

Monthly Performance Report

for

September 2007



Please Note: All Financial Data contained
in this report is preliminary and unaudited.

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A

FINANCIAL RESULTS

Operating Results - Preliminary and Unaudited

Year-to-Date September 2007

(\$ millions)

	YTD FY07	Fav/(Unfav) to Last Year	Fav/(Unfav) to Budget
Revenue	\$2,151.4	\$141.9	\$71.4
Expense	2,580.7	(118.8)	(15.7)
Operating Results	(\$429.3)	\$23.1	\$55.7

Interest, Depreciation and State Capital Payments ⁽¹⁾	(\$622.2)	(\$6.6)	\$125.3
Net Amtrak Loss	(\$1,051.5)	\$16.5	\$181.0

Variance to Last Year: \$23.1 favorable

- Revenue - \$141.9 favorable
 - Acela service, up \$75.4
 - Ridership up 20%, revenue up 23%
 - Regional service - \$28.6
 - Ridership up 1% but revenue up 7%
 - State/other corridors and long distance - \$44.0
 - Ridership and yields up due to increased state services in Illinois, California and Pennsylvania
 - Other - (\$6.1): one time revenues last year and reduced reimbursable work partially offset by favorable state supported revenue and NJT propulsion payments
- Expense - (\$118.8) unfavorable
 - Salaries, Wages and Benefits - (\$73.2): increased wage liability partially offset by vacancies and lower benefit expenses
 - Materials - (\$17.2): increased locomotive repairs and assumption of HSR contract maintenance
 - Other expenses - (\$9.5): increased outsourced services, professional and consulting fees
 - All remaining expenses - (\$18.9) net: higher unit cost for electricity, increased advertising, volume related credit card commissions and commissary costs

Variance to Budget: \$55.7 favorable

- Revenue - \$71.4 favorable
 - Acela service, up \$56.7
 - Ridership up 13%, revenue up 16%
 - Long Distance up \$6.4: gains on most West Coast and Central trains
 - Ridership up 5%, revenue up 2%
 - State/corridors down (\$15.4): poor OTP and aggressive budget
 - Ridership down (1%), yield down (5%)
 - Other - \$23.7: unplanned RIDOT reimbursable revenue, commercial rents and NJT propulsion payments
- Expense - (\$15.7) unfavorable
 - Materials - (\$18.8):
 - All remaining expenses - \$3.1: favorable utilities and diesel fuel costs partially offset by volume related increase in commissary expenses

Operating Results by Business Line - Preliminary and Unaudited

Year-to-Date September 2007

(\$ millions)

	Northeast Corridor	State Corridors	Long Distance	Total Trains	Infrastructure	Ancillary	Unallocated System	Total Operations ⁽²⁾
Revenue	\$885.2	\$491.6	\$416.5	\$1,793.3	\$196.6	\$257.5	\$2.2	\$2,151.4
Expense	597.0	607.8	850.3	2,055.1	235.6	164.3	223.9	2,580.7
Operating Result ⁽¹⁾	\$288.2	\$ (116.2)	\$ (433.8)	\$ (261.8)	\$ (39.0)	\$93.2	\$ (221.6)	\$ (429.3)

Variance to Last Year - Favorable / (Unfavorable)

Revenue	\$90.5	\$38.2	\$13.8	\$142.4	\$10.2	\$ (10.0)	\$ (0.1)	\$141.9
Expense	(28.9)	(64.1)	(6.2)	(99.3)	1.9	13.0	(34.9)	(118.8)
Operating Result ⁽¹⁾	\$61.5	\$ (25.9)	\$7.5	\$43.1	\$12.1	\$2.9	\$ (35.1)	\$23.1

A - 12

Variance to Budget - Favorable / (Unfavorable)

Revenue	\$66.5	\$ (25.6)	\$8.6	\$49.5	\$ (2.0)	\$20.0	\$ (1.3)	\$71.4
Expense	(2.7)	(47.5)	32.8	(17.3)	9.4	(1.5)	(1.0)	(15.7)
Operating Result ⁽¹⁾	\$63.8	\$ (73.1)	\$41.4	\$32.1	\$7.5	\$18.5	\$ (2.3)	\$55.7

Year-to-Date vs. Last Year

- Northeast Corridor - favorable Acela and Regional revenues partially offset by higher wage liability, material costs and electric propulsion
- State Corridors - additional services in IL, CA and PA increased both revenues and expenses
- Long Distance - increased ridership and yields partially offset by higher wage liability
- Infrastructure - increased NJT propulsion revenue and favorable capitalized overhead cost partially offset by higher electric unit costs
- Ancillary - reduced volume of Reimbursable business offset by slightly increased margins for Commuter and Commercial
- Unallocated System - higher professional fees, consultants and outsourced services

Year-to-Date vs. Budget

- Northeast Corridor - favorable Acela and Regional revenues, unfavorable material costs offset by reduced benefit expenses
- State Corridors - assumed too aggressive revenue growth due to new services in IL, CA and PA and gains on fare increases and a higher wage liability
- Long Distance - increased ridership and favorable benefit costs
- Infrastructure - lower access fees but favorable benefits
- Ancillary - higher volume of Reimbursable and Commercial business (revenues)
- Unallocated System - favorable salaries and benefits due to unfilled positions



⁽¹⁾ Earnings before Interest, Taxes, Depreciation, non-cash portion of OPEBs and Project costs

⁽²⁾ Net of Intercompany Eliminations

Key Drivers

Year-to-Date September 2007

Safety

	YTD FY07	Fav/(Unfav) to Last Year	Fav/(Unfav) to Goal
Reportable Injury Ratio	2.3	1.2	0.5

YTD reportable injury ratio is holding steady.

Headcount (month end)

	September FY07	Decr / (Incr) Last Year
Operating - Agreement	14,392	65
Operating - Management	2,590	(87)
Capital	1,597	84
Total Headcount	18,579	62

Quick Productivity Metric

Passenger Miles per Employee (000's)

	YTD FY07	Incr/(Decr) to Last Year	Incr/(Decr) to Budget
Passenger Miles per Employee ⁽¹⁾	304.3	16.7	29.6
Percentage Increase/(Decrease)		6%	11%

⁽¹⁾ Passenger miles are the aggregate of each passenger traveling one mile.

Capital Spending - Preliminary and Unaudited

Year-to-Date September 2007

(\$ millions)

Capital Spend	YTD FY07	Under/(Over) Last Year	Under/(Over) Budget
Engineering	\$410.3	(\$39.7)	\$21.5
Mechanical	166.3	11.3	13.1
All Else	77.0	0.8	57.8
Total	\$653.6	(\$27.6)	\$92.4

Year-to-Date vs. Last Year

- Variance to last year primarily driven by:
 - Engineering: (\$39.7)
 - Bridges, Culverts and Tunnels, (\$13.9)
 - Overhead Catenary, (\$8.7)
 - Substation/Frequency Converters, (\$7.7)
 - Track replacement, (\$6.9)
 - Mechanical: \$11.3
 - Locomotive overhauls, \$7.3
 - Superliner II sleeper overhauls, \$3.8

Year-to-Date vs. Budget

- Spending is under budget by 12%: reflects budget reset in March
 - Engineering under spend primarily in:
 - Facilities and Stations, \$8.6
 - Bridges/Culverts/Tunnels, \$7.8
 - Signal Systems and Substations, \$5.2
 - Fire and Life Safety, \$4.6
 - Engineering over spend on Catenary (\$3.0) and Track Replacement, (\$2.5)
 - Mechanical underspend primarily due to Amfleet programs associated with coach overhauls and cab car conversions
 - Other under spend primarily in:
 - Risk Management, \$11.7
 - Strategic Partnerships, \$11.0
 - Marketing and Sales, \$7.6
 - Environmental, \$6.8
 - Information Technology, \$6.2

METRICS

Summary Metrics

For the Month Ended September 30, 2007

	<u>Actual</u>	<u>Budget/Goal</u>	<u>Prior Year</u>	<u>Budget Fav / (Unfav) ⁽¹⁾</u>	<u>Prior Year Fav / (Unfav) ⁽¹⁾</u>
<u>TRAIN</u>					
Ridership (000's)	2,101	2,029	1,939	72	162
Passenger Miles (000's)	448,263	418,752	425,033	29,511	23,230
Train Miles (000's)	3,066	3,286	2,958	(220)	108
Seat Miles (000's)	945,521	1,234,622	935,792	(289,101)	9,729
Average Load Factor	47.4%	33.9%	45.4%	13.5%	2.0%
On-Time Performance (Endpoint)	73.2%	n/a	72.7%	n/a	0.5%
Delay Minutes (000's) (a)	444	n/a	441	n/a	(3)
Gallons per train mile	2.5	2.2	2.8	0.3	-0.3
Average cost per gallon of diesel	\$2.11	\$2.15	\$1.79	-\$0.04	\$0.32
Productivity Measures					
Passenger Miles per agreement employee	28	26	26	2	2
Seat Miles per agreement employee	59	76	58	(17)	1
Equipment - % of Units out of Service (b):					
Locomotive Fleet	18.2%	n/a	14.1%	n/a	-4.1%
Passenger Fleet	17.1%	n/a	13.5%	n/a	-3.6%

<u>FINANCIAL</u>					
Ticket Revenue (\$000's)	\$ 124,443	\$ 119,199	\$ 112,761	\$ 5,244	\$ 11,682
Ticket Yield	\$ 0.2776	\$ 0.2847	\$ 0.2653	\$ (0.0070)	\$ 0.0123
Average Ticket Price	\$ 59.23	\$ 58.75	\$ 58.15	\$ 0.48	\$ 1.08
Operating Ratio	1.86	1.50	1.11	(0.36)	(0.75)
Cost Recovery Ratio	0.54	0.66	0.90	(0.13)	(0.36)
NTS Revenue per Train Mile	\$ 48.11	\$ 43.26	\$ 51.22	\$ 4.85	\$ (3.11)
NTS Expenses per Train Mile	\$ 85.88	\$ 46.85	\$ 64.03	\$ (39.04)	\$ (21.85)

<u>CUSTOMER</u>					
Customer Satisfaction Index (c)	74	79	71	(5)	3
Customer Injuries	165	n/a	148	n/a	(17)

<u>EMPLOYEE</u>					
Employee Reportable Injury Ratio	2.2	2.8	4.4	0.6	2.2
Short-Term Disability					
Management Employees	21	n/a	19	n/a	(2)
Long-Term Disability					
Management Employees	8	n/a	82	n/a	74
Number of Inactive Agreement employees receiving Benefits (d)					
	795	n/a	1,026	n/a	231
Hires	162	n/a	111	n/a	(51)
Terminations	153	n/a	138	n/a	(15)

Notes:

(a) FY 07 goal has not been established

(b) FY 07 goal has not been established

(c) CSI represents rolling 3 month average score with 2 month lag reported on a quarterly basis.

(d) Includes on the job injuries

(1) Variances may not foot due to rounding.

Summary Metrics

Fiscal YTD September 30, 2007

	<u>Actual /</u> <u>Average*</u>	<u>Budget/Goal</u>	<u>Prior Year /</u> <u>Average *</u>	<u>Budget</u> <u>Fav / (Unfav) ⁽¹⁾</u>	<u>Prior Year</u> <u>Fav / (Unfav) ⁽¹⁾</u>
<u>TRAIN</u>					
Ridership (000's)	25,847	25,223	24,307	625	1,540
Passenger Miles (000's)	5,653,581	5,435,044	5,361,517	218,537	292,064
Train Miles (000's)	37,336	37,963	35,760	(627)	1,577
Seat Miles (000's)	11,567,539	14,082,451	11,245,702	(2,514,911)	321,838
Average Load Factor	48.9%	38.6%	47.7%	10.3%	1.2%
On-Time Performance (Endpoint)	68.6%	n/a	67.8%	n/a	0.8%
Delay Minutes (000's) (a)	6,081	n/a	6,091	n/a	(3)
Gallons per train mile	2.3	2.3	2.4	0.0	-0.1
Average cost per gallon of diesel	\$2.10	\$2.18	\$2.10	-\$0.08	\$0.00
Productivity Measures					
Passenger Miles per agreement employee	29	28	27	1	2
Seat Miles per agreement employee	60	73	57	(12)	3
Equipment - % of Units out of Service (b):					
Locomotive Fleet *	16.7%	n/a	16.4%	n/a	-0.3%
Passenger Fleet *	15.0%	n/a	15.0%	n/a	0.0%

<u>FINANCIAL</u>					
Ticket Revenue (\$000's)	\$ 1,519,130	\$ 1,464,193	\$ 1,371,272	\$ 54,936	\$ 147,858
Ticket Yield	\$ 0.2687	\$ 0.2694	\$ 0.2558	(0.0007)	\$ 0.0129
Average Ticket Price	\$ 58.77	\$ 58.05	\$ 56.41	\$ 0.72	\$ 2.36
Operating Ratio	1.45	1.56	1.50	0.11	0.05
Cost Recovery Ratio	0.69	0.64	0.67	0.05	0.02
NTS Revenue per Train Mile	\$ 48.00	\$ 45.93	\$ 46.17	\$ 2.07	\$ 1.84
NTS Expenses per Train Mile	\$ 56.01	\$ 55.16	\$ 56.07	(0.85)	\$ 0.06

<u>CUSTOMER</u>					
Customer Satisfaction Index (c)	76	79	75	(3)	1
Customer Injuries	1,604	n/a	1,692	n/a	88

<u>EMPLOYEE</u>					
Employee Reportable Injury Ratio	2.3	2.8	3.3	0.5	1.0
Short-Term Disability *					
Management Employees *	23	n/a	27	n/a	4
Long-Term Disability *					
Management Employees *	25	n/a	82	n/a	57
Number of Inactive Agreement employees receiving Benefits (d)					
	778	n/a	1,129	n/a	351
Hires	134	n/a	107	n/a	(27)
Terminations	162	n/a	126	n/a	(36)

Notes:

(a) FY 07 goal has not been established

(b) FY 07 goal has not been established

(c) CSI represents rolling 3 month average score with 2 month lag reported on a quarterly basis.

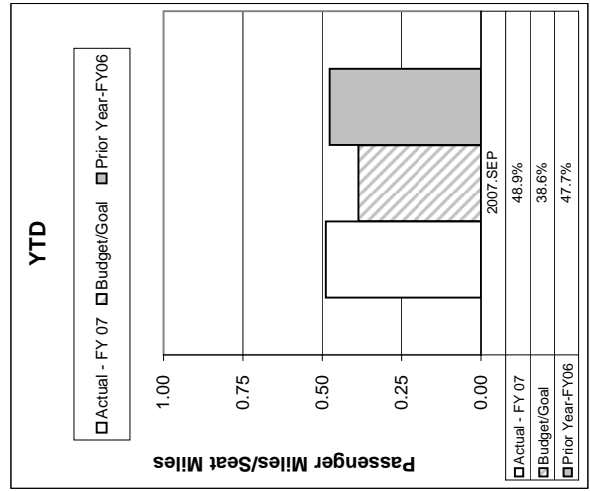
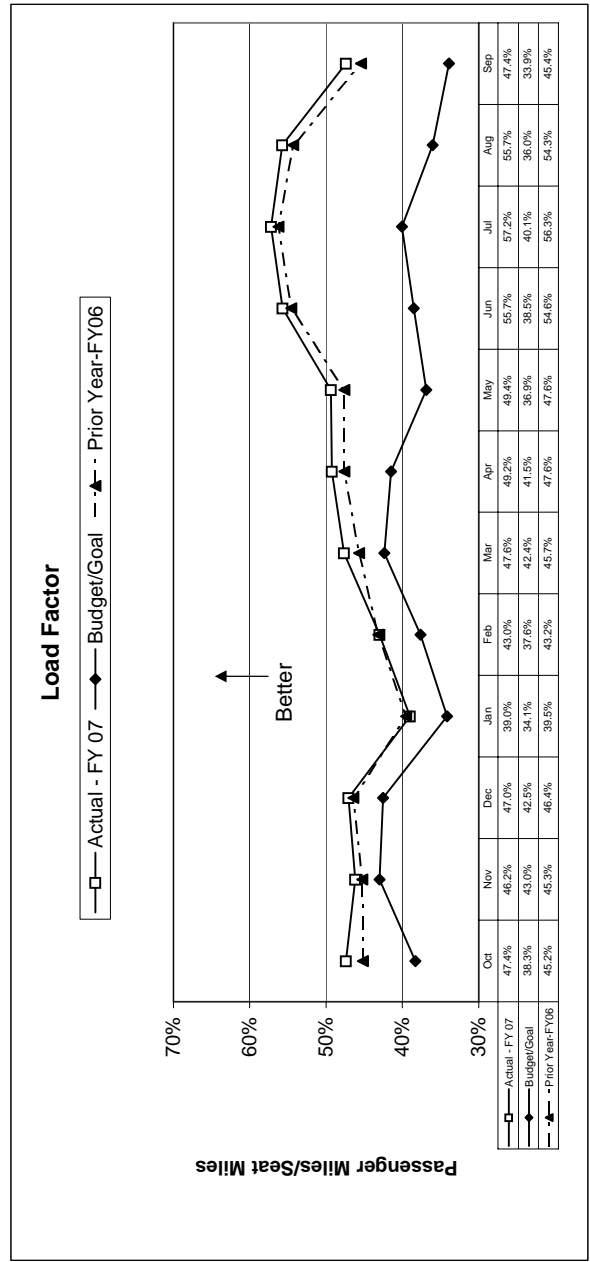
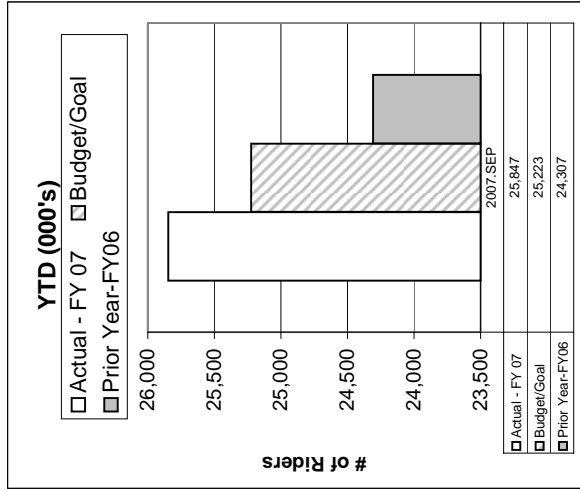
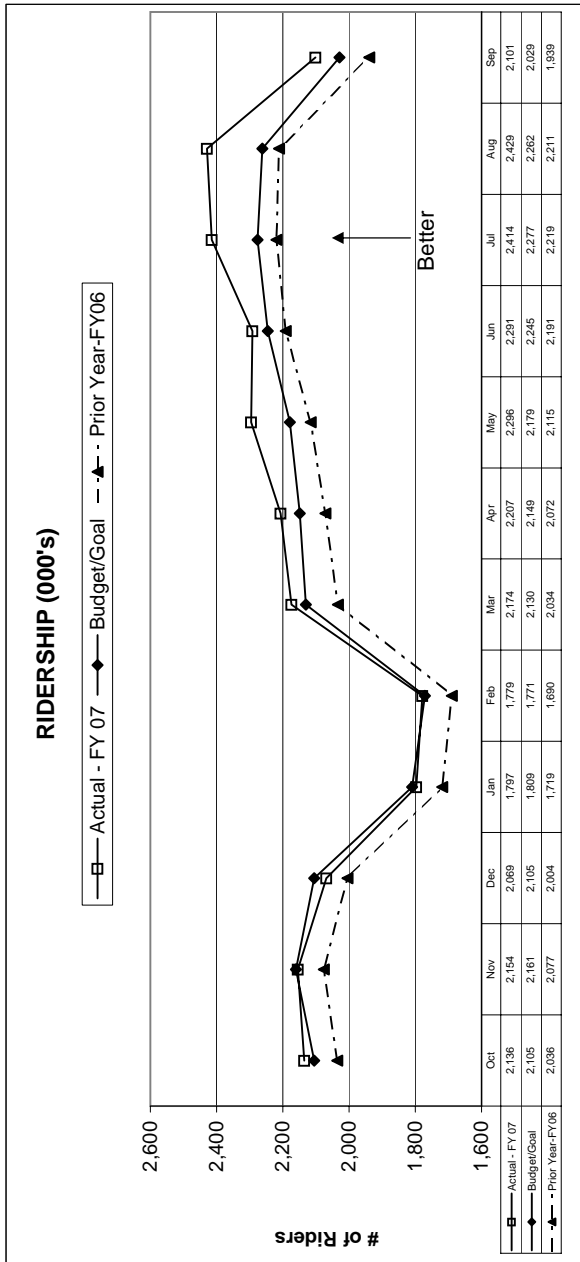
(d) Includes on the job injuries

(1) Variances may not foot due to rounding.

* Note: These metrics are reported as the YTD average.

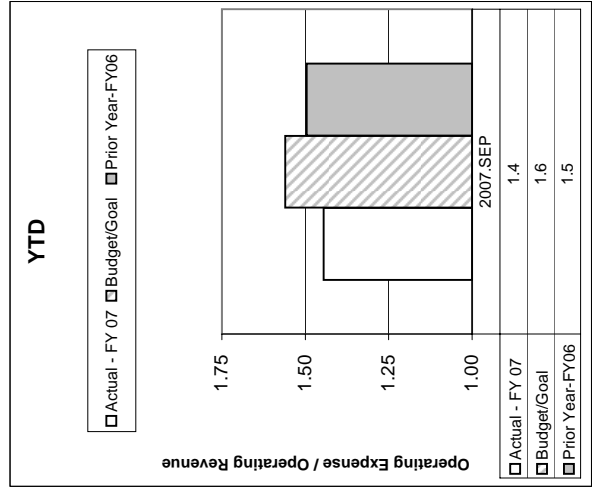
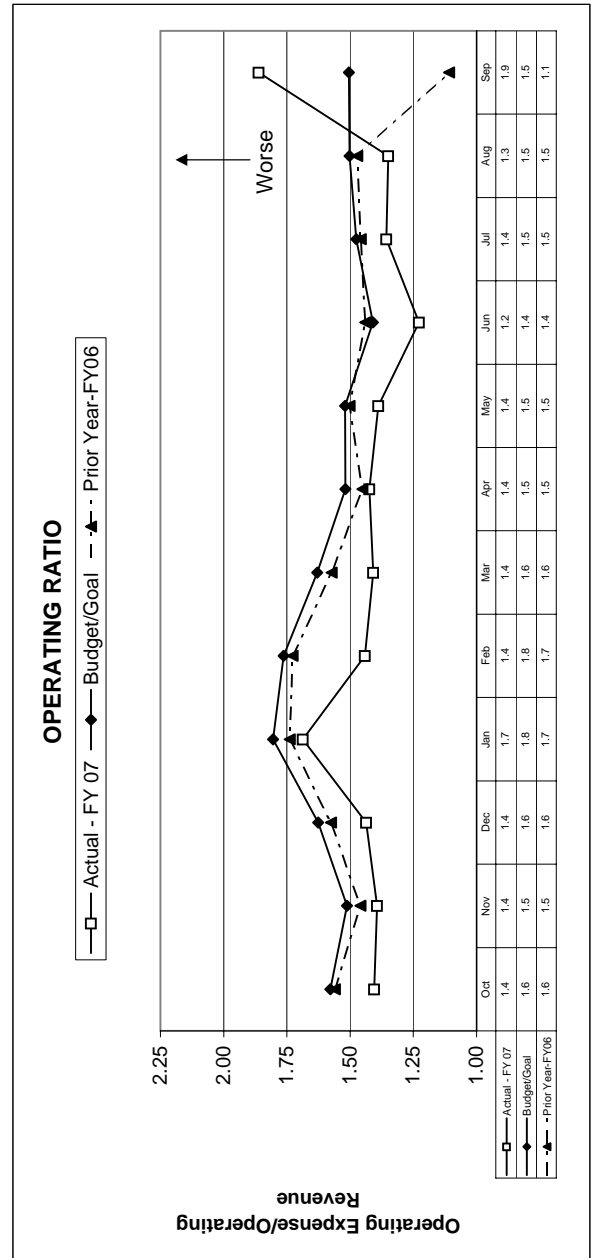
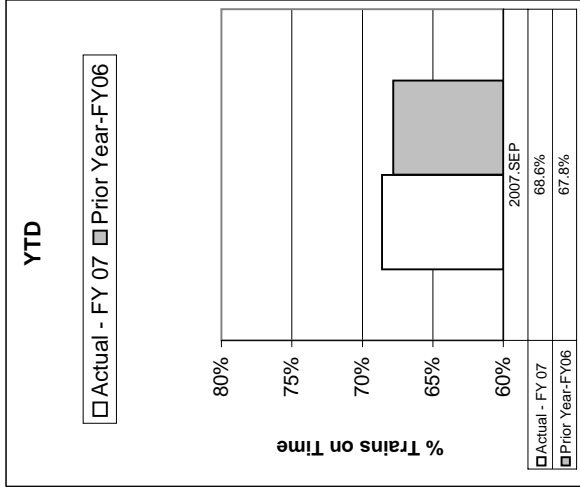
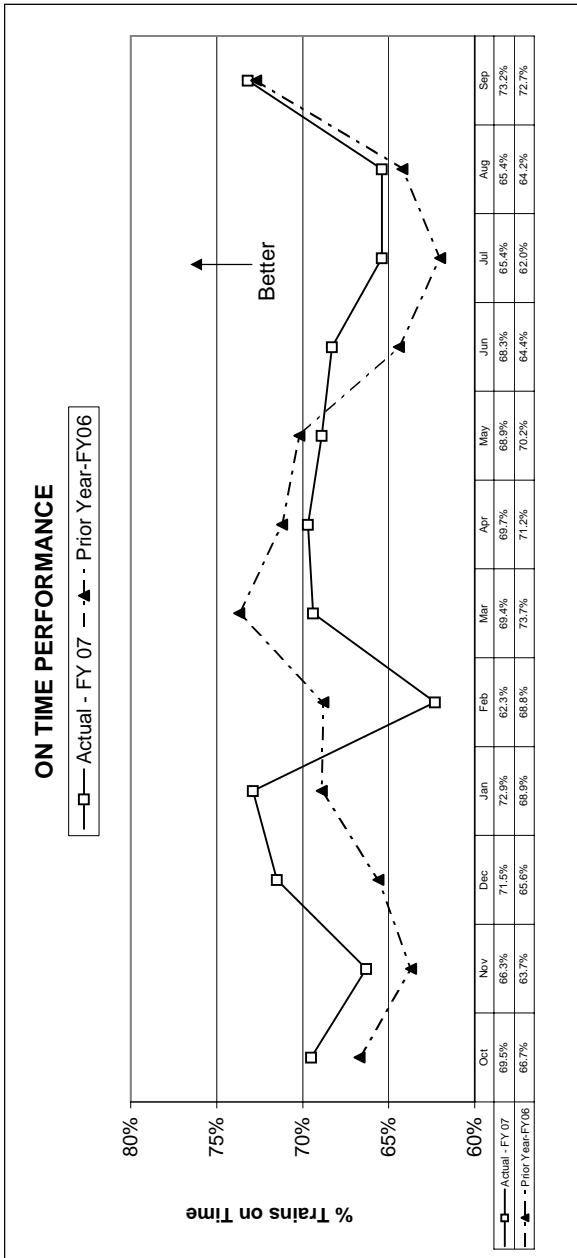
SUMMARY METRICS

