)	(\$0.1)	(\$8.9)	n/a	(\$8.9)	(1.2)	(0.8)
RT28	Southwest Chief	\$0.1	(\$1.5)	(\$1.3)	\$0.0	(\$1.3)	n/a	(\$1.3)	(1.0)	(0.2)
RT30	City of New Orleans	\$3.2	(\$1.9)	\$1.3	(\$0.1)	\$1.3	n/a	\$1.3	2.9	1.1
RT32	Texas Eagle	\$1.9	(\$6.2)	(\$4.3)	(\$0.1)	(\$4.4)	n/a	(\$4.4)	(1.8)	(1.4)
RT33	Sunset Limited	\$0.4	(\$3.4)	(\$3.0)	(\$0.0)	(\$3.0)	n/a	(\$3.0)	(3.7)	(1.8)
RT34	Coast Starlight	\$1.1	(\$3.3)	(\$2.2)	\$0.0	(\$2.2)	n/a	(\$2.2)	(0.6)	(0.4)
RT45	Lake Shore Limited	\$2.2	\$2.3	\$4.4	(\$0.1)	\$4.4	n/a	\$4.4	2.4	1.7
RT48	Palmetto	\$1.0	\$3.9	\$4.9	\$0.1	\$5.0	n/a	\$5.0	6.0	2.9
RT52	Crescent	\$2.5	(\$0.0)	\$2.5	\$0.0	\$2.5	n/a	\$2.5	0.5	1.1
RT63	Auto Train	\$4.1	(\$7.3)	(\$3.2)	(\$0.2)	(\$3.4)	n/a	(\$3.4)	(1.3)	(1.0)
Total		\$38.6	(\$41.5)	(\$2.9)	(\$0.3)	(\$3.2)	n/a	(\$3.2)	0.6	0.4

Total National Train System		\$123.8	(\$60.0)	\$63.8	\$1.7	\$65.5	n/a	\$65.5	1.2	0.6
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WORKFORCE STATISTICS

National Railroad Passenger Corporation
Headcount Summary
September 2012

	Core	Non-Core	Capital	Totals		
	Actual	Actual	Actual	Actual	Budget	Variance Fav (UnFav)
<u>Departments</u>						
President's Office	5	0	0	5	3	(2)
Office of Inspector General	94	0	0	94	80	(14)
General Counsel	147	0	0	147	148	1
Finance	258	0	3	261	254	(7)
Procurement	484	5	0	489	481	(8)
Real Estate	6	24	0	30	26	(4)
Amtrak Technologies	251	0	4	255	235	(20)
Government Affairs	48	0	0	48	35	(13)
NEC IID	25	0	0	25	13	(12)
Human Capital	181	0	1	182	176	(6)
Marketing & Sales	1,108	0	3	1,111	1,127	16
Police & Security	477	1	0	478	511	33
Emergency Management & Corporate Security	31	0	0	31	31	0
Corporate Research & Strategy	5	0	0	5	0	(5)
Operating Departments						
Operations Management	3	0	0	3	8	5
Chief Safety Officer	25	0	0	25	24	(1)
Chief of Customer Service	42	0	0	42	46	4
Transportation	8,096	397	17	8,510	8,332	(178)
Mechanical	3,997	167	383	4,547	4,531	(16)
Engineering	2,387	5	775	3,167	3,571	404
Engineering Reimbursable	0	416	0	416	0	(416)
Sub-Total Operating Departments	14,550	985	1,175	16,710	16,512	(198)
Total Headcounts	17,670	1,015	1,186	19,871	19,632	(239)

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 2012**

	Total Core incl PRJ	Commuter	Reimbursable	Commercial	Total Non-Core	Capital
	Actual	Actual	Actual	Actual	Actual	Actual
President's Office	5	0	0	0	0	0
Office of Inspector General	94	0	0	0	0	0
General Counsel						
General Counsel	147	0	0	0	0	0
Sub-Total General Counsel	147	0	0	0	0	0
Finance						
Finance	258	0	0	0	0	3
Corporate Common	0	0	0	0	0	0
Sub-Total Finance	258	0	0	0	0	3
Procurement	484	5	0	0	5	0
Real Estate	6	0	0	24	24	0
Amtrak Technologies	251	0	0	0	0	4
Government Affairs	48	0	0	0	0	0
High Speed Rail	0	0	0	0	0	0
NEC IID	25	0	0	0	0	0
Human Capital	181	0	0	0	0	1
Marketing & Sales						
Marketing And Sales	0	0	0	0	0	0
Pricing	21	0	0	0	0	0
Sales Distribution and Customer Service	1,029	0	0	0	0	3
Chief Market Research & Analysis	5	0	0	0	0	0
Chief Mktg & Sales Promotion	44	0	0	0	0	0
VP Marketing & Product Mgmt	3	0	0	0	0	0
Chief, Prod Plan & Bus Strategy	6	0	0	0	0	0
Sub-Total Marketing	1,108	0	0	0	0	3
Police						
Summ Police & Security	477	0	1	0	1	0
Total Summ Police & Security	477	0	1	0	1	0
Environmental Health and Safety	0	0	0	0	0	0
Emergency Management & Corporate Security	31	0	0	0	0	0
Corporate Research & Strategy	5	0	0	0	0	0
Operating Departments						
Chief Operating Officer	3	0	0	0	0	0
Chief Safety Officer	25	0	0	0	0	0
Chief of Customer Service	42	0	0	0	0	0
Transportation						
Sub-Total Transportation	8,096	384	13	0	397	17
Mechanical						
Sub-Total Mechanical	3,997	96	70	1	167	383
Engineering						
Engineering	2,387	2	0	3	5	775
Engineering - Reimbursable	0	0	416	0	416	0
Sub-Total Engineering	2,387	2	416	3	421	775
Sub-Total Operating Departments	14,550	482	499	4	985	1,175
Total Headcounts	17,670	487	500	28	1,015	1,186

National Railroad Passenger Corporation (Amtrak)
Employee Benefits Summary Analysis - September 2012
(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</i> ¹						
Non-Agreement	8,675	(941)	(10)	99,811	(7,327)	(13,706)
Agreement	27,128	(3,717)	3,279	305,977	(25,148)	(15,555)
Total Premium Based Benefits	35,804	(4,658)	3,269	405,789	(32,476)	(29,261)
<i>Federal Employers Liability Act (FELA)</i>						
Non-Agreement ²	2	13	10	180	(0)	18
Agreement ²	357	2,584	1,942	35,747	(39)	3,673
Total FELA Cost	359	2,597	1,951	35,927	(40)	3,691
<i>Average per Employee</i>						
Non-Agreement	3,072	(244)	(0)	34,870	(1,327)	(4,793)
Agreement	1,697	(116)	322	20,820	(1,945)	(737)
Weighted Avg per Employee	1,901	(144)	274	22,910	(1,960)	(1,340)
<i>Payroll Based Benefits</i> ³	20,501	641	(354)	272,204	(18,406)	2,089
Percentage of Payroll	18%	2%	-2%	19%	1%	0%
<i>Other Employee Benefits</i> ⁴	4,036	(1,498)	(4,988)	51,539	(21,263)	(16,969)
Total Employee Benefits	60,700	(2,919)	(121)	765,458	(72,185)	(40,451)

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.

E

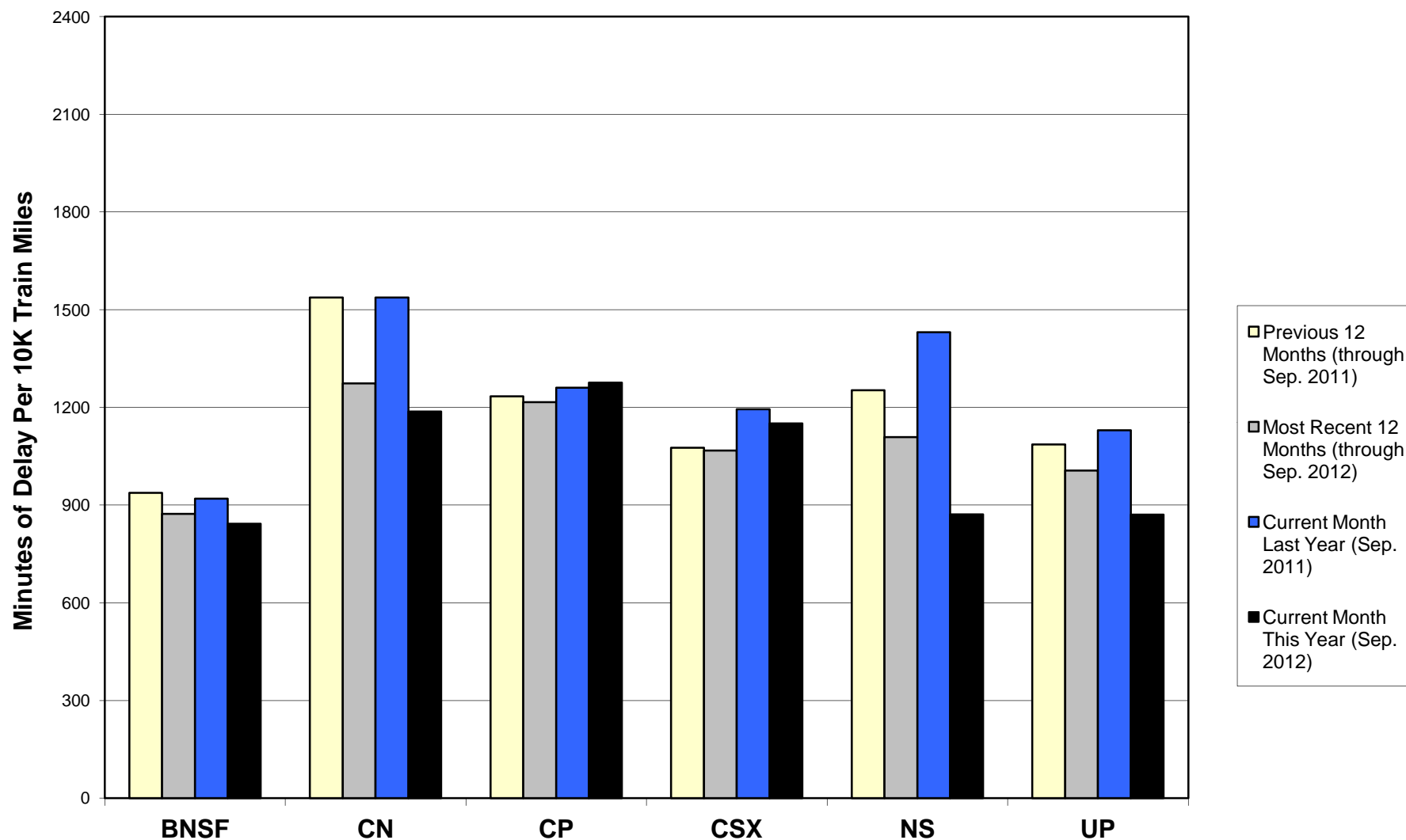
PERFORMANCE INDICATORS

National Railroad Passenger Corporation

Delay Minutes Performance Report - Summary
for the Month of September, 2012

		Amtrak Delays							Host Railroads Delays				
		Top Three Delay Codes							Top Three Delay Codes				
	Total Minutes	% of Total	Subtotal	Passenger Holds	Engine Failures	All Crew related delays, delays in block	All Else	Subtotal	Freight Train Interference	Slow Orders	Passenger Train Interference	All else	Other Minutes of Delay
Northeast Corridor													
Acela	10,428	2.8%	2,867	528	849	119	1,371	4,494	16	572	502	3,404	3,067
Northeast Regionals	31,148	8.3%	10,117	2,474	2,575	350	4,718	14,580	1,568	1,561	2,153	9,298	6,451
Subtotal Northeast Corridor	41,576	11.1%	12,984	3,002	3,424	469	6,089	19,074	1,584	2,133	2,655	12,702	9,518
Other Corridor Routes													
Vermont	2,426	0.7%	716	42	277	24	373	1,593	28	899	118	548	117
Downeaster	2,099	0.6%	237	160	0	0	77	1,774	245	845	313	371	88
Clocker/Keystone	4,640	1.2%	1,575	458	488	202	427	2,402	0	6	235	2,161	663
Empire	32,754	8.8%	3,514	1,092	290	1,133	999	24,998	4,401	6,438	3,062	11,097	4,242
Hiawatha	4,683	1.3%	1,678	325	94	40	1,219	2,826	641	175	71	1,939	179
Illinois Services	17,966	4.8%	2,247	716	316	165	1,050	14,601	3,698	2,861	3,696	4,346	1,118
Michigan Services	15,139	4.1%	3,020	369	295	846	1,510	9,801	1,928	1,932	2,546	3,395	2,318
Missouri Services	3,061	0.8%	418	273	13	18	114	2,320	661	600	569	490	323
Heartland Flyer	3,147	0.8%	262	96	17	59	90	2,842	830	1,627	0	385	43
Pacific Surfliner	21,432	5.7%	4,491	1,647	238	532	2,074	14,307	527	1,947	5,613	6,220	2,634
Cascades	10,876	2.9%	2,007	359	549	376	723	7,180	1,525	1,504	1,243	2,908	1,689
Capitols	9,437	2.5%	1,970	456	517	106	891	4,853	437	57	1,879	2,480	2,614
San Joaquins	12,231	3.3%	2,549	517	641	303	1,088	8,053	1,847	1,478	3,413	1,315	1,629
Hoosier State	1,798	0.5%	243	20	25	102	96	1,363	485	80	0	798	192
Carolinian	4,838	1.3%	1,032	435	53	71	473	3,043	882	400	880	881	763
Pennsylvanian	1,944	0.5%	599	165	87	38	309	1,220	371	130	43	676	125
Piedmont	2,420	0.6%	1,263	344	328	139	452	822	166	218	154	284	335
Subtotal Other Corridor	150,891	40.4%	27,821	7,474	4,228	4,154	11,965	103,998	18,672	21,197	23,835	40,294	19,072
Long Distance													
Silver Star	13,745	3.7%	2,676	992	58	620	1,006	8,731	3,094	1,760	1,586	2,291	2,338
Cardinal	5,256	1.4%	1,319	272	145	251	651	3,233	1,242	841	281	869	704
Silver Meteor	11,606	3.1%	2,792	644	407	271	1,470	7,374	1,799	1,449	1,611	2,515	1,440
Empire Builder	22,231	6.0%	4,443	1,206	224	802	2,211	15,505	5,085	6,759	1,572	2,089	2,283
Capitol Ltd.	8,095	2.2%	1,677	645	177	204	651	5,585	1,957	1,179	254	2,195	833
California Zephyr	19,127	5.1%	3,233	602	460	961	1,210	10,588	2,949	3,575	1,265	2,799	5,306
Southwest Chief	13,052	3.5%	3,548	1,385	876	460	827	6,862	1,279	2,327	607	2,649	2,642
City of New Orleans	7,769	2.1%	867	206	73	69	519	5,609	1,678	1,524	764	1,643	1,293
Texas Eagle	18,995	5.1%	3,169	1,347	395	416	1,011	12,267	3,783	3,957	1,807	2,720	3,559
Sunset Ltd.	9,146	2.5%	1,751	566	78	153	954	4,828	1,963	905	260	1,700	2,567
Coast Starlight	17,122	4.6%	4,570	1,306	780	774	1,710	8,752	1,097	1,342	2,726	3,587	3,800
Lake Shore Ltd.	12,869	3.4%	2,880	1,361	71	291	1,157	8,778	2,573	1,558	972	3,675	1,211
Palmetto	6,493	1.7%	1,044	262	169	146	467	3,568	1,511	567	769	721	1,881
Crescent	6,677	2.3%	1,536	344	150	255	787	4,837	1,309	820	964	1,744	2,304
Auto Train	6,580	1.8%	282	0	35	107	140	6,134	2,778	1,306	1,018	1,032	164
Subtotal Long Distance	180,763	48.4%	35,787	11,138	4,098	5,780	14,771	112,651	34,097	29,869	16,456	32,229	32,325
Total Minutes of Delay	373,230	100.0%	76,592	21,614	11,750	10,403	32,825	235,723	54,353	53,199	42,946	85,225	60,915
Percentage of Total			20.5%	5.8%	3.1%	2.8%	8.8%	63.2%	14.6%	14.3%	11.5%	22.8%	16.3%