as of September, 2007



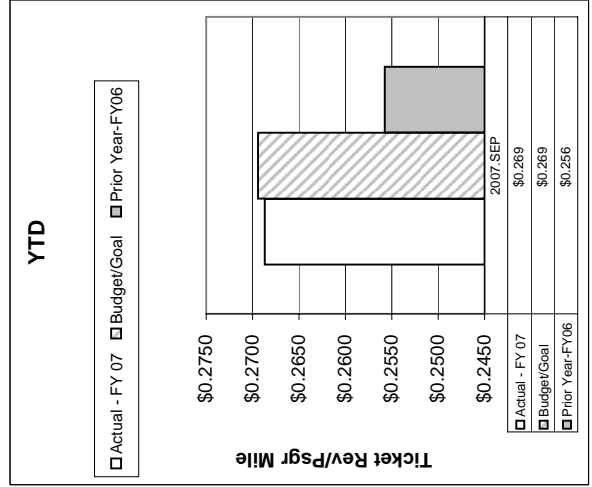
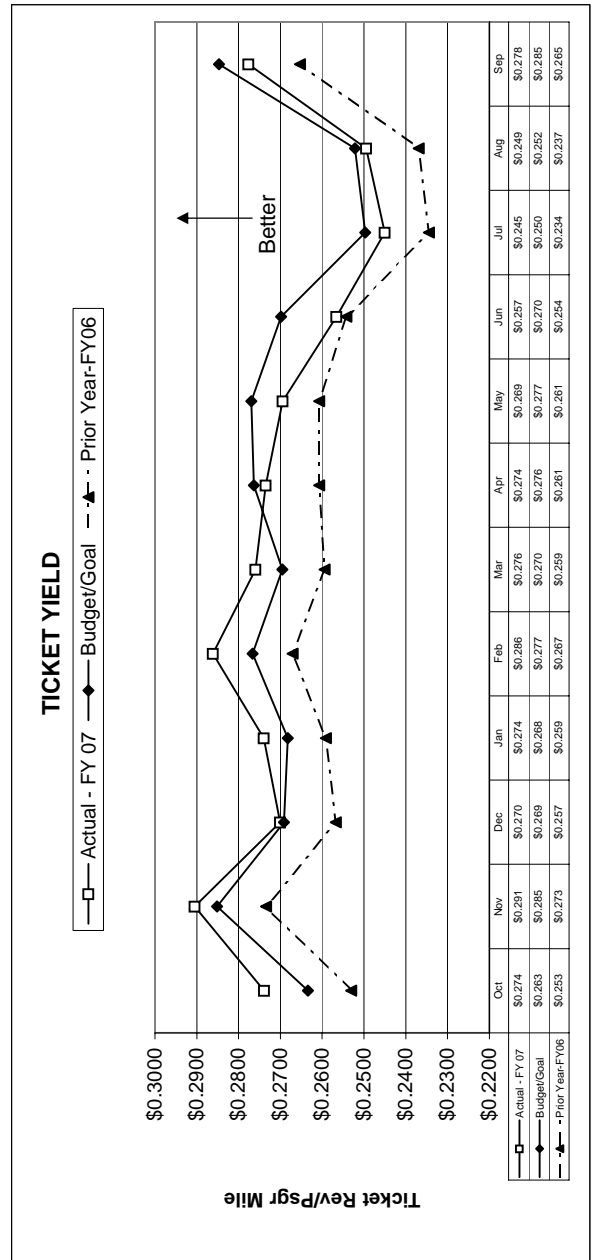
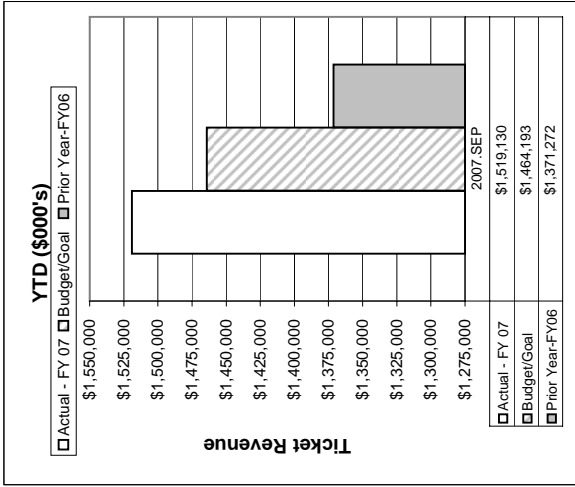
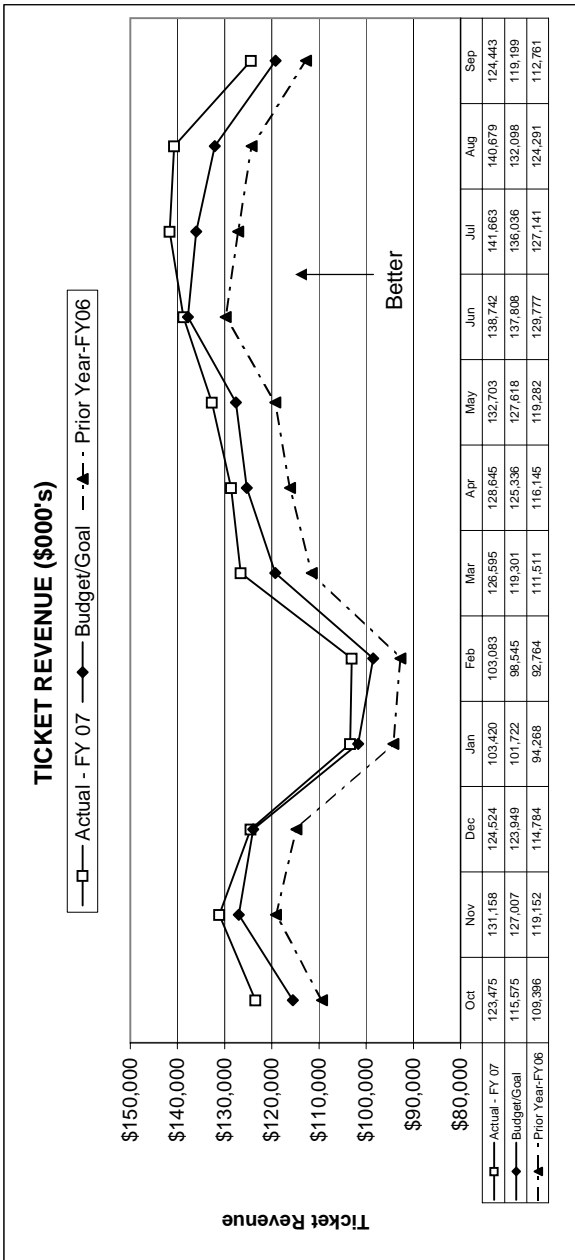
SUMMARY METRICS

as of September, 2007



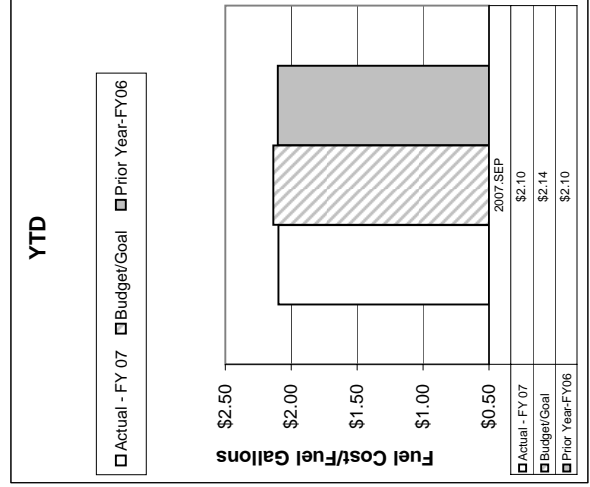
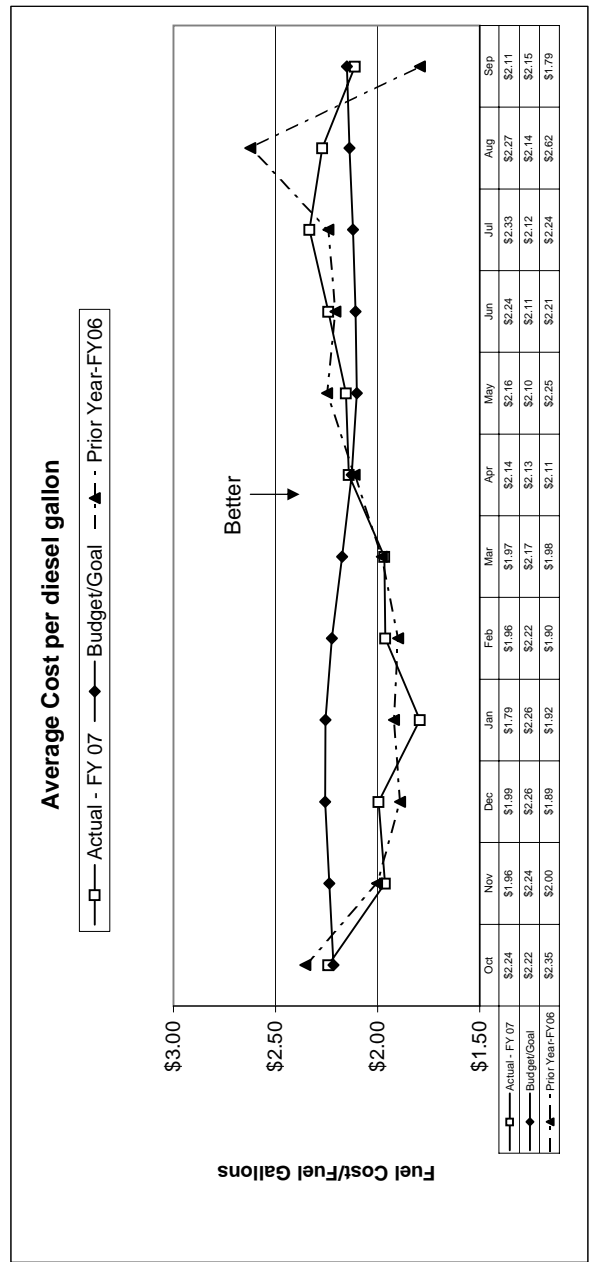
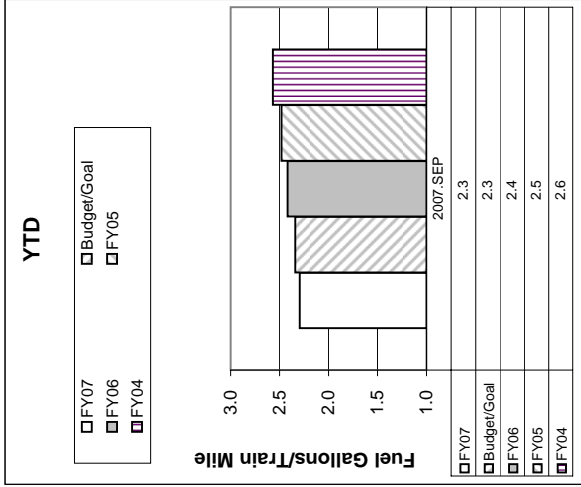
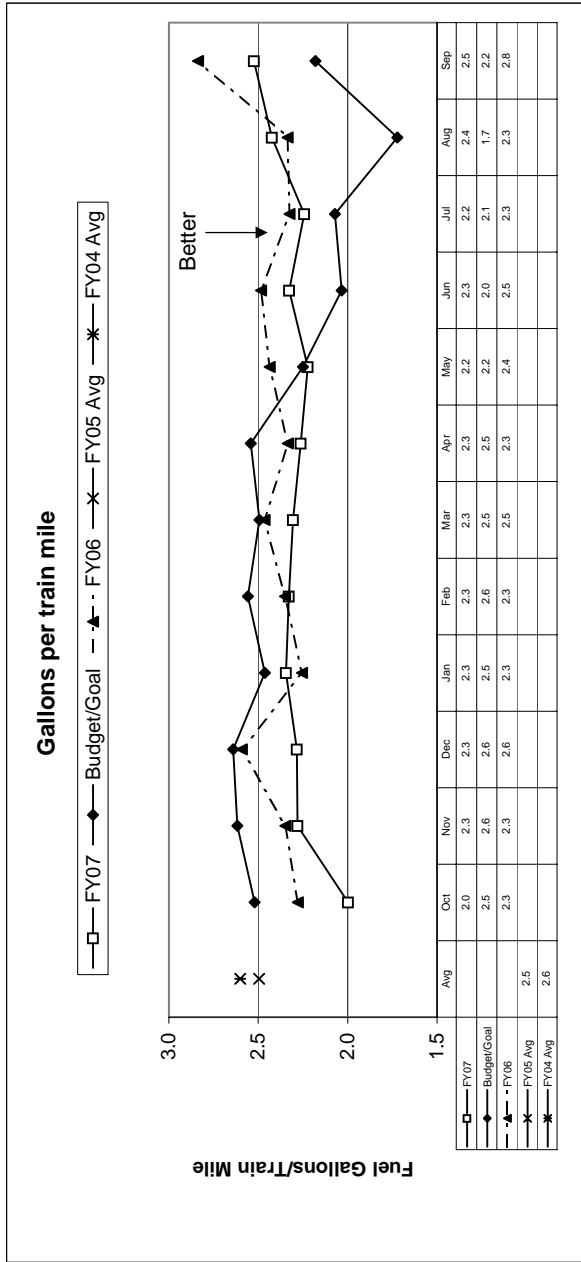
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as of September, 2007



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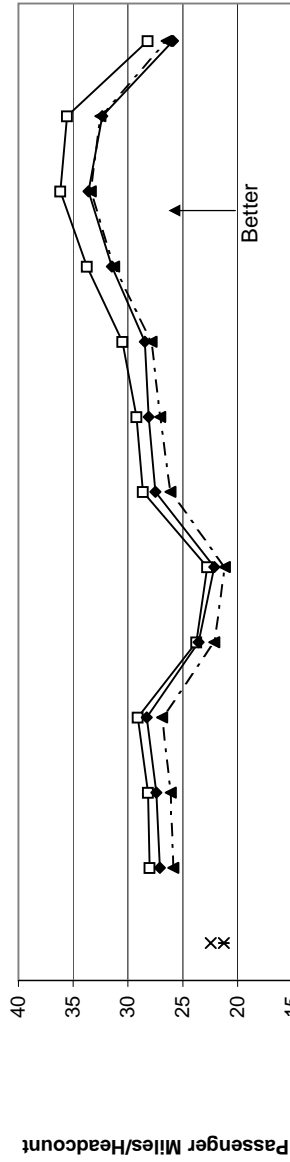


SUMMARY METRICS

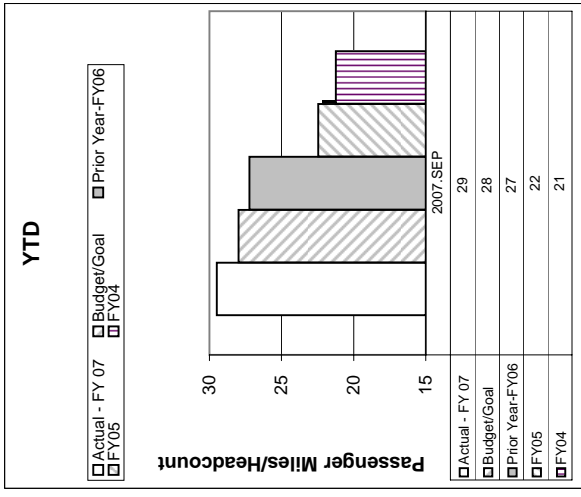
as of September, 2007

Passenger Miles per employee (000's)

Legend: Actual - FY 07 (solid line with squares), Budget/Goal (dashed line with diamonds), Prior Year-FY06 (dashed line with triangles), FY05 Avg (dashed line with crosses), FY04 Avg (dashed line with asterisks)

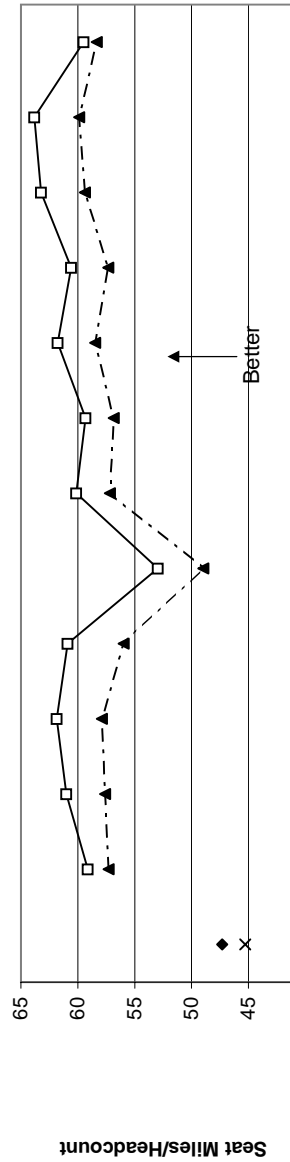


Actual - FY 07	Budget/Goal	Prior Year-FY06	FY05 Avg	FY04 Avg
28	27	26	26	22
27	27	26	26	22
26	26	27	27	21
29	28	28	28	21
31	31	31	31	21
34	34	34	34	21
36	32	32	32	21
28	26	26	26	21

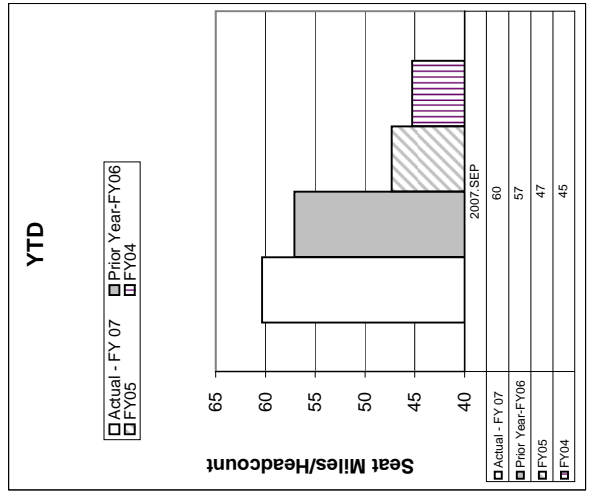


Seat Miles per employee (000's)

Legend: Actual - FY 07 (solid line with squares), Prior Year-FY06 (dashed line with triangles), FY05 Avg (dashed line with crosses), FY04 Avg (dashed line with asterisks)

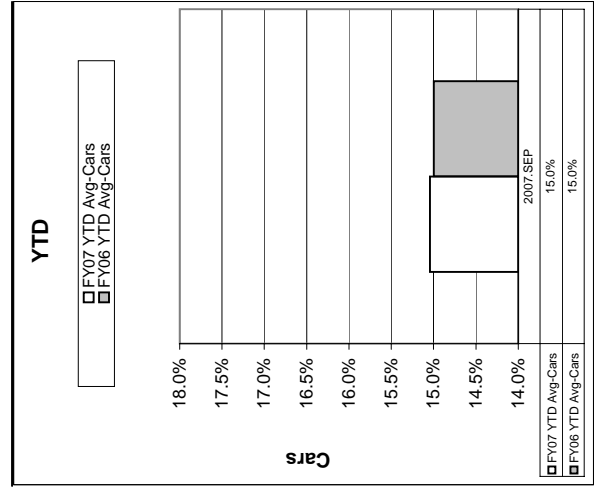
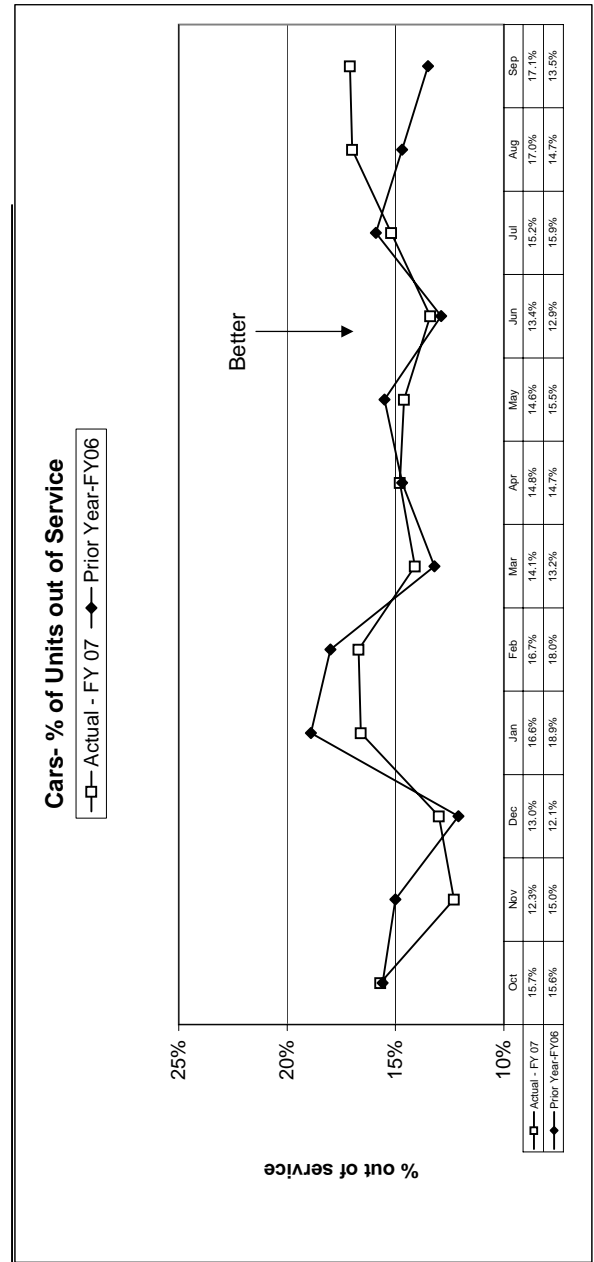
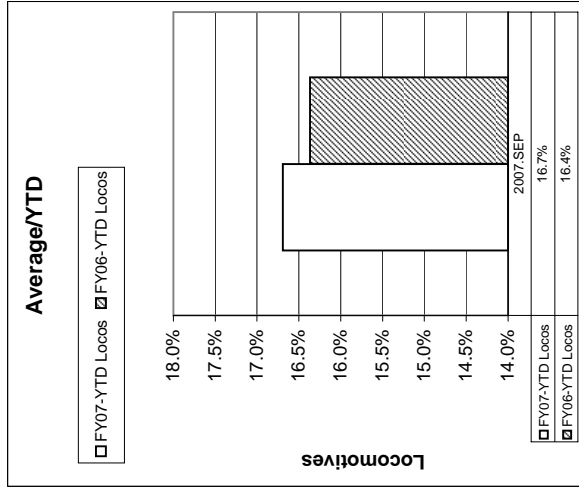
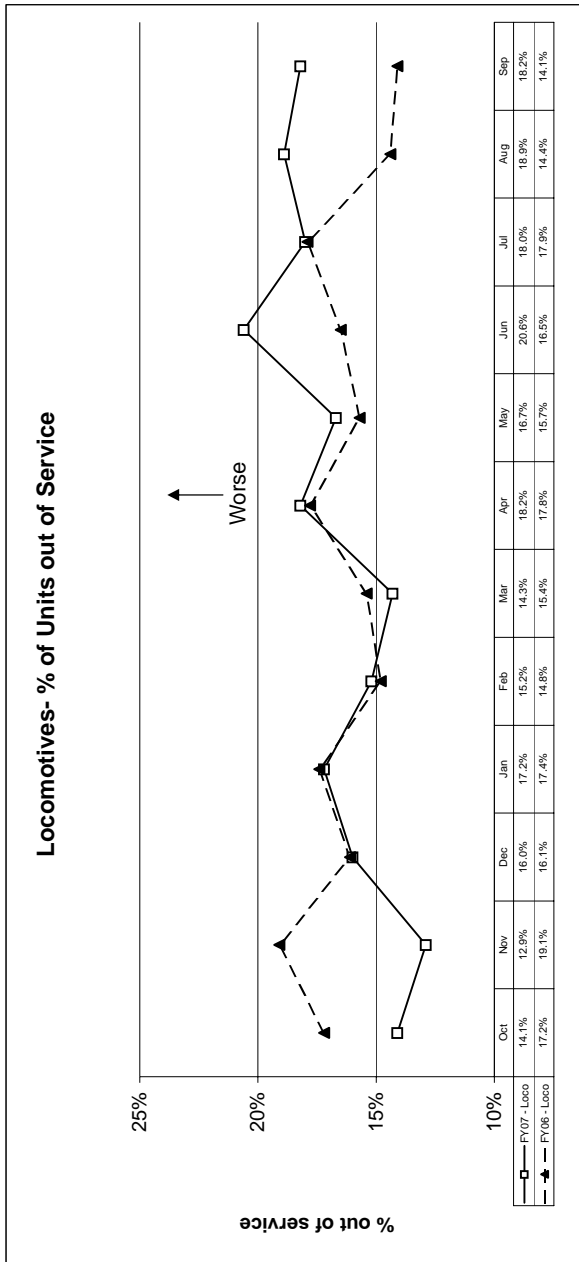


Actual - FY 07	Prior Year-FY06	FY05 Avg	FY04 Avg
59	57	57	47
61	58	58	45
62	58	58	45
61	56	56	45
53	49	49	45
60	57	57	45
59	57	57	45
62	58	58	45
61	57	57	45
63	59	59	45
64	60	60	45
59	58	58	45

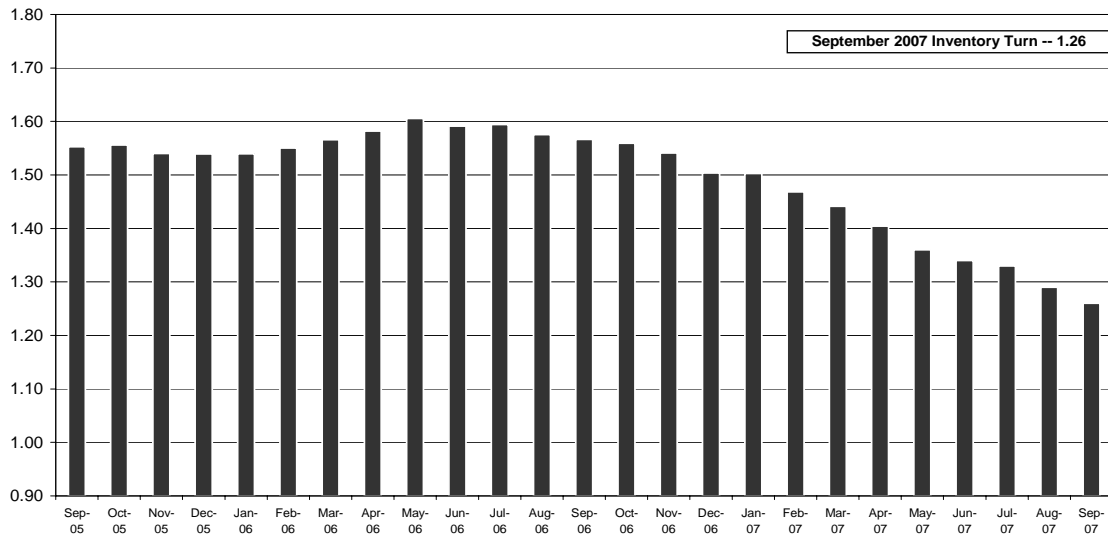


SUMMARY METRICS

as of September, 2007



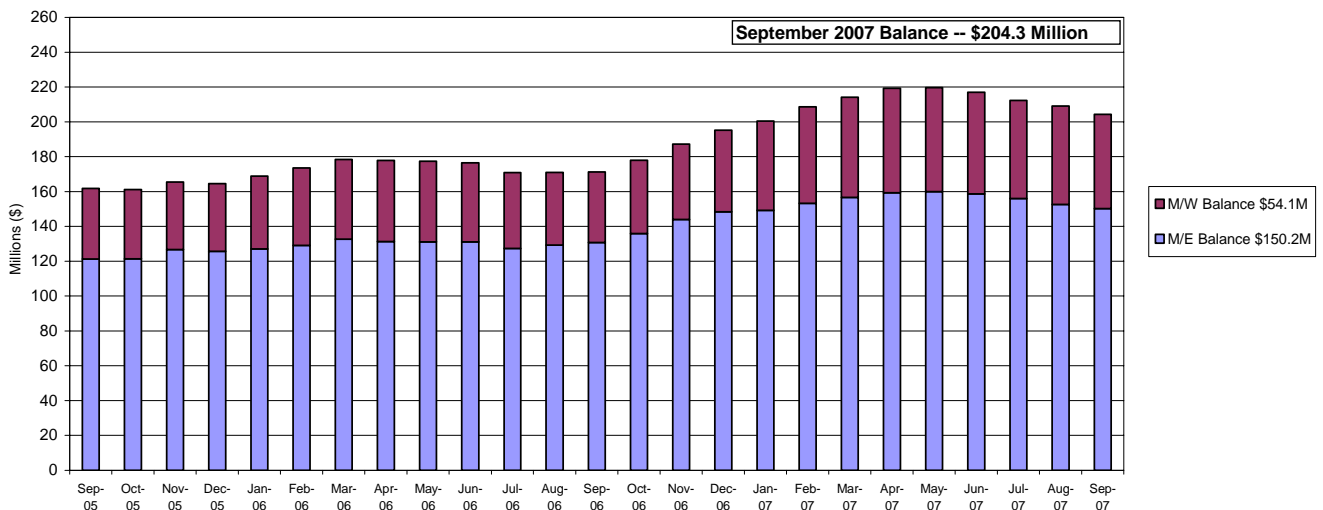
Amtrak Inventory Turnover Ratio
September 2005 -- September 2007



The methodology for calculating the turnover ratio is as follows : 12 months actual net issues divided by the average 13 months inventory on-hand balance. The calculation excludes commuter, consignment reclamation, fuel and Acela parts settlement inventory values.

The September Inventory Turnover ratio is 1.26.

Amtrak Inventory Balance
September 2005 - September 2007



**RIDERSHIP
AND
REVENUE**

Revenue and Ridership Report – September 2007

Spearheaded by improved Amtrak on-time performance, coupled with continued weak quality and reliability of air services, September 07 Amtrak ridership of 2.1 million trips was +8% vs last year and nearly +4% vs Budget. Ticket revenues of \$124.4 million were +10% vs last year and +4% vs Budget due in part to strong appeal for Acela and Regionals. The business travel market remains receptive to Acela’s consistent service, faster trip times, more departures between New York & Boston, and strong on-time performance (88% FY07). FY07 (thru August) customer satisfaction with Acela at 83% was +3 points vs Budget and +6 points vs FY06.

September FY07

Service	Ticket Revenue (\$ millions)					Ridership (millions)				
	FY07	FY06	Budget	% change vs.		FY07	FY06	Budget	% change vs.	
				FY06	Budget				FY06	Budget
Amtrak Total	\$124.4	\$112.8	\$119.2	+10.4	+4.4	2.10	1.94	2.03	+8.4	+3.5
NEC Spine	\$71.5	\$63.1	\$64.5	+13.3	+10.9	0.85	0.79	0.82	+7.3	+3.4
Acela	\$35.8	\$30.3	\$31.4	+17.9	+13.9	0.27	0.24	0.26	+12.3	+7.3
Regionals	\$35.6	\$32.7	\$33.0	+8.9	+7.8	0.57	0.55	0.57	+5.0	+1.5
Other Short Distance	\$24.5	\$22.2	\$26.1	+10.4	-6.1	0.96	0.87	0.95	+10.7	+0.5
Long Distance	\$28.4	\$27.4	\$28.6	+3.7	-0.6	0.29	0.28	0.25	+4.3	+15.6

September ridership on the one-stop Acela trains was 4,703 trips, accounting for ticket revenues of \$673,000. After adjusting for diverted ridership from surrounding Acela departures, the incremental demand impact of the new trains was +2,200 trips, representing +\$0.30 million in ticket revenues, which is consistent with forecast.

Due to Talgo equipment issues, September 07 ridership and ticket revenues on the Cascades decreased -5,000 trips and -\$0.4 million. Ticket revenue losses were relatively steep due to 1) the elimination of Business Class service; and 2) more reliance on sales from lower priced buckets designed to minimize ridership losses. Additionally, September 07 Regional ticket revenue losses due to diverted equipment were about -\$0.3 million.

Amtrak overall customer satisfaction of 76% was +1 point vs FY06 due generally to on-time performance and customer service improvements on Acela and some long distance trains. At 69%, customer satisfaction with on-time performance is averaging +3 points vs FY06.

Northeast Corridor: NEC ridership in September 07 was +7% vs FY06 and +3% vs Budget. Ticket revenues were +13% vs FY06 and +11% vs Budget due to a strong Acela and a strong Regional. Acela ridership and ticket revenues exceeded FY06 and Budget due to the benefits from improved OTP, faster service, higher gas prices, and poor air competition. Recent air shuttle on-time performance in the northeast are in the low 70’s% vs Acela which is running slightly under 90%.

In particular, Acela ridership was +12% vs FY06 and +7% vs Budget. Ticket revenues were +18% vs FY06 and +14% vs Budget. Ridership was stronger between New York and Boston (+16% vs FY06) due to additional service frequencies and on-time performance improvements in that segment. Average load factors grew 5 points vs FY06 and peak leg load factors grew 2 points vs FY06. Revenue per available seat mile was up +14%. Many Acela departures in late

afternoon and early evening consistently achieved over 85% peak leg load factors, especially Wednesdays through Fridays. These are high load factors for Acela in September...

	Acela % Change			
	Ridership		Ticket Revenues	
	FY06	Budget	FY06	Budget
1 st quarter FY07	+19%	+13%	+21%	+14%
2 nd quarter FY07	+21%	+15%	+25%	+19%
3 rd quarter FY07	+18%	+11%	+22%	+15%
July FY07	+27%	+20%	+31%	+23%
August FY07	+23%	+17%	+24%	+18%
September FY07	+12%	+7%	+18%	+14%

September 07 Regional ridership was +5% vs last year and nearly +2% vs Budget. Regional ticket revenues were +9% vs FY06 and +8% vs Budget. Despite Acela’s strength on the northend, Regional demand was strong in this segment as well. Regional average load factors increased 5 points FY06. Peak leg load factors remained about the same as last year. Combined with fare increases from October FY07, revenue per available seat mile was up +12% vs FY06.

Other corridor trains: September 07 ridership and ticket revenues for other corridors grew +11% and +10%, respectively, vs last year. This growth is due in part to the service expansions launched this year in the east (Keystone), mid-west (Illinois), and west (Capitol Corridor and Cascades). Ridership was about +1% vs Budget, but ticket revenues fell short of Budget by -6%. The shortfall to Budget remains partially attributable to poor on-time performance on many of these corridors combined with relatively steep fare increases taken in October FY07. To offset market resistance to higher Amtrak fares, yield management revised inventory settings to offer more seats in the lower priced buckets. As such, the ridership Budget remained protected.

In an effort to increase ridership on the San Joaquin route, a limited time 30% fare discount was introduced in August 07. During September, ridership increased by 14% (8,000 riders), but ticket revenues dropped 15% (-\$300,000) vs FY06.

September 07 peak leg and average load factors, and revenue per available seat mile for other corridor trains were generally consistent with last year.

Long distance: September 07 long distance train ridership was favorable vs both FY06 and Budget. Ticket revenues were +4% vs FY06 and -1% vs Budget. Please note that the long distance ridership Budget for September 07 was under-estimated by about 35,000 trips due to the combination of the following:

1. a ridership reduction of nearly 5,000 trips (mostly on Silver Service, California Zephyr, Coast Starlight, and Crescent) was assumed in order to account for the impact of the LD sleeper equipment right-sizing initiative. However, the initiative was not implemented;
2. the impacts of severe weather in 2005 and 2006 were not adequately reflected in the September 07 Budget due to timing. These impacts mostly affected Silver Service, Crescent, and Palmetto;

3. deferral of Spring FY07 LD fare increases which would have lowered ridership.

September 07 ridership grew significantly vs FY06 on many long distance trains -- only the Texas Eagle, the SW Chief, the Lake Shore, and the Auto Train fell short of their respective FY06 ridership levels. On whole, September 07 long distance average (-5 points) and peak leg (-9 points) load factors decreased in coach, but increased in bedrooms and roomettes. Revenue per available seat mile decreased -5% in coach, but grew +5% in bedrooms and +3% in roomettes.

FY07: FY07 was Amtrak's highest ridership and ticket revenue year ever. Ridership of 25.8 million trips was +6% vs FY06 and +3% vs Budget. Ticket revenues of \$1.52 billion were +11% vs FY06 and +4% vs Budget. This performance is generally traceable to significant demand growth for Acela, continued strength of Regionals, and service expansion on Keystone, Illinois, Cascades, and Capitols.

FY07

Service	Ticket Revenue (\$ millions)					Ridership (millions)				
	FY07	FY06	Budget	% change vs.		FY07	FY06	Budget	% change vs.	
				FY06	Budget				FY06	Budget
Amtrak Total	\$1,519.1	\$1,371.3	\$1,464.2	+10.8	+3.8	25.85	24.31	25.22	+6.3	+2.5
NEC Spine	\$829.3	\$725.4	\$765.3	+14.3	+8.4	10.04	9.43	9.47	+6.4	+6.0
Acela	\$403.6	\$328.2	\$346.9	+23.0	+16.3	3.19	2.67	2.82	+19.6	+13.0
Regionals	\$424.7	\$396.1	\$417.0	+7.2	+1.8	6.84	6.76	6.64	+1.2	+3.0
Other Short Distance	\$313.9	\$287.8	\$329.3	+9.0	-4.7	11.99	11.14	12.12	+7.6	-1.1
Long Distance	\$376.0	\$358.0	\$369.6	+5.0	+1.7	3.82	3.73	3.63	+2.4	+5.2

September FY07

NEC Spine	Ridership					Ticket Revenue				
	FY07	FY06	Budget	% change vs.		FY07	FY06	Budget	% change vs.	
				FY06	Budget				FY06	Budget
1 - Acela	273,760	243,717	255,234	+12.3	+7.3	\$35,777,631	\$30,339,791	\$31,403,423	+17.9	+13.9
5 - Regionals	574,961	547,653	566,250	+5.0	+1.5	\$35,587,571	\$32,681,403	\$33,011,693	+8.9	+7.8
99 - Special Trains	660	310	190	+112.9	+247.4	\$131,900	\$110,600	\$68,016	+19.3	+93.9
Subtotal	849,381	791,680	821,674	+7.3	+3.4	\$71,497,102	\$63,131,794	\$64,483,133	+13.3	+10.9

State Supported and Other Short Distance Corridors

3 - Ethan Allen	3,002	2,974	3,166	+0.9	-5.2	\$152,453	\$141,781	\$168,385	+7.5	-9.5
4 - Vermonter	4,582	3,849	3,783	+19.0	+21.1	\$231,128	\$192,978	\$229,102	+19.8	+0.9
7 - Albany-Niagara Falls-Toronto	22,409	23,384	20,583	-4.2	+8.9	\$1,364,731	\$1,255,857	\$1,217,784	+8.7	+12.1
9 - Downeaster	36,417	29,380	24,385	+24.0	+49.3	\$505,844	\$405,711	\$347,962	+24.7	+45.4
12 - New Haven-Springfield	24,656	25,984	20,797	-5.1	+18.6	\$638,948	\$640,640	\$380,589	-0.3	+67.9
14 - Keystone	83,267	68,714	84,270	+21.2	-1.2	\$1,750,682	\$1,264,185	\$1,964,284	+38.5	-10.9
15 - Empire (NYP-ALB)	74,477	74,824	71,757	-0.5	+3.8	\$3,030,627	\$2,850,460	\$3,134,709	+6.3	-3.3
20 - Chicago-St. Louis	35,771	21,227	32,516	+68.5	+10.0	\$777,329	\$446,094	\$719,115	+74.3	+8.1
21 - Hiawatha	48,193	47,368	43,092	+1.7	+11.8	\$838,909	\$824,073	\$840,763	+1.8	-0.2
22 - Wolverine	34,008	34,350	35,807	-1.0	-5.0	\$1,062,203	\$1,065,844	\$1,220,701	-0.3	-13.0
23 - Chicago-Carbondale (Illini/Saluki)	19,972	11,141	20,877	+79.3	-4.3	\$569,394	\$318,945	\$634,079	+78.5	-10.2
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	14,515	9,789	16,393	+48.3	-11.5	\$360,937	\$236,211	\$406,768	+52.8	-11.3
29 - Heartland Flyer	4,711	4,029	3,827	+16.9	+23.1	\$84,932	\$74,659	\$72,673	+13.8	+16.9
35 - Pacific Surfliner	211,926	202,873	222,237	+4.5	-4.6	\$3,699,601	\$3,401,160	\$4,028,315	+8.8	-8.2
36 - Cascades	51,563	52,861	54,508	-2.5	-5.4	\$1,309,081	\$1,530,078	\$1,565,241	-14.4	-16.4
37 - Capitol Corridor	116,088	96,186	128,434	+20.7	-9.6	\$1,527,753	\$1,236,625	\$1,636,176	+23.5	-6.6
39 - San Joaquins	65,812	57,947	61,994	+13.6	+6.2	\$1,592,456	\$1,882,656	\$2,046,799	-15.4	-22.2
40 - Adirondack	8,026	8,580	7,576	-6.5	+5.9	\$395,414	\$382,491	\$417,505	+3.4	-5.3
41 - Blue Water	9,208	9,261	9,607	-0.6	-4.2	\$236,223	\$233,549	\$258,067	+1.1	-8.5
47 - Washington-Newport News	30,357	27,661	31,159	+9.7	-2.6	\$1,586,305	\$1,310,701	\$1,693,142	+21.0	-6.3
54 - Hoosier State	2,316	1,583	1,520	+46.3	+52.4	\$43,814	\$33,595	\$30,821	+30.4	+42.2
56 - Kansas City-St. Louis	9,306	7,324	10,283	+27.1	-9.5	\$194,847	\$144,069	\$264,524	+35.2	-26.3
57 - Pennsylvanian	14,912	13,882	12,807	+7.4	+16.4	\$523,649	\$487,242	\$542,706	+7.5	-3.5
65 - Pere Marquette	8,042	7,334	7,586	+9.7	+6.0	\$187,008	\$174,357	\$208,322	+7.3	-10.2
66 - Carolinian	19,050	16,953	19,064	+12.4	-0.1	\$957,329	\$867,185	\$980,436	+10.4	-2.4
67 - Piedmont	4,361	3,639	4,124	+19.8	+5.7	\$72,121	\$60,541	\$68,328	+19.1	+5.6
74-81 - Buses	-	-	-	-	-	\$361,358	\$454,199	\$508,232	-20.4	-28.9
96 - Special Trains	1,880	2,995	1,950	-37.2	-3.6	\$474,038	\$300,920	\$548,375	+57.5	-13.6
Subtotal	958,827	866,092	954,104	+10.7	+0.5	\$24,529,113	\$22,216,807	\$26,133,904	+10.4	-6.1

Long Distance

16 - Silver Star	22,846	20,551	13,822	+11.2	+65.3	\$1,572,060	\$1,572,184	\$1,233,382	-0.0	+27.5
18 - Cardinal	7,804	7,119	6,949	+9.6	+12.3	\$425,406	\$435,294	\$440,704	-2.3	-3.5
19 - Silver Meteor	21,007	17,772	14,882	+18.2	+41.2	\$1,746,679	\$1,536,044	\$1,754,277	+13.7	-0.4
25 - Empire Builder	41,596	39,845	37,301	+4.4	+11.5	\$4,871,639	\$4,561,258	\$4,873,100	+6.8	-0.0
26 - Capitol Ltd.	16,641	15,013	18,277	+10.8	-9.0	\$1,285,701	\$1,168,378	\$1,298,988	+10.0	-1.0
27 - California Zephyr	27,623	26,725	22,517	+3.4	+22.7	\$3,225,996	\$3,148,680	\$3,059,229	+2.5	+5.5
28 - Southwest Chief	24,519	25,753	22,632	-4.8	+8.3	\$3,133,199	\$3,046,539	\$3,401,955	+2.8	-7.9
30 - City of New Orleans	13,629	12,597	12,216	+8.2	+11.6	\$916,386	\$850,969	\$960,323	+7.7	-4.6
32 - Texas Eagle	14,103	16,941	15,346	-16.8	-8.1	\$1,106,166	\$1,183,263	\$1,241,212	-6.5	-10.9
33 - Sunset Ltd.	4,064	4,019	3,661	+1.1	+11.0	\$434,615	\$413,677	\$381,153	+5.1	+14.0
34 - Coast Starlight	28,911	25,185	23,035	+14.8	+25.5	\$2,580,998	\$2,264,551	\$2,174,600	+14.0	+18.7
45 - Lake Shore Ltd.	26,783	27,322	24,048	-2.0	+11.4	\$1,883,273	\$1,970,211	\$2,144,937	-4.4	-12.2
48 - Palmetto	11,131	10,772	9,876	+3.3	+12.7	\$720,694	\$716,498	\$1,007,017	+0.6	-28.4
52 - Crescent	20,061	18,677	15,331	+7.4	+30.9	\$1,777,769	\$1,773,831	\$1,611,366	+0.2	+10.3
63 - Auto Train	12,076	12,538	13,379	-3.7	-9.7	\$2,736,545	\$2,771,378	\$2,999,648	-1.3	-8.8
Subtotal	292,794	280,829	253,271	+4.3	+15.6	\$28,417,127	\$27,412,755	\$28,581,891	+3.7	-0.6

Amtrak Total	2,101,002	1,938,601	2,029,049	+8.4	+3.5	\$124,443,342	\$112,761,356	\$119,198,927	+10.4	+4.4
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FY07

NEC Spine	Ridership					Ticket Revenue				
	FY07	FY06	Budget	% change vs.		FY07	FY06	Budget	% change vs.	
				FY06	Budget				FY06	Budget
1 - Acela	3,191,321	2,668,174	2,823,419	+19.6	+13.0	\$403,571,410	\$328,215,839	\$346,862,566	+23.0	+16.3
5 - Regionals*	6,836,646	6,755,085	6,636,281	+1.2	+3.0	\$424,721,134	\$396,149,944	\$417,010,775	+7.2	+1.8
99 - Special trains	7,045	8,020	9,050	-12.2	-22.2	\$1,011,903	\$1,067,843	\$1,457,121	-5.2	-30.6
Subtotal	10,035,012	9,431,279	9,468,750	+6.4	+6.0	\$829,304,447	\$725,433,626	\$765,330,462	+14.3	+8.4

State Supported and Other Short Distance Corridors

3 - Ethan Allen	43,942	42,763	43,714	+2.8	+0.5	\$2,190,959	\$2,024,865	\$2,234,898	+8.2	-2.0
4 - Vermonter	63,299	54,273	53,645	+16.6	+18.0	\$3,357,124	\$2,947,174	\$3,178,666	+13.9	+5.6
7 - Albany-Niagara Falls-Toronto	288,365	298,159	293,614	-3.3	-1.8	\$16,854,750	\$15,943,468	\$16,972,715	+5.7	-0.7
9 - Downeaster	361,634	337,921	350,373	+7.0	+3.2	\$4,800,036	\$4,559,208	\$4,735,032	+5.3	+1.4
12 - New Haven-Springfield	320,852	318,066	286,389	+0.9	+12.0	\$8,840,099	\$7,830,307	\$7,753,754	+12.9	+14.0
14 - Keystone	988,454	823,097	1,070,648	+20.1	-7.7	\$20,582,838	\$15,860,374	\$22,910,433	+29.8	-10.2
15 - Empire (NYP-ALB)	957,583	918,241	906,491	+4.3	+5.6	\$38,592,354	\$34,683,321	\$37,215,156	+11.3	+3.7
20 - Chicago-St. Louis	408,807	262,320	421,961	+55.8	-3.1	\$8,822,785	\$6,183,734	\$9,999,367	+42.7	-11.8
21 - Hiawatha	595,336	580,333	595,819	+2.6	-0.1	\$10,230,272	\$9,590,387	\$10,460,185	+6.7	-2.2
22 - Wolverine	449,107	438,529	438,117	+2.4	+2.5	\$14,934,656	\$14,352,124	\$15,282,293	+4.1	-2.3
23 - Chicago-Carbondale (Illini/Saluki)	228,695	136,640	243,915	+67.4	-6.2	\$6,187,835	\$4,097,292	\$7,329,538	+51.0	-15.6
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	169,258	119,719	211,430	+41.4	-19.9	\$3,937,263	\$3,037,149	\$5,374,277	+29.6	-26.7
29 - Heartland Flyer	68,246	64,078	64,844	+6.5	+5.2	\$1,260,579	\$1,174,234	\$1,189,940	+7.4	+5.9
35 - Pacific Surfliner	2,707,188	2,657,773	2,698,186	+1.9	+0.3	\$46,788,081	\$43,068,554	\$47,376,872	+8.6	-1.2
36 - Cascades	674,153	627,664	718,921	+7.4	-6.2	\$18,165,351	\$16,524,315	\$20,360,791	+9.9	-10.8
37 - Capitol Corridor	1,450,069	1,263,504	1,497,760	+14.8	-3.2	\$18,059,715	\$14,941,005	\$19,087,051	+20.9	-5.4
39 - San Joaquins	804,785	799,879	810,895	+0.6	-0.8	\$24,544,160	\$24,502,495	\$26,809,616	+0.2	-8.5
40 - Adirondack	101,097	94,021	92,108	+7.5	+9.8	\$5,065,860	\$4,443,126	\$4,767,024	+14.0	+6.3
41 - Blue Water	127,642	123,823	128,234	+3.1	-0.5	\$3,557,216	\$3,356,033	\$3,687,630	+6.0	-3.5
47 - Washington-Newport News	401,510	401,361	399,401	+0.0	+0.5	\$20,914,840	\$21,145,321	\$22,951,589	-1.1	-8.9
54 - Hoosier State	26,347	20,096	19,784	+31.1	+33.2	\$529,270	\$393,595	\$415,547	+34.5	+27.4
56 - Kansas City-St. Louis	116,517	119,257	143,067	-2.3	-18.6	\$2,508,912	\$2,721,764	\$3,292,283	-7.8	-23.8
57 - Pennsylvanian	180,140	184,049	179,164	-2.1	+0.5	\$6,620,783	\$7,036,861	\$7,575,842	-5.9	-12.6
65 - Pere Marquette	104,819	101,932	104,438	+2.8	+0.4	\$2,666,416	\$2,573,414	\$2,820,461	+3.6	-5.5
66 - Carolinian	256,212	243,434	249,461	+5.2	+2.7	\$13,512,362	\$13,498,981	\$14,853,807	+0.1	-9.0
67 - Piedmont	50,551	53,846	55,671	-6.1	-9.2	\$831,383	\$804,482	\$877,082	+3.3	-5.2
74-81 - Buses	-	-	-	-	-	\$4,878,943	\$4,580,194	\$4,905,759	+6.5	-0.5
96 - Special Trains	48,644	59,652	46,120	-18.5	+5.5	\$4,622,911	\$5,943,512	\$4,877,083	-22.2	-5.2
Subtotal	11,993,252	11,144,430	12,124,172	+7.6	-1.1	\$313,857,753	\$287,817,288	\$329,294,687	+9.0	-4.7

Long Distance

16 - Silver Star	329,132	311,509	297,866	+5.7	+10.5	\$25,715,553	\$25,080,837	\$25,354,689	+2.5	+1.4
18 - Cardinal	96,896	95,076	93,326	+1.9	+3.8	\$5,453,083	\$5,552,736	\$5,883,768	-1.8	-7.3
19 - Silver Meteor	291,735	272,879	269,845	+6.9	+8.1	\$27,379,452	\$25,972,938	\$27,700,028	+5.4	-1.2
25 - Empire Builder	504,977	497,020	490,371	+1.6	+3.0	\$53,177,760	\$48,695,783	\$51,521,806	+9.2	+3.2
26 - Capitol Ltd.	193,748	198,044	198,397	-2.2	-2.3	\$14,877,428	\$14,638,855	\$15,631,808	+1.6	-4.8
27 - California Zephyr	329,840	335,443	322,313	-1.7	+2.3	\$35,719,619	\$35,111,789	\$35,921,025	+1.7	-0.6
28 - Southwest Chief	316,668	300,416	295,072	+5.4	+7.3	\$37,935,113	\$35,616,121	\$37,870,066	+6.5	+0.2
30 - City of New Orleans	180,473	175,237	161,891	+3.0	+11.5	\$13,311,213	\$12,487,624	\$12,384,904	+6.6	+7.5
32 - Texas Eagle	218,321	232,654	228,284	-6.2	-4.4	\$16,424,146	\$16,839,655	\$17,067,509	-2.5	-3.8
33 - Sunset Ltd.	63,336	51,860	50,825	+22.1	+24.6	\$6,955,881	\$5,282,241	\$5,168,442	+31.7	+34.6
34 - Coast Starlight	343,542	331,939	318,639	+3.5	+7.8	\$29,171,278	\$27,740,039	\$26,035,863	+5.2	+12.0
45 - Lake Shore Ltd.	312,643	323,480	314,816	-3.4	-0.7	\$21,421,657	\$21,840,125	\$23,258,043	-1.9	-7.9
48 - Palmetto	156,998	146,083	144,689	+7.5	+8.5	\$11,280,047	\$10,805,478	\$11,904,002	+4.4	-5.2
52 - Crescent	263,136	252,072	234,585	+4.4	+12.2	\$24,262,171	\$23,005,056	\$22,457,495	+5.5	+8.0
63 - Auto Train	217,822	207,544	208,675	+5.0	+4.4	\$52,883,481	\$49,351,664	\$51,408,674	+7.2	+2.9
Subtotal	3,819,267	3,731,256	3,629,593	+2.4	+5.2	\$375,967,883	\$358,020,941	\$369,568,122	+5.0	+1.7

Amtrak Total	25,847,531	24,306,965	25,222,515	+6.3	+2.5	\$1,519,130,083	\$1,371,271,855	\$1,464,193,270	+10.8	+3.8
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* Regionals excludes NJT reimbursable ridership & ticket revenues in FY06.

**Amtrak Long Distance Ridership & Ticket Revenues, FY07 vs FY06
(Sleeper Class Only)**

September . . .

	Ridership			Ticket Revenue		
	FY07	FY06	% Chg.	FY07	FY06	% Chg.
16 - Silver Star	2,006	2,088	-3.9	\$437,363	\$472,885	-7.5
18 - Cardinal	565	487	+16.0	\$113,306	\$104,195	+8.7
19 - Silver Meteor	2,046	1,960	+4.4	\$508,032	\$460,369	+10.4
25 - Empire Builder	8,030	7,927	+1.3	\$2,619,736	\$2,338,453	+12.0
26 - Capitol Ltd.	3,491	2,936	+18.9	\$659,473	\$580,293	+13.6
27 - California Zephyr	5,481	4,835	+13.4	\$1,696,645	\$1,720,070	-1.4
28 - Southwest Chief	4,927	4,678	+5.3	\$1,683,600	\$1,568,642	+7.3
30 - City of New Orleans	1,944	1,620	+20.0	\$246,502	\$222,326	+10.9
32 - Texas Eagle	1,931	2,317	-16.7	\$461,833	\$477,963	-3.4
33 - Sunset Ltd.	874	952	-8.2	\$213,375	\$210,767	+1.2
34 - Coast Starlight	5,472	4,955	+10.4	\$1,299,064	\$1,173,458	+10.7
45 - Lake Shore Ltd.	3,439	3,268	+5.2	\$786,921	\$792,361	-0.7
52 - Crescent	2,225	1,903	+16.9	\$460,728	\$461,068	-0.1
63 - Auto Train	5,340	5,202	+2.7	\$1,080,691	\$1,035,111	+4.4
Total	47,771	45,128	+5.9	\$12,267,269	\$11,617,962	+5.6

FY07 . . .