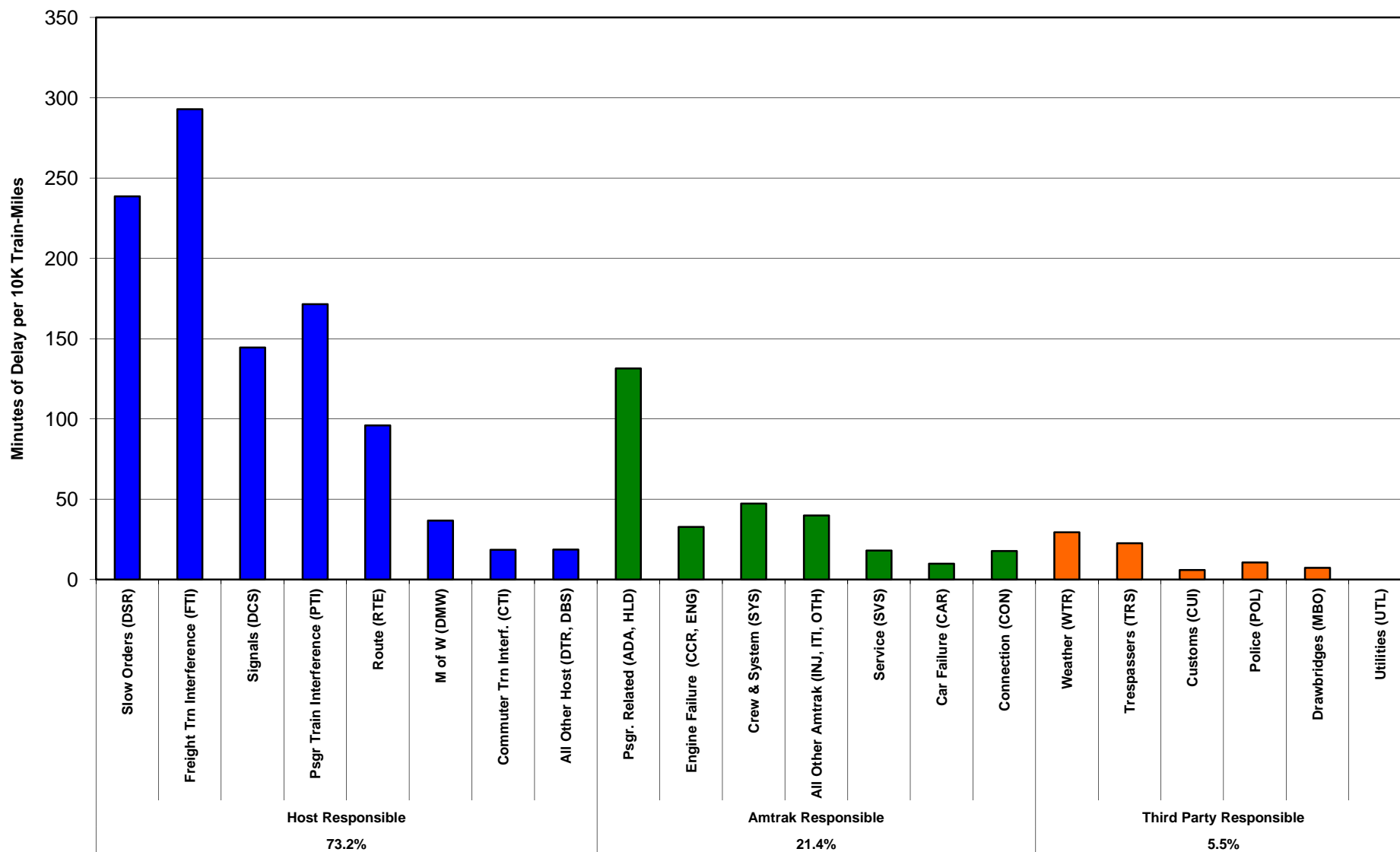
Total Host-Responsible Delays by Host Railroad



Delays to Amtrak Trains by Delay Type and Responsible Party

(Major Hosts Only - BNSF, CN, CP, CSX, NS, UP)

Most Recent Twelve Months - October 2011 through September 2012



MINUTES OF DELAY BY HOST

Per 10K Train Miles

(Red numbers indicate not meeting standard)

Host		Total Host Responsible Delays		Largest Two Delay Categories - Quarter to Date				Route Miles	
		Current Month	Quarter to Date	#1		#2			
		September 2012	Jul. 2012 - Sep. 2012	Jul. 2012 - Sep. 2012		Jul. 2012 - Sep. 2012			
PRIIA Section 207 Standard		900	900						
Amtrak	Blue Water	348	467	PTI	294	DCS	90	99	
	Wolverine	437	403	PTI	261	DCS	72	99	
BBrRR	Cardinal	2,974	3,722	DSR	1,322	DCS	842	132	
BNSF	California Zephyr	808	915	DSR	527	FTI	153	1,027	
	Carl Sandburg / Illinois Zephyr	629	992	DSR	443	FTI	180	257	
	Cascades	978	1,149	DSR	337	FTI	220	343	
	Coast Starlight	930	1,188	DSR	423	PTI	210	186	
	Empire Builder	1,023	1,170	DSR	588	FTI	322	2,147	
	Heartland Flyer	2,295	2,585	DSR	1,750	FTI	587	238	
	Pacific Surfliner	1,168	2,107	DSR	1,336	RTE	216	22	
	San Joaquin	725	742	PTI	335	FTI	175	284	
	Southwest Chief	461	543	DSR	208	FTI	97	2,198	
	Sunset Limited	782	1,019	DSR	376	FTI	322	190	
	Texas Eagle	3,006	2,621	DSR	1,481	FTI	722	126	
CN	Adirondack	1,243	2,181	DSR	1,431	RTE	331	49	
	Blue Water	603	872	FTI	485	PTI	180	159	
	City of New Orleans	1,165	944	FTI	305	DSR	214	930	
	Illini / Saluki	1,198	1,235	FTI	510	DSR	193	306	
	Lincoln Service	1,622	1,890	FTI	918	DCS	274	37	
	Texas Eagle	1,426	1,540	FTI	995	DCS	309	37	
	Wolverine	1,276	1,411	FTI	474	DCS	311	27	
CP	Adirondack	3,221	2,624	DSR	1,316	PTI	722	178	
	Empire Builder	827	1,143	FTI	593	DSR	220	384	
	Ethan Allen Express	3,485	3,273	DSR	2,238	DCS	461	60	
	Hiawatha	431	578	FTI	181	DSR	138	53	
CSX	Adirondack	873	979	PTI	405	DCS	203	89	
	Auto Train	1,160	1,181	FTI	468	DSR	230	914	
	Capitol Limited	1,392	1,196	DSR	338	FTI	289	307	
	Cardinal	878	848	FTI	349	DSR	218	698	
	Carolinian	1,461	1,522	FTI	451	PTI	365	295	
	Ethan Allen Express	1,183	1,166	PTI	577	DCS	239	89	
	Hoosier State	1,289	1,095	DCS	453	DSR	242	169	
	Lake Shore Ltd	1,546	1,478	FTI	375	DSR	303	741	
	Maple Leaf	1,744	1,714	FTI	561	RTE	326	396	
	New York - Albany**	626	529	DCS	221	DSR	114	71	
	New York - Niagara Falls	1,717	1,569	FTI	449	RTE	297	394	
	Palmetto	887	927	FTI	356	PTI	207	659	
	Pere Marquette	478	675	DCS	225	FTI	191	135	
	Richmond / Newport News	1,294	1,545	DSR	414	RTE	288	189	
	Silver Meteor	735	762	FTI	268	DSR	148	1,152	
	Silver Star	979	1,030	FTI	352	PTI	219	1,209	
	Fla DOT	Silver Meteor	927	824	CTI	333	DCS	163	68
		Silver Star	914	928	CTI	416	DSR	232	68
	MBTA	Downeaster	1,034	994	DSR	671	CTI	153	38
Metra	Empire Builder	1,682	1,646	CTI	1,003	FTI	163	29	
	Hiawatha	1,439	1,634	CTI	911	FTI	227	29	
MNRR	Acela Express	569	610	CTI	257	DSR	206	56	
	Adirondack	1,015	1,048	DSR	388	CTI	380	64	
	All Other NE Regional	640	741	CTI	397	DSR	215	56	
	Ethan Allen Express	992	1,212	CTI	567	DSR	233	64	
	Lake Shore Ltd	1,285	1,678	CTI	698	RTE	399	64	
	Lynchburg	802	722	CTI	257	DSR	206	56	
	Maple Leaf	709	961	CTI	444	DSR	301	64	
	New York - Albany**	878	937	CTI	370	DSR	232	64	
	New York - Niagara Falls	1,415	1,380	CTI	503	DSR	315	64	
	Richmond / Newport News	757	741	CTI	323	DSR	160	56	
	Vermont	774	857	CTI	627	DSR	143	56	
	NECR	Vermont	690	906	DSR	707	DCS	110	238
NMDOT	Southwest Chief	1,527	2,070	DSR	1,159	DCS	521	80	
NS	Blue Water	2,444	2,742	FTI	716	DCS	651	61	
	Capitol Limited	1,036	1,298	FTI	477	RTE	239	481	
	Cardinal	248	665	PTI	309	DSR	167	79	
	Carolinian	203	408	PTI	170	DSR	128	202	
	Crescent	654	698	FTI	196	DSR	155	1,141	
	Lake Shore Ltd	986	1,296	FTI	550	DSR	232	339	
	Lynchburg	103	422	DSR	185	DCS	121	166	
	Pennsylvanian	590	713	FTI	280	DSR	169	249	
	Pere Marquette	3,869	4,109	DCS	1,058	FTI	988	39	
	Piedmont	402	529	DSR	194	DCS	101	173	
	Silver Star	1,196	649	PTI	505	DBS	125	28	
	Wolverine	1,670	2,034	DSR	500	PTI	485	173	
	PanAm	Downeaster	261	426	PTI	148	FTI	121	77
SCRRRA	Coast Starlight	1,940	1,778	CTI	981	PTI	570	48	
	Pacific Surfliner	1,025	1,091	PTI	434	CTI	373	95	
SDNRR	Pacific Surfliner	1,437	1,666	CTI	616	PTI	520	60	
UP	California Zephyr	648	856	FTI	251	DCS	170	1,431	
	Capitol Corridor	522	567	PTI	192	DCS	132	168	
	Cascades	681	777	FTI	292	DCS	187	125	
	Coast Starlight	1,027	1,134	PTI	378	DCS	302	1,159	
	Lincoln Service	1,030	1,353	PTI	622	DSR	291	231	
	Missouri River Runner	679	785	FTI	339	PTI	178	271	
	Pacific Surfliner	816	865	PTI	614	DCS	71	174	
	San Joaquin	688	798	PTI	300	DCS	174	88	
	Sunset Limited	951	1,208	FTI	558	DCS	238	1,784	
Texas Eagle	1,404	1,921	FTI	614	Other	394	1,104		
VTR	Ethan Allen Express	1,646	619	DSR	514	DCS	50	24	

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

Excludes hosts with fewer than 15 route miles.

Delays on the Amtrak-owned portion of the Northeast Corridor are shown in a separate report, with tighter delay standards.

Northeast Regional: Lynchburg includes all trains between Lynchburg and points on the NEC; Richmond / Newport News includes all trains between Richmond or Newport news and points on the NEC.