	Ridership			Ticket Revenue		
	FY07	FY06	% Chg.	FY07	FY06	% Chg.
16 - Silver Star	32,655	36,370	-10.2	\$7,643,291	\$7,871,354	-2.9
18 - Cardinal	6,277	6,335	-0.9	\$1,202,464	\$1,207,097	-0.4
19 - Silver Meteor	32,890	35,151	-6.4	\$8,371,090	\$8,085,792	+3.5
25 - Empire Builder	80,571	81,568	-1.2	\$22,986,630	\$20,620,017	+11.5
26 - Capitol Ltd.	38,181	38,063	+0.3	\$7,088,742	\$6,640,994	+6.7
27 - California Zephyr	59,558	58,314	+2.1	\$17,289,244	\$16,788,302	+3.0
28 - Southwest Chief	55,210	51,999	+6.2	\$17,556,356	\$16,355,892	+7.3
30 - City of New Orleans	26,119	21,492	+21.5	\$3,681,057	\$2,922,136	+26.0
32 - Texas Eagle	28,426	28,984	-1.9	\$6,181,985	\$5,978,186	+3.4
33 - Sunset Ltd.	13,833	8,732	+58.4	\$3,393,229	\$2,177,061	+55.9
34 - Coast Starlight	61,494	60,780	+1.2	\$13,317,965	\$12,868,896	+3.5
45 - Lake Shore Ltd.	33,545	33,896	-1.0	\$7,709,337	\$7,500,851	+2.8
52 - Crescent	27,299	30,663	-11.0	\$6,017,486	\$5,768,815	+4.3
63 - Auto Train	94,965	87,802	+8.2	\$20,664,333	\$18,701,685	+10.5
Total	591,023	580,149	+1.9	\$143,103,210	\$133,487,077	+7.2

**ACTUAL ANALYSIS
TO
BUDGET**

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Management Report
September 2007 - Preliminary and Unaudited
(\$ millions)

	NEC Operations	State Corridor Operations	Long Distance Operations	National Train System	Infrastructure Management	Ancillary Businesses	Unallocated System	Eliminations and "GAP"	Total Operations
REVENUE:									
<i>Passenger Related:</i>									
Ticket Revenue - Adjusted	71.2	24.4	26.2	121.7	-	-	-	-	121.7
Food and Beverage	1.6	1.5	4.2	7.2	-	-	-	-	7.2
State Supported Train Revenue	-	12.4	-	12.4	-	-	-	-	12.4
Total Passenger Related Revenue	72.7	38.2	30.4	141.3	-	-	-	-	141.3
<i>Other Transportation Revenue:</i>									
Cost Sharing & Access Fee Revenue	2.5	0.5	0.7	3.8	7.7	-	-	(3.0)	8.5
Propulsion Revenue	-	-	-	-	20.7	-	-	(5.6)	15.1
Miscellaneous Revenue	1.5	0.4	0.5	2.4	-	-	0.2	-	2.6
Total Other Transportation Revenue	4.0	1.0	1.2	6.2	28.4	-	0.2	(8.5)	26.2
Commuter	-	-	-	-	-	10.9	-	-	10.9
Reimbursable	-	-	-	-	-	6.9	-	-	6.9
Commercial Development	-	-	-	-	-	5.8	-	-	5.8
Total Operating Revenue	76.7	39.2	31.6	147.5	28.4	23.5	0.2	(8.5)	191.1
EXPENSE:									
<i>Salaries, Wages and Benefits:</i>									
Salaries	3.2	2.5	3.4	9.1	1.4	0.8	4.7	-	16.0
Wages & Overtime	50.2	37.3	45.9	133.4	6.0	4.8	0.5	-	144.7
Employee Benefits and Employee Related	14.8	14.4	20.0	49.2	4.4	2.9	3.8	-	60.4
Subtotal Salaries, Wages and Benefits	68.2	54.2	69.3	191.7	11.8	8.5	9.0	-	221.0
Train Operations, including Access Fees	5.1	7.4	10.4	23.0	0.0	0.0	-	(3.0)	20.0
Fuel, Propulsion Power, & Utilities	6.5	5.5	8.9	20.9	9.2	0.6	(0.2)	(5.6)	25.0
Materials	1.5	0.5	3.3	5.3	1.0	2.2	0.2	-	8.7
Facility, Communication, & Office	2.4	2.4	2.9	7.8	1.6	1.1	4.5	-	15.0
Advertising and Sales	4.6	1.4	1.9	7.9	-	0.0	0.1	-	8.0
Casualty and Other Claims Total	1.6	1.4	2.1	5.2	-	-	-	-	5.2
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-	(1.7)	-	(1.7)
Other Expenses	2.5	2.3	3.0	7.8	2.1	1.2	12.1	-	23.1
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-	-	-	-
<i>Adjustment for OPEB's and PRJ costs</i>	(0.9)	(1.0)	(1.3)	(3.2)	(0.4)	(0.3)	(1.5)	-	(5.4)
Indirect Costs Capitalized To P&E	(2.0)	(1.3)	(2.3)	(5.6)	(6.8)	1.7	-	-	(10.7)
Total Operating Expense	89.5	73.1	98.2	260.8	18.4	15.0	22.5	(8.5)	308.1
Earnings before Interest, Taxes, Depreciation and OPEB's	(12.8)	(33.9)	(66.6)	(113.4)	10.0	8.6	(22.3)	-	(117.0)

Adj to Reconcile to External Reporting

Federal Support for Operations ¹	-
Depreciation	(42.3)
Interest Expense, net	(8.2)
Change in OPEB's Liability and PRJ costs	(5.4)
State Capital Payments	(33.6)
Net Profit / (Loss)	(206.4)

¹ \$485 budgeted in FY07.

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Management Report
September 2007 - Year to Date - Preliminary and Unaudited
(\$ millions)

	NEC Operations	State Corridor Operations	Long Distance Operations	National Train System	Infrastructure Management	Ancillary Businesses	Unallocated System	Eliminations and "GAP"	Total Operations
REVENUE:									
<i>Passenger Related:</i>									
Ticket Revenue - Adjusted	824.7	310.9	355.4	1,491.0	-	-	-	-	1,491.0
Food and Beverage	20.6	16.5	47.6	84.7	-	-	-	-	84.7
State Supported Train Revenue	-	154.0	-	154.0	-	-	-	-	154.0
Total Passenger Related Revenue	845.3	481.4	403.0	1,729.7	-	-	-	-	1,729.7
<i>Other Transportation Revenue:</i>									
Cost Sharing & Access Fee Revenue	30.5	6.5	8.7	45.7	92.4	-	-	(35.7)	102.4
Propulsion Revenue	-	-	-	-	104.3	-	-	(62.6)	41.7
Miscellaneous Revenue	9.4	3.8	4.8	17.9	-	-	2.3	-	20.2
Total Other Transportation Revenue	39.8	10.2	13.5	63.6	196.6	-	2.3	(98.3)	164.3
Commuter	-	-	-	-	-	117.4	-	-	117.4
Reimbursable	-	-	-	-	-	75.5	-	-	75.5
Commercial Development	-	-	-	-	-	64.6	-	-	64.6
Total Operating Revenue	885.2	491.6	416.5	1,793.3	196.6	257.5	2.3	(98.3)	2,151.4
EXPENSE:									
<i>Salaries, Wages and Benefits:</i>									
Salaries	40.2	31.8	42.7	114.6	19.8	9.5	59.0	-	202.9
Wages & Overtime	209.2	200.7	288.1	698.0	81.7	55.7	6.7	-	842.2
Employee Benefits and Employee Related	119.6	137.0	180.3	436.9	66.1	35.5	47.5	-	586.0
Subtotal Salaries, Wages and Benefits	369.0	369.4	511.0	1,249.5	167.6	100.7	113.2	-	1,631.1
Train Operations, including Access Fees	50.5	84.1	110.2	244.8	0.0	0.2	-	(35.7)	209.3
Fuel, Propulsion Power, & Utilities	76.9	62.2	99.5	238.6	100.8	5.6	1.8	(62.6)	284.3
Materials	42.7	32.5	53.7	128.8	10.9	19.3	2.4	-	161.4
Facility, Communication, & Office	23.4	24.8	25.5	73.8	11.6	10.2	43.5	-	139.1
Advertising and Sales	40.1	19.5	22.7	82.4	-	0.5	0.3	-	83.2
Casualty and Other Claims Total	11.9	12.5	16.6	41.1	-	-	0.0	-	41.1
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-	(19.0)	-	(19.0)
Other Expenses	31.5	28.7	39.9	100.0	21.0	11.9	95.2	-	228.0
<i>Adjustment for OPEB's and PRJ costs</i>	<i>(13.8)</i>	<i>(13.8)</i>	<i>(19.7)</i>	<i>(47.2)</i>	<i>(6.6)</i>	<i>(3.7)</i>	<i>(14.1)</i>	<i>-</i>	<i>(71.7)</i>
Indirect Costs Capitalized To P&E	(19.1)	(14.8)	(22.0)	(55.9)	(69.8)	19.6	-	-	(106.0)
Total Operating Expense	613.1	605.2	837.5	2,055.8	235.7	164.3	223.2	(98.3)	2,580.7
Earnings before Interest, Taxes, Depreciation and OPEB's	272.1	(113.6)	(421.0)	(262.5)	(39.0)	93.2	(220.9)	-	(429.3)

Adj to Reconcile to External Reporting

Federal Support for Operations ¹	-
Depreciation	(456.6)
Interest Expense, net	(95.9)
Change in OPEB's Liability and PRJ costs	(71.7)
State Capital Payments	2.0
Net Profit / (Loss)	(1,051.5)

¹ \$485 budgeted in FY07.

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
Northeast Corridor Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	71.2	6.8	6.1	824.7	62.1	98.6
Food and Beverage	1.6	0.0	0.0	20.6	1.1	2.8
State Supported Train Revenue	-	-	3.2	-	-	(0.0)
<i>Total Passenger Related Revenue</i>	<i>72.7</i>	<i>6.8</i>	<i>9.4</i>	<i>845.3</i>	<i>63.3</i>	<i>101.4</i>
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	2.5	(0.0)	(0.1)	30.5	0.1	1.0
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	1.5	1.1	(8.6)	9.4	3.1	(11.9)
<i>Total Other Transportation Revenue</i>	<i>4.0</i>	<i>1.1</i>	<i>(8.7)</i>	<i>39.8</i>	<i>3.2</i>	<i>(10.9)</i>
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	76.7	7.9	0.7	885.2	66.5	90.5
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	3.2	0.4	(0.1)	40.2	2.1	(4.7)
Wages & Overtime	50.2	(34.1)	(36.2)	209.2	(16.2)	(35.3)
Employee Benefits and Employee Related	14.8	(8.6)	(8.1)	119.6	20.7	9.3
<i>Subtotal Salaries, Wages and Benefits</i>	<i>68.2</i>	<i>(42.2)</i>	<i>(44.4)</i>	<i>369.0</i>	<i>6.6</i>	<i>(30.6)</i>
Train Operations, including Access Fees	5.1	(0.5)	4.3	50.5	6.9	1.8
Fuel, Propulsion Power, & Utilities	6.5	(0.5)	0.7	76.9	(2.0)	(4.8)
Materials	1.5	(0.2)	1.6	42.7	(27.7)	(10.7)
Facility, Communication, & Office	2.4	(0.5)	2.1	23.4	0.6	1.2
Advertising and Sales	4.6	(1.0)	0.0	40.1	4.5	(1.3)
Casualty and Other Claims Total	1.6	(0.7)	9.9	11.9	(0.3)	11.4
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	2.5	0.1	1.0	31.5	(1.6)	(1.9)
<i>Unidentified Budget Savings</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<i>Adjustment for OPEB's and PRJ costs</i>	<i>(0.9)</i>	<i>(0.5)</i>	<i>(0.6)</i>	<i>(13.8)</i>	<i>(2.8)</i>	<i>(3.1)</i>
Indirect Costs Capitalized To P&E	(2.0)	0.1	(4.5)	(19.1)	(2.9)	(7.0)
Total Operating Expense	89.5	(45.7)	(29.9)	613.1	(18.8)	(45.0)
Earnings before Interest, Taxes, Depreciation and OPEB's	(12.8)	(37.8)	(29.2)	272.1	47.7	45.4

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
State and Other Corridor Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	24.4	(1.7)	2.6	310.9	(17.1)	27.2
Food and Beverage	1.5	0.1	0.1	16.5	(0.7)	1.9
State Supported Train Revenue	12.4	(1.0)	0.5	154.0	(8.0)	14.6
<i>Total Passenger Related Revenue</i>	38.2	(2.6)	3.2	481.4	(25.9)	43.7
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	0.5	(0.0)	(0.0)	6.5	(0.2)	(0.1)
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	0.4	0.3	(4.4)	3.8	0.5	(5.5)
<i>Total Other Transportation Revenue</i>	1.0	0.2	(4.4)	10.2	0.3	(5.5)
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	39.2	(2.4)	(1.3)	491.6	(25.6)	38.2
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	2.5	0.1	(0.1)	31.8	(1.1)	(5.1)
Wages & Overtime	37.3	(22.1)	(23.5)	200.7	(17.5)	(28.6)
Employee Benefits and Employee Related	14.4	(12.4)	(7.6)	137.0	(15.5)	(13.0)
<i>Subtotal Salaries, Wages and Benefits</i>	54.2	(34.4)	(31.2)	369.4	(34.1)	(46.7)
Train Operations, including Access Fees	7.4	(0.2)	2.5	84.1	(1.7)	(5.0)
Fuel, Propulsion Power, & Utilities	5.5	(0.3)	(0.2)	62.2	2.0	(1.1)
Materials	0.5	1.8	5.0	32.5	(5.2)	(5.6)
Facility, Communication, & Office	2.4	(0.3)	1.6	24.8	(1.3)	1.0
Advertising and Sales	1.4	(0.1)	(0.2)	19.5	(2.3)	(2.2)
Casualty and Other Claims Total	1.4	(0.2)	3.2	12.5	2.1	3.2
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	2.3	0.2	0.4	28.7	(0.0)	(1.5)
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
<i>Adjustment for OPEB's and PRJ costs</i>	(1.0)	(0.3)	(0.2)	(13.8)	(0.9)	(0.9)
Indirect Costs Capitalized To P&E	(1.3)	(0.0)	(1.6)	(14.8)	(3.3)	(2.7)
Total Operating Expense	73.1	(33.9)	(20.7)	605.2	(44.8)	(61.5)
Earnings before Interest, Taxes, Depreciation and OPEB's	(33.9)	(36.3)	(22.0)	(113.6)	(70.4)	(23.3)

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
Long Distance Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	26.2	(0.7)	0.4	355.4	8.3	18.9
Food and Beverage	4.2	0.3	0.2	47.6	0.7	0.1
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	30.4	(0.3)	0.6	403.0	9.0	19.0
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	0.7	(0.0)	0.0	8.7	(0.0)	0.3
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	0.5	0.2	(4.0)	4.8	(0.4)	(5.6)
<i>Total Other Transportation Revenue</i>	1.2	0.2	(4.0)	13.5	(0.4)	(5.3)
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	31.6	(0.2)	(3.4)	416.5	8.6	13.8
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	3.4	0.7	(0.2)	42.7	5.2	(4.8)
Wages & Overtime	45.9	(21.7)	(24.8)	288.1	0.5	(10.5)
Employee Benefits and Employee Related	20.0	(12.6)	(8.5)	180.3	19.7	18.7
<i>Subtotal Salaries, Wages and Benefits</i>	69.3	(33.6)	(33.5)	511.0	25.4	3.3
Train Operations, including Access Fees	10.4	(0.9)	1.6	110.2	(2.4)	0.6
Fuel, Propulsion Power, & Utilities	8.9	(0.3)	(0.8)	99.5	7.7	1.8
Materials	3.3	3.2	5.9	53.7	21.5	1.8
Facility, Communication, & Office	2.9	(0.3)	0.3	25.5	2.9	3.0
Advertising and Sales	1.9	(0.1)	(0.4)	22.7	(2.7)	(3.8)
Casualty and Other Claims Total	2.1	(0.6)	1.9	16.6	1.5	3.5
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	3.0	0.3	0.9	39.9	(2.2)	2.7
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
<i>Adjustment for OPEB's and PRJ costs</i>	(1.3)	(0.8)	(0.4)	(19.7)	(5.3)	(2.3)
Indirect Costs Capitalized To P&E	(2.3)	1.2	(0.4)	(22.0)	(1.0)	(4.1)
Total Operating Expense	98.2	(32.0)	(24.8)	837.5	45.5	6.5
Earnings before Interest, Taxes, Depreciation and OPEB's	(66.6)	(32.2)	(28.2)	(421.0)	54.1	20.3

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
National Train System Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	121.7	4.4	9.1	1,491.0	53.3	144.7
Food and Beverage	7.2	0.4	0.3	84.7	1.1	4.8
State Supported Train Revenue	12.4	(1.0)	3.7	154.0	(8.0)	14.6
<i>Total Passenger Related Revenue</i>	141.3	3.9	13.2	1,729.7	46.4	164.2
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	3.8	(0.1)	(0.1)	45.7	(0.1)	1.2
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	2.4	1.6	(17.0)	17.9	3.2	(23.0)
<i>Total Other Transportation Revenue</i>	6.2	1.5	(17.2)	63.6	3.1	(21.7)
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	147.5	5.3	(4.0)	1,793.3	49.5	142.4
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	9.1	1.2	(0.5)	114.6	6.2	(14.6)
Wages & Overtime	133.4	(77.8)	(84.4)	698.0	(33.2)	(74.4)
Employee Benefits and Employee Related	49.2	(33.6)	(24.2)	436.9	24.9	15.0
<i>Subtotal Salaries, Wages and Benefits</i>	191.7	(110.2)	(109.1)	1,249.5	(2.1)	(74.0)
Train Operations, including Access Fees	23.0	(1.6)	8.3	244.8	2.9	(2.6)
Fuel, Propulsion Power, & Utilities	20.9	(1.1)	(0.2)	238.6	7.6	(4.1)
Materials	5.3	4.8	12.5	128.8	(11.4)	(14.5)
Facility, Communication, & Office	7.8	(1.1)	3.9	73.8	2.2	5.3
Advertising and Sales	7.9	(1.2)	(0.5)	82.4	(0.5)	(7.3)
Casualty and Other Claims Total	5.2	(1.5)	15.0	41.1	3.3	18.1
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	7.8	0.5	2.4	100.0	(3.8)	(0.7)
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
<i>Adjustment for OPEB's and PRJ costs</i>	(3.2)	(1.5)	(1.2)	(47.2)	(8.9)	(6.4)
Indirect Costs Capitalized To P&E	(5.6)	1.3	(6.6)	(55.9)	(7.2)	(13.8)
Total Operating Expense	260.8	(111.6)	(75.4)	2,055.8	(18.0)	(100.0)
Earnings before Interest, Taxes, Depreciation and OPEB's	(113.4)	(106.3)	(79.4)	(262.5)	31.4	42.4

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
Infrastructure Management
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	7.7	(1.1)	(3.0)	92.4	(13.8)	(5.6)
Propulsion Revenue	20.7	13.4	11.8	104.3	12.1	15.9
Miscellaneous Revenue	-	(0.0)	-	-	(0.3)	-
<i>Total Other Transportation Revenue</i>	28.4	12.3	8.9	196.6	(1.9)	10.3
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	28.4	12.3	8.9	196.6	(1.9)	10.3
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	1.4	0.2	0.1	19.8	0.2	(2.2)
Wages & Overtime	6.0	0.2	0.1	81.7	(0.3)	(0.2)
Employee Benefits and Employee Related	4.4	1.4	0.9	66.1	7.8	4.1
<i>Subtotal Salaries, Wages and Benefits</i>	11.8	1.9	1.1	167.6	7.7	1.7
Train Operations, including Access Fees	0.0	(0.0)	0.0	0.0	(0.0)	0.0
Fuel, Propulsion Power, & Utilities	9.2	(1.7)	(1.6)	100.8	(2.9)	(6.8)
Materials	1.0	0.2	0.2	10.9	0.1	0.3
Facility, Communication, & Office	1.6	(0.1)	(0.3)	11.6	0.3	(0.2)
Advertising and Sales	-	-	-	-	-	-
Casualty and Other Claims Total	-	-	-	-	-	0.0
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	2.1	0.8	0.2	21.0	2.7	0.6
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
<i>Adjustment for OPEB's and PRJ costs</i>	(0.4)	(0.2)	(0.1)	(6.6)	(1.5)	(0.4)
Indirect Costs Capitalized To P&E	(6.8)	0.7	0.3	(69.8)	3.0	6.6
Total Operating Expense	18.4	1.6	(0.2)	235.7	9.4	1.9
Earnings before Interest, Taxes, Depreciation and OPEB's	10.0	13.8	8.7	(39.0)	7.5	12.1

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
Ancillary Businesses
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	-	-	(1.6)	-	-	(1.6)
<i>Total Other Transportation Revenue</i>	-	-	(1.6)	-	-	(1.6)
Commuter	10.9	1.3	0.1	117.4	2.6	2.0
Reimbursable	6.9	(0.1)	(0.6)	75.5	9.4	(12.3)
Commercial Development	5.8	1.0	0.4	64.6	8.0	1.8
Total Operating Revenue	23.5	2.2	(1.8)	257.5	20.0	(10.0)
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	0.8	0.1	(0.1)	9.5	0.5	(0.5)
Wages & Overtime	4.8	0.1	(0.5)	55.7	1.2	2.7
Employee Benefits and Employee Related	2.9	0.3	(0.0)	35.5	2.0	1.7
<i>Subtotal Salaries, Wages and Benefits</i>	8.5	0.4	(0.6)	100.7	3.7	3.9
Train Operations, including Access Fees	0.0	(0.0)	(0.0)	0.2	0.0	0.0
Fuel, Propulsion Power, & Utilities	0.6	(0.1)	(0.1)	5.6	0.0	(0.2)
Materials	2.2	(0.4)	(0.1)	19.3	(5.2)	(0.8)
Facility, Communication, & Office	1.1	(0.2)	0.0	10.2	2.3	0.5
Advertising and Sales	0.0	(0.0)	(0.0)	0.5	(0.5)	(0.4)
Casualty and Other Claims Total	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	1.2	0.3	1.3	11.9	(0.0)	8.3
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
<i>Adjustment for OPEB's and PRJ costs</i>	(0.3)	(0.1)	(0.0)	(3.7)	(0.8)	(0.3)
Indirect Costs Capitalized To P&E	1.7	(0.0)	(0.1)	19.6	(1.1)	2.0
Total Operating Expense	15.0	(0.1)	0.3	164.3	(1.5)	13.0
Earnings before Interest, Taxes, Depreciation and OPEB's	8.6	2.1	(1.4)	93.2	18.5	2.9

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
Ancillary Business - Commuter Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	-	-	-	-	-	-
<i>Total Other Transportation Revenue</i>	-	-	-	-	-	-
Commuter	10.9	1.3	0.1	117.4	2.6	2.0
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	10.9	1.3	0.1	117.4	2.6	2.0
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	0.5	0.0	(0.1)	5.7	0.3	(0.2)
Wages & Overtime	3.1	(0.0)	(0.5)	35.5	1.6	0.3
Employee Benefits and Employee Related	1.9	0.2	(0.1)	23.6	2.0	0.6
<i>Subtotal Salaries, Wages and Benefits</i>	<i>5.5</i>	<i>0.2</i>	<i>(0.6)</i>	<i>64.8</i>	<i>3.9</i>	<i>0.7</i>
Train Operations, including Access Fees	0.0	(0.0)	(0.0)	0.2	0.0	0.0
Fuel, Propulsion Power, & Utilities	0.5	(0.1)	(0.1)	5.1	0.1	(0.2)
Materials	1.3	(0.2)	(0.3)	12.0	0.0	(0.4)
Facility, Communication, & Office	0.4	(0.0)	0.1	4.5	(0.0)	(0.2)
Advertising and Sales	-	-	-	0.0	0.0	(0.0)
Casualty and Other Claims Total	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	0.3	(0.1)	1.4	3.2	(0.3)	2.8
<i>Unidentified Budget Savings</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<i>Adjustment for OPEB's and PRJ costs</i>	<i>(0.2)</i>	<i>-</i>	<i>(0.0)</i>	<i>(2.4)</i>	<i>-</i>	<i>(0.2)</i>
Indirect Costs Capitalized To P&E	0.1	(0.0)	(0.0)	0.6	(0.1)	(0.1)
Total Operating Expense	7.9	(0.2)	0.4	88.0	3.6	2.5
Earnings before Interest, Taxes, Depreciation and OPEB's	3.0	1.1	0.5	29.4	6.1	4.6

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
Ancillary Business - Reimbursable Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	-	-	-	-	-	-
<i>Total Other Transportation Revenue</i>	-	-	-	-	-	-
Commuter	-	-	-	-	-	-
Reimbursable	6.9	(0.1)	(0.6)	75.5	9.4	(12.3)
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	6.9	(0.1)	(0.6)	75.5	9.4	(12.3)
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	0.2	0.0	(0.0)	2.0	(0.2)	(0.3)
Wages & Overtime	1.6	0.1	0.1	19.4	(0.3)	2.4
Employee Benefits and Employee Related	0.9	0.0	0.1	10.4	(0.4)	1.0
<i>Subtotal Salaries, Wages and Benefits</i>	<i>2.6</i>	<i>0.2</i>	<i>0.1</i>	<i>31.9</i>	<i>(1.0)</i>	<i>3.1</i>
Train Operations, including Access Fees	-	-	0.0	0.0	0.0	0.0
Fuel, Propulsion Power, & Utilities	0.0	(0.0)	(0.0)	0.1	(0.1)	0.0
Materials	0.9	(0.2)	0.1	7.3	(5.3)	(0.4)
Facility, Communication, & Office	0.4	(0.2)	(0.0)	2.8	2.4	0.8
Advertising and Sales	-	-	0.0	0.5	(0.5)	(0.4)
Casualty and Other Claims Total	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	0.7	0.5	(0.1)	7.4	0.2	5.4
<i>Unidentified Budget Savings</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<i>Adjustment for OPEB's and PRJ costs</i>	<i>(0.1)</i>	<i>-</i>	<i>(0.0)</i>	<i>(1.1)</i>	<i>-</i>	<i>(0.2)</i>
Indirect Costs Capitalized To P&E	1.6	0.1	(0.1)	18.8	(1.0)	2.1
Total Operating Expense	6.1	0.3	0.0	67.6	(5.3)	10.5
Earnings before Interest, Taxes, Depreciation and OPEB's	0.8	0.2	(0.6)	7.9	4.2	(1.8)

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
Ancillary Business - Commercial Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	-	-	(1.6)	-	-	(1.6)
<i>Total Other Transportation Revenue</i>	-	-	(1.6)	-	-	(1.6)
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	5.8	1.0	0.4	64.6	8.0	1.8
Total Operating Revenue	5.8	1.0	(1.2)	64.6	8.0	0.2
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	0.1	0.0	(0.0)	1.7	0.4	(0.0)
Wages & Overtime	0.1	(0.1)	(0.1)	0.8	0.0	(0.0)
Employee Benefits and Employee Related	0.1	0.0	(0.0)	1.5	0.5	0.1
<i>Subtotal Salaries, Wages and Benefits</i>	<i>0.4</i>	<i>0.0</i>	<i>(0.1)</i>	<i>4.0</i>	<i>0.9</i>	<i>0.0</i>
Train Operations, including Access Fees	-	-	-	-	-	-
Fuel, Propulsion Power, & Utilities	0.0	0.0	0.0	0.4	0.0	(0.0)
Materials	-	0.0	0.0	0.0	0.0	(0.0)
Facility, Communication, & Office	0.3	(0.1)	0.0	3.0	(0.1)	(0.1)
Advertising and Sales	0.0	(0.0)	(0.0)	0.0	0.0	0.0
Casualty and Other Claims Total	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	0.2	(0.1)	0.0	1.3	0.1	0.1
<i>Unidentified Budget Savings</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<i>Adjustment for OPEB's and PRJ costs</i>	<i>(0.0)</i>	<i>-</i>	<i>(0.0)</i>	<i>(0.2)</i>	<i>-</i>	<i>(0.0)</i>
Indirect Costs Capitalized To P&E	0.1	(0.1)	(0.1)	0.2	(0.0)	(0.0)
Total Operating Expense	1.0	(0.1)	(0.1)	8.7	1.0	(0.1)
Earnings before Interest, Taxes, Depreciation and OPEB's	4.8	0.9	(1.4)	55.9	9.0	0.1

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2007 - Month and Year to Date - Unaudited
Unallocated System
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	0.2	(0.1)	(0.0)	2.3	(1.3)	(0.0)
<i>Total Other Transportation Revenue</i>	0.2	(0.1)	(0.0)	2.3	(1.3)	(0.0)
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	0.2	(0.1)	(0.0)	2.3	(1.3)	(0.0)
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	4.7	0.7	0.0	59.0	5.3	(4.9)
Wages & Overtime	0.5	0.0	0.1	6.7	0.3	0.1
Employee Benefits and Employee Related	3.8	0.8	1.0	47.5	7.4	0.0
<i>Subtotal Salaries, Wages and Benefits</i>	9.0	1.5	1.1	113.2	13.0	(4.7)
Train Operations, including Access Fees	-	-	-	-	-	-
Fuel, Propulsion Power, & Utilities	(0.2)	0.2	0.2	1.8	(1.7)	(1.7)
Materials	0.2	(0.2)	(0.2)	2.4	(2.2)	(2.2)
Facility, Communication, & Office	4.5	(0.6)	(0.4)	43.5	1.1	(8.4)
Advertising and Sales	0.1	(0.0)	(0.0)	0.3	(0.1)	(0.1)
Casualty and Other Claims Total	-	-	-	0.0	(0.0)	(0.0)
Amort of Gain On Sale/Leaseback	(1.7)	(0.0)	(0.1)	(19.0)	(1.7)	(1.8)
Other Expenses	12.1	(2.8)	(2.0)	95.2	14.6	(17.7)
<i>Unidentified Budget Savings</i>	-	(3.1)	-	-	(18.6)	-
<i>Adjustment for OPEB's and PRJ costs</i>	(1.5)	(0.5)	(0.1)	(14.1)	(4.7)	2.4
Indirect Costs Capitalized To P&E	-	-	-	-	-	0.0
Total Operating Expense	22.5	(5.5)	(1.5)	223.2	(0.3)	(34.3)
Earnings before Interest, Taxes, Depreciation and OPEB's	(22.3)	(5.7)	(1.6)	(220.9)	(1.6)	(34.3)