MINUTES OF DELAY BY SERVICE
Per 10K Train Miles
(Red numbers indicate not meeting standard)

Service	Host	Total Host Responsible Delays		Largest Two Delay Categories - Quarter to Date				Route Miles	
		Current Month	Quarter to Date	Jul. 2012 - Sep. 2012					
		September 2012	Jul. 2012 - Sep. 2012	#1		#2			
PRIIA Section 207 Standard		900	900						
Acela Express									
Acela Express	MNRR	569	610	CTI	257	DSR	206	56	
All Other NEC Corridor Routes									
Northeast Regional									
Richmond / Newport News	CSX	1,294	1,545	DSR	414	RTE	288	189	
	MNRR	757	741	CTI	323	DSR	160	56	
	Lynchburg	MNRR	802	722	CTI	257	DSR	206	56
		NS	103	422	DSR	185	DCS	121	166
All Other Northeast Regional	MNRR	640	741	CTI	397	DSR	215	56	
Non-NEC Corridor Routes									
Capitol Corridor	UP	522	567	PTI	192	DCS	132	168	
Carolinian	CSX	1,461	1,522	FTI	451	PTI	365	295	
	NS	203	408	PTI	170	DSR	128	202	
Cascades	BNSF	978	1,149	DSR	337	FTI	220	343	
	UP	681	777	FTI	292	DCS	187	125	
Downeaster	MBTA	1,034	994	DSR	671	CTI	153	38	
	PanAm	261	426	PTI	148	FTI	121	77	
Empire Corridor									
Adirondack	CN	1,243	2,181	DSR	1,431	RTE	331	49	
	CP	3,221	2,624	DSR	1,316	PTI	722	178	
	CSX	873	979	PTI	405	DCS	203	89	
	MNRR	1,015	1,048	DSR	388	CTI	380	64	
Ethan Allen Express	CP	3,485	3,273	DSR	2,238	DCS	461	60	
	CSX	1,183	1,166	PTI	577	DCS	239	89	
	MNRR	992	1,212	CTI	567	DSR	233	64	
	VTR	1,646	619	DSR	514	DCS	50	24	
Maple Leaf	CSX	1,744	1,714	FTI	561	RTE	326	396	
	MNRR	709	961	CTI	444	DSR	301	64	
New York - Albany**	CSX	626	529	DCS	221	DSR	114	71	
	MNRR	878	937	CTI	370	DSR	232	64	
New York - Niagara Falls	CSX	1,717	1,569	FTI	449	RTE	297	394	
	MNRR	1,415	1,380	CTI	503	DSR	315	64	
Heartland Flyer	BNSF	2,295	2,585	DSR	1,750	FTI	587	238	
Hiawatha	CP	431	578	FTI	181	DSR	138	53	
	Metra	1,439	1,634	CTI	911	FTI	227	29	
Hoosier State	CSX	1,289	1,095	DCS	453	DSR	242	169	
Illinois									
Carl Sandburg / Illinois Zephyr	BNSF	629	992	DSR	443	FTI	180	257	
Illini / Saluki	CN	1,198	1,235	FTI	510	DSR	193	306	
Lincoln Service	CN	1,622	1,890	FTI	918	DCS	274	37	
	UP	1,030	1,353	PTI	622	DSR	291	231	
Michigan									
Blue Water	Amtrak	348	467	PTI	294	DCS	90	99	
	CN	603	872	FTI	485	PTI	180	159	
	NS	2,444	2,742	FTI	716	DCS	651	61	
Pere Marquette	CSX	478	675	DCS	225	FTI	191	135	
	NS	3,869	4,109	DCS	1,058	FTI	988	39	
Wolverine	Amtrak	437	403	PTI	261	DCS	72	99	
	CN	1,276	1,411	FTI	474	DCS	311	27	
	NS	1,670	2,034	DSR	500	PTI	485	173	
Missouri River Runner	UP	679	785	FTI	339	PTI	178	271	
Pacific Surfliner									
BNSF	BNSF	1,168	2,107	DSR	1,336	RTE	216	22	
	SCRRA	1,025	1,091	PTI	434	CTI	373	95	
	SDNRR	1,437	1,666	CTI	616	PTI	520	60	
	UP	816	865	PTI	614	DCS	71	174	
Pennsylvanian	NS	590	713	FTI	280	DSR	169	249	
Piedmont	NS	402	529	DSR	194	DCS	101	173	
San Joaquin	BNSF	725	742	PTI	335	FTI	175	284	
	UP	688	798	PTI	300	DCS	174	88	
Vermont	MNRR	774	857	CTI	627	DSR	143	56	
	NECR	690	906	DSR	707	DCS	110	238	
Long-Distance Routes									
Auto Train	CSX	1,160	1,181	FTI	468	DSR	230	914	
California Zephyr	BNSF	808	915	DSR	527	FTI	153	1,027	
	UP	648	856	FTI	251	DCS	170	1,431	
Capitol Limited	CSX	1,392	1,196	DSR	338	FTI	289	307	
	NS	1,036	1,298	FTI	477	RTE	239	481	
Cardinal	BBRR	2,974	3,722	DSR	1,322	DCS	842	132	
	CSX	878	848	FTI	349	DSR	218	698	
	NS	248	665	PTI	309	DSR	167	79	
City of New Orleans	CN	1,165	944	FTI	305	DSR	214	930	
Coast Starlight	BNSF	930	1,188	DSR	423	PTI	210	186	
	SCRRA	1,940	1,778	CTI	981	PTI	570	48	
	UP	1,027	1,134	PTI	378	DCS	302	1,159	
Crescent	NS	654	698	FTI	196	DSR	155	1,141	
Empire Builder	BNSF	1,023	1,170	DSR	588	FTI	322	2,147	
	CP	827	1,143	FTI	593	DSR	220	384	
	Metra	1,682	1,646	CTI	1,003	FTI	163	29	
Lake Shore Ltd	CSX	1,546	1,478	FTI	375	DSR	303	741	
	MNRR	1,285	1,678	CTI	698	RTE	399	64	
	NS	986	1,296	FTI	550	DSR	232	339	
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Silver Meteor	CSX	735	762	FTI	268	DSR	148	1,152	
	Fla DOT	927	824	CTI	333	DCS	163	68	
Silver Star	CSX	979	1,030	FTI	352	PTI	219	1,209	
	Fla DOT	914	928	CTI	416	DSR	232	68	
	NS	1,196	649	PTI	505	DBS	125	28	
Southwest Chief	BNSF	461	543	DSR	208	FTI	97	2,198	
	NMDOT	1,527	2,070	DSR	1,159	DCS	521	80	
Sunset Limited	BNSF	782	1,019	DSR	376	FTI	322	190	
	UP	951	1,208	FTI	558	DCS	238	1,784	
Texas Eagle	BNSF	3,006	2,621	DSR	1,481	FTI	722	126	
	CN	1,426	1,540	FTI	995	DCS	309	37	
	UP	1,404	1,921	FTI	614	Other	394	1,104	

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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

12/3/2012

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

END-POINT ON-TIME PERFORMANCE REPORT SEPTEMBER

SERVICE		SEPTEMBER 2012	SEPTEMBER 2011	Change	FY12 YTD	FY11 YTD	Change
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Amtrak System		85.2%	78.4%	6.8%	83.0%	78.1%	4.9%
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Amtrak Premium		87.3%	87.3%	0.1%	89.7%	84.0%	5.7%
Acela Express		87.3%	87.3%	0.1%	89.7%	84.0%	5.7%

Amtrak Corridor		88.3%	85.0%	3.3%	88.4%	82.1%	6.3%
Keystone		93.0%	87.9%	5.1%	92.4%	88.4%	3.9%
Northeast Regional		86.1%	83.6%	2.4%	86.5%	79.1%	7.4%
Richmond / Newport News		86.9%	80.4%	6.4%	84.9%	75.7%	9.3%
Lynchburg		93.3%	86.7%	6.7%	86.1%	77.6%	8.5%
All Other Northeast Regional		85.4%	84.3%	1.1%	86.9%	80.1%	6.9%

Short Distance		85.0%	76.8%	8.2%	82.0%	78.1%	3.8%
Capitol		96.3%	93.7%	2.6%	93.8%	94.9%	-1.0%
Carolinian		86.7%	63.3%	23.3%	73.6%	63.4%	10.3%
Cascades		79.6%	77.5%	2.1%	74.1%	70.0%	4.1%
Downeaster		90.3%	79.3%	11.0%	86.3%	75.5%	10.9%
Empire Corridor		77.7%	66.4%	11.3%	85.2%	76.8%	8.4%
Adirondack		63.3%	53.3%	10.0%	75.8%	61.2%	14.6%
Ethan Allen Express		65.0%	38.3%	26.7%	72.3%	60.6%	11.6%
Maple Leaf		51.7%	48.3%	3.3%	67.1%	57.6%	9.5%
New York - Albany**		86.7%	72.8%	13.9%	90.4%	84.5%	5.9%
New York - Niagara Falls		75.8%	75.9%	0.0%	88.4%	77.7%	10.7%
Heartland Flyer		46.7%	33.3%	13.3%	59.2%	75.1%	-15.9%
Hiawatha		89.8%	93.2%	-3.4%	90.1%	88.3%	1.8%
Hoosier State		70.6%	70.6%	0.0%	69.1%	59.8%	9.3%
Illinois		84.4%	73.8%	10.6%	78.7%	68.2%	10.5%
Carl Sandburg / Illinois Zephyr		98.3%	86.7%	11.7%	90.3%	88.5%	1.7%
Illini / Saluki		75.0%	79.2%	-4.2%	71.3%	55.0%	16.3%
Lincoln Service		82.1%	64.6%	17.5%	76.4%	64.4%	12.0%
Michigan		69.3%	26.8%	42.5%	51.6%	33.1%	18.6%
Blue Water		85.0%	53.3%	31.7%	74.1%	54.5%	19.6%
Pere Marquette		53.3%	52.5%	0.8%	49.7%	51.5%	-1.9%
Wolverine		69.4%	8.7%	60.7%	44.7%	19.8%	25.0%
Missouri		95.8%	90.0%	5.8%	88.4%	85.7%	2.7%
Pacific Surfliner		84.6%	72.8%	11.8%	75.6%	77.6%	-2.0%
Pennsylvanian		91.7%	81.5%	10.2%	93.3%	85.1%	8.1%
Piedmont		74.6%	80.8%	-6.3%	72.5%	80.2%	-7.8%
San Joaquins		88.6%	90.3%	-1.7%	88.1%	89.5%	-1.4%
Vermont		91.7%	81.7%	10.0%	85.4%	78.3%	7.0%

Long Distance		77.0%	64.1%	12.9%	70.7%	63.7%	7.0%
Auto Train		100.0%	88.3%	11.7%	86.5%	89.9%	-3.4%
California Zephyr		83.3%	30.4%	53.0%	51.6%	41.5%	10.2%
Capitol Limited		78.3%	48.3%	30.0%	73.1%	49.3%	23.8%
Cardinal		50.0%	23.1%	26.9%	43.0%	38.8%	4.2%
City of New Orleans		83.3%	81.7%	1.7%	88.1%	76.6%	11.5%
Coast Starlight		81.7%	91.7%	-10.0%	79.0%	76.3%	2.7%
Crescent		80.0%	75.0%	5.0%	82.2%	72.0%	10.2%
Empire Builder		65.3%	57.5%	7.8%	60.7%	43.8%	16.9%
Lake Shore Ltd		66.3%	43.8%	22.6%	70.5%	55.5%	15.1%
Palmetto		90.0%	74.4%	15.6%	77.0%	74.9%	2.2%
Silver Meteor		68.3%	76.3%	-7.9%	65.8%	76.7%	-10.9%
Silver Star		68.3%	76.7%	-8.3%	66.8%	70.3%	-3.5%
Southwest Chief		86.7%	76.7%	10.0%	75.3%	73.3%	2.0%
Sunset Limited		96.2%	57.7%	38.5%	67.2%	79.9%	-12.7%
Texas Eagle		73.3%	58.3%	15.0%	65.8%	55.8%	10.1%

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

APPENDIX

Key Performance Indicators

Results For the Month Ended September 30, 2012

	<u>Actual</u>	<u>Budget/Goal</u>	<u>Prior Year ⁽¹⁾</u>	<u>Budget Fav / (Unfav) ⁽²⁾</u>	<u>Prior Year Fav / (Unfav) ⁽²⁾</u>
<u>KPIs</u>					
RASM - Revenue per Seat Mile (a)	\$0.179	\$0.176	\$0.182	\$0.003	(\$0.002)
CASM - Expenses per Seat Mile (b)	\$0.214	\$0.208	\$0.236	(\$0.006)	\$0.022
(NTS) Cost Recovery Ratio (c)	83.9%	84.7%	77.1%	-0.8%	6.9%
Ridership (000's)	2,487	2,508	2,389	(21)	98
Passenger Miles per total core employee (000's)	30	31	n/a	-1.3	n/a
On-Time Performance (Endpoint)	85.2%	85.0%	78.4%	0.2%	6.8%
Customer Satisfaction Index (d)	81	84	81	(3)	0
Host Railroad Performance (e)	962	n/a	1,149	n/a	187

<u>Other Indicators</u>					
Seat Miles (000's)	1,034,476	1,050,939	1,027,000	(16,463)	7,476
Passenger Miles (000's)	529,997	541,622	514,056	(11,625)	15,941
Train Miles (000's)	3,093	3,109	3,023	(16)	70
Average Load Factor	51.2%	51.5%	50.1%	-0.3%	1.2%
Core diesel gallons per train mile (f)	2.3	2.1	2.3	0.2	-0.1
Seat Miles per total core employee (000's)	59	61	n/a	-2.2	n/a
Customer Injuries	171	n/a	221	n/a	50
Equipment - % of Units in Service: (g)					
Locomotive Fleet	83.1%	n/a	84.1%	n/a	1.0%
Passenger Fleet	89.0%	n/a	87.4%	n/a	-1.6%
Unadjusted Ticket Revenue (\$000's)	\$163,274	\$160,329	\$152,119	\$2,944	\$11,155
Average Ticket Yield	\$0.3081	\$0.2960	\$0.2959	\$0.0120	\$0.0001
Average Ticket Price	\$65.64	\$63.92	\$63.67	\$1.72	\$1.97
Revenue per Train Mile (h)	\$74.01	\$71.70	\$75.58	\$2.31	(\$1.57)
Expenses per Train Mile (i)	\$80.34	\$77.66	\$87.70	(\$2.68)	\$7.36
Total Operating Ratio (j)	1.36	1.42	1.44	0.07	0.09
Total Cost Recovery Ratio (k)	73.7%	70.3%	69.3%	3.4%	4.4%
Average cost per gallon of diesel (l)	\$3.63	\$3.07	\$4.38	(\$0.56)	\$0.75

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 Operating Revenue divided by Total Train Miles.
- (i) This is calculated as Total Operating Expense less Depreciation and non-cash OPEB's divided by Total Train Miles.
- (j) This is calculated as Total Operating Expenses by Total Operating Revenue.
- (k) This is calculated as Total Operating Revenue divided by Total Operating Expenses.
- (l) This includes net Fuel Hedge.
- (1) Beginning in FY10, statistics are from the Amtrak Performance Tracking (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, 2012

	<u>Actual / Average *</u>	<u>Budget/Goal</u>	<u>Prior Year / Average ^{(1)*}</u>	<u>Budget Fav / (Unfav) ⁽²⁾</u>	<u>Prior Year Fav / (Unfav) ⁽²⁾</u>
<u>KPIs</u>					
RASM - Revenue per Seat Mile (a)	\$0.178	\$0.183	\$0.173	(\$0.005)	\$0.005
CASM - Expenses per Seat Mile (b)	\$0.211	\$0.215	\$0.214	\$0.004	\$0.003
(NTS) Cost Recovery Ratio (c)	84.6%	85.5%	81.1%	-0.9%	3.5%
Ridership (000's)	31,240	31,385	30,187	(145)	1,054
Passenger Miles per total core employee (000's) *	32	33	n/a	-1.2	n/a
On-Time Performance (Endpoint)	83.0%	85.0%	78.1%	-2.0%	4.9%
Customer Satisfaction Index (d)	83	84	81	(1)	2
Host Railroad Performance (e)	12,195	n/a	13,104	n/a	909

<u>Other Indicators</u>					
Seat Miles (000's)	12,897,019	12,586,232	12,530,068	310,787	366,951
Passenger Miles (000's)	6,805,904	6,860,574	6,634,609	(54,670)	171,295
Train Miles (000's)	37,846	37,580	37,043	266	803
Average Load Factor	52.8%	54.5%	52.9%	-1.7%	-0.2%
Core diesel gallons per train mile (f) *	2.3	2.3	2.3	0.0	0.0
Seat Miles per total core employee (000's) *	61	61	n/a	-0.2	n/a
Customer Injuries	2,068	n/a	2,123	n/a	55
Equipment - % of Units in Service: (g)					
Locomotive Fleet *	83.7%	n/a	84.1%	n/a	0.4%
Passenger Fleet *	88.7%	n/a	87.7%	n/a	-1.0%
Unadjusted Ticket Revenue (\$000's)	\$2,020,288	\$2,009,133	\$1,891,680	\$11,154	\$128,608
Average Ticket Yield	\$0.2968	\$0.2929	\$0.2851	\$0.0040	\$0.0077
Average Ticket Price	\$64.67	\$64.02	\$62.67	\$0.65	\$2.00
Revenue per Train Mile (h)	\$75.15	\$74.16	\$72.24	\$0.98	\$2.91
Expenses per Train Mile (i)	\$85.31	\$83.79	\$84.97	(\$1.52)	(\$0.33)
Total Operating Ratio (j)	1.39	1.40	1.43	0.00	0.03
Total Cost Recovery Ratio (k)	71.8%	71.7%	70.1%	0.2%	1.7%
Average cost per gallon of diesel (l)	\$3.11	\$3.11	\$2.76	\$0.00	(\$0.34)

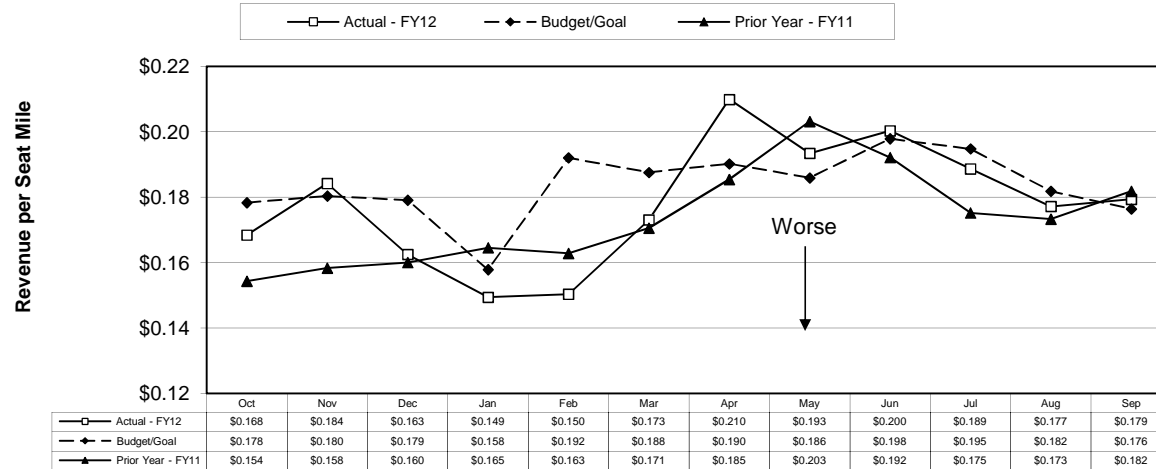
Notes:

- (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 Operating Revenue divided by Total Train Miles.
 - (i) This is calculated as Total Operating Expense less Depreciation and non-cash OPEB's divided by Total Train Miles.
 - (j) This is calculated as Total Operating Expenses by Total Operating Revenue.
 - (k) This is calculated as Total Operating Revenue divided by Total Operating Expenses.
 - (l) This includes net Fuel Hedge.
 - (1) Beginning in FY10, statistics are from the Amtrak Performance Tracking (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.

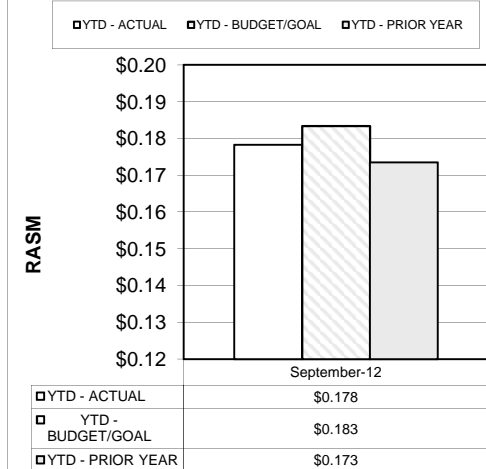
SUMMARY METRICS

Results as of September, 2012

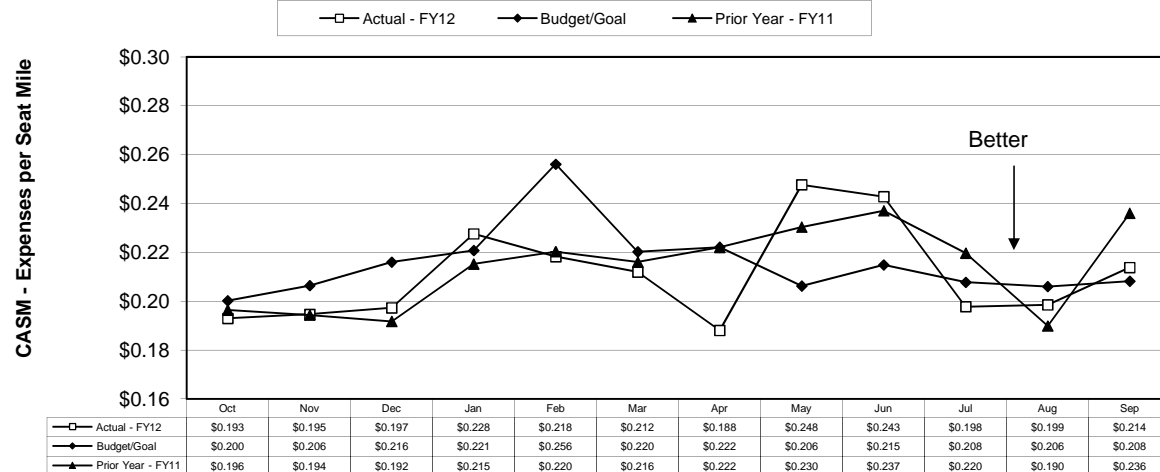
RASM - Revenue per Seat Mile



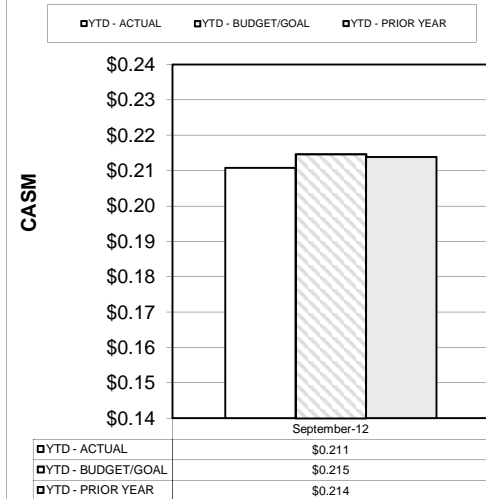
RASM YTD



CASM - Expenses per Seat Mile



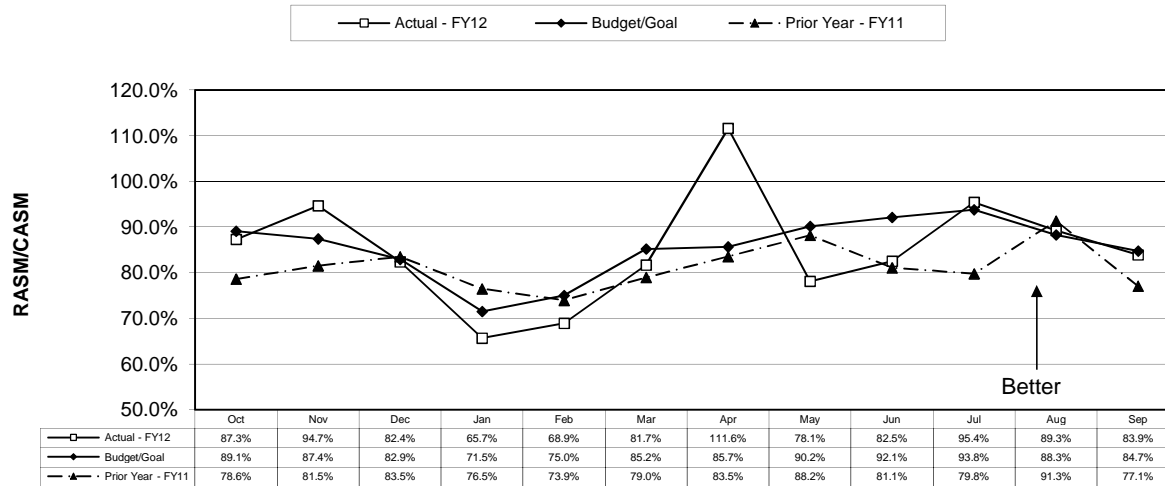
CASM YTD



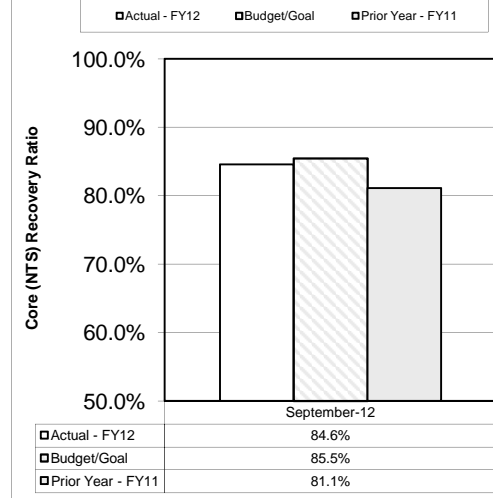
SUMMARY METRICS

Results as of September, 2012

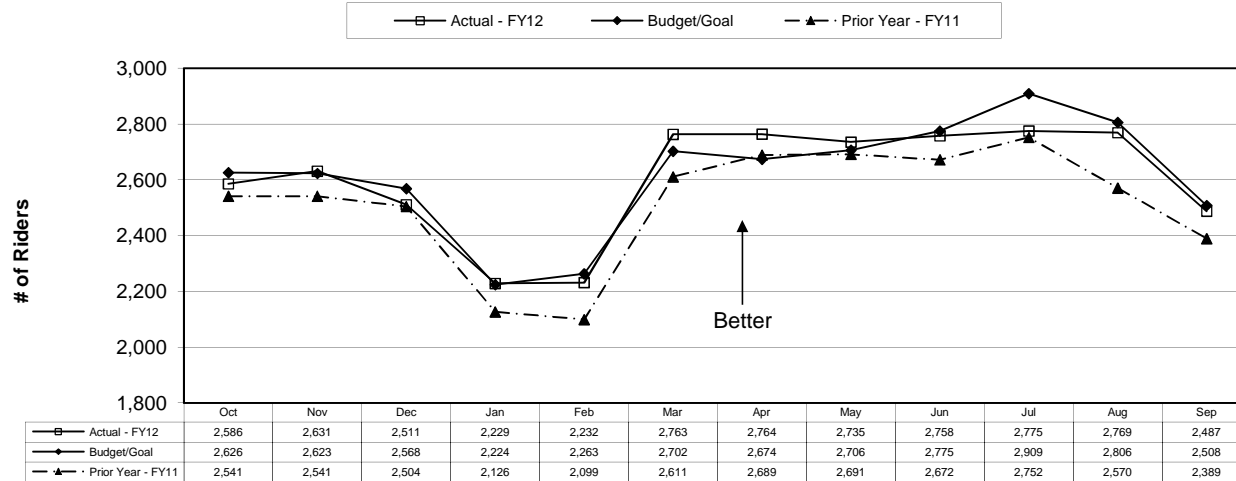
(NTS) Cost Recovery Ratio



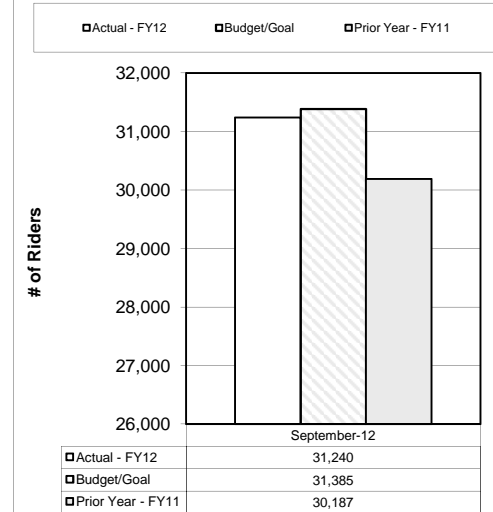
CRR YTD



RIDERSHIP (000's)