NATIONAL RAILROAD PASSENGER CORPORATION
Expenses by Department - Summary - Fiscal Year 2007 - Unaudited
For the Month of September, 2007
Operating Business Lines

(\$ thousands)	For the Month					For the Year to Date				
	2007 Sep	2007 Sep	2006 Sep	Variance Fav / (Unfav)		2007 YTD	2007 YTD	2006 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
Labor Expenses										
President Office	136	86	282	(51)	146	865	1,028	1,468	162	603
Office of Inspector General	1,002	1,096	1,039	93	36	12,744	13,157	12,255	413	(489)
General Counsel	1,143	1,426	1,329	283	186	15,693	16,892	15,863	1,200	171
Finance	2,051	2,571	2,326	520	275	27,524	31,501	26,456	3,977	(1,069)
Energy Management	26	43	20	17	(6)	428	519	165	91	(263)
Corporate Common	101,336	(20,423)	(13,526)	(121,759)	(114,862)	67,641	16,068	(19,210)	(51,573)	(86,851)
Procurement	2,919	3,419	3,281	499	362	38,772	41,243	39,436	2,471	664
Amtrak Technologies	2,084	3,220	2,791	1,136	706	30,391	37,844	29,892	7,453	(499)
Government Affairs	307	379	308	72	1	3,857	4,431	3,571	574	(286)
Labor Relations	301	359	314	58	13	4,008	4,306	3,816	298	(192)
Human Resources	1,427	1,729	1,523	303	96	18,458	20,607	18,579	2,149	121
Business Diversity	0	0	0	0	0	0	0	0	0	0
Marketing & Sales	6,480	7,173	7,202	693	722	88,708	92,179	92,606	3,471	3,897
Contract Administration	550	664	477	114	(73)	6,646	7,993	6,090	1,348	(556)
Planning & Analysis	288	385	295	98	7	3,880	4,626	2,635	746	(1,244)
Office of Security Strategy & Spec Ops	226	187	162	(40)	(64)	2,045	2,275	1,453	230	(592)
Risk Management	3,244	3,404	2,969	160	(274)	32,828	40,223	32,181	7,395	(648)
Operating Departments										
Sr. Vice President, Operations	75	82	80	7	6	973	981	788	8	(186)
Environmental and Safety	377	430	417	53	40	5,088	5,227	5,039	139	(49)
Deputy RCM	0	0	0	0	0	0	0	0	0	0
Transportation	56,978	63,741	59,079	6,763	2,101	740,132	767,793	749,543	27,661	9,411
Mechanical	23,004	26,591	24,884	3,587	1,880	308,537	320,079	310,474	11,541	1,937
Engineering	11,609	13,029	12,621	1,420	1,012	164,352	167,931	164,241	3,580	(111)
Engineering Reimbursable	2,052	2,074	2,143	22	90	25,667	22,194	27,873	(3,473)	2,205
Sub-Total Operating Departments	94,095	105,946	99,224	11,852	5,129	1,244,749	1,284,205	1,257,957	39,456	13,208
Total Labor Expenses	217,615	111,664	110,014	(105,952)	(107,601)	1,599,238	1,619,098	1,525,213	19,860	(74,025)
Non-Labor Expenses										
President Office	56	6	116	(50)	59	288	112	138	(176)	(150)
Office of Inspector General	507	396	1,091	(112)	584	4,101	3,463	4,729	(638)	628
General Counsel	5,461	3,096	5,395	(2,365)	(66)	36,621	37,426	35,354	804	(1,267)
Finance	6,125	7,711	912	1,586	(5,213)	78,091	87,872	5,239	9,780	(72,852)
Energy Management	9,108	7,077	7,417	(2,031)	(1,690)	98,491	91,948	91,333	(6,543)	(7,158)
Corporate Common	43,754	58,090	4,069	14,336	(39,685)	499,269	620,215	621,943	120,946	122,674
Procurement	1,571	684	346	(887)	(1,226)	8,236	6,963	6,592	(1,273)	(1,644)
Amtrak Technologies	9,215	8,317	7,415	(898)	(1,800)	100,171	99,646	81,655	(525)	(18,516)
Government Affairs	99	79	36	(20)	(62)	679	646	490	(33)	(189)
Labor Relations	54	62	75	8	22	509	542	385	33	(124)
Human Resources	926	601	674	(324)	(252)	6,565	6,469	4,938	(96)	(1,627)
Business Diversity	0	0	0	0	0	0	0	0	0	0
Marketing & Sales	17,516	12,842	15,129	(4,675)	(2,388)	166,262	162,322	147,331	(3,939)	(18,930)
Contract Administration	893	457	786	(436)	(106)	5,794	6,234	5,825	441	32
Planning & Analysis	149	94	799	(55)	650	1,186	1,634	1,628	448	443
Office of Security Strategy & Spec Ops	81	280	8	199	(73)	672	1,384	254	712	(419)
Risk Management	666	385	318	(281)	(348)	6,165	4,137	2,965	(2,027)	(3,200)
Operating Departments	0	0	0	0	0	0	0	0	0	0
Sr. Vice President, Operations	28	255	2	227	(26)	2,524	2,983	22	459	(2,501)
Environmental and Safety	458	258	278	(200)	(180)	2,514	4,167	2,491	1,653	(23)
Deputy RCM	367	0	0	(367)	(367)	1,218	0	0	(1,218)	(1,218)
Transportation	34,842	34,364	38,417	(478)	3,575	382,684	392,829	373,819	10,144	(8,865)
Mechanical	6,704	8,920	10,077	2,216	3,374	117,631	91,789	85,656	(25,842)	(31,975)
Engineering	(1,358)	242	291	1,600	1,648	(19,743)	(10,303)	(8,408)	9,441	11,336
Engineering Reimbursable	938	1,913	1,606	975	668	9,874	12,882	15,884	3,008	6,009
Sub-Total Operating Departments	41,978	45,952	50,671	3,973	8,693	496,702	494,348	469,464	(2,354)	(27,237)
Total Non-Labor Expenses	138,159	146,127	95,258	7,968	(42,901)	1,509,801	1,625,360	1,480,263	115,559	(29,538)
Total Expenses										
President Office	193	92	398	(101)	205	1,153	1,140	1,606	(13)	453
Office of Inspector General	1,510	1,491	2,130	(18)	620	16,845	16,620	16,984	(225)	139
General Counsel	6,604	4,522	6,724	(2,082)	119	52,314	54,318	51,217	2,004	(1,097)
Finance	8,176	10,282	3,238	2,106	(4,938)	105,616	119,373	31,695	13,757	(73,921)
Energy Management	9,133	7,120	7,437	(2,013)	(1,696)	98,919	92,467	91,498	(6,452)	(7,421)
Corporate Common	145,090	37,667	(9,457)	(107,423)	(154,547)	566,910	636,283	602,733	69,373	35,823
Procurement	4,490	4,103	3,627	(388)	(864)	47,009	48,206	46,028	1,197	(980)
Amtrak Technologies	11,299	11,538	10,206	238	(1,093)	130,562	137,490	111,547	6,928	(19,015)
Government Affairs	406	457	344	51	(62)	4,536	5,077	4,061	541	(475)
Labor Relations	355	420	389	66	34	4,517	4,848	4,201	331	(316)
Human Resources	2,352	2,331	2,196	(22)	(156)	25,023	27,075	23,517	2,052	(1,507)
Business Diversity	0	0	0	0	0	0	0	0	0	0
Marketing & Sales	23,996	20,015	22,331	(3,982)	(1,666)	254,970	254,502	239,937	(468)	(15,033)
Contract Administration	1,443	1,121	1,263	(322)	(180)	12,439	14,227	11,915	1,788	(524)
Planning & Analysis	436	479	1,094	43	657	5,066	6,260	4,264	1,194	(802)
Office of Security Strategy & Spec Ops	308	466	170	159	(138)	2,718	3,660	1,707	942	(1,011)
Risk Management	3,909	3,789	3,287	(120)	(622)	38,993	44,361	35,145	5,368	(3,848)
Operating Departments										
Sr. Vice President, Operations	102	337	83	234	(20)	3,497	3,965	810	467	(2,687)
Environmental and Safety	834	688	695	(147)	(139)	7,601	9,394	7,530	1,792	(71)
Deputy RCM	367	0	0	(367)	(367)	1,218	0	0	(1,218)	(1,218)
Transportation	91,820	98,105	97,946	6,284	5,676	1,122,816	1,160,622	1,123,361	37,805	545
Mechanical	29,708	35,511	34,961	5,803	5,253	426,168	411,868	396,130	(14,300)	(30,038)
Engineering	10,251	13,271	12,912	3,020	2,661	144,608	157,629	155,833	13,021	11,225
Engineering Reimbursable	2,990	3,987	3,748	997	758	35,542	35,076	43,756	(465)	8,215
Sub-Total Operating Departments	136,073	151,898	149,895	15,825	13,822	1,741,451	1,778,553	1,727,421	37,102	(14,029)
Total Expenses	355,776	257,793	205,271	(97,983)	(150,505)	3,109,039	3,244,458	3,005,476	135,419	(103,563)

NATIONAL RAILROAD PASSENGER CORPORATION
Operating Expense by Department
For the Period Ending - September 2007 - Unaudited
Operating Business Lines

(\$ thousands)	Month					Year to Date				
	2007 Sep	2007 Sep	2006 Sep	Variance Fav / (Unfav)		2007 YTD	2006 YTD	Variance Fav / (Unfav)		Prior Year
	Actual	Budget	Actual	Budget		Actual	Actual	Budget		
President's Office	193	92	398	(101)	205	1,153	1,140	1,606	(13)	453
Office Inspector Gen	1,510	1,491	2,130	(18)	620	16,845	16,620	16,984	(225)	139
<i>General Counsel</i>										
General Counsel	5,812	3,799	5,839	(2,013)	27	44,588	45,785	42,700	1,197	(1,888)
Corp Real Estate	792	722	885	(70)	93	7,726	8,534	8,518	808	792
Sub-Total General Counsel	6,604	4,522	6,724	(2,082)	119	52,314	54,318	51,217	2,004	(1,097)
<i>Finance</i>										
CFO (Excl. AT)	8,176	10,282	3,238	2,106	(4,938)	105,616	119,373	31,695	13,757	(73,921)
Information Technology Dept	11,299	11,538	10,206	238	(1,093)	130,562	137,490	111,547	6,928	(19,015)
Energy Management	9,133	7,120	7,437	(2,013)	(1,696)	98,919	92,467	91,498	(6,452)	(7,421)
Corporate Common - including subsidiaries	145,090	37,667	(9,457)	(107,423)	(154,547)	566,910	636,283	602,733	69,373	35,823
Sub-Total Finance	173,698	66,607	11,424	(107,092)	(162,274)	902,006	985,612	837,473	83,606	(64,533)
VP Procurement	4,490	4,103	3,627	(388)	(864)	47,009	48,206	46,028	1,197	(980)
VP Gov't Affairs	406	457	344	51	(62)	4,536	5,077	4,061	541	(475)
Labor Relations	355	420	389	66	34	4,517	4,848	4,201	331	(316)
Human Resources	2,352	2,331	2,196	(22)	(156)	25,023	27,075	23,517	2,052	(1,507)
<i>Marketing & Sales</i>										
VP Customer Services	10,653	7,213	8,301	(3,440)	(2,352)	99,973	94,939	88,342	(5,034)	(11,631)
Marketing And Sales	157	118	68	(39)	(89)	1,415	1,462	776	48	(639)
Chief Market Research & Analysis	212	520	551	308	338	5,843	6,332	4,884	489	(959)
Sales Dist & Cust Svc	6,270	6,859	6,921	589	650	81,912	86,503	85,351	4,591	3,439
Chief Marketing Officer	6,670	5,272	6,460	(1,398)	(210)	65,444	64,870	60,211	(574)	(5,234)
Charter & Group Services	33	31	30	(2)	(3)	382	395	373	13	(9)
Sub-Total Marketing & Sales	23,996	20,015	22,331	(3,982)	(1,666)	254,970	254,502	239,937	(468)	(15,033)
Strat Partnerships & Bus Dev	1,443	1,121	1,263	(322)	(180)	12,439	14,227	11,915	1,788	(524)
Planning & Analysis	436	479	1,094	43	657	5,066	6,260	4,264	1,194	(802)
Ofc Of Sec Strat & Spec Ops	308	466	170	159	(138)	2,718	3,660	1,707	942	(1,011)
Risk Management	3,909	3,789	3,287	(120)	(622)	38,993	44,361	35,145	5,368	(3,848)
<i>Operating Departments</i>										
Chief Oper Officer-Staff	102	337	83	234	(20)	3,497	3,965	810	467	(2,687)
Environmental Health & Safety	834	688	695	(147)	(139)	7,601	9,394	7,530	1,792	(71)
Deputy RCM	367	0	0	(367)	(367)	1,218	0	0	(1,218)	(1,218)
<i>Transportation</i>										
VP Transportation Staff	673	404	895	(269)	221	7,607	6,328	6,974	(1,279)	(633)
Payments To Host Railroad	7,004	8,244	9,972	1,240	2,968	92,401	95,183	89,705	2,781	(2,696)
<i>New England Division</i>										
Transportation-NED	4,601	4,711	4,857	110	255	56,384	59,116	59,676	2,731	3,292
Commuter Operations CONNDOT	568	572	643	4	75	6,932	7,048	7,184	116	251
Sub-Total New England Division	5,169	5,283	5,500	114	331	63,317	66,164	66,860	2,847	3,543
Transportation New York Div	11,123	11,192	9,626	69	(1,496)	126,472	131,220	112,667	4,749	(13,805)
NEC Service Operations	4,156	4,622	5,534	466	1,378	53,107	55,729	73,644	2,622	20,538
<i>Mid-Atlantic Division</i>										
Mid-Atlantic Division	9,638	11,524	10,482	1,886	844	126,280	137,258	122,460	10,978	(3,820)
Commuter Operations Virginia Rail Exp	956	1,057	771	101	(185)	11,352	12,621	9,515	1,270	(1,837)
MARC Service	942	954	908	12	(34)	11,811	11,570	11,452	(241)	(359)
Sub-Total Mid-Atlantic Division	11,535	13,534	12,160	1,999	625	149,443	161,449	143,426	12,007	(6,017)

NATIONAL RAILROAD PASSENGER CORPORATION
Operating Expense by Department
For the Period Ending - September 2007 - Unaudited
Operating Business Lines

(\$ thousands)	Month						Year to Date					
	2007 Sep		2007 Sep		2006 Sep		2007 YTD		2006 YTD		Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Budget	Prior Year
Southern Division	9,396	9,896	9,172	9,172	9,172	499	116,609	119,596	118,087	2,987	1,477	(225)
Central Division	12,872	13,295	12,338	12,338	12,338	423	158,939	158,689	149,860	(249)	(9,079)	(534)
Southwest Division	9,414	9,945	9,619	9,619	9,619	531	114,616	117,692	117,466	3,075	2,850	205
Coaster/Commuter Svc	0	0	2	2	2	0	1	0	6,300	(1)	6,299	2
Sub-Total Southwest Div	9,414	9,945	9,621	9,621	9,621	531	114,617	117,692	123,766	3,074	9,149	207
<i>Pacific Division</i>												
Pacific Division	10,476	10,916	10,520	10,520	10,520	440	129,081	132,146	126,850	3,065	(2,230)	44
General Mgr Peninsula	3,951	4,583	5,603	5,603	5,603	632	49,882	54,064	51,638	4,182	1,756	1,652
Sub-Total Pacific Division	14,427	15,499	16,123	16,123	16,123	1,071	178,962	186,210	178,489	7,248	(474)	1,696
Chief Systems Operations	5,267	5,537	6,043	6,043	6,043	270	53,088	54,097	52,197	1,009	(891)	776
Chief Transp Officer	783	654	513	513	513	(130)	8,253	8,264	7,687	11	(567)	(270)
Sub-Total Transportation	91,820	98,105	97,496	97,496	97,496	6,284	1,122,816	1,160,622	1,123,361	37,805	545	5,676
<i>Mechanical</i>												
CMO Staff	859	1,641	736	736	736	782	7,951	17,567	4,395	9,616	(3,556)	(123)
Deputy Chief Mech Off	1,177	1,144	1,093	1,093	1,093	(33)	14,259	13,731	13,265	(529)	(994)	(85)
Sr Dir Roll Stk Eng	1,188	799	1,088	1,088	1,088	(389)	10,592	9,805	8,371	(788)	(2,221)	(100)
Mast Mech Mid All Div	4,414	5,397	5,240	5,240	5,240	983	65,890	64,893	65,939	(997)	49	826
Master Mech-Central Div	2,532	5,128	4,905	4,905	4,905	2,595	60,077	58,401	57,334	(1,676)	(2,743)	2,373
West Coast Mast Mech	3,704	4,848	5,466	5,466	5,466	1,143	59,510	57,984	59,918	(1,527)	408	1,761
Sound Transit	445	442	381	381	381	(3)	5,151	5,601	5,071	450	(80)	(64)
New York/New Eng M Of E	4,912	5,635	5,970	5,970	5,970	723	70,972	67,916	71,881	(3,056)	909	1,058
Supt-South	2,684	3,038	3,253	3,253	3,253	353	38,598	36,931	43,529	(1,667)	4,931	569
Beech Grove Shop	3,523	1,163	131	131	131	(2,360)	10,350	2,505	370	(7,845)	(9,981)	(3,392)
Bear Maint Of Equip	(271)	(682)	457	457	457	(411)	(3,117)	(9,566)	(5,524)	(6,449)	(2,407)	728
Wilmington Shops	(839)	2,080	861	861	861	2,919	26,977	27,413	24,050	436	(2,927)	1,700
High Speed Rail Mechanical	5,378	4,878	5,380	5,380	5,380	(500)	58,957	58,716	47,531	(242)	(11,427)	2
Sub-Total Mechanical	29,708	35,511	34,961	34,961	34,961	5,803	426,168	411,895	396,130	(14,273)	(30,038)	5,253
<i>Engineering</i>												
Chief Engineer	10,251	13,271	12,912	12,912	12,912	3,020	144,608	157,629	155,833	13,021	11,225	2,661
Engineering Reimbursable	2,990	3,987	3,748	3,748	3,748	997	35,542	35,076	43,756	(465)	8,215	758
Sub-Total Engineering	13,241	17,258	16,660	16,660	16,660	4,017	180,150	192,705	199,589	12,555	19,439	3,419
Sub-Total Operating Departments	136,073	151,898	149,895	149,895	149,895	15,825	1,741,451	1,778,580	1,727,421	37,129	(14,030)	13,822
Amtrak Summary	355,776	257,793	205,271	205,271	205,271	(97,983)	3,109,039	3,244,458	3,005,476	135,419	(103,563)	(150,505)

**National Railroad Passenger Corporation
Capital Program Expenditures* Excluding Debt Service**

September 2006 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Budget	Variance	FY07 Remaining Spend Plan	Spend Plan + YTD Actual	FY07 Budget	Variance
Engineering							
Structures - Culvert	1,648	2,039	391	-	1,648	2,039	391
Structures - Environmental	-	-	-	-	-	-	-
Structures - Fence	637	446	(191)	-	637	446	(191)
Structures - Interlocking Structures	377	656	279	-	377	656	279
Structures - M/E Facility	3,100	7,298	4,198	-	3,100	7,298	4,198
Structures - M/W Base	3,846	4,577	731	-	3,846	4,577	731
Structures - Station	16,097	21,069	4,973	-	16,097	21,069	4,973
Structures - Major Bridge Special Projects	37,469	36,218	(1,251)	-	37,469	36,218	(1,251)
Structures - Trans Department Facility	202	1,576	1,375	-	202	1,576	1,375
Structures - Tunnel	1,117	2,006	889	-	1,117	2,006	889
Structures - Retaining Wall	585	1,647	1,062	-	585	1,647	1,062
Deputy Chief Engineer Construction - Applications	882	702	(180)	-	882	702	(180)
Deputy Chief Engineer Construction - Environmental	80	57	(23)	-	80	57	(23)
Deputy Chief Engineer - Leasehold Improvements	22,817	22,082	(735)	-	22,817	22,082	(735)
Communications & Signals- Abs Locations	4,487	5,914	1,426	-	4,487	5,914	1,426
Communications & Signals- Adv Civil Spd Enforc Sys	1,060	1,280	220	-	1,060	1,280	220
Communications & Signals - Movable Bridges C&S	598	593	(5)	-	598	593	(5)
Communications & Signals - Cable Copper	-	-	-	-	-	-	-
Communications & Signals - Cable Fiber	366	869	503	-	366	869	503
Communications & Signals - Cetc	2,309	2,884	575	-	2,309	2,884	575
Communications & Signal - Interlocking-C&S	10,828	12,675	1,847	-	10,828	12,675	1,847
Communications & Signals - Radio	899	1,211	312	-	899	1,211	312
Communications & Signals - Crossings	1,127	1,454	327	-	1,127	1,454	327
Electric Traction - Catenary	20,645	18,773	(1,872)	-	20,645	18,773	(1,872)
Electric Traction - Frequency Converters	2,552	2,279	(273)	-	2,552	2,279	(273)
Electric Traction - Catenary Pole	2,442	2,292	(150)	-	2,442	2,292	(150)
Electric Traction - Signal Power	2,028	2,574	546	-	2,028	2,574	546
Electric Traction - Substations	14,399	13,733	(666)	-	14,399	13,733	(666)
Electric Traction - Systems	-	-	-	-	-	-	-
Electric Traction - Transmission	3,542	2,759	(783)	-	3,542	2,759	(783)
Track - Applications	4,232	6,282	2,049	-	4,232	6,282	2,049
Track - Movable Bridge - Movable Span	-	-	-	-	-	-	-
NEC Tunnel Safety	1,623	2,078	455	-	1,623	2,078	455
Track - Ballast	4,437	3,713	(724)	-	4,437	3,713	(724)
Track - Drainage	1,520	1,705	184	-	1,520	1,705	184
Track - Equipment-Roadway	9,387	13,139	3,753	-	9,387	13,139	3,753
Track - Fasteners	398	459	61	-	398	459	61
Track - Interlocking Renewal	52,055	50,102	(1,953)	-	52,055	50,102	(1,953)
Track - Rail	14,062	10,930	(3,132)	-	14,062	10,930	(3,132)
Track - Roadbed	-	-	-	-	-	-	-
Track - Special Projects	-	-	-	-	-	-	-
Track - Wood/Concrete Crosstie/Timber	29,065	19,404	(9,661)	-	29,065	19,404	(9,661)
Track - Total Track Renewal/Construction	514	1,541	1,027	-	514	1,541	1,027
Track - Track Laying System	38,393	46,457	8,064	-	38,393	46,457	8,064
Track - Turnouts	11,211	8,584	(2,626)	-	11,211	8,584	(2,626)
Track - Geometry	11,527	6,488	(5,039)	-	11,527	6,488	(5,039)
Track - Crossings-Road	382	457	76	-	382	457	76
Life Safety - 1St Avenue Construction	33,541	36,020	2,479	-	33,541	36,020	2,479
Life Safety - Lic Ventilation Construction	19,802	21,114	1,312	-	19,802	21,114	1,312
Life Safety - Misc Design & Construction Project	2,704	3,983	1,280	-	2,704	3,983	1,280
Life Safety - Nrt Ventilation Construction	344	300	(44)	-	344	300	(44)
Life Safety - Standpipe Installation	2,664	2,248	(416)	-	2,664	2,248	(416)
Structures - Movable Bridge-Movable Span	1,462	4,068	2,606	-	1,462	4,068	2,606
Structures - Undergrade-Fixed Bridge	7,901	12,094	4,193	-	7,901	12,094	4,193
Structures - Special Project 1	(66)	0	67	-	(66)	0	67
Structures - Special Project 2	-	-	-	-	-	-	-
Structures - Sunnyside Yard New Mechanical Facilit	1,174	2,042	867	-	1,174	2,042	867
Structures - Bridge Ties	5,882	6,767	885	-	5,882	6,767	885
Wilmington Warehouse	-	-	-	-	-	-	-
Audit Adjstment	-	-	-	-	-	-	-
Other	0	-	(0)	-	0	-	(0)
Engineering Total	410,350	429,637	19,286	-	410,350	429,637	19,286
Mechanical							
Amfleet Programs	60,706	68,842	8,137	-	60,706	68,842	8,137
Locomotives	37,680	34,755	(2,924)	-	37,680	34,755	(2,924)
Superliners	32,698	36,418	3,720	-	32,698	36,418	3,720
Wrecks	351	472	122	-	351	472	122
Facility Improvements	7,742	8,450	708	-	7,742	8,450	708
Other Mechanical Programs	2,814	3,987	1,173	-	2,814	3,987	1,173
Horizon/Surfliner Programs	12,299	13,612	1,313	-	12,299	13,612	1,313
Non Passenger Equipment	1,893	2,027	134	-	1,893	2,027	134
Viewliner Programs	4,184	3,671	(514)	-	4,184	3,671	(514)
Talgo Programs	620	1,800	1,180	-	620	1,800	1,180
Acela Programs	5,037	3,506	(1,531)	-	5,037	3,506	(1,531)
Other	234	1,000	766	-	234	1,000	766
Mechanical Total	166,258	178,541	12,284	-	166,258	178,541	12,284
Environmental							
Environmental Pollution Prevention	2,472	3,800	1,328	-	2,472	3,800	1,328
Environmental Remediation Program	400	5,232	4,832	-	400	5,232	4,832
Environmental Remediation Program	400	5,232	4,832	-	400	5,232	4,832
Future Remediation	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
Environmental Total	2,872	9,643	6,771	-	2,872	9,643	6,771

National Railroad Passenger Corporation
Capital Program Expenditures* Excluding Debt Service
September 2006 YTD
(\$ thousands)

Department & Program	YTD Actual	YTD Budget	Variance	FY07 Remaining Spend Plan	Spend Plan + YTD Actual	FY07 Budget	Variance
Safety & Security							
Safety & Security Program	6,724	19,238	12,514	-	6,724	19,238	12,514
Safety & Security Total	6,724	19,238	12,514	-	6,724	19,238	12,514
Customer Service							
Safety & Security Program	-	-	-	-	-	-	-
Safety & Security Total	-	-	-	-	-	-	-
Transportation / Operations							
Station / Facility / Support Vehicles	5,546	7,744	2,198	-	5,546	7,744	2,198
Technology/ System Upgrade	-	-	-	-	-	-	-
Transportation Total	5,546	7,744	2,198	-	5,546	7,744	2,198
Operations Planning							
Technology/ System Upgrade	429	1,193	764	-	429	1,193	764
Operations Planning Total	429	1,193	764	-	429	1,193	764
Finance & Treasury							
Credit Card Fraud Enhancements II	-	-	-	-	-	-	-
Technology/ System Upgrade	1,253	6,929	5,675	-	1,253	6,929	5,675
Finance & Treasury Total	1,253	6,929	5,675	-	1,253	6,929	5,675
Amtrak Technologies Total							
Technology/ System Upgrade	31,749	37,916	6,167	-	31,749	37,916	6,167
Amtrak Technologies Total	31,749	37,916	6,167	-	31,749	37,916	6,167
Procurement							
Procurement Equipment Purchase/Replacement	3,485	3,899	415	-	3,485	3,899	415
Procurement Facility Improvement Program	503	556	53	-	503	556	53
Procurement Technology Program	1,958	2,319	362	-	1,958	2,319	362
Procurement Total	5,946	6,775	829	-	5,946	6,775	829
Real Estate Total							
Station / Facility Improvement	-	501	501	-	-	851	318
Retail Improvements	533	350	(183)	-	533	350	(183)
Station / Facility Development	5,440	10,333	4,893	-	5,440	10,333	4,893
Real Estate Total	5,973	11,184	5,212	-	5,973	11,184	5,212
Strategic Planning							
Existing Partnership Agreements	1,957	12,399	10,442	-	1,957	12,399	10,442
Strategic Planning Total	1,957	12,399	10,442	-	1,957	12,399	10,442
Marketing & Sales							
Technology / System Upgrade	513	450	(63)	-	513	450	(63)
Infrastructure	6,893	7,610	718	-	6,893	7,610	718
Other	7,117	14,326	7,210	-	7,117	14,326	7,210
Marketing & Sales Total	14,523	22,387	7,864	-	14,523	22,387	7,864
Departmental Total	653,580	743,586	90,006	-	653,580	743,586	90,006
MANUAL ADJUSTMENTS							
Engineering CUS Adjustment*	(775)	(1,347)	(572)	-	(775)	(1,347)	(572)
Totals with All Adjustments	652,806	742,239	89,434	-	652,806	742,239	89,434
Capital Projects (PRJ)	9,525	5,428	(4,098)	-	9,525	5,428	(4,098)
Totals Excluding PRJ	643,280	736,812	93,531	-	643,280	736,812	93,531

BOLD Numbers are subtotals

* Expenditures include the reimbursable portion of Chicago Union Station projects that are primarily funded by METRA.