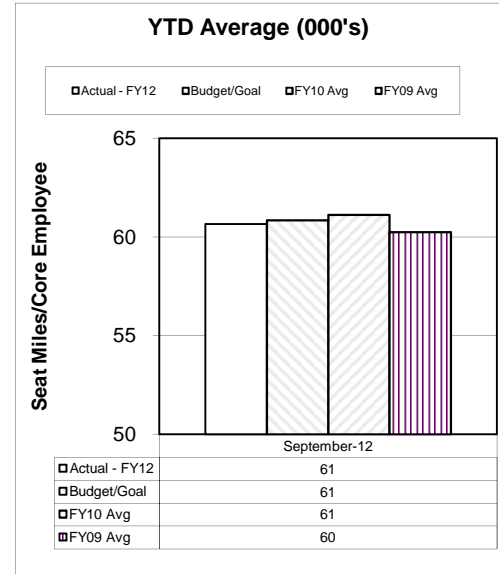
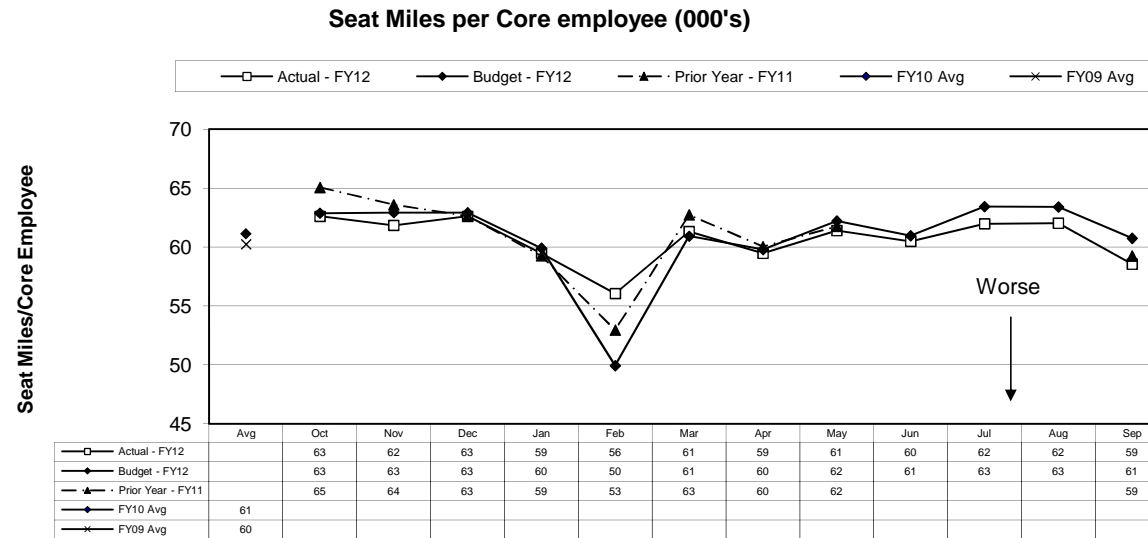
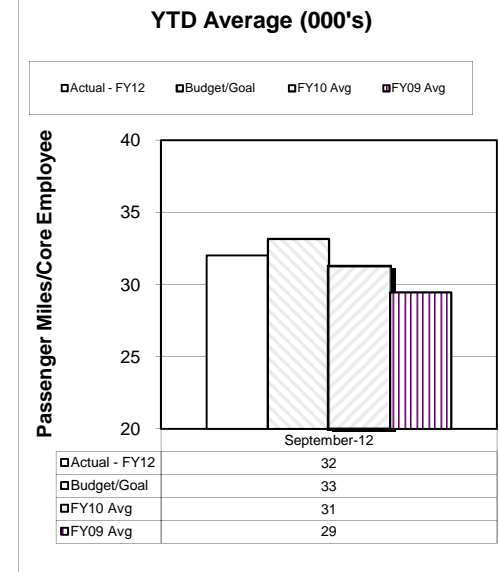
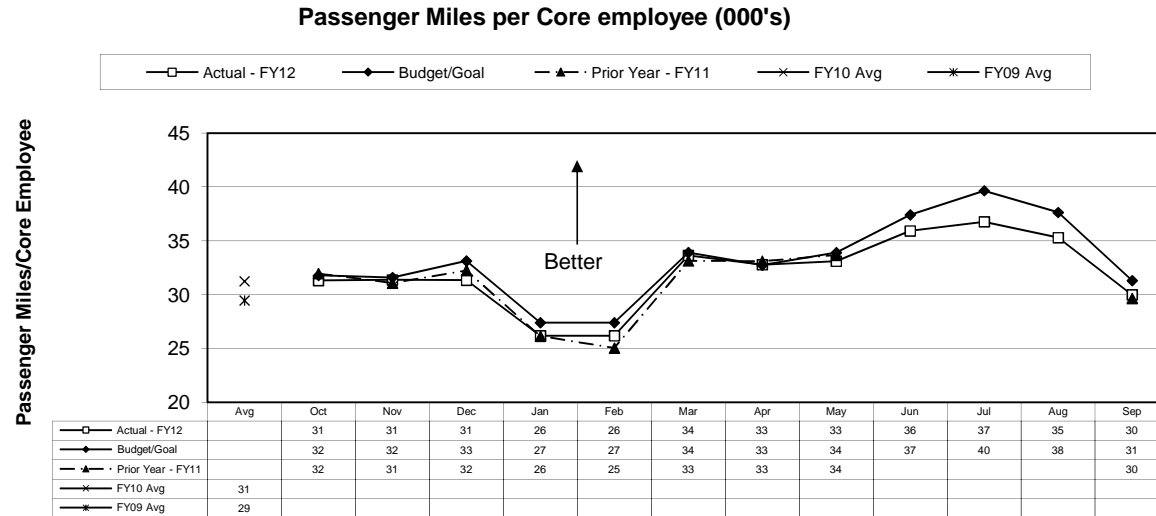


YTD (000's)



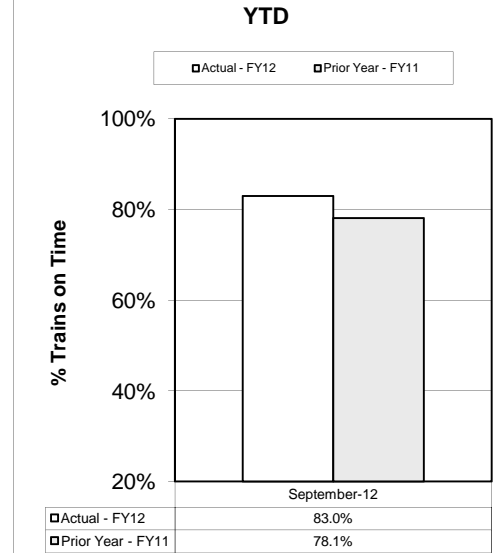
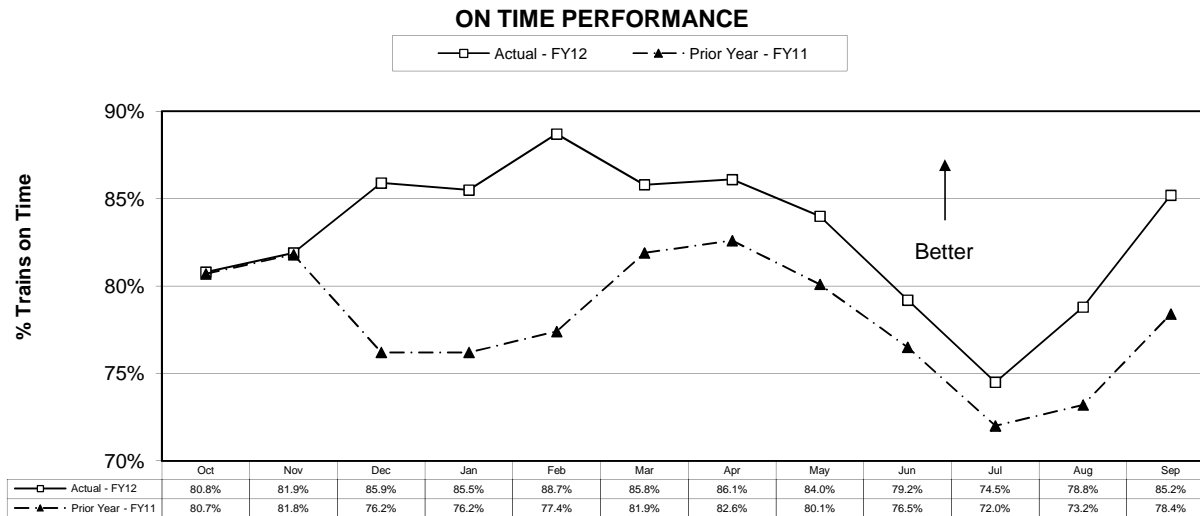
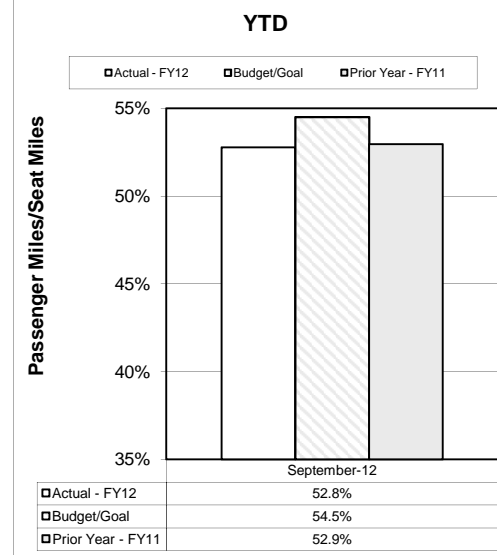
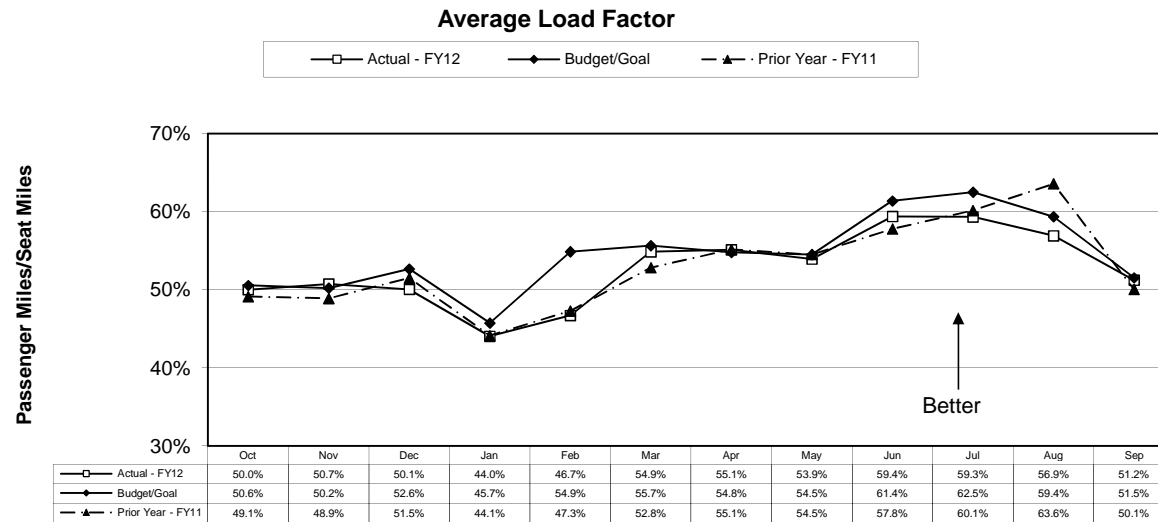
SUMMARY METRICS

Results as of September, 2012



SUMMARY METRICS

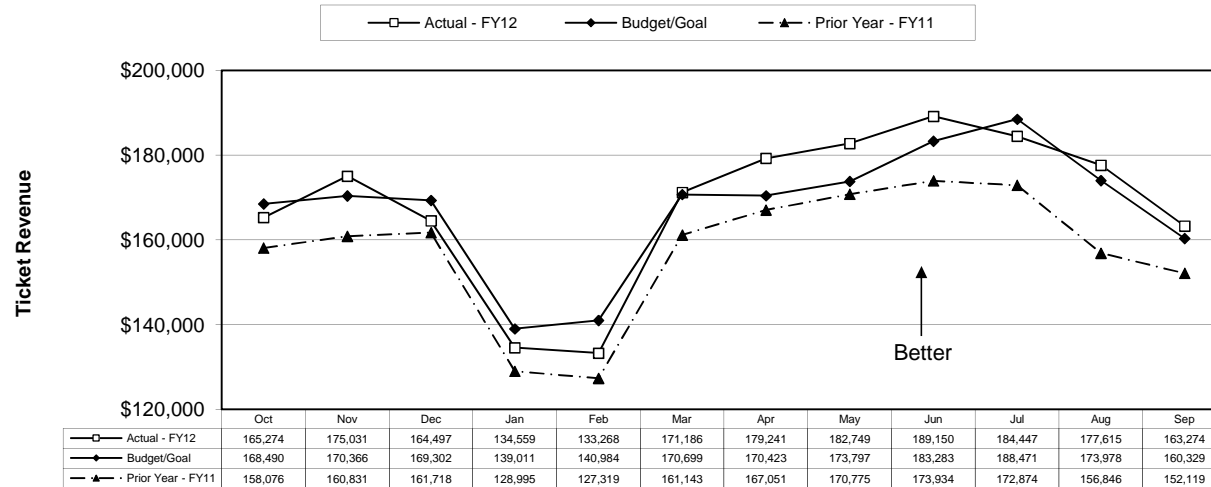
Results as of September, 2012



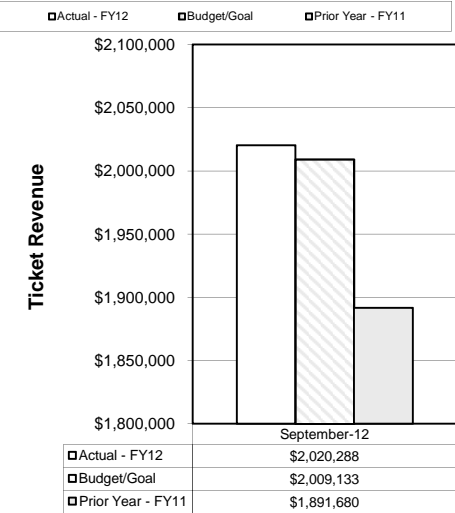
SUMMARY METRICS

Results as of September, 2012

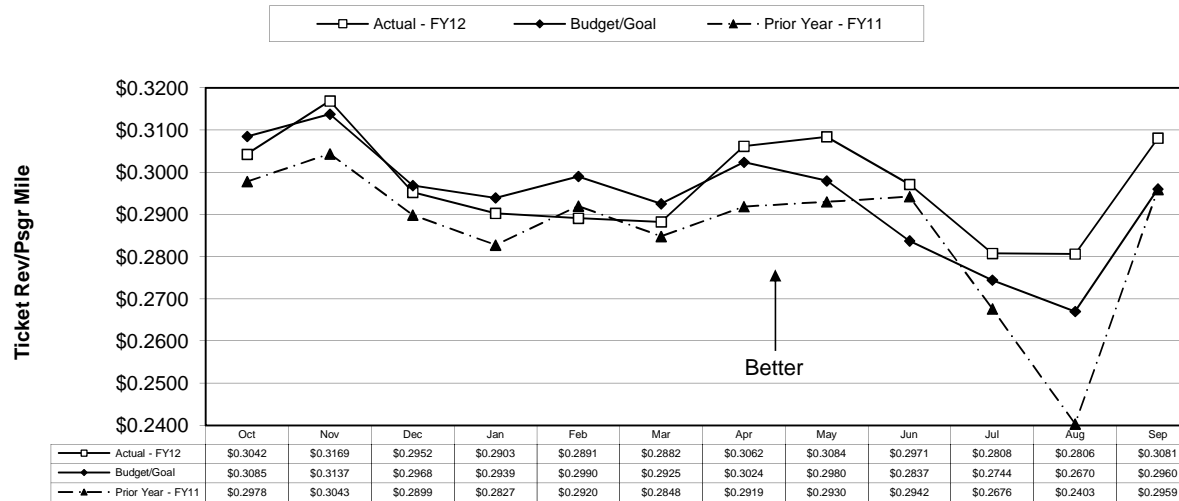
TICKET REVENUE (\$000's)



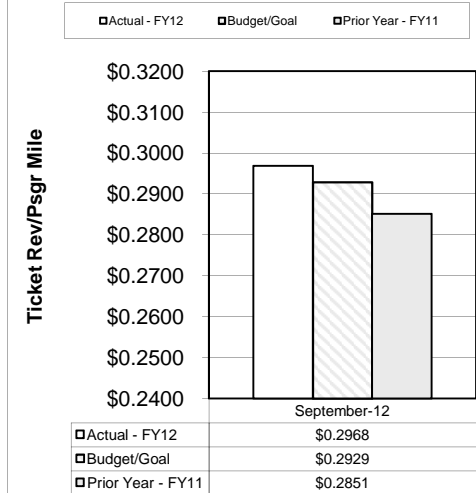
YTD (\$000's)