**CHIEF MECHANICAL OFFICER
PRODUCTION REPORT**

PROJECT #	PROJECT NAME	FY07 Reset Plan	Plan September	Actuals September	Actuals YTD through 09/30	Plan YTD through 09/30	% YTD Actuals to Plan	Units Completed - September
20057408	Amfleet I Coach Overhaul Level 3	45	3	2	43	45	95.6%	44914/81541, 44658/82684
20047439	Amfleet I Coach Overhaul	35	3	4	34	35	97.1%	82001/82681, 81001/81540, 81503, 82010/82686
20077405	Amfleet I Caf�/Club Overhaul	15	0	0	15	15	100.0%	
20057409	Cab Car Conversion	5	1	1	5	5	100.0%	9644
20077407	Amfleet I Diner Overhaul/Upgrade	0	0	0	0	0	0.0%	
20057423	Amfleet II Coach Overhaul Level 3	26	2	3	16	26	61.5%	25011, 25006, 25045
20057424	Amfleet II Lounge Conversion	6	1	1	7	6	116.7%	28022
Sub Total	Capital Amfleet Sub Total	132	10	11	120	132	90.9%	
20047442	Maintenance of Way Work Equipment	6	0	0	8	6	133.3%	
Subtotal - Capital		138	10	11	128	138	92.8%	
Core	Wreck Repair - Amfleet	0	0	0	1	0	0.0%	
Subtotal - CORE		0	0	0	1	0	0.0%	
CORE + CAPITAL	TOTAL BEAR	138	10	11	129	138	93.5%	
20037436	Superliner II Coach Overhaul	17	0	0	19	17	111.8%	
20037438	Superliner II Trans Sleeper Dorm Overhaul	12	0	0	12	12	100.0%	
20037434	Superliner II Sleeper Overhaul	4	0	0	4	4	100.0%	
20057422	Superliner 1 Coach Overhaul	40	0	6	40	40	100.0%	34074, 31031, 34001, 31032, 31035, 34049
20057418	Superliner 1 Lounge Overhaul	5	0	0	5	5	100.0%	
20067417	Superliner I Diner Overhaul	0	0	0	0	0	0.0%	
20077411	Superliner I Lounge/Diner Conversion	1	1	0	0	1	0.0%	
20077402	Superliner I Diner Lounge Conversion	8	1	3	5	8	62.5%	38035/37002, 38038/37003, 38001/37004, 32020, 32047
20079871	Superliner I Sleeper Overhaul	10	0	2	10	10	100.0%	
20037414	Heritage Parlor Car Overhaul	1	1	0	0	1	0.0%	
20047447	Horizon Coach Overhaul	24	2	1	24	24	100.0%	54582
20079897	Superliner Coach OH - California	N/A	0	0	2	0	n/a	53505
20079890	Restore Five Horizon Food Cars	n/a	0	1	5	0	n/a	
20067411	Viewliner Sleeper - Overhaul	12	1	1	12	12	100.0%	62003
20057400	Surfliner - Overhaul	10	0	1	4	10	40.0%	6900
20037428	Baggage Car Overhaul	9	0	0	9	9	100.0%	
20067400	F40 Cab/Baggage Locomotive Overhaul	2	0	2	2	2	100.0%	413, 278
20047432	Overhaul Of I/C P-42 Locomotives	30	1	3	30	30	100.0%	41, 193, 116
20047434	Overhaul Of F-59PHI Locomotives	2	0	0	2	2	100.0%	
20037433	Diesel Switcher (P-32) Overhaul	3	0	0	3	3	100.0%	
Subtotal - Capital		190	7	20	188	190	98.9%	
	NJT P-40's	4	2	2	4	4	100.0%	
Core	Wreck Repair And Recovery - Cars	10	0	0	10	10	100.0%	
Core	Wreck Repair And Recovery - Locomotives	5	0	0	6	5	120.0%	
Subtotal - CORE		15	0	0	16	15	106.7%	
CORE + CAPITAL	TOTAL BEECH GROVE	205	7	20	204	205	99.5%	
Core	Unplanned Cars ****	N/A	0	7	84	0	N/A	
Core	Unplanned Locomotives ***	N/A	0	0	21	0	N/A	
UNPLANNED WORK	TOTAL BEECH GROVE		0	7	105	0	0	
20047421	Wilmington Locomotive Wreck Repair	1	1	0	0	1	0.0%	
20077403	AEM-7 Systems Upgrade	0	0	0	0	0	0.0%	
20057407	Wilmington HHP-8 Overhauls	3	1	0	4	3	133.3%	
20047419	Wilmington AEM-7 Heavy Overhaul	n/a	0	0	6	0	n/a	
20067402	AEM-7 AC Locomotive Overhauls	9	1	1	8	9	88.9%	940
Subtotal - Capital		13	3	1	18	13	138.5%	
Core	AEM-7 3 yr. Air Brake	6	1	0	0	6	0.0%	
Core	AEM-7 Annuals	34	3	1	35	34	102.9%	944
Core	Diesel Locomotive Quarterlies	67	8	4	58	67	86.6%	
Core	Diesel Locomotive Annuals	20	1	2	21	20	105.0%	
Subtotal - CORE		127	13	7	114	127	89.8%	
CORE + CAPITAL	TOTAL WILMINGTON	140	16	8	132	140	94.3%	

**CHIEF MECHANICAL OFFICER
PRODUCTION REPORT**

PROJECT #	PROJECT NAME	FY07 Reset Plan	Plan September	Actuals September	Actuals YTD through 09/30	Plan YTD through 09/30	% YTD Actuals to Plan	Units Completed - September
20067405	Acela Interior Upgrades	2	0	0	2	2	100.0%	
CAPITAL	TOTAL Hi-Speed Rail	2	0	0	2	2	100.0%	
CAPITAL	TOTAL CMO	343	20	32	336	343	98.0%	
20033116	Work Management System	\$ 2,200,000	\$ 141,469	\$ 211,149	\$ 1,908,508	\$ 2,200,000	77.2%	
20047401	Car Mandatory Programs	\$ 142,534	\$ 28,191	\$ 2,920	\$ 48,265	\$ 142,534	31.8%	
20047402	LOCOMOTIVE MANDATORY PROGRAMS	\$ 949,101	\$ 174,319	\$ 440,870	\$ 976,069	\$ 949,101	56.4%	
20077406	Locomotive-Video Cameras	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%	
20047446	Engineering Lab Car/Cadd Conversion	\$ 49,581	\$ -	\$ 0	\$ 37,553	\$ 49,581	75.7%	
20067413	Engineering Test Gear	\$ 37,503	\$ 30,000	\$ -	\$ -	\$ 37,503	0.0%	
20067401	Talgo Equipment Modifications	\$ 1,800,000	\$ 532,000	\$ 147,704	\$ 620,124	\$ 1,800,000	26.2%	
20067405	Acela Interior Upgrades	\$ 3,505,652	\$ -	\$ 55,445	\$ 3,355,976	\$ 3,505,652	94.1%	
20077400	Mech. Dept. Point of Use Kiosk	\$ 200,000	\$ 20,000	\$ 96,106	\$ 229,229	\$ 200,000	66.6%	
20047405	AEM 7 Reinsulated Transformers	\$ 887,500	\$ -	\$ -	\$ 290,841	\$ 887,500	32.8%	
ENGINEERING		\$ 9,771,871	\$ 925,979	\$ 954,194	\$ 7,466,564	\$ 9,771,870	66.6%	
20057411	S & I Facilities - Boston	\$ 100,000	\$ 297,046	\$ 2,926	\$ 29,076	\$ 499,999	26.2%	
20057410	S & I Facilities - Albany	\$ 200,000	\$ -	\$ -	\$ 51,841	\$ 100,000	25.9%	
20047413	S&I/Running Repair - NY	\$ 900,000	\$ 25,744	\$ (60)	\$ 23,098	\$ 100,000	2.6%	
20047414	SI Running Repair-South	\$ 5,200,000	\$ 100,000	\$ 159,000	\$ 159,000	\$ 200,000	0.0%	
20047415	SI Running Repair-WAS	\$ 350,000	\$ 50,000	\$ 272,093	\$ 1,788,907	\$ 900,000	433.4%	
20047416	SI Running Repair-Central	\$ 300,000	\$ 744,832	\$ 330,226	\$ 3,788,648	\$ 5,200,000	1152.8%	
20047417	SI Running Repair-West	\$ 350,000	\$ 50,000	\$ 135,042	\$ 631,649	\$ 350,000	141.9%	
20077401	High Speed Facility	\$ 250,000	\$ 88,786	\$ 1,012	\$ 74,131	\$ 200,000	29.2%	
					\$ -	\$ -	0.0%	
20047422	Wilmington Facility Improvements	\$ 100,000	\$ 50,000	\$ 30,648	\$ 552,761	\$ 300,000	522.1%	
20047444	Bear Facility Improvements	\$ 500,000	\$ 50,000	\$ 166	\$ 245,996	\$ 250,000	49.2%	
20047436	Beech Grove Shops Facility Improvement	\$ 200,000	\$ 50,000	\$ 9,994	\$ 342,429	\$ 349,999	166.2%	
TOTAL FACILITIES		\$ 8,449,999	\$ 1,506,408	\$ 941,047	\$ 7,687,536	\$ 8,449,999	79.8%	

Engineering Department	
FY07 Major Production Summary thru Sep 2007	
	FY07
Operation	Actual
<u>System Total</u>	
Surfacing (Pass miles)	1,015
Wood Ties (each)	93,779
TLM -Ties (each)	83,683
TLM -Miles	31.7
Undercutters (miles)	0.5
SES (each)	35
Turnouts -(each)	37
Rail - (RCO+TLM+HBG+Sys+CENTRAL Rail Gangs) (track m	31.0
Rail- Unload (miles)	28.3
Shoulder Cleaners (Track miles)	136.6
Holland Welders (each)	871
Field Welding -Division (each)	2,256
Production Welding	326
Rail Grinding (pass miles)	455
Switch Grinding (pass miles)	251
Switch Grinding (each)	700
Bridge Decks Retimbered (each)	6
Bridge Ties (each)	4,241
Electric Catenary Hardware Renewed (miles)	61.0
ET Transformers (each)	13
ET Breakers (each)	15
Signal Cable Replaced (miles)	9.8

Cash Flow: Actual/Forecast
Available Operating Cash (GAAP)
Fiscal Year 2007
(\$ millions)

	Oct	Nov	Dec	Actual Jan	Feb	Mar	Apr	May	June	July	Aug	Preliminary Sept	Full Year
Cash Flows From Operating Activities													
Total Revenue	\$173.3	\$181.5	\$173.8	\$152.1	\$157.9	\$179.8	\$181.8	\$186.2	\$191.8	\$191.3	\$190.8	\$191.1	\$2,151.4
Total Expense*	(196.6)	(208.1)	(203.6)	(219.1)	(189.3)	(208.6)	(214.7)	(215.5)	(190.3)	(214.4)	(212.4)	(308.1)	(2,580.7)
Budget result	(23.3)	(26.6)	(29.7)	(67.0)	(31.4)	(28.8)	(32.9)	(29.3)	1.5	(23.1)	(21.6)	(117.0)	(429.3)
Changes in Assets and Liabilities													
Accounts Receivable	(10.9)	(9.0)	7.4	(0.8)	(12.1)	(1.3)	3.2	(0.1)	(11.1)	(1.5)	11.3	(33.9)	(58.7)
Materials and Supplies	(0.5)	(10.6)	(7.5)	(14.9)	(6.1)	(2.8)	(5.7)	0.2	9.5	7.1	5.5	3.7	(22.1)
Other Current Assets	4.3	3.7	(8.0)	(14.8)	3.9	(5.0)	3.8	0.8	3.3	0.9	2.2	(0.0)	(4.9)
Other Assets, Deposits, & Deferred Charges	(35.3)	(7.7)	6.8	5.5	(6.3)	6.0	(12.4)	(13.3)	0.1	(9.1)	16.1	14.6	(35.0)
Accounts Payable	(19.5)	(0.9)	5.3	20.1	15.8	(53.3)	19.2	18.0	(30.0)	(6.4)	(3.1)	8.6	(26.3)
Accrued Interest Payable	(0.5)	11.5	(14.3)	(23.9)	10.8	2.3	3.7	11.4	(2.1)	(6.4)	(4.4)	7.9	(3.7)
Other Accrued Expenses	(3.4)	9.0	36.0	(18.2)	(17.0)	40.0	(4.6)	(3.6)	2.6	0.9	6.7	91.8	140.2
Deferred Ticket Revenue	6.7	(3.6)	(18.6)	9.4	10.9	9.2	1.6	5.5	(2.7)	(5.0)	(8.0)	4.6	10.0
Deferred Gain on Sale/Leasebacks	(1.2)	(2.2)	(1.7)	(1.7)	(1.7)	(1.7)	(1.6)	(1.7)	(1.6)	0.0	(1.4)	(1.7)	(18.1)
Casualty and Other Reserves	4.4	2.7	14.6	10.3	8.7	6.2	7.9	8.7	(3.0)	8.3	(4.1)	3.1	57.9
Net change in assets and liabilities	(55.9)	(7.1)	(28.9)	(28.9)	(75.1)	(0.5)	15.2	25.9	(35.1)	(10.9)	20.9	98.7	49.2
Cash Flows From Investing Activities													
Capital Expenditure	(44.0)	(42.0)	(45.8)	(51.0)	(42.6)	(53.3)	(53.1)	(56.7)	(58.9)	(53.8)	(69.0)	(82.5)	(652.8)
3rd Party Contributions and Other	7.4	0.3	4.7	5.3	2.6	3.3	4.1	6.5	8.6	7.1	1.9	46.9	98.8
Net capital expenditures	(36.6)	(41.7)	(41.1)	(45.7)	(40.0)	(50.1)	(49.0)	(50.2)	(50.3)	(46.8)	(67.1)	(35.6)	(554.1)
Cash Flows From Debt Service													
Principal Payments	(9.7)	(4.0)	(13.8)	(28.2)	(2.2)	(39.6)	(10.5)	(0.1)	(10.5)	(22.4)	(1.6)	(43.5)	(186.1)
Interest Net	(8.9)	(8.8)	(8.7)	(7.9)	(8.6)	(8.7)	(6.8)	(7.7)	(7.5)	(7.3)	(6.7)	(6.2)	(95.8)
Net debt service	(18.6)	(12.9)	(22.4)	(36.0)	(10.9)	(48.4)	(17.3)	(7.9)	(18.0)	(29.7)	(8.3)	(51.7)	(282.0)
Cash Flow from Operations	(134.5)	(88.2)	(73.3)	(177.6)	(75.5)	(127.7)	(84.1)	(61.5)	(101.8)	(110.4)	(76.0)	(105.5)	(1,216.1)
Cash Flows From Financing Activities													
FY07 Continuing Resolution & Appropriations	62.2	82.7	276.4	0.0	0.0	287.6	284.2	0.0	0.0	204.8	0.0	59.4	1,257.3
Financing Transactions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20.6)	(20.6)
Corporate Adjustments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net cash provided by financing activities	62.2	82.7	276.4	0.0	0.0	287.6	284.2	0.0	0.0	204.8	0.0	38.8	1,236.7
Net Change in Cash and Cash Equivalent	(72.3)	(5.5)	(203.1)	(177.6)	(75.5)	(159.9)	(200.1)	(61.5)	(101.8)	(94.4)	(76.0)	(66.7)	20.6
Cash on hand - beginning of month	255.5	183.2	177.7	380.8	203.2	127.7	287.6	487.7	426.2	324.4	418.8	342.8	276.1
Cash on hand - end of month	183.2	177.7	380.8	203.2	127.7	287.6	487.7	426.2	324.4	418.8	342.8	276.1	276.1
Outstanding Checks: Float	(19.6)	(25.1)	(25.1)	(18.1)	(20.9)	(22.0)	(25.1)	(14.9)	(10.7)	(14.1)	(16.0)	(46.8)	
Available Operating Cash	\$163.6	\$152.6	\$355.7	\$185.1	\$106.8	\$265.6	\$462.6	\$411.3	\$313.7	\$404.7	\$326.8	\$229.3	\$229.3

* Consistent with Amtrak's Management Operating Results format, expenses exclude Depreciation & OPEBs (non cash) and PRUs (capital).

** Increases & decreases in these accounts result mainly from implementation of the new HR Payroll System and offset each other.

**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		fav / (unfav)		
	2007	2006			
Revenues:					
Passenger related	\$ 1,729,707	\$ 1,565,540	164,167	10.5%	/a
Commuter	117,424	115,394	2,030	1.8%	/b
Other	304,258	328,598	(24,340)	-7.4%	/c
State capital payments	2,012	33,045	(31,033)	-93.9%	/d
Total revenues	<u>2,153,401</u>	<u>2,042,577</u>	<u>110,824</u>	5.4%	
Expenses:					
Salaries, wages, and benefits	1,631,126	1,557,929	(73,197)	-4.7%	/e
Train operations	209,277	203,201	(6,076)	-3.0%	/f
Fuel, power, and utilities	284,305	275,677	(8,628)	-3.1%	/g
Materials	161,430	144,240	(17,190)	-11.9%	/h
Facility, communication, and office related	139,083	136,299	(2,784)	-2.0%	/i
Advertising and sales	83,159	75,389	(7,770)	-10.3%	/j
Casualty and other claims	41,113	59,215	18,102	30.6%	/k
Depreciation - net of amortization	437,560	446,252	8,692	1.9%	/l
Other	227,996	218,457	(9,539)	-4.4%	/m
Indirect cost capitalized to property and equipment	(106,010)	(111,183)	(5,173)	-4.7%	/n
Total expenses	<u>3,109,039</u>	<u>3,005,476</u>	<u>(103,563)</u>	-3.4%	
Net loss from continuing operations before					
other (income) and expense	<u>955,638</u>	<u>962,899</u>	<u>7,261</u>	0.8%	
Other (Income) and Expense:					
Interest income	(95,678)	(94,967)	711	0.7%	
Interest expense	<u>191,524</u>	<u>200,058</u>	<u>8,534</u>	4.3%	
Other expense - net	<u>95,846</u>	<u>105,091</u>	<u>9,245</u>	8.8%	/o
Net loss	<u>\$ 1,051,484</u>	<u>\$ 1,067,990</u>	<u>16,506</u>	1.5%	

Unaudited Consolidated Financial Statements are Subject to Change

September 2007 YTD Consolidated Statement of Operations - Variance Explanations

Revenues:

- /a Passenger related revenues were favorable to prior year by \$164.2M due primarily to increased net ticket revenue of \$144.7M. Northeast Corridor trains were substantially favorable, primarily the Acela, due to improved on-time performance and lower sales last year associated with the reintroduction of full Acela service at the end of FY05. State/Corridor and Long Distance trains were also favorable. Food and beverage revenues were up due to increased passenger volumes and state supported train revenues were favorable due to increased service in Illinois. On a per seat mile basis, system wide ticket yield increased by 0.9¢, to 12.9¢; on a per passenger mile basis, it increased by 1.3¢, to 26.4¢.
- /b Commuter revenue was favorable by \$2.0M, due to increased revenues from MARC and the new Tri-Rail Commuter contract.
- /c Other revenue was unfavorable by \$24.3M primarily due to lower reimbursable revenues for maintenance of way related to Rhode Island DOT.
- /d State capital payments were \$31.0M lower reflecting an adjustment to asset life, extending the amortization of state contributions.

Expenses:

- /e Salaries, wages and benefits were unfavorable by \$73.2M due to an accrual for an estimated Labor Settlement, partially offset by lower headcount.
- /f Train operations were unfavorable by \$6.1M due to increased commissary costs related to increased ridership, connecting motorcoach costs for increased service in California, schedule adherence costs due to improved OTP and railroad track fees and roadway maintenance for increased corridor services in the Midwest and California.
- /g Fuel, power, and utilities were unfavorable by \$8.6M primarily due to increased unit costs for purchased power.
- /h Materials were unfavorable by \$17.2M due to increased locomotive maintenance costs, preventative maintenance repairs and an increase in reserves for obsolescence.
- /i Facility, communication and office related were unfavorable by \$2.8M due to maintenance and repair of equipment, office equipment, janitorial services expenses and increased communication fees.
- /j Advertising and sales were unfavorable by \$7.8M due to increased credit card commissions related to increased ticket revenues and increased advertising, primarily for Acela Express services.

September 2007 YTD Consolidated Statement of Operations - Variance Explanations
(Continued)

- /k Casualty and other claims were favorable by \$18.1M due to decreased accrued liability for 3rd party claims.
- /l Depreciation, net of amortization was favorable by \$8.7M, primarily due to increased service lives of certain asset categories.
- /m Other expenses were unfavorable by \$9.5M due to increased professional fees, outsourced services, consultants and software maintenance and license agreements.
- /n Indirect cost capitalized to property and equipment was unfavorable by \$5.2M primarily due to an increase in the overhead transfer rate.
- /o Net interest expense decreased \$9.2M as the result of favorable interest income due to higher interest rates on higher cash balances and reduced interest expense due to lower debt balances.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Consolidated Statements of Cash Flows

(In Thousands of Dollars)

	Twelve Months Ended	
	September 30	
	2007	2006
Cash Flows From Operating Activities:		
Net loss	\$ (1,051,484)	\$ (1,067,990)
Adjustments to reconcile net loss to net cash used in operating activities:		
Depreciation net of amortization	437,560	446,252
Gain on disposal of property.....	-	(3,916)
Other	15,770	13,858
Changes in assets and liabilities:		
Accounts receivable	(52,028)	7,126
Materials and supplies	(36,776)	(19,040)
Other current assets	(16,917)	25,298
Other assets, deposits, and deferred charges	(19,254)	(28,209)
Accounts payable, deferred ticket revenue, and other current liabilities.....	104,298	(4,923)
Deferred state capital payments	(2,011)	(33,045)
Other liabilities and deferred credits	89,276	104,909
Net cash used in operating activities	<u>(531,566)</u>	<u>(559,680)</u>
Cash Flows From Investing Activities:		
Purchases and refurbishments of property and equipment	(653,942)	(603,246)
Proceeds from disposals of property and equipment	6,101	8,935
Purchase of short-term investments.....	(1,547,951)	(1,314,572)
Proceeds from dispositions of short-term investments.....	1,714,013	1,203,736
Net cash used in investing activities	<u>(481,779)</u>	<u>(705,147)</u>
Cash Flows From Financing Activities:		
Proceeds from federal paid-in capital	1,257,300	1,257,300
Proceeds from federal and state capital payments	134,320	128,888
Repayments of debt and capital lease obligations	(182,990)	(155,553)
Net cash provided by financing activities	<u>1,208,630</u>	<u>1,230,635</u>
Net increase (decrease) in cash and cash equivalents	195,285	(34,192)
Cash and cash equivalents-beginning of period	41,069	75,261
Cash and cash equivalents-end of period	<u>\$ 236,354</u>	<u>\$ 41,069</u>
Supplemental Disclosure of Cash Payments:		
Interest paid (net of amounts capitalized and non-cash defeased capital lease interest)	\$ 138,942	\$ 146,039
Supplemental Disclosure of Noncash Investing and Financing Activities:		
Property acquired with escrowed deposit	\$ -	\$ 791
Other non-cash increases (decreases) in property, includes accruals of amounts due for purchases	\$ 6,616	\$ 5,693
Debt and capital lease reduction through use of escrow deposits	\$ 5,332	\$ 19,483
Capital lease reduction offset to assets.....	\$ -	\$ (3,271)

Unaudited Consolidated Financial Statements are Subject to Change

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Balance Sheets

(In Thousands of Dollars, Except Share Data)

	September 30		\$ Change	% Change	
	2007	2006			
ASSETS					
Current Assets:					
Cash and cash equivalents	\$ 236,354	\$ 41,069	195,285	475.5%	/a
Short-term investments.....	7,938	174,000	(166,062)	(95.4%)	/a
Accounts receivable, net of allowances of \$7,397 and \$9,479 at September 30, 2007 and 2006, respectively	139,275	88,248	51,027	57.8%	/b
Materials and supplies - net.....	174,945	152,939	22,006	14.4%	/c
Other current assets	59,797	37,997	21,800	57.4%	/d
Total current assets	618,309	494,253	124,056	25.1%	
Property and Equipment:					
Locomotives	1,405,200	1,517,231	(112,031)	(7.4%)	
Passenger cars and other rolling stock	2,650,963	2,796,359	(145,396)	(5.2%)	
Right-of-way and other properties	8,360,214	8,080,656	279,558	3.5%	
Leasehold improvements	310,503	301,277	9,226	3.1%	
Property and equipment, gross	12,726,880	12,695,523	31,357	0.2%	
Less - Accumulated depreciation and amortization	(4,408,043)	(4,495,937)	87,894	(2.0%)	
Total property and equipment, net	8,318,837	8,199,586	119,251	1.5%	/e
Other Assets, Deposits, and Deferred Charges:					
Escrowed proceeds on sale-leasebacks	871,074	862,940	8,134	0.9%	/f
Deferred charges, deposits, and other	364,475	359,508	4,967	1.4%	/g
Total other assets, deposits, and deferred charges	1,235,549	1,222,448	13,101	1.1%	
Total assets	\$ 10,172,695	\$ 9,916,287	256,408	2.6%	
LIABILITIES and CAPITALIZATION					
Current Liabilities:					
Accounts payable	\$ 185,845	\$ 199,430	(13,585)	(6.8%)	/h
Accrued expenses and other current liabilities	596,192	481,678	114,514	23.8%	/i
Deferred ticket revenue	83,386	73,402	9,984	13.6%	/j
Current maturities of long-term debt and capital lease obligations	152,054	143,577	8,477	5.9%	/k
Total current liabilities	1,017,477	898,087	119,390	13.3%	
Long-Term Debt and Capital Lease Obligations:					
Capital lease obligations	2,853,696	2,994,144	(140,448)	(4.7%)	/l
Mortgages	227,510	240,805	(13,295)	(5.5%)	/m
Equipment and other debt	71,520	114,576	(43,056)	(37.6%)	/n
Total long-term debt and capital lease obligations	3,152,726	3,349,525	(196,799)	(5.9%)	
Other Liabilities and Deferred Credits:					
Deferred federal and state capital payments	701,356	591,782	109,574	18.5%	/o
Casualty reserves	253,650	223,319	30,331	13.6%	/p
Deferred gain on sale-leasebacks	305,463	400,116	(94,653)	(23.7%)	/q
Postretirement employee benefits obligation	383,484	325,989	57,495	17.6%	/r
Environmental reserve	63,500	67,014	(3,514)	(5.2%)	/s
Other	22,822	17,858	4,964	27.8%	/t
Total other liabilities and deferred credits	1,730,275	1,626,078	104,197	6.4%	
Total liabilities	5,900,478	5,873,690	26,788	0.5%	
Commitments and Contingencies					
Capitalization:					
Preferred stock - \$100 par, 109,396,994 shares authorized, issued and outstanding at September 30, 2007 and 2006	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, 2007 and 2006	93,857	93,857	-	0.0%	
Debt and other paid-in capital	16,109,921	14,829,886	1,280,035	8.6%	/u
Accumulated deficit.....	(22,870,601)	(21,819,117)	(1,051,484)	4.8%	/v
Accumulated comprehensive income (loss).....	(659)	(1,728)	1,069	(61.9%)	/v
Total capitalization	4,272,217	4,042,597	229,620	5.7%	
Total liabilities and capitalization	\$ 10,172,695	\$ 9,916,287	256,408	2.6%	

Unaudited Consolidated Financial Statements are Subject to Change

September 2007 Balance Sheet Variance Explanations:

- /a Cash, cash equivalents and short-term investments increased \$29.2M – reflects improved operations and the timing of FY06 and FY07 appropriations net of cash used for operations, capital investments and debt service during the period.
- /b Accounts Receivable, net increased \$51.0M – due to increases in reimbursable capital programs, commuter receivables and a reduction in the reserve for bad debt.
- /c Materials and supplies, net increased \$22.0M – increase in inventory to support budgeted capital programs.
- /d Other current assets increased \$21.8M – primarily due to the timing of prepaid RRTA taxes and accrued interest income.
- /e Property and equipment, net of accumulated depreciation and amortization increased \$119.3M – reflects improvements to property and right of way partially offset by the accumulated depreciation on assets and the disposition of out of service equipment.
- /f Escrowed proceeds on sale-leasebacks increased \$8.1M – reflects net interest income for defeased leases related to the sale-leaseback of Amfleet/Superliner passenger cars less lease payments.
- /g Deferred charges, deposits and other increased \$5.0M – due to 30th Street PEDFA parking bond proceeds and 30th Street Station rents partially offset by reduced environmental deferred charges.
- /h Accounts payable decreased \$13.6M – reflects a decrease in general accounts payable and a reduction in the Bombardier Consortium payable.
- /i Accrued expenses and other current liabilities increased \$114.5M – primarily due to an accrual for estimated wage settlements and increased liability for advanced payments from 3rd parties for capital work on the NEC.
- /j Deferred ticket revenue increased \$10.0M - reflects an increase in advance ticket sales.
- /k Current maturities of long-term debt and lease obligations increased \$8.5M – reflects increase of current capital lease obligations and current portion of Penn Station loan.
- /l Capital lease obligations decreased \$140.4M – reflects principal payments on leased locomotives and rolling stock.
- /m Mortgages decreased \$13.3M – reflects principal payments on the Penn Station mortgage.
- /n Equipment and other debt decreased \$43.1M – primarily reflects payment of the DOT loan and reductions for miscellaneous equipment and other debt.
- /o Deferred state capital payments increased \$109.6M – due to increased contributions from Pennsylvania (Penn DOT), New York (LIRR), and New Jersey (NJT), less amortization and an adjustment to lengthen the useful life of capitalized assets associated with state contributions.

September 2007 Balance Sheet Variance Explanations: (continued)

- /p Casualty reserves increased \$30.3M – reflects the most recent actuarial analysis and calculation of future reserve levels for employee, passenger and other claims.
- /q Deferred gain on sale-leasebacks decreased \$94.7M – reflects amortization of deferred gain on sale and leaseback transactions for Amfleet and Superliner passenger cars.
- /r Postretirement employee benefits obligation increased \$57.5M – reflects the most recent actuarial analysis reflecting the aging of the workforce and projected increases in future healthcare rates.
- /s Environmental reserve decreased \$3.5M – reflects a decrease in the estimated liability for environmental clean-up projects.
- /t Other liabilities increased \$5.0M – primarily due to the receipt of funds associated with a joint train control program partially offset by reduced equipment repair credits.
- /u Debt and other paid-in capital increased \$1,280.0M – reflects appropriations received over the last 12 months.
- /v Accumulated deficit and comprehensive income (loss) increased \$1,050.4M – reflects net losses incurred over the last 12 months and other unrealized comprehensive losses relating to the current market value of short-term investments.

B

LEGISLATIVE REPORT

Status of FY2008 Transportation Appropriations Bill

Updated October 24, 2007

<p style="text-align: center;">House Approvals</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">SubComm Markup 6/11/07 ----- Committee Markup 7/11/07</td> <td style="padding: 5px; text-align: center;">House Vote 7/24/07</td> </tr> </table>	SubComm Markup 6/11/07 ----- Committee Markup 7/11/07	House Vote 7/24/07	<p style="text-align: center;">Senate Approvals</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">SubComm Markup 7/10/07 ----- Committee Markup 7/12/07</td> <td style="padding: 5px; text-align: center;">Senate Vote 9/12/07</td> </tr> </table>	SubComm Markup 7/10/07 ----- Committee Markup 7/12/07	Senate Vote 9/12/07	<p style="text-align: center;">Conference Approvals</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px; text-align: center;">House Vote</td> <td style="padding: 5px; text-align: center;">Senate Vote</td> </tr> </table>	House Vote	Senate Vote	<p style="text-align: center;">Public Law</p>
SubComm Markup 6/11/07 ----- Committee Markup 7/11/07	House Vote 7/24/07								
SubComm Markup 7/10/07 ----- Committee Markup 7/12/07	Senate Vote 9/12/07								
House Vote	Senate Vote								

Background:

- Administration introduced FY08 budget with \$800 in funding for Amtrak on February 5, 2007, with \$500 million for capital investment and \$300 million in “efficiency grants.” Another \$100 million would go to a new state capital matching grant program.
- Amtrak Board submits FY08 Grant and Legislative Request on February 15, 2007, requesting \$1.530 billion for the national system. It includes \$760 million for capital, \$485 million for operating, and \$285 million for debt service. Separately, Amtrak requests \$100 million for a new state capital matching program and \$50 million for initial work on ADA station compliance.
- President Alex Kummant testifies at Senate Transportation Appropriations Subcommittee hearing on FY08 Amtrak funding, February 28, 2007. Other witnesses include FRA Administrator Joseph Boardman and DOT Assistant IG David Tornquist.
- The Senate passed an FY08 budget resolution (S.Con.Res.21) on March 23, 2007, which allows for \$1.78 billion for Amtrak. The House resolution (H.Con.Res.99) was passed on March 29 with no specific amount for Amtrak indicated within the Transportation total. A conference report adopted by both houses on May 17 retained the Amtrak level specified in the Senate version.
- President Alex Kummant testifies at House Transportation Appropriations Subcommittee hearing on FY08 Amtrak funding, March 28, 2007.
- The House Transportation Appropriations Subcommittee approved an FY08 appropriations bill on June 11, 2007, with \$1.4 billion for Amtrak and \$50 million for a state capital matching program.
- The Senate Transportation Appropriations Subcommittee approved an FY08 appropriations bill on July 10, 2007, with \$1.37 billion for Amtrak and \$100 million for a state capital matching program.
- The House Appropriations Committee on July 11, 2007, approved its FY08 appropriations bill with no change to the subcommittee amounts approved for Amtrak on June 11. The bill is H.R.3074 (House Report 110-238).
- The Senate Appropriations Committee on July 12, 2007, approved its FY08 appropriations bill with no change to the subcommittee amounts approved for Amtrak on July 10. The bill is S.1789 (Senate Report 110-131).

- The House approved H.R.3074 on July 24, 2007, 268-153, with no change in funding level for Amtrak. Four amendments relating to Amtrak were considered:
 - Bachmann (R-Minn.), transfer \$106 million from Amtrak to housing programs, failed 110-308.
 - Flake (R.-Ariz.), cut \$475 million from Amtrak operations, failed 94-328.
 - Flake (R.-Ariz.), cut \$425 million from Amtrak capital, failed 104-312.
 - Sessions (R.-Tex.), preclude funding for Amtrak route with highest loss per passenger-mile, failed 139-283.
- The Senate approved S.1789 on September 12, 2007, 88-7, with no change in funding level for Amtrak.
- Since FY08 began on October 1, 2007, without further action on transportation appropriations, Amtrak was included in a Continuing Resolution (H.J.Res.52) funding federal programs through November 16. Amtrak is being funded at a pro-rated level equivalent to the level from FY07.

Summary and Status of Legislation Impacting Amtrak - 109th Congress

Bill Number	Title/Sponsor	Co-Sponsors	Summary	Legislative Action to Date
S.4	Improving America's Security by Implementing Unfinished Recommendations of the 9/11 Commission Act of 2007 Sen. Harry Reid (D-NV)	17	To make the United States more secure by implementing unfinished recommendations of the 9/11 Commission to fight the war on terror more effectively, to improve homeland security, and for other purposes. Authorizes \$650 million (total) in FY 08-11 for Amtrak systemwide security upgrades (subject to appropriation); \$200 million for Amtrak tunnel life-safety upgrades.	<u>2/22/2007</u> Reported by the Committee on Homeland Security and Governmental Affairs. <u>2/28/2007</u> Text of S.184 (see below) included in S.4 it went to the Senate floor. <u>3/13/2007</u> Amendment 394 adopted, allowing contracts between Amtrak and the State of Maryland to be governed by District of Columbia law. <u>3/13/2007</u> S.4 (including S.184 provisions) approved by Senate, 60-38. <u>7/9/2007</u> Senate incorporated S.4 into H.R.1 as an amendment. <u>7/26/2007</u> Senate agreed to reconcile H.R.1, 85-8. <u>7/27/2007</u> House agreed to reconcile H.R.1, 371-40. <u>8/3/2007</u> Signed into law as PL 110-53.
S.83	Rail Security Act of 2007 Sen. John McCain (R-AZ)	4	To provide increased rail transportation security. Includes a TSA risk assessment, authorizes funding for NEC tunnels, requires study of foreign programs.	<u>1/4/2007</u> Referred to the Committee on Commerce, Science, and Transportation.

Summary and Status of Legislation Impacting Amtrak - 109th Congress

<p>S.184</p>	<p>Surface Transportation and Rail Security Act of 2007 Sen. Daniel Inouye (D-HI)</p>	<p>22</p>	<p>To provide improved rail and surface transportation security - Title I of bill, Improved Rail Security, requires a TSA risk assessment, authorizes funding for NEC tunnels, authorized grants to Amtrak and other railroad for security purposes. Contains rail security provisions previously passed by the Senate in the 109th Congress.</p>	<p><u>2/15/2007</u> Reported by the Committee on Commerce, Science, and Transportation. <u>2/28/2007</u> Text of S.184 included in S.4, the Improving America's Security by Implementing Unfinished Recommendations of the 9/11 Commission Act of 2007, as S.4 went to the Senate floor. <u>3/13/2007</u> S.4 (including S.184 provisions) approved by Senate, 60-38. <u>7/9/2007</u> Senate incorporated S.4 into H.R.1 as an amendment (see S.4 above).</p>
<p>S.294</p>	<p>Passenger Rail Investment and Improvement Act of 2007 Sen. Frank Lautenberg (D-NJ)</p>	<p>41</p>	<p>To reauthorize Amtrak, and for other purposes. Authorizes \$11.4 billion over 6 years for Amtrak and state grant programs. Contains reform provisions, new board of directors, performance measures, route methodology, on-time performance improvements.</p>	<p><u>1/16/2007</u> Referred to the Committee on Commerce, Science, and Transportation. <u>2/27/2007</u> Hearing held before the Committee on Commerce, Science, and Transportation. <u>4/25/2007</u> Reported by the Committee on Commerce, Science, and Transportation. <u>5/22/2007</u> Committee issued report 110-67.</p>
<p>H.R.534</p>	<p>Rail Transit Security and Safety Act of 2007 Rep. Stephen Lynch (D-MA)</p>	<p>0</p>	<p>To provide for the security and safety of rail and rail transit systems. Includes a risk assessment, study of foreign programs, NEC tunnel funding authorization.</p>	<p><u>1/17/2007</u> Referred to the Committee on Commerce, Science, and Transportation.</p>
<p>H.R.535</p>	<p>Rail Worker Emergency Training Act of 2007 Rep. Stephen Lynch (D-MA)</p>	<p>4</p>	<p>To provide for a rail worker emergency training program..</p>	<p><u>1/17/2007</u> Referred to the Committee on Homeland Security and the Committee on Transportation and Infrastructure.</p>
<p>H.R.589</p>	<p>Get Real Incentives to Drive Plug-In Act of 2007 Rep. Jay Inslee (D-WA)</p>	<p>28</p>	<p>To promote the use and development of plug-in hybrid electric vehicles. Includes Amtrak in list of executive agencies that must such vehicles at least 10% of new purchases for their motor fleet.</p>	<p><u>1/19/2007</u> Referred to the Committee on Science and Technology; Committee on Ways and Means; Committee on Oversight and Government Reform</p>

Summary and Status of Legislation Impacting Amtrak - 109th Congress

S.368	COPS Improvement Act of 2007 Sen. Joseph Biden (D-DE)	41	To amend the Omnibus Crime Control and Safe Streets Act of 1968 to enhance the COPS ON THE BEAT grant program, and for other purposes. Also would apply to Amtrak Police officers.	<u>1/23/2007</u> Referred to the Committee on the Judiciary. <u>3/15/2007</u> Reported by the Committee on the Judiciary. <u>5/24/2007</u> Committee issued report 110-73.
S.376	Law Enforcement Officers Safety Act of 2007 Sen. Patrick Leahy (D-VT)	9	To amend title 18, USC, to improve the provisions relating to the carrying of concealed weapons by law enforcement officers, and for other purposes. Also would apply to Amtrak Police officers.	<u>1/24/2007</u> Referred to the Committee on the Judiciary. <u>5/17/2007</u> Reported by the Committee on the Judiciary. <u>9/5/2007</u> Committee issued report 110-150.
H.R.1033	Ari's Law Rep. Anthony Weiner (D-NY)	0	To direct the Secretary of Transportation to establish a grant program to improve railroad safety by providing funds for the construction and maintenance of fencing and other protective structures along railroad tracks, and for other purposes.	<u>2/13/2007</u> Referred to the Committee on Transportation and Infrastructure.
H.R.1269	Rail and Public Transportation Security Act Rep. James L. Oberstar (D-MN)	2	To improve the security of railroad, public transportation, and over-the-road bus systems in the United States, and for other purposes.	<u>3/1/2007</u> Referred to the Committee on Homeland Security and the Committee on Transportation and Infrastructure.
H.R.1300	Program for Real Energy Security Act Rep. Steny H. Hoyer (D-MD)	110	To strengthen national security and promote energy independence by reducing the Nation's reliance on foreign oil, improving vehicle technology and efficiency, increasing the distribution of alternative fuels, bolstering rail infrastructure, and expanding access to public transit. Includes sections on intercity rail capital investments and high-speed rail bonds.	<u>3/1/2007</u> Referred to the Committee on Energy and Commerce, the Committee on Armed Services, the Committee on Oversight, and Government Reform, the Committee on Rules, the Committee on Science and Technology, the Committee on Ways and Means, the Committee on House Administration, the Committee on Transportation and Infrastructure

Summary and Status of Legislation Impacting Amtrak - 109th Congress

H.R. 1309	Freedom of Information Act Amendments of 2007 Rep. William Lacy Clay (D-MO)	2	To promote openness in Government by strengthening section 552 of title 5, United States Code (commonly referred to as the Freedom of Information Act), and for other purposes.	3/8/2007 Referred to the Committee on Oversight and Government. 3/14/2007 Approved by House, 308-117.
H.R. 1401	Rail and Public Transportation Security Act of 2007 Rep. Bennie G. Thompson (D-MS)	18	To improve the security of railroads, public transportation, and over-the-road buses in the United States, and for other purposes.	3/8/2007 Referred to the Committee on Homeland Security and the Committee on Transportation and Infrastructure. 3/28/2007 Approved by House, 299-124.
S. 818	National Priorities Act of 2007 Sen. Bernard Sanders (I-VT)	0	To expand the middle class, reduce the gap between the rich and the poor, keep our promises to veterans, lower the poverty rate, and reduce the Federal deficit by repealing tax breaks for the wealthiest one percent and eliminating unnecessary Cold War era defense spending, and for other purposes. Includes a general funding authorization for high-speed rail.	3/8/2007 Referred to the Committee on Finance.
S. 849	Openness Promotes Effectiveness in our National Government Act of 2007 Sen. Patrick Leahy (D-VT)	16	To promote accessibility, accountability, and openness in Government by strengthening section 552 of title 5, United States Code (commonly referred to as the Freedom of Information Act), and for other purposes.	3/13/2007 Introduced in the Senate. 4/30/2007 Approved by Committee on the Judiciary. 8/3/2007 Approved by Senate (unanimous consent).
S. Con. Res. 21	Concurrent Resolution on the Budget for Fiscal Year 2008 Sen. Kent Conrad (D-ND)	0	To set forth the congressional budget for the United States Government for fiscal year 2008 and including the appropriate budgetary levels for fiscal years 2007 and 2009 through 2012; specifying \$1.78 billion for Amtrak in FY08.	3/16/2007 Introduced in the Senate. 3/23/2007 Approved by full Senate, 52-47. 5/17/2007 Conference report approved by Senate 52-40, retaining specified amount for Amtrak.

Summary and Status of Legislation Impacting Amtrak - 109th Congress

<p>H.Con.Res.99</p>	<p>Concurrent Resolution on the Budget for Fiscal Year 2008 Rep. John Spratt (D-SC)</p>	<p>0</p>	<p>To revise the congressional budget for the United States Government for fiscal year 2007, establishing the congressional budget for the United States Government for fiscal year 2008, and setting forth appropriate budgetary levels for fiscal years 2009 through 2012; providing for Amtrak with no specified funding level in FY08.</p>	<p><u>3/23/2007</u> Introduced in the House. <u>3/29/2007</u> Approved by full House, 216-210. <u>5/17/2007</u> Conference report approved by House 214-209, retaining Senate's specified amount for Amtrak.</p>
<p>H.R.2095</p>	<p>Federal Railroad Safety Improvement Act of 2007 Rep. Jim Oberstar (D-MN)</p>	<p>94</p>	<p>To prevent railroad fatalities, injuries, and hazardous materials releases, to authorize the Federal Railroad Safety Administration, and for other purposes.</p>	<p><u>5/1/2007</u> Referred to the Committee on Transportation and Infrastructure. <u>5/22/2007</u> Reported by Railroads Subcommittee. <u>6/14/2007</u> Reported by the Committee on the Transportation and Infrastructure. <u>9/19/2007</u> Committee issued report 110-336. <u>10/17/2007</u> Approved by full House 337-38.</p>
<p>S.1235</p>	<p>Daniel Faulkner Law Enforcement Officers and Judges Protection Act of 2007 Sen. John Cornyn (R-TX)</p>	<p>0</p>	<p>To impose appropriate penalties for the assault or murder of a Federal law enforcement officer or Federal judge, for the retaliatory assault or murder of a family member of a Federal law enforcement officer or Federal judge, and for other purposes. Also would apply to Amtrak Police officers.</p>	<p><u>4/26/2007</u> Referred to the Committee on the Judiciary.</p>
<p>S.1300</p>	<p>Aviation Investment and Modernization Act of 2007 Sen. John Rockefeller (D-WV)</p>	<p>3</p>	<p>To authorize appropriations for the Federal Aviation Administration for fiscal years 2008 through 2011, to improve aviation safety and capacity, to modernize the air traffic control system, and for other purposes. Provision for state bonding for rail infrastructure approved by Finance Committee.</p>	<p><u>5/3/2007</u> Referred to the Committee on Commerce, Science, and Transportation. <u>5/16/2007</u> Reported by the Committee on Commerce, Science, and Transportation. <u>8/3/2007</u> Committee issued report 110-144. <u>9/21/2007</u> Reported by the Committee on Finance.</p>

Summary and Status of Legislation Impacting Amtrak - 109th Congress

H.R.2325	Court and Law Enforcement Officers Protection Act of 2007 Rep. Louie Gohmert (R-TX)	5	To provide adequate penalties for crimes committed against United States judges and Federal law enforcement officers, to provide appropriate security for judges and law enforcement officers, and for other purposes. Also would apply to Amtrak Police officers.	5/15/2007 Referred to the Committee on the Judiciary.
H.R.2726	Law Enforcement Officers Safety Act of 2007 Rep. Randy Forbes (R-VA)	13	To amend title 18, United States Code, to improve the provisions relating to the carrying of concealed weapons by law enforcement officers, and for other purposes. Also would apply to Amtrak Police officers.	6/14/2007 Referred to the Committee on the Judiciary.
H.R.3074	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008 Rep. John Olver (D-MA)	0	Making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2008, and for other purposes. Includes \$1.4 billion for Amtrak and \$50 million for a federal-state capital partnership.	6/11/2007 Approved by House Appropriations subcommittee. 7/11/2007 Approved by House Appropriations Committee (House Report 110-238). 7/24/2007 Approved by House, 268-153. 9/10/2007 Senate considers H.R.3074 with S.1789 as a substitute amendment. 9/12/2007 Substitute H.R.3074 approved by Senate, 88-7.
S.1789	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008 Sen. Patty Murray (D-WA)	0	An original bill making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2008, and for other purposes. Includes \$1.37 billion for Amtrak and \$100 million for a federal-state capital partnership.	7/10/2007 Approved by Senate Appropriations subcommittee. 7/12/2007 Approved by Senate Appropriations Committee (Senate Report 110-131). 9/10/2007 Substituted by Senate as amendment to H.R.3074 (see above).

Summary and Status of Legislation Impacting Amtrak - 109th Congress

<p>S.1889</p>	<p>Railroad Safety Enhancement Act of 2007 Sen. Frank Lautenberg (D-NJ)</p>	<p>4</p>	<p>To improve railroad safety by reducing accidents and to prevent railroad fatalities, injuries, and hazardous materials releases, and for other purposes.</p>	<p><u>7/26/2007</u> Referred to the Committee on Commerce, Science, and Transportation. <u>9/27/2007</u> Approved by Committee on Commerce, Science, and Transportation.</p>
<p>H.J.Res.52</p>	<p>Continuing Resolution, 2008 Rep. David R. Obey (D-WI)</p>	<p>0</p>	<p>Making continuing appropriations for Fiscal 2008, including for programs under the Departments of Transportation, including Amtrak, at FY 2007 levels, through November 16, 2007.</p>	<p><u>9/26/2007</u> Approved by House, 404-14. <u>9/27/2007</u> Approved by Senate, 94-1. <u>9/29/2007</u> Signed into law.</p>

C

**ROUTE PERFORMANCE
REPORT**

National Railroad Passenger Corporation (Amtrak)
Financial Performance of Routes - Strategic Business Line (SBL) format

September 2007 YTD - Unaudited

Route Performance Results Exclude Federal Support for Operations, Unallocated System costs and Capital Charges

All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT01/02	Acela/Metroliner	\$421.4	\$23.6	\$105.5	\$129.2	\$292.2	\$119.1	\$248.3	\$173.1	30.0	17.7
RT05	Regional	\$459.5	\$46.7	\$129.4	\$176.1	\$283.4	\$201.1	\$377.2	\$82.2	8.0	3.5
RT91	NEC Unknown (Crew Labor)	\$0.0	\$0.7	\$0.0	\$0.7	(\$0.7)	(\$0.0)	\$0.7	(\$0.7)	---	---
RT06/98/99	NEC Special Trains	\$4.3	\$0.2	\$0.3	\$0.5	\$3.8	\$0.1	\$0.6	\$3.7	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$885.2	\$71.2	\$235.3	\$306.4	\$578.7	\$320.4	\$626.8	\$258.3	16.1	7.8

State Supported and Other Short Distance Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT03	Ethan Allen Express	\$3.4	\$0.8	\$1.9	\$2.7	\$0.7	\$1.5	\$4.2	(\$0.8)	(9.8)	(3.8)
RT04	Vermont	\$6.4	\$1.6	\$3.0	\$4.6	\$1.8	\$2.1	\$6.7	(\$0.3)	(1.6)	(0.6)
RT07	Albany-Niagara Falls-Toronto	\$17.9	\$5.0	\$10.2	\$15.2	\$2.7	\$10.8	\$26.0	(\$8.1)	(9.2)	(4.2)
RT09	The Downeaster	\$8.8	\$1.8	\$4.4	\$6.2	\$2.6	\$3.9	\$10.1	(\$1.3)	(4.7)	(1.7)
RT12	New Haven - Springfield	\$9.0	\$2.9	\$8.0	\$10.9	(\$1.9)	\$9.1	\$20.0	(\$11.1)	(39.9)	(17.1)
RT14	Keystone Service	\$28.6	\$5.8	\$10.5	\$16.2	\$12.3	\$21.7	\$37.9	(\$9.4)	(10.7)	(3.4)
RT15	Empire Service	\$39.5	\$9.2	\$21.8	\$31.0	\$8.5	\$29.8	\$60.7	(\$21.2)	(18.0)	(6.1)
RT20	Chicago-St.Louis	\$23.7	\$4.4	\$9.3	\$13.6	\$10.0	\$10.7	\$24.4	(\$0.7)	(1.0)	(0.4)
RT21	Hiawathas	\$21.3	\$2.7	\$6.0	\$8.6	\$12.7	\$14.4	\$23.0	(\$1.7)	(3.6)	(1.4)
RT22	Wolverines	\$17.4	\$4.7	\$12.4	\$17.1	\$0.3	\$13.3	\$30.4	(\$13.0)	(13.4)	(7.0)
RT23	Illini	\$13.9	\$2.2	\$4.3	\$6.5	\$7.3	\$5.8	\$12.3	\$1.6	3.6	1.6
RT24	Illinois Zephyr	\$11.8	\$2.4	\$4.2	\$6.6	\$5.2	\$5.0	\$11.6	\$0.2	0.6	0.2
RT29	Heartland Flyer	\$5.0	\$1.2	\$2.0	\$3.2	\$1.8	\$1.6	\$4.8	\$0.2	1.8	0.7
RT35	Pacific Surfliner	\$72.1	\$15.7	\$39.2	\$54.8	\$17.3	\$32.5	\$87.4	(\$15.2)	(6.9)	(2.4)
RT36	Cascades	\$35.2	\$9.0	\$17.7	\$26.8	\$8.4	\$16.5	\$43.3	(\$8.1)	(7.8)	(3.6)
RT37	Capitols	\$39.2	\$10.6	\$22.6	\$33.2	\$6.0	\$19.1	\$52.3	(\$13.1)	(13.6)	(3.6)
RT39	San Joaquins	\$53.4	\$9.0	\$40.0	\$49.0	\$4.4	\$14.8	\$63.8	(\$10.4)	(8.6)	(3.0)
RT40	Adirondack	\$9.0	\$2.0	\$4.4	\$6.4	\$2.6	\$3.6	\$10.0	(\$1.1)	(3.5)	(2.3)
RT41	Blue Water	\$7.5	\$1.8	\$3.9	\$5.7	\$1.8	\$3.7	\$9.4	(\$1.9)	(7.6)	(5.1)
RT47	Washington-Newport News	\$22.8	\$4.0	\$7.6	\$11.6	\$11.2	\$9.8	\$21.4	\$1.4	1.7	0.8
RT54	Hoosier State	\$0.6	\$0.7	\$1.2	\$1.9	(\$1.3)	\$1.3	\$3.2	(\$2.5)	(60.9)	(21.6)
RT56	Kansas City-St.Louis	\$7.3	\$2.6	\$4.4	\$7.0	\$0.2	\$4.1	\$11.1	(\$3.8)	(17.1)	(5.0)
RT57	Pennsylvanian	\$7.2	\$2.0	\$5.0	\$6.9	\$0.3	\$6.2	\$13.1	(\$5.9)	(14.2)	(8.9)
RT65	Pere Marquette	\$6.4	\$1.1	\$2.1	\$3.2	\$3.1	\$2.7	\$5.9	\$0.5	3.0	1.9
RT66	Carolinian	\$17.2	\$3.9	\$5.9	\$9.8	\$7.4	\$8.5	\$18.3	(\$1.1)	(1.4)	(0.9)
RT67	Piedmont	\$2.4	\$0.9	\$0.4	\$1.3	\$1.1	\$1.8	\$3.1	(\$0.7)	(10.9)	(4.4)
RT92	Central Unknown (Crew Labor)	\$0.0	\$0.9	\$0.0	\$0.9	(\$0.9)	\$0.0	\$0.9	(\$0.9)	---	---
RT93	Crew Labor	\$0.0	\$0.5	\$0.0	\$0.5	(\$0.5)	\$0.0	\$0.5	(\$0.5)	---	---
RT96	Non NEC Special Trains	\$4.7	\$0.8	\$1.7	\$2.5	\$2.2	\$0.7	\$3.2	\$1.5	8.7	8.1
	State Supported Rt Buses	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$491.6	\$110.2	\$254.0	\$364.2	\$127.4	\$255.0	\$619.2	(\$127.6)	(8.2)	(3.3)