TICKET YIELD



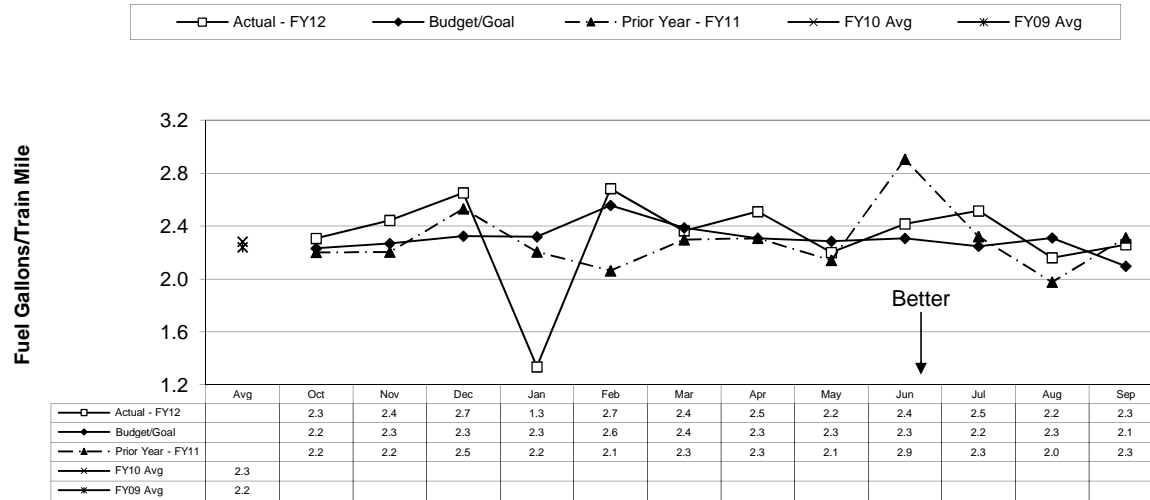
YTD



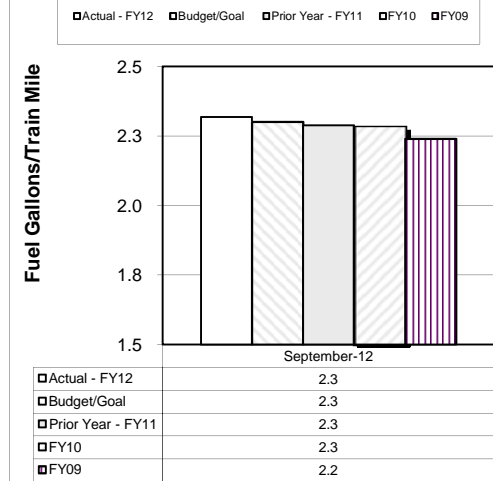
SUMMARY METRICS

Results as of September, 2012

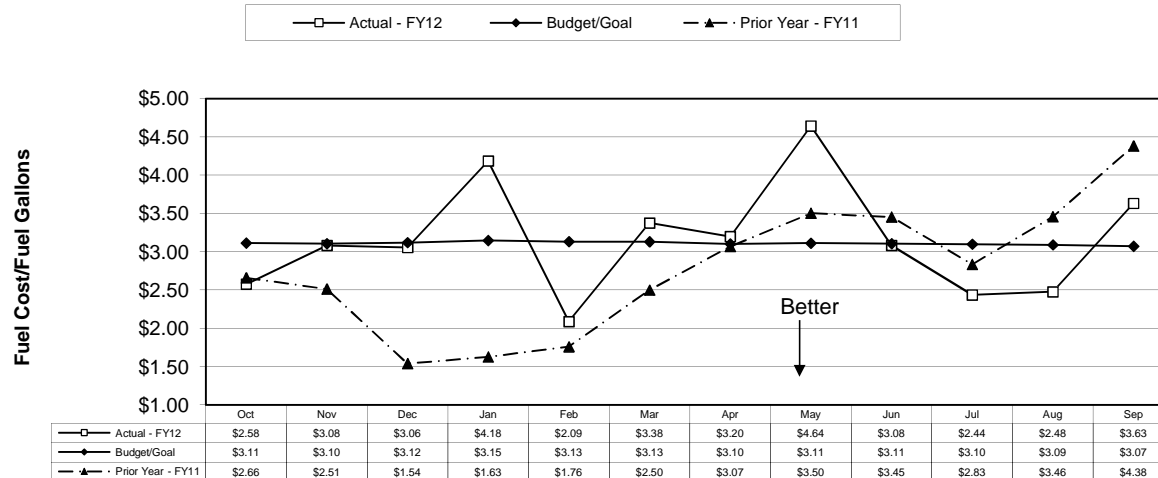
Gallons per train mile



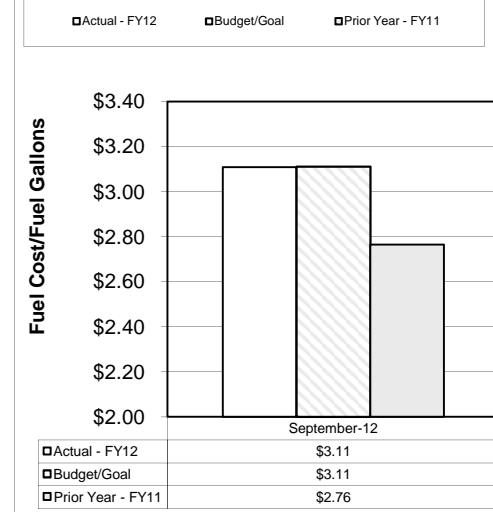
YTD



Average Cost per diesel gallon



YTD



National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Statements of Operations

(In Thousands of Dollars)

	Twelve Months Ended September 30,				
	2012	2011	fav / (unfav)		
Revenues:					
Passenger related	\$ 2,269,167	\$ 2,152,020	117,147	5.4%	/a
Commuter	140,389	163,825	(23,436)	-14.3%	/b
State capital payments	32,737	30,887	1,850	6.0%	/c
Other	434,537	360,019	74,518	20.7%	/d
Total revenues	2,876,830	2,706,751	170,079	6.3%	
Expenses:					
Salaries, wages, and benefits	2,033,347	1,946,996	(86,351)	-4.4%	/e
Train operations	245,168	253,603	8,435	3.3%	/f
Fuel, power, and utilities	355,288	337,830	(17,458)	-5.2%	/g
Materials	205,226	210,649	5,423	2.6%	/h
Facility, communication, and office related	175,059	187,410	12,351	6.6%	/i
Advertising and sales	78,476	113,190	34,714	30.7%	/j
Casualty and other claims	50,689	54,264	3,575	6.6%	/k
Depreciation, net of amortization	663,743	598,549	(65,194)	-10.9%	/l
Other	345,802	400,627	54,825	13.7%	/m
Indirect cost capitalized to property and equipment	(116,977)	(147,623)	(30,646)	20.8%	/n
Total expenses	4,035,821	3,955,495	(80,326)	-2.0%	
Net loss from continuing operations before					
other (income) and expense	1,158,991	1,248,744	(89,753)	7.2%	
Other (Income) and Expense:					
Interest income	(6,514)	(8,538)	(2,024)	23.7%	
Interest expense	83,187	101,798	18,611	18.3%	
Loss on early extinguishment of debt	3,771	-	(3,771)	100.0%	
Other expense, net	80,444	93,260	12,816	13.7%	/o
Net loss	\$ 1,239,435	\$ 1,342,004	102,569	7.6%	

September 2012 YTD Consolidated Statement of Operations - Variance Explanations

Revenues:

- /a Passenger related revenues were favorable to prior year by \$117.1M primarily due to increased ridership and favorable economic conditions versus the same period last year. Ticket revenues for the Northeast Corridor are up 6%, State/Corridor trains are up 7% and Long Distance trains are up 7%.
- /b Commuter revenues were unfavorable by \$23.4M primarily due to the expiration of the Caltrans contract.
- /c State Capital Payments were favorable by \$1.9M primarily due to increased contributions from state partners.
- /d Other revenues were favorable by \$74.5M primarily due to revenues received from the Connecticut Easement Agreement, increased reimbursable work and increased cost sharing and freight access fees.

Expenses:

- /e Salaries, wages and benefits were unfavorable by \$86.4M primarily due to non-recurring VSIP payments, merit payments and associated benefit expenses as well as contractual wage increases and increased benefit costs.
- /f Train Operations were favorable by \$8.4M primarily due to a one-time settlement benefit with CSX for host railroad fees partially offset by increased motor coach services and crew layover expenses.
- /g Fuel, Power and Utilities were unfavorable by \$17.5M primarily due to higher fuel costs partially offset by decreased electricity usage due to milder winter weather.
- /h Materials were favorable by \$5.4M primarily due to changes in the material reserve.
- /i Facility, communication and office related were favorable by \$12.4 primarily due reduced discretionary spending on building maintenance, office supplies, personal computers and other office equipment.
- /j Advertising and sales were favorable by \$34.7 primarily due to the reduction and timing of planned advertising programs.
- /k Casualty and other claims were favorable by \$3.6M primarily due to less passenger claims than expected.

September 2012 YTD Consolidated Statement of Operations - Variance Explanations (cont.)

- /l Depreciation, net of amortization was unfavorable by \$65.2M, primarily due to an increase in the depreciable fixed asset base.
- /m Other expenses were favorable by \$54.8 primarily due to reduced uncapitalizable project expenses resulting from the expiration of ARRA funding and the SAM project partially offset by increased IT outsourced services.
- /n Indirect cost capitalized to P&E were unfavorable by \$30.6M primarily due to lower capital spend.
- /o Net Interest expense decreased \$12.8M as the result of reduced interest expense due to lower outstanding balances partially offset by financing charges resulting from the cancellation of long-term leases.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Balance Sheets

(In Thousands of Dollars, Except Share Data)

	(Audited) September 30, 2012	(Audited) September 30, 2011	\$ Change	% Change
ASSETS				
Current Assets:				
Cash and cash equivalents	\$ 210,820	\$ 126,779	84,041	66.3% /a
Restricted cash and cash equivalents	8,130	57,247	(49,117)	(85.8%) /a
Accounts receivable, net of allowances of \$7,236 and \$8,556 at September 30, 2012 and September 30, 2011, respectively	209,760	172,450	37,310	21.6% /b
Materials and supplies, net of allowances of \$55,373 and \$58,292 at September 30, 2012 and September 30, 2011, respectively	234,896	213,575	21,321	10.0% /c
Prepaid expenses	13,712	13,746	(34)	(0.2%) /d
Other current assets	25,091	32,832	(7,741)	(23.6%) /e
Total current assets	702,409	616,629	85,780	13.9%
Property and Equipment:				
Locomotives	1,485,812	1,447,556	38,256	2.6%
Passenger cars and other rolling stock	2,699,572	2,572,583	126,989	4.9%
Right-of-way and other properties	10,689,217	9,971,446	717,771	7.2%
Construction in progress	1,020,317	1,367,223	(346,906)	(25.4%)
Leasehold improvements	496,353	374,740	121,613	32.5%
Property and equipment, gross	16,391,271	15,733,548	657,723	4.2%
Less - Accumulated depreciation and amortization	(6,024,334)	(5,633,117)	(391,217)	6.9%
Total property and equipment, net	10,366,937	10,100,431	266,506	2.6% /f
Other Assets, Deposits, and Deferred Charges:				
Notes receivable on sale-leasebacks	51,850	50,012	1,838	3.7% /g
Deferred charges, deposits, and other	253,295	304,304	(51,009)	(16.8%) /h
Total other assets, deposits, and deferred charges	305,145	354,316	(49,171)	(13.9%)
Total assets	\$ 11,374,491	\$ 11,071,376	303,115	2.7%
LIABILITIES and CAPITALIZATION				
Current Liabilities:				
Accounts payable	\$ 290,757	\$ 425,429	(134,672)	(31.7%) /i
Accrued expenses and other current liabilities	529,579	508,189	21,390	4.2% /j
Deferred ticket revenue	122,092	107,952	14,140	13.1% /k
Current maturities of long-term debt and capital lease obligations	149,380	191,449	(42,069)	(22.0%) /l
Total current liabilities	1,091,808	1,233,019	(141,211)	(11.5%)
Long-Term Debt and Capital Lease Obligations:				
Capital lease obligations	1,062,341	1,374,090	(311,749)	(22.7%) /m
Mortgages	139,605	160,500	(20,895)	(13.0%) /n
Equipment and other debt	45,220	51,691	(6,471)	(12.5%) /o
Railroad rehabilitation and improvement financing loan	159,497	65,681	93,816	142.8% /p
Total long-term debt and capital lease obligations	1,406,663	1,651,962	(245,299)	(14.8%)
Other Liabilities and Deferred Credits:				
Deferred state capital payments	972,666	890,070	82,596	9.3% /q
Casualty reserves	140,452	146,010	(5,558)	(3.8%) /r
Deferred gain on sale-leasebacks	53,745	57,827	(4,082)	(7.1%) /s
Postretirement employee benefits obligation	1,402,939	1,170,909	232,030	19.8% /t
Environmental reserve	54,317	57,724	(3,407)	(5.9%) /u
Other liabilities	57,701	54,806	2,895	5.3% /v
Total other liabilities and deferred credits	2,681,820	2,377,346	304,474	12.8%
Total liabilities	5,180,291	5,262,327	(82,036)	(1.6%)
Commitments and Contingencies				
Capitalization:				
Preferred stock - \$100 par, 109,396,994 shares authorized, issued and outstanding at September 30, 2012 and September 30, 2011	10,939,699	10,939,699	-	0.0%
Common stock - \$10 par, 10,000,000 shares authorized, 9,385,694 issued and outstanding at September 30, 2012 and September 30, 2011	93,857	93,857	-	0.0%
Debt and other paid-in capital	25,208,088	23,436,542	1,771,546	7.6% /w
Accumulated deficit	(29,250,000)	(28,010,565)	(1,239,435)	4.4% /x
Accumulated other comprehensive loss	(797,444)	(650,484)	(146,960)	22.6%
Total capitalization	6,194,200	5,809,049	385,151	6.6%
Total liabilities and capitalization	\$ 11,374,491	\$ 11,071,376	303,115	2.7%

September 2012 Balance Sheet Variance Explanations:

- /a Cash and cash equivalents increased \$34.9M – reflects the timing of FY11 and FY12 appropriations and grants net of cash used for operations, capital investments and debt service during the period.
- /b Accounts receivable, net increased \$37.3M – due primarily to increases in ancillary business and intercompany receivables.
- /c Materials and supplies, net increased \$21.3M – due to inventory purchases and usage in support of capital grant programs.
- /d Prepaid expenses decreased slightly – due to the timing of capitalization of leased equipment, prepaid insurance and software license agreements.
- /e Other current assets decreased \$7.7M – primarily due to a decrease in the value of the fuel hedge.
- /f Property and equipment, net of accumulated depreciation and amortization increased \$266.5M – 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 \$1.8M – 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 \$51.0M – due to a decrease in deferred locomotive, environmental and other miscellaneous charges.
- /i Accounts payable decreased \$134.7M – reflects a decrease in general accounts payable as a result of ARRA project completion in FY11.
- /j Accrued expenses and other current liabilities increased \$21.4M – reflects unratified labor union agreements, advances from LIRR and adjustments for wrecked and/or damaged equipment.
- /k Deferred ticket revenue increased \$14.1M - reflects the change from prior fiscal year end in advance ticket sales.
- /l Current maturities of long-term debt and lease obligations decreased \$42.1M – reflects a decrease in the current portion of capital lease obligations.
- /m Capital lease obligations decreased \$311.7M – reflects a reduction of defeased lease payments on leased locomotives and rolling stock due to their replacement or termination.
- /n Mortgages decreased \$20.9M – reflects principal payments on the Penn Station mortgage.
- /o Equipment and other debt decreased \$6.5M – primarily relates to the purchase of leased P42 locomotives and Superliner cars plus electric locomotives.
- /p Railroad rehabilitation and improvement financing loan increased \$93.8M – relates to the purchase of new electric locomotives.

September 2012 Balance Sheet Variance Explanations: (continued)

- /q Deferred state capital payments increased \$82.6M – due to contributions from New Jersey (NJT), New York (LIRR), and Maryland (MARC) for joint benefit projects less amortization.
- /r Casualty reserves decreased \$5.6M – 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 \$4.1M – 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 \$232.0M – reflects the most recent actuarial analysis reflecting the aging of the workforce and projected increases in future healthcare rates - includes the recent labor settlement.
- /u Environmental reserve decreased \$3.4M – reflects a decrease in the estimated liability for environmental clean-up projects.
- /v Other liabilities increased \$2.9M – primarily reflects changes in miscellaneous revenue.
- /w Debt and other paid-in capital increased \$1,771.5M – reflects appropriations and grants received since FY11.
- /x Accumulated deficit increased \$1,239.4M – reflects net losses incurred since FY11.

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)

September 2012 YTD

Route Performance Results Exclude Depreciation and Interest.

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	\$521.0	\$305.3	\$215.7	\$6.9	\$208.9	n/a	\$208.9	32.3	20.2
RT05	Northeast Regional	\$552.8	\$467.6	\$85.2	\$8.8	\$76.5	n/a	\$76.5	6.2	3.0
RT99	NEC Special Trains	\$5.3	\$2.1	\$3.2	\$0.0	\$3.1	n/a	\$3.1	177.7	25.8
Total		\$1,079.2	\$775.1	\$304.1	\$15.7	\$288.5	n/a	\$288.5	15.3	8.0

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	\$5.2	\$5.0	\$0.1	\$0.1	\$0.0	n/a	\$0.0	0.3	0.1
RT04	Vermont	\$7.8	\$10.5	(\$2.7)	\$0.2	(\$2.9)	n/a	(\$2.9)	(12.2)	(5.2)
RT07	Maple Leaf	\$26.3	\$27.8	(\$1.5)	\$0.6	(\$2.1)	n/a	(\$2.1)	(1.7)	(0.9)
RT09	The Downeaster	\$11.9	\$14.6	(\$2.8)	\$0.3	(\$3.1)	n/a	(\$3.1)	(7.1)	(2.7)
RT12	New Haven - Springfield	\$12.2	\$23.8	(\$11.6)	\$0.5	(\$12.1)	n/a	(\$12.1)	(34.9)	(17.4)
RT14	Keystone Service	\$42.2	\$46.8	(\$4.7)	\$0.8	(\$5.5)	n/a	(\$5.5)	(4.5)	(1.8)
RT15	Empire Service	\$44.8	\$64.6	(\$19.8)	\$1.3	(\$21.1)	n/a	(\$21.1)	(16.3)	(5.5)
RT20	Chicago-St.Louis	\$24.0	\$38.7	(\$14.7)	\$0.9	(\$15.5)	n/a	(\$15.5)	(15.2)	(7.3)
RT21	Hiawathas	\$23.7	\$26.3	(\$2.6)	\$0.6	(\$3.2)	n/a	(\$3.2)	(4.7)	(1.8)
RT22	Wolverines	\$19.1	\$37.7	(\$18.6)	\$0.8	(\$19.4)	n/a	(\$19.4)	(19.2)	(9.7)
RT23	Illini	\$16.0	\$20.9	(\$5.0)	\$0.5	(\$5.4)	n/a	(\$5.4)	(9.0)	(3.8)
RT24	Illinois Zephyr	\$14.9	\$17.1	(\$2.1)	\$0.4	(\$2.5)	n/a	(\$2.5)	(6.4)	(2.6)
RT29	Heartland Flyer	\$5.4	\$9.0	(\$3.6)	\$0.2	(\$3.8)	n/a	(\$3.8)	(24.8)	(11.1)
RT35	Pacific Surfliner	\$91.1	\$115.2	(\$24.1)	\$2.5	(\$26.6)	n/a	(\$26.6)	(11.9)	(3.7)
RT36	Cascades	\$54.0	\$67.2	(\$13.2)	\$1.4	(\$14.6)	n/a	(\$14.6)	(11.1)	(5.9)
RT37	Capitol	\$60.3	\$73.9	(\$13.6)	\$1.6	(\$15.1)	n/a	(\$15.1)	(13.6)	(3.9)
RT39	San Joaquins	\$69.9	\$85.0	(\$15.1)	\$1.5	(\$16.6)	n/a	(\$16.6)	(10.0)	(3.9)
RT40	Adirondack	\$10.0	\$12.6	(\$2.6)	\$0.3	(\$2.9)	n/a	(\$2.9)	(7.1)	(5.7)
RT41	Blue Water	\$12.1	\$15.0	(\$2.9)	\$0.3	(\$3.2)	n/a	(\$3.2)	(8.2)	(3.8)
RT46	Washington-Lynchburg	\$11.8	\$7.9	\$3.9	\$0.2	\$3.7	n/a	\$3.7	8.6	5.8
RT47	Washington-Newport News	\$35.8	\$31.0	\$4.7	\$0.7	\$4.0	n/a	\$4.0	3.1	1.9
RT54	Hoosier State	\$0.9	\$4.6	(\$3.7)	\$0.1	(\$3.8)	n/a	(\$3.8)	(67.9)	(31.9)
RT56	Kansas City-St.Louis	\$14.0	\$15.4	(\$1.5)	\$0.4	(\$1.8)	n/a	(\$1.8)	(4.8)	(2.4)
RT57	Pennsylvanian	\$9.9	\$15.3	(\$5.4)	\$0.3	(\$5.8)	n/a	(\$5.8)	(11.9)	(7.2)
RT65	Pere Marquette	\$5.9	\$5.9	(\$0.1)	\$0.1	(\$0.2)	n/a	(\$0.2)	(1.2)	(0.7)
RT66	Carollian	\$21.5	\$20.0	\$1.5	\$0.5	\$1.0	n/a	\$1.0	1.1	0.9
RT67	Piedmont	\$6.6	\$7.0	(\$0.3)	\$0.2	(\$0.5)	n/a	(\$0.5)	(2.9)	(1.4)
RT96	Non NEC Special Trains	\$3.2	\$2.0	\$1.1	\$0.0	\$1.1	n/a	\$1.1	13.8	12.9
Total		\$660.2	\$820.7	(\$160.5)	\$17.3	(\$177.9)	n/a	(\$177.9)	(9.0)	(3.9)

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	\$38.7	\$82.1	(\$43.4)	\$1.8	(\$45.1)	n/a	(\$45.1)	(20.6)	(13.6)
RT18	Cardinal	\$8.4	\$25.1	(\$16.6)	\$0.5	(\$17.2)	n/a	(\$17.2)	(35.6)	(20.7)
RT19	Silver Meteor	\$42.6	\$78.8	(\$36.2)	\$1.7	(\$37.9)	n/a	(\$37.9)	(16.4)	(10.6)
RT25	Empire Builder	\$72.2	\$126.9	(\$54.7)	\$2.9	(\$57.6)	n/a	(\$57.6)	(14.5)	(8.9)
RT26	Capitol Limited	\$22.6	\$45.6	(\$23.0)	\$1.0	(\$24.0)	n/a	(\$24.0)	(21.1)	(14.5)
RT27	California Zephyr	\$53.2	\$120.7	(\$67.6)	\$2.8	(\$70.3)	n/a	(\$70.3)	(22.6)	(13.3)
RT28	Southwest Chief	\$48.2	\$112.3	(\$64.2)	\$2.6	(\$66.7)	n/a	(\$66.7)	(21.2)	(13.9)
RT30	City of New Orleans	\$22.0	\$42.4	(\$20.3)	\$0.9	(\$21.2)	n/a	(\$21.2)	(17.8)	(12.1)
RT32	Texas Eagle	\$28.5	\$61.1	(\$32.6)	\$1.4	(\$34.0)	n/a	(\$34.0)	(18.5)	(13.2)
RT33	Sunset Limited	\$13.0	\$53.6	(\$40.5)	\$1.2	(\$41.7)	n/a	(\$41.7)	(49.4)	(25.2)
RT34	Coast Starlight	\$45.3	\$98.3	(\$53.0)	\$2.2	(\$55.2)	n/a	(\$55.2)	(24.7)	(15.2)
RT45	Lake Shore Limited	\$35.0	\$66.1	(\$31.1)	\$1.5	(\$32.6)	n/a	(\$32.6)	(15.9)	(10.1)
RT48	Palmetto	\$18.4	\$29.0	(\$10.6)	\$0.6	(\$11.2)	n/a	(\$11.2)	(12.9)	(6.2)
RT52	Crescent	\$34.9	\$74.9	(\$40.0)	\$1.6	(\$41.6)	n/a	(\$41.6)	(25.7)	(14.1)
RT63	Auto Train	\$74.1	\$106.1	(\$32.0)	\$2.4	(\$34.5)	n/a	(\$34.5)	(15.2)	(10.5)
Total		\$557.1	\$1,122.9	(\$565.7)	\$25.2	(\$591.0)	n/a	(\$591.0)	(20.2)	(12.6)

Total National Train System	\$2,296.5	\$2,718.6	(\$422.1)	\$58.2	(\$480.3)	n/a	(\$480.3)	(7.1)	(3.7)
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* Under Development - will be included once it is completed.

Reconciling Items between National Train System and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$2,296.5	\$2,776.8	(\$480.3)
Ancillary Customers	\$450.4	\$282.6	\$167.8
Freight and Other Customers	\$97.1	\$312.5	(\$215.4)
Depreciation, net	\$0.0	\$663.7	(\$663.7)
Operating Results	\$2,844.1	\$4,035.8	(\$1,191.7)
Interest Expense, net	\$0.0	\$80.4	(\$80.4)
State Capital Payments	\$32.7	\$0.0	\$32.7
Net Results	\$2,876.8	\$4,116.2	(\$1,239.4)

Notes:

- This report is being produced using the Amtrak Performance Tracking (SAM_APT) system, which drives costs to all customers, including freight and commuter railroads. This report reflects the information as it existed in SAP at the time it was produced. Future changes to SAP data may affect the placement of data within this report. Project (PRJ) related costs are excluded from this fully allocated report because they are paid for with Capital funding.

- Amtrak does not report depreciation on a route level due to the distortion caused by the sale and leaseback transactions of the late 1990's and early 2000's. Allocating depreciation and interest would unfairly burden routes whose equipment was sold and then leased back. Those transactions caused the value of those assets to increase and therefore their depreciation to increase, which is unrelated to the actual capital cost of that equipment. A synthetic capital charge is under development and will be allocated to routes and included in this report when available.

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)

September 2011 YTD

Route Performance Results Exclude Depreciation and Interest.

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	\$510.3	\$323.4	\$186.9	\$8.2	\$178.8	n/a	\$178.8	27.5	17.4
RT05	Northeast Regional	\$505.3	\$467.2	\$38.1	\$10.1	\$28.0	n/a	\$28.0	2.4	1.1
RT99	NEC Special Trains	\$0.9	\$2.2	(\$1.3)	\$0.0	(\$1.4)	n/a	(\$1.4)	(135.6)	(24.0)
Total		\$1,016.4	\$792.8	\$223.7	\$18.3	\$205.4	n/a	\$205.4	11.3	5.8

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	\$4.1	\$6.5	(\$2.4)	\$0.1	(\$2.5)	n/a	(\$2.5)	(26.8)	(11.0)
RT04	Vermont	\$7.4	\$9.1	(\$1.7)	\$0.2	(\$1.9)	n/a	(\$1.9)	(9.0)	(4.9)
RT07	Maple Leaf	\$25.0	\$30.2	(\$5.2)	\$0.7	(\$5.9)	n/a	(\$5.9)	(4.7)	(2.7)
RT09	The Downeaster	\$12.5	\$13.2	(\$0.7)	\$0.3	(\$1.0)	n/a	(\$1.0)	(2.3)	(0.8)
RT12	New Haven - Springfield	\$11.6	\$23.9	(\$12.3)	\$0.5	(\$12.9)	n/a	(\$12.9)	(36.2)	(18.6)
RT14	Keystone Service	\$38.9	\$46.1	(\$7.2)	\$0.9	(\$8.2)	n/a	(\$8.2)	(7.0)	(2.8)
RT15	Empire Service	\$40.9	\$70.4	(\$29.5)	\$1.5	(\$31.0)	n/a	(\$31.0)	(24.4)	(8.4)
RT20	Chicago-St.Louis	\$28.3	\$31.7	(\$3.4)	\$0.7	(\$4.1)	n/a	(\$4.1)	(4.3)	(2.0)
RT21	Hiawathas	\$23.7	\$25.3	(\$1.6)	\$0.6	(\$2.2)	n/a	(\$2.2)	(3.3)	(1.2)
RT22	Wolverines	\$20.2	\$36.4	(\$16.2)	\$0.8	(\$17.0)	n/a	(\$17.0)	(15.6)	(7.9)
RT23	Illini	\$16.1	\$20.1	(\$4.0)	\$0.5	(\$4.4)	n/a	(\$4.4)	(7.4)	(2.8)
RT24	Illinois Zephyr	\$14.4	\$16.4	(\$2.0)	\$0.4	(\$2.4)	n/a	(\$2.4)	(6.2)	(2.4)
RT29	Heartland Flyer	\$5.9	\$8.5	(\$2.5)	\$0.2	(\$2.7)	n/a	(\$2.7)	(18.4)	(8.2)
RT35	Pacific Surfliner	\$85.3	\$112.9	(\$27.6)	\$2.5	(\$30.1)	n/a	(\$30.1)	(12.0)	(4.3)
RT36	Cascades	\$50.4	\$64.5	(\$14.0)	\$1.6	(\$15.6)	n/a	(\$15.6)	(11.4)	(6.5)
RT37	Capitol	\$55.5	\$68.1	(\$12.6)	\$1.5	(\$14.1)	n/a	(\$14.1)	(12.8)	(3.7)
RT39	San Joaquins	\$71.1	\$76.4	(\$5.3)	\$1.5	(\$6.8)	n/a	(\$6.8)	(4.3)	(1.7)
RT40	Adirondack	\$14.6	\$13.0	\$1.6	\$0.3	\$1.3	n/a	\$1.3	3.3	2.7
RT41	Blue Water	\$11.7	\$13.7	(\$2.0)	\$0.3	(\$2.3)	n/a	(\$2.3)	(6.0)	(2.7)
RT46	Washington-Lynchburg	\$10.1	\$6.7	\$3.5	\$0.2	\$3.3	n/a	\$3.3	8.4	5.5
RT47	Washington-Newport News	\$30.8	\$30.6	\$0.2	\$0.7	(\$0.5)	n/a	(\$0.5)	(0.4)	(0.2)
RT54	Hoosier State	\$0.9	\$4.8	(\$3.9)	\$0.1	(\$4.0)	n/a	(\$4.0)	(68.7)	(32.3)
RT56	Kansas City-St.Louis	\$13.9	\$13.8	\$0.1	\$0.3	(\$0.3)	n/a	(\$0.3)	(0.7)	(0.3)
RT57	Pennsylvanian	\$9.4	\$16.5	(\$7.1)	\$0.3	(\$7.4)	n/a	(\$7.4)	(15.1)	(9.4)
RT65	Pere Marquette	\$6.0	\$6.6	(\$0.7)	\$0.2	(\$0.8)	n/a	(\$0.8)	(5.0)	(3.1)
RT66	Carolinian	\$20.8	\$21.4	(\$0.6)	\$0.5	(\$1.1)	n/a	(\$1.1)	(1.2)	(1.0)
RT67	Piedmont	\$5.2	\$6.9	(\$1.7)	\$0.2	(\$1.9)	n/a	(\$1.9)	(11.9)	(5.5)
RT96	Non NEC Special Trains	\$2.7	\$2.0	\$0.7	\$0.0	\$0.6	n/a	\$0.6	6.1	9.5
Total		\$637.6	\$796.0	(\$158.4)	\$17.6	(\$176.0)	n/a	(\$176.0)	(8.9)	(3.9)

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	\$36.3	\$85.0	(\$48.8)	\$1.9	(\$50.7)	n/a	(\$50.7)	(23.2)	(15.2)
RT18	Cardinal	\$7.8	\$25.8	(\$18.0)	\$0.6	(\$18.6)	n/a	(\$18.6)	(40.7)	(23.2)
RT19	Silver Meteor	\$41.6	\$83.7	(\$42.0)	\$1.9	(\$44.0)	n/a	(\$44.0)	(18.7)	(12.5)
RT25	Empire Builder	\$57.7	\$109.6	(\$51.9)	\$2.7	(\$54.6)	n/a	(\$54.6)	(16.7)	(9.5)
RT26	Capitol Limited	\$22.4	\$45.9	(\$23.5)	\$1.1	(\$24.5)	n/a	(\$24.5)	(21.3)	(14.6)
RT27	California Zephyr	\$49.8	\$109.7	(\$59.9)	\$2.8	(\$62.6)	n/a	(\$62.6)	(21.8)	(12.7)
RT28	Southwest Chief	\$48.0	\$111.8	(\$63.8)	\$2.7	(\$66.5)	n/a	(\$66.5)	(20.5)	(13.9)
RT30	City of New Orleans	\$18.8	\$40.7	(\$21.9)	\$0.9	(\$22.8)	n/a	(\$22.8)	(21.0)	(13.5)
RT32	Texas Eagle	\$26.6	\$55.4	(\$28.8)	\$1.3	(\$30.1)	n/a	(\$30.1)	(16.9)	(12.0)
RT33	Sunset Limited	\$12.6	\$50.5	(\$37.9)	\$1.2	(\$39.1)	n/a	(\$39.1)	(46.1)	(23.6)
RT34	Coast Starlight	\$44.3	\$95.9	(\$51.6)	\$2.2	(\$53.8)	n/a	(\$53.8)	(24.5)	(15.1)
RT45	Lake Shore Limited	\$32.9	\$68.9	(\$36.0)	\$1.5	(\$37.5)	n/a	(\$37.5)	(18.5)	(11.9)
RT48	Palmetto	\$17.4	\$33.2	(\$15.7)	\$0.8	(\$16.5)	n/a	(\$16.5)	(19.3)	(9.2)
RT52	Crescent	\$32.3	\$75.4	(\$43.1)	\$1.7	(\$44.8)	n/a	(\$44.8)	(26.6)	(15.4)
RT63	Auto Train	\$69.9	\$99.2	(\$29.2)	\$2.3	(\$31.5)	n/a	(\$31.5)	(14.1)	(9.7)
Total		\$518.5	\$1,090.7	(\$572.1)	\$25.6	(\$597.7)	n/a	(\$597.7)	(21.2)	(13.2)

Total National Train System	\$2,172.6	\$2,679.4	(\$506.8)	\$61.5	(\$568.3)	n/a	(\$568.3)	(8.6)	(4.5)
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* Under Development - will be included once it is completed.

Reconciling Items between National Train System and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$2,172.6	\$2,740.9	(\$568.3)
Ancillary Customers	\$315.5	\$258.5	\$57.0
Freight and Other Customers	\$187.8	\$357.6	(\$169.7)
Depreciation, net	\$0.0	\$598.5	(\$598.5)
Operating Results	\$2,675.9	\$3,955.5	(\$1,279.6)
Interest Expense, net	\$0.0	\$93.3	(\$93.3)
State Capital Payments	\$30.9	\$0.0	\$30.9
Net Results	\$2,706.8	\$4,048.8	(\$1,342.0)

Notes:

- This report is being produced using the Amtrak Performance Tracking (SAM_APT) system, which drives costs to all customers, including freight and commuter railroads. This report reflects the information as it existed in SAP at the time it was produced. Future changes to SAP data may affect the placement of data within this report. Project (PRJ) related costs are excluded from this fully allocated report because they are paid for with Capital funding.

- Amtrak does not report depreciation on a route level due to the distortion caused by the sale and leaseback transactions of the late 1990's and early 2000's. Allocating depreciation and interest would unfairly burden routes whose equipment was sold and then leased back. Those transactions caused the value of those assets to increase and therefore their depreciation to increase, which is unrelated to the actual capital cost of that equipment. A synthetic capital charge is under development and will be allocated to routes and included in this report when available.

National Railroad Passenger Corporation (Amtrak)

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

September 2012 YTD vs. September 2011 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	\$10.7	\$18.1	\$28.8	\$1.3	\$30.1	n/a	\$30.1	4.9	2.8
RT05	Northeast Regional	\$47.6	(\$0.4)	\$47.2	\$1.3	\$48.5	n/a	\$48.5	3.8	1.9
RT99	NEC Special Trains	\$4.4	\$0.1	\$4.5	\$0.0	\$4.5	n/a	\$4.5	313.3	49.9
Total		\$62.8	\$17.7	\$80.5	\$2.6	\$83.1	n/a	\$83.1	4.0	2.2

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	\$1.1	\$1.5	\$2.6	\$0.0	\$2.6	n/a	\$2.6	27.2	11.2
RT04	Vermont	\$0.4	(\$1.3)	(\$1.0)	(\$0.1)	(\$1.0)	n/a	(\$1.0)	(3.2)	(0.3)
RT07	Maple Leaf	\$1.3	\$2.4	\$3.8	\$0.0	\$3.8	n/a	\$3.8	3.0	1.8
RT09	The Downeaster	(\$0.6)	(\$1.5)	(\$2.1)	(\$0.0)	(\$2.1)	n/a	(\$2.1)	(4.8)	(1.9)
RT12	New Haven - Springfield	\$0.6	\$0.1	\$0.7	\$0.1	\$0.8	n/a	\$0.8	1.3	1.2
RT14	Keystone Service	\$3.3	(\$0.7)	\$2.6	\$0.1	\$2.7	n/a	\$2.7	2.5	1.0
RT15	Empire Service	\$3.8	\$5.9	\$9.7	\$0.2	\$9.9	n/a	\$9.9	8.0	2.9
RT20	Chicago-St.Louis	(\$4.3)	(\$7.0)	(\$11.3)	(\$0.1)	(\$11.4)	n/a	(\$11.4)	(10.9)	(5.3)
RT21	Hiawathas	(\$0.0)	(\$0.9)	(\$1.0)	(\$0.0)	(\$1.0)	n/a	(\$1.0)	(1.5)	(0.6)
RT22	Wolverines	(\$1.1)	(\$1.3)	(\$2.4)	(\$0.0)	(\$2.4)	n/a	(\$2.4)	(3.7)	(1.7)
RT23	Illini	(\$0.2)	(\$0.8)	(\$1.0)	(\$0.0)	(\$1.0)	n/a	(\$1.0)	(1.6)	(1.0)
RT24	Illinois Zephyr	\$0.5	(\$0.7)	(\$0.1)	(\$0.0)	(\$0.2)	n/a	(\$0.2)	(0.3)	(0.2)
RT29	Heartland Flyer	(\$0.5)	(\$0.5)	(\$1.1)	(\$0.0)	(\$1.1)	n/a	(\$1.1)	(6.5)	(3.0)
RT35	Pacific Surfliner	\$5.8	(\$2.2)	\$3.6	\$0.0	\$3.6	n/a	\$3.6	0.2	0.6
RT36	Cascades	\$3.6	(\$2.7)	\$0.9	\$0.1	\$1.0	n/a	\$1.0	0.3	0.6
RT37	Capitol	\$4.8	(\$5.8)	(\$1.0)	(\$0.1)	(\$1.0)	n/a	(\$1.0)	(0.8)	(0.2)
RT39	San Joaquins	(\$1.3)	(\$8.5)	(\$9.8)	(\$0.1)	(\$9.9)	n/a	(\$9.9)	(5.7)	(2.2)
RT40	Adirondack	(\$4.6)	\$0.4	(\$4.2)	\$0.0	(\$4.2)	n/a	(\$4.2)	(10.4)	(8.4)
RT41	Blue Water	\$0.4	(\$1.3)	(\$0.8)	(\$0.0)	(\$0.9)	n/a	(\$0.9)	(2.2)	(1.1)
RT46	Washington-Lynchburg	\$1.7	(\$1.2)	\$0.5	(\$0.0)	\$0.5	n/a	\$0.5	0.2	0.4
RT47	Washington-Newport News	\$4.9	(\$0.4)	\$4.5	\$0.0	\$4.5	n/a	\$4.5	3.6	2.1
RT54	Hoosier State	\$0.0	\$0.2	\$0.2	\$0.0	\$0.2	n/a	\$0.2	0.8	0.4
RT56	Kansas City-St.Louis	\$0.1	(\$1.6)	(\$1.5)	(\$0.0)	(\$1.5)	n/a	(\$1.5)	(4.1)	(2.0)
RT57	Pennsylvanian	\$0.5	\$1.2	\$1.6	\$0.0	\$1.7	n/a	\$1.7	3.2	2.2
RT65	Pere Marquette	(\$0.1)	\$0.7	\$0.6	\$0.0	\$0.6	n/a	\$0.6	3.8	2.3
RT66	Carollian	\$0.7	\$1.5	\$2.1	\$0.1	\$2.2	n/a	\$2.2	2.3	1.8
RT67	Piedmont	\$1.5	(\$0.1)	\$1.4	\$0.0	\$1.4	n/a	\$1.4	8.9	4.1
RT96	Non NEC Special Trains	\$0.4	(\$0.0)	\$0.4	\$0.0	\$0.4	n/a	\$0.4	7.7	3.4
Total		\$22.6	(\$24.7)	(\$2.2)	\$0.3	(\$1.9)	n/a	(\$1.9)	(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	\$2.4	\$3.0	\$5.4	\$0.1	\$5.6	n/a	\$5.6	2.5	1.7
RT18	Cardinal	\$0.6	\$0.8	\$1.4	\$0.0	\$1.4	n/a	\$1.4	5.2	2.4
RT19	Silver Meteor	\$1.0	\$4.9	\$5.8	\$0.2	\$6.0	n/a	\$6.0	2.4	1.8
RT25	Empire Builder	\$14.5	(\$17.3)	(\$2.8)	(\$0.2)	(\$3.0)	n/a	(\$3.0)	2.2	0.7
RT26	Capitol Limited	\$0.3	\$0.3	\$0.5	\$0.0	\$0.6	n/a	\$0.6	0.1	0.1
RT27	California Zephyr	\$3.4	(\$11.1)	(\$7.7)	(\$0.0)	(\$7.7)	n/a	(\$7.7)	(0.8)	(0.6)
RT28	Southwest Chief	\$0.1	(\$0.5)	(\$0.3)	\$0.1	(\$0.2)	n/a	(\$0.2)	(0.7)	(0.1)
RT30	City of New Orleans	\$3.2	(\$1.6)	\$1.6	(\$0.0)	\$1.5	n/a	\$1.5	3.2	1.4
RT32	Texas Eagle	\$1.9	(\$5.7)	(\$3.8)	(\$0.1)	(\$3.9)	n/a	(\$3.9)	(1.6)	(1.2)
RT33	Sunset Limited	\$0.4	(\$3.1)	(\$2.7)	\$0.0	(\$2.6)	n/a	(\$2.6)	(3.3)	(1.6)
RT34	Coast Starlight	\$1.1	(\$2.5)	(\$1.4)	\$0.1	(\$1.3)	n/a	(\$1.3)	(0.2)	(0.1)
RT45	Lake Shore Limited	\$2.2	\$2.8	\$4.9	(\$0.0)	\$4.9	n/a	\$4.9	2.7	1.8
RT48	Palmetto	\$1.0	\$4.2	\$5.2	\$0.1	\$5.3	n/a	\$5.3	6.4	3.0
RT52	Crescent	\$2.5	\$0.6	\$3.1	\$0.1	\$3.2	n/a	\$3.2	0.9	1.3
RT63	Auto Train	\$4.1	(\$6.9)	(\$2.8)	(\$0.2)	(\$3.0)	n/a	(\$3.0)	(1.1)	(0.8)
Total		\$38.6	(\$32.2)	\$6.4	\$0.3	\$6.7	n/a	\$6.7	1.0	0.6

Total National Train System		\$123.9	(\$39.2)	\$84.7	\$3.3	\$88.0	n/a	\$88.0	1.5	0.8
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