Long Distance Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT16	Silver Star	\$29.3	\$16.6	\$26.1	\$42.6	(\$13.3)	\$26.9	\$69.6	(\$40.3)	(21.2)	(12.0)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	\$6.5	\$4.9	\$7.7	\$12.7	(\$6.1)	\$7.4	\$20.1	(\$13.6)	(35.9)	(18.5)
RT19	Silver Meteor	\$30.6	\$14.6	\$24.4	\$39.0	(\$8.4)	\$25.2	\$64.2	(\$33.6)	(18.3)	(10.9)
RT25	Empire Builder	\$58.0	\$26.1	\$41.4	\$67.5	(\$9.5)	\$25.3	\$92.8	(\$34.8)	(8.9)	(5.4)
RT26	Capitol Limited	\$17.3	\$8.5	\$15.0	\$23.5	(\$6.2)	\$15.4	\$38.9	(\$21.6)	(22.6)	(13.6)
RT27	California Zephyr	\$40.8	\$25.9	\$41.1	\$67.0	(\$26.2)	\$23.0	\$90.0	(\$49.2)	(18.1)	(9.3)
RT28	Southwest Chief	\$42.1	\$20.2	\$42.2	\$62.4	(\$20.3)	\$24.0	\$86.4	(\$44.3)	(14.6)	(9.5)
RT30	City of New Orleans	\$14.7	\$7.0	\$13.2	\$20.2	(\$5.5)	\$8.5	\$28.7	(\$14.0)	(16.6)	(9.6)
RT32	Texas Eagle	\$18.6	\$12.5	\$18.8	\$31.2	(\$12.6)	\$12.7	\$43.9	(\$25.3)	(19.4)	(9.9)
RT33	Sunset Limited	\$8.1	\$12.9	\$14.2	\$27.1	(\$19.0)	\$10.8	\$37.9	(\$29.8)	(48.5)	(25.3)
RT34	Coast Starlight	\$32.9	\$19.2	\$32.9	\$52.1	(\$19.2)	\$21.7	\$73.8	(\$40.9)	(19.9)	(11.6)
RT45	Lake Shore Limited	\$23.9	\$12.6	\$21.4	\$34.0	(\$10.2)	\$27.1	\$61.2	(\$37.3)	(26.0)	(15.6)
RT48	Palmetto	\$12.9	\$5.0	\$9.5	\$14.6	(\$1.7)	\$10.6	\$25.2	(\$12.3)	(17.6)	(7.9)
RT52	Crescent	\$27.2	\$14.9	\$23.9	\$38.8	(\$11.5)	\$22.9	\$61.7	(\$34.4)	(25.1)	(11.9)
RT63	Auto Train	\$53.5	\$15.8	\$27.2	\$43.0	\$10.5	\$19.4	\$62.5	(\$9.0)	(4.7)	(2.8)
Total		\$416.5	\$216.7	\$359.2	\$575.9	(\$159.4)	\$281.0	\$856.9	(\$440.4)	(17.6)	(10.0)

Total All Trains		\$1,793.3	\$398.1	\$848.5	\$1,246.5	\$546.7	\$856.4	\$2,103.0	(\$309.7)	(5.5)	(2.7)
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Reconciling Items between SBL and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$1,793.3	\$2,103.0	(\$309.7)
Infrastructure Management	\$196.6	\$242.3	(\$45.6)
Ancillary Businesses	\$257.5	\$168.0	\$89.4
Unallocated System	\$2.3	\$237.4	(\$235.1)
Eliminations	(\$98.3)	(\$98.3)	\$0.0
Operating Results	\$2,151.4	\$2,652.4	(\$501.0)
Interest Expense, Net	\$0.0	\$95.9	(\$95.9)
Depreciation	\$0.0	\$456.6	(\$456.6)
Federal and State Capital Payments	\$2.0	\$0.0	\$2.0
Net (Income) Loss from Discont Ops	\$0.0	\$0.0	\$0.0
Net Results	\$2,153.5	\$3,204.9	(\$1,051.5)

Notes:

- Prior year data may not match previously published reports at the individual route level. FY07 Route Structure reflects Strategic Business Line format.
- Direct Labor represents T&E and OBS wages, benefits and support.
- Other Direct Costs include Host Railroad Mo/W and Performance Incentives, Fuel and Power, Car and Locomotive maint. and Turnaround Costs, Commissions, Reservations, Call Centers, Psgr Inconvenience, and Route Stations.
- Total Avoidable Costs equals Direct Labor plus Other Direct Costs.
- Shared Costs include Shared Stations, MoE Supervision and Training, Yard Ops, Marketing and Distribution, Insurance, Terminal Payments, Procurement/Purchasing, Police/Environmental and Safety, T&E Overhead, NTS Infrastructure, and System Costs.
- Total Attributed Costs equals Total Avoidable Costs plus Shared Costs.

National Railroad Passenger Corporation (Amtrak)
Financial Performance of Routes - Strategic Business Line (SBL) format

September 2006 YTD

Route Performance Results Exclude Federal Support for Operations, Unallocated System costs and Capital Charges
 All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT01/02	Acela/Metroliner	\$347.5	\$23.2	\$90.3	\$113.4	\$234.1	\$99.4	\$212.8	\$134.7	28.5	14.6
RT05	Regional	\$439.9	\$49.8	\$135.6	\$185.4	\$254.6	\$185.4	\$370.7	\$69.2	7.2	3.0
RT91	NEC Unknown (Crew Labor)	\$0.0	\$0.2	\$0.0	\$0.2	(\$0.2)	\$0.0	\$0.2	(\$0.2)	---	---
RT06/98/99	NEC Special Trains	\$7.3	\$0.3	\$0.6	\$1.0	\$6.3	\$0.2	\$1.1	\$6.1	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$794.7	\$73.4	\$226.5	\$299.9	\$494.8	\$284.9	\$584.9	\$209.8	14.7	6.6

State Supported and Other Short Distance Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT03	Ethan Allen Express	\$2.8	\$0.7	\$1.7	\$2.4	\$0.4	\$1.2	\$3.6	(\$0.8)	(9.7)	(3.7)
RT04	Vermont	\$5.4	\$1.7	\$2.8	\$4.4	\$1.0	\$1.5	\$5.9	(\$0.5)	(2.9)	(0.9)
RT07	Albany-Niagara Falls-Toronto	\$16.9	\$5.6	\$8.2	\$13.8	\$3.1	\$8.9	\$22.7	(\$5.8)	(6.4)	(2.9)
RT09	The Downeaster	\$9.0	\$1.9	\$4.0	\$5.9	\$3.1	\$2.7	\$8.7	\$0.4	1.4	0.4
RT12	New Haven - Springfield	\$7.8	\$3.4	\$9.8	\$13.2	(\$5.3)	\$8.6	\$21.7	(\$13.9)	(55.7)	(18.3)
RT14	Keystone Service	\$23.7	\$5.2	\$12.3	\$17.5	\$6.2	\$18.4	\$35.9	(\$12.2)	(17.3)	(7.0)
RT15	Empire Service	\$36.9	\$9.1	\$21.8	\$30.9	\$6.0	\$28.2	\$59.0	(\$22.1)	(19.6)	(6.5)
RT20	Chicago-St.Louis	\$11.4	\$2.6	\$5.9	\$8.5	\$2.9	\$6.3	\$14.8	(\$3.4)	(7.1)	(3.7)
RT21	Hiawathas	\$20.2	\$3.0	\$5.7	\$8.8	\$11.5	\$12.3	\$21.1	(\$0.9)	(1.9)	(0.7)
RT22	Wolverines	\$17.0	\$4.9	\$10.6	\$15.5	\$1.5	\$11.6	\$27.1	(\$10.1)	(10.7)	(5.4)
RT23	Illini	\$8.4	\$1.4	\$3.1	\$4.4	\$4.0	\$3.9	\$8.3	\$0.1	0.5	0.3
RT24	Illinois Zephyr	\$7.2	\$1.3	\$2.6	\$3.9	\$3.3	\$2.9	\$6.8	\$0.5	2.3	1.2
RT29	Heartland Flyer	\$4.9	\$1.2	\$2.4	\$3.6	\$1.3	\$1.2	\$4.8	\$0.1	0.9	0.3
RT35	Pacific Surfliner	\$69.1	\$14.7	\$39.3	\$54.0	\$15.1	\$29.2	\$83.2	(\$14.1)	(6.4)	(2.1)
RT36	Cascades	\$36.4	\$8.5	\$16.8	\$25.2	\$11.2	\$13.1	\$38.3	(\$1.9)	(2.1)	(1.0)
RT37	Capitols	\$35.6	\$9.6	\$20.0	\$29.5	\$6.0	\$14.5	\$44.0	(\$8.4)	(9.7)	(2.8)
RT39	San Joaquins	\$51.9	\$10.4	\$36.4	\$46.7	\$5.2	\$11.8	\$58.5	(\$6.6)	(5.4)	(1.9)
RT40	Adirondack	\$8.7	\$2.1	\$3.8	\$5.9	\$2.8	\$2.8	\$8.7	(\$0.0)	(0.1)	(0.1)
RT41	Blue Water	\$7.7	\$1.8	\$3.2	\$5.0	\$2.8	\$3.2	\$8.2	(\$0.5)	(1.9)	(0.9)
RT47	Washington-Newport News	\$23.0	\$4.2	\$10.1	\$14.4	\$8.7	\$9.3	\$23.7	(\$0.6)	(0.8)	(0.4)
RT54	Hoosier State	\$0.5	\$0.5	\$1.2	\$1.7	(\$1.2)	\$1.1	\$2.8	(\$2.3)	(71.0)	(39.8)
RT56	Kansas City-St.Louis	\$9.3	\$2.9	\$4.2	\$7.0	\$2.3	\$3.0	\$10.1	(\$0.7)	(3.2)	(1.1)
RT57	Pennsylvanian	\$7.7	\$2.1	\$3.7	\$5.8	\$1.9	\$5.9	\$11.7	(\$4.0)	(8.9)	(5.8)
RT65	Pere Marquette	\$6.7	\$1.1	\$1.9	\$3.0	\$3.8	\$2.3	\$5.3	\$1.4	9.2	5.5
RT66	Carolinian	\$17.2	\$3.9	\$6.4	\$10.3	\$6.9	\$7.0	\$17.3	(\$0.0)	(0.0)	(0.0)
RT67	Piedmont	\$2.3	\$0.8	\$0.3	\$1.2	\$1.2	\$1.4	\$2.6	(\$0.2)	(3.4)	(1.7)
RT92	Central Unknown (Crew Labor)	\$0.0	\$0.3	\$0.0	\$0.3	(\$0.3)	\$0.0	\$0.3	(\$0.3)	---	---
RT93	Crew Labor	\$0.0	\$0.1	\$0.0	\$0.1	(\$0.1)	\$0.0	\$0.1	(\$0.1)	---	---
RT96	Non NEC Special Trains	\$5.4	\$0.8	\$2.1	\$2.9	\$2.4	\$0.5	\$3.5	\$1.9	7.7	7.9
	State Supported Rt Buses	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$453.4	\$105.6	\$240.2	\$345.8	\$107.6	\$212.6	\$558.4	(\$105.0)	(7.3)	(3.0)

Long Distance Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT16	Silver Star	\$29.1	\$18.1	\$27.1	\$45.2	(\$16.1)	\$24.4	\$69.6	(\$40.5)	(21.7)	(11.9)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	\$6.7	\$4.8	\$7.5	\$12.3	(\$5.6)	\$6.8	\$19.1	(\$12.5)	(32.1)	(16.5)
RT19	Silver Meteor	\$29.4	\$16.3	\$24.6	\$40.9	(\$11.5)	\$22.8	\$63.8	(\$34.3)	(19.4)	(11.2)
RT25	Empire Builder	\$53.9	\$26.8	\$37.3	\$64.1	(\$10.3)	\$25.2	\$89.3	(\$35.5)	(9.5)	(5.6)
RT26	Capitol Limited	\$17.4	\$9.5	\$14.4	\$23.9	(\$6.5)	\$16.0	\$39.8	(\$22.5)	(22.9)	(14.1)
RT27	California Zephyr	\$40.7	\$27.2	\$40.4	\$67.5	(\$26.8)	\$23.4	\$91.0	(\$50.3)	(18.8)	(9.5)
RT28	Southwest Chief	\$40.2	\$20.7	\$47.0	\$67.7	(\$27.5)	\$25.9	\$93.6	(\$53.3)	(18.3)	(11.5)
RT30	City of New Orleans	\$14.1	\$7.6	\$14.5	\$22.2	(\$8.0)	\$9.1	\$31.3	(\$17.1)	(21.1)	(10.4)
RT32	Texas Eagle	\$19.4	\$14.0	\$21.9	\$35.8	(\$16.5)	\$12.3	\$48.2	(\$28.8)	(20.9)	(10.3)
RT33	Sunset Limited	\$6.4	\$12.1	\$13.4	\$25.6	(\$19.1)	\$8.2	\$33.8	(\$27.3)	(57.2)	(25.6)
RT34	Coast Starlight	\$31.8	\$23.9	\$32.3	\$56.1	(\$24.3)	\$19.7	\$75.9	(\$44.1)	(22.1)	(12.5)
RT45	Lake Shore Limited	\$24.6	\$13.5	\$21.5	\$35.0	(\$10.4)	\$26.8	\$61.8	(\$37.2)	(24.7)	(15.7)
RT48	Palmetto	\$12.5	\$5.3	\$9.4	\$14.7	(\$2.2)	\$9.0	\$23.7	(\$11.2)	(17.2)	(7.6)
RT52	Crescent	\$26.5	\$15.3	\$25.6	\$40.8	(\$14.4)	\$22.1	\$62.9	(\$36.4)	(26.9)	(13.2)
RT63	Auto Train	\$50.1	\$16.7	\$28.4	\$45.1	\$5.0	\$17.2	\$62.3	(\$12.2)	(6.8)	(3.6)
Total		\$402.7	\$231.9	\$365.0	\$596.9	(\$194.2)	\$269.0	\$866.0	(\$463.2)	(19.1)	(10.5)

Total All Trains	\$1,650.8	\$411.0	\$831.7	\$1,242.6	\$408.2	\$766.6	\$2,009.3	(\$358.4)	(6.8)	(3.2)
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Reconciling Items between SBL and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$1,650.8	\$2,009.3	(\$358.4)
Infrastructure Management	\$186.4	\$244.5	(\$58.1)
Ancillary Businesses	\$265.9	\$181.4	\$84.5
Unallocated System	\$2.4	\$200.8	(\$198.4)
Eliminations	(\$97.6)	(\$97.6)	\$0.0
Operating Results	\$2,009.5	\$2,538.4	(\$528.9)
Interest Expense, Net	\$0.0	\$105.1	(\$105.1)
Depreciation	\$0.0	\$467.1	(\$467.1)
Federal and State Capital Payments	\$33.0	\$0.0	\$33.0
Net (Income) Loss from Discont Ops	\$0.0	\$0.0	\$0.0
Net Results	\$2,042.6	\$3,110.6	(\$1,068.0)

Notes:

- Prior year data may not match previously published reports at the individual route level. FY07 Route Structure reflects Strategic Business Line format.
- Direct Labor represents T&E and OBS wages, benefits and support.
- Other Direct Costs include Host Railroad MoFw and Performance Incentives, Fuel and Power, Car and Locomotive maint. and Turnaround Costs, Commissions, Reservations, Call Centers, Psgr Inconvenience, and Route Stations.
- Total Avoidable Costs equals Direct Labor plus Other Direct Costs.
- Shared Costs include Shared Stations, MoE Supervision and Training, Yard Ops, Marketing and Distribution, Insurance, Terminal Payments, Procurement/Purchasing, Police/Environmental and Safety, T&E Overhead, NTS Infrastructure, and System Costs.
- Total Attributed Costs equals Total Avoidable Costs plus Shared Costs.

National Railroad Passenger Corporation (Amtrak)
Financial Performance of Routes - Strategic Business Line (SBL) format
September 2007 Unaudited vs September 2006 - Variances

Route Performance Results Exclude Federal Support for Operations, Depreciation, and Net Interest Expense (Capital Charge)
 All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT01/02	Acela/Metroliner	\$73.9	(\$0.5)	(\$15.2)	(\$15.7)	\$58.2	(\$19.7)	(\$35.4)	\$38.4	1.5	3.1
RT05	Regional	\$19.6	\$3.1	\$6.2	\$9.3	\$28.8	(\$15.8)	(\$6.5)	\$13.1	0.8	0.5
RT91	NEC Unknown (Crew Labor)	\$0.0	(\$0.5)	(\$0.0)	(\$0.5)	\$0.0	(\$0.5)	(\$0.5)	(\$0.5)	---	---
RT06/98/99	NEC Special Trains	(\$3.0)	\$0.2	\$0.3	\$0.5	(\$2.5)	\$0.0	\$0.5	(\$2.5)	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$90.5	\$2.3	(\$8.8)	(\$6.5)	\$84.0	(\$35.4)	(\$41.9)	\$48.5	1.4	1.3

State Supported and Other Short Distance Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT03	Ethan Allen Express	\$0.6	(\$0.1)	(\$0.2)	(\$0.3)	\$0.3	(\$0.3)	(\$0.6)	(\$0.0)	(0.1)	(0.1)
RT04	Vermont	\$1.0	\$0.1	(\$0.3)	(\$0.2)	\$0.8	(\$0.6)	(\$0.8)	\$0.2	1.3	0.3
RT07	Albany-Niagara Falls-Toronto	\$1.0	\$0.6	(\$2.0)	(\$1.4)	(\$0.3)	(\$1.9)	(\$3.3)	(\$2.2)	(2.8)	(1.2)
RT09	The Downeaster	(\$0.2)	\$0.1	(\$0.4)	(\$0.3)	(\$1.2)	(\$1.5)	(\$1.7)	(\$1.7)	(6.1)	(2.2)
RT12	New Haven - Springfield	\$1.1	\$0.5	\$1.8	\$2.3	\$3.4	(\$0.6)	\$1.7	\$2.8	15.8	1.2
RT14	Keystone Service	\$4.9	(\$0.6)	\$1.9	\$1.3	\$6.1	(\$3.3)	(\$2.0)	\$2.8	6.6	3.6
RT15	Empire Service	\$2.6	(\$0.1)	(\$0.0)	(\$0.1)	\$2.5	(\$1.6)	(\$1.7)	\$0.9	1.6	0.4
RT20	Chicago-St.Louis	\$12.3	(\$1.8)	(\$3.4)	(\$5.2)	\$7.1	(\$4.4)	(\$9.6)	\$2.7	6.1	3.3
RT21	Hiawathas	\$1.1	\$0.4	(\$0.3)	\$0.1	\$1.2	(\$2.0)	(\$1.9)	(\$0.8)	(1.7)	(0.6)
RT22	Wolverines	\$0.4	\$0.3	(\$1.9)	(\$1.6)	(\$1.2)	(\$1.7)	(\$3.3)	(\$2.9)	(2.8)	(1.6)
RT23	Illini	\$5.4	(\$0.9)	(\$1.2)	(\$2.1)	\$3.3	(\$1.9)	(\$4.0)	\$1.4	3.1	1.3
RT24	Illinois Zephyr	\$4.6	(\$1.1)	(\$1.6)	(\$2.7)	\$1.9	(\$2.2)	(\$4.8)	(\$0.3)	(1.7)	(1.0)
RT29	Heartland Flyer	\$0.1	\$0.0	\$0.3	\$0.3	\$0.5	(\$0.4)	(\$0.0)	\$0.1	0.9	0.4
RT35	Pacific Surfliner	\$3.0	(\$0.9)	\$0.1	(\$0.8)	\$2.2	(\$3.4)	(\$0.2)	(\$1.2)	(0.4)	(0.3)
RT36	Cascades	(\$1.2)	(\$0.6)	(\$1.0)	(\$1.6)	(\$2.8)	(\$3.4)	(\$4.9)	(\$6.1)	(5.7)	(2.6)
RT37	Capitols	\$3.7	(\$1.1)	(\$2.6)	(\$3.7)	\$0.0	(\$4.7)	(\$8.3)	(\$4.7)	(3.8)	(0.9)
RT39	San Joaquins	\$1.5	\$1.4	(\$3.7)	(\$2.3)	(\$0.8)	(\$3.0)	(\$5.3)	(\$3.8)	(3.1)	(1.1)
RT40	Adirondack	\$0.2	\$0.1	(\$0.5)	(\$0.5)	(\$0.2)	(\$0.8)	(\$1.3)	(\$1.0)	(3.4)	(2.2)
RT41	Blue Water	(\$0.3)	(\$0.0)	(\$0.7)	(\$0.7)	(\$1.0)	(\$0.5)	(\$1.2)	(\$1.5)	(5.7)	(4.2)
RT47	Washington-Newport News	(\$0.2)	\$0.3	\$2.5	\$2.8	\$2.6	(\$0.5)	\$2.2	\$2.0	2.5	1.2
RT54	Hoosier State	\$0.1	(\$0.2)	(\$0.0)	(\$0.2)	(\$0.1)	(\$0.2)	(\$0.4)	(\$0.3)	10.1	18.2
RT56	Kansas City-St.Louis	(\$2.1)	\$0.2	(\$0.2)	(\$0.0)	(\$2.1)	(\$1.0)	(\$1.0)	(\$3.1)	(13.8)	(3.9)
RT57	Pennsylvanian	(\$0.5)	\$0.1	(\$1.2)	(\$1.1)	(\$1.6)	(\$0.3)	(\$1.4)	(\$2.0)	(5.3)	(3.1)
RT65	Pere Marquette	(\$0.4)	(\$0.0)	(\$0.2)	(\$0.3)	(\$0.6)	(\$0.3)	(\$0.6)	(\$1.0)	(6.2)	(3.6)
RT66	Carolinian	\$0.0	\$0.1	\$0.4	\$0.5	\$0.5	(\$1.6)	(\$1.1)	(\$1.1)	(1.4)	(0.9)
RT67	Piedmont	\$0.1	(\$0.1)	(\$0.1)	(\$0.2)	(\$0.1)	(\$0.4)	(\$0.5)	(\$0.4)	(7.5)	(2.7)
RT92	Central Unknown (Crew Labor)	\$0.0	(\$0.6)	(\$0.0)	(\$0.6)	(\$0.6)	\$0.0	(\$0.6)	(\$0.6)	---	---
RT93	Crew Labor	\$0.0	(\$0.4)	(\$0.0)	(\$0.4)	(\$0.4)	\$0.0	(\$0.4)	(\$0.4)	---	---
RT96	Non NEC Special Trains	(\$0.7)	\$0.0	\$0.4	\$0.4	(\$0.3)	(\$0.1)	\$0.3	(\$0.4)	1.0	0.2
State Supported Rt Buses		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$38.2	(\$4.5)	(\$13.9)	(\$18.4)	\$19.8	(\$42.4)	(\$60.8)	(\$22.6)	(1.0)	(0.4)

Long Distance Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT16	Silver Star	\$0.2	\$1.5	\$1.0	\$2.5	\$2.8	(\$2.5)	\$0.0	\$0.2	0.5	(0.0)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	(\$0.1)	(\$0.1)	(\$0.3)	(\$0.4)	(\$0.5)	(\$0.6)	(\$1.0)	(\$1.1)	(3.9)	(2.0)
RT19	Silver Meteor	\$1.2	\$1.7	\$0.2	\$1.9	\$3.1	(\$2.4)	(\$0.4)	\$0.7	1.2	0.2
RT25	Empire Builder	\$4.1	\$0.8	(\$4.1)	(\$3.4)	\$0.7	(\$0.1)	(\$3.4)	\$0.7	0.6	0.2
RT26	Capitol Limited	(\$0.1)	\$1.0	(\$0.7)	\$0.4	\$0.3	\$0.5	\$0.9	\$0.8	0.3	0.5
RT27	California Zephyr	\$0.1	\$1.2	(\$0.8)	\$0.5	\$0.6	\$0.5	\$1.0	\$1.1	0.8	0.2
RT28	Southwest Chief	\$1.9	\$0.5	\$4.7	\$5.2	\$7.1	\$1.9	\$7.1	\$9.0	3.6	2.0
RT30	City of New Orleans	\$0.6	\$0.6	\$1.4	\$2.0	\$2.5	\$0.6	\$2.5	\$3.1	4.5	0.8
RT32	Texas Eagle	(\$0.7)	\$1.5	\$3.1	\$4.6	\$3.9	(\$0.4)	\$4.2	\$3.5	1.5	0.4
RT33	Sunset Limited	\$1.7	(\$0.7)	(\$0.8)	(\$1.5)	\$0.2	(\$2.6)	(\$4.1)	(\$2.5)	8.7	0.3
RT34	Coast Starlight	\$1.1	\$4.7	(\$0.7)	\$4.0	\$5.1	(\$2.0)	\$2.1	\$3.1	2.2	1.0
RT45	Lake Shore Limited	(\$0.7)	\$0.9	\$0.1	\$0.9	\$0.2	(\$0.3)	\$0.6	(\$0.1)	(1.2)	0.1
RT48	Palmetto	\$0.4	\$0.3	(\$0.2)	\$0.1	\$0.5	(\$1.6)	(\$1.4)	(\$1.1)	(0.5)	(0.3)
RT52	Crescent	\$0.8	\$0.4	\$1.6	\$2.0	\$2.8	(\$0.8)	\$1.2	\$2.0	1.8	1.3
RT63	Auto Train	\$3.4	\$0.8	\$1.2	\$2.1	\$5.5	(\$2.3)	(\$0.2)	\$3.2	2.0	0.8
Total		\$13.8	\$15.2	\$5.9	\$21.0	\$34.8	(\$12.0)	\$9.0	\$22.8	1.4	0.5

Total All Trains		\$142.4	\$12.9	(\$16.8)	(\$3.9)	\$138.5	(\$89.8)	(\$93.7)	\$48.7	1.3	0.5
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WORKFORCE STATISTICS

National Railroad Passenger Corporation
Headcount Summary
September 2007

	Core			Non-Core			Capital			Totals		
	Actual	Authorized	Variance Fav (UnFav)	Actual	Authorized	Variance Fav (UnFav)	Actual	Authorized	Variance Fav (UnFav)	Actual	Authorized	Variance Fav (UnFav)
Departments												
President's Office	3	3	0	0	0	0	0	0	0	3	3	0
Office of Inspector General	83	88	5	0	0	0	0	0	0	83	88	5
General Counsel	122	138	16	0	0	0	0	0	0	122	138	16
Finance	264	296	32	0	0	0	0	0	0	264	296	32
Amtrak Technologies	213	253	40	0	0	0	0	0	0	213	253	40
Procurement	444	479	35	15	13	(2)	0	0	0	459	492	33
Government Affairs	30	33	3	0	0	0	0	0	0	30	33	3
Labor Relations	36	36	0	0	0	0	0	0	0	36	36	0
Human Resources	166	173	7	0	0	0	0	0	0	166	173	7
Business Diversity	14	18	4	0	0	0	0	0	0	14	18	4
Marketing & Sales	1,195	1,217	22	0	0	0	1	0	(1)	1,196	1,217	21
Strat Partnerships & Bus Dev	19	27	8	24	27	3	0	0	0	43	54	11
Planning and Analysis	19	22	3	0	0	0	0	0	0	19	22	3
Office of Security Strategy & Spec Ops	29	22	(7)	0	0	0	0	0	0	29	22	(7)
Risk Management	354	397	43	6	11	5	0	0	1	360	409	49
Operating Departments												
Sr Vice President, Operations	4	4	0	0	0	0	0	0	0	4	4	0
Environmental Health and Safety	44	45	1	0	0	0	0	0	0	44	45	1
Transportation	7,534	7,957	423	420	433	13	57	3	(54)	8,011	8,393	382
Mechanical	3,563	3,915	352	398	330	(68)	540	550	10	4,501	4,795	294
Engineering	1,741	1,728	(13)	9	0	(9)	999	1,255	256	2,749	2,983	234
Engineering Reimbursable	0	0	0	233	314	81	0	0	0	233	314	81
Sub-Total Operating Departments	12,886	13,649	763	1,060	1,077	17	1,596	1,808	212	15,542	16,534	992
Total Headcounts	15,877	16,851	974	1,105	1,128	23	1,597	1,809	212	18,579	19,788	1,209

Non-Amtrak Employees	66	72	6
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Note: Headcount totals on this report are from the SAP system and may not match the departmental headcount totals as reported on the Departmental Progress Reports.

Headcount - Department Input Detail
September 2007

	Total Core incl PRJ			Commuter			Reimbursable			Commercial			Total Non-Core			Project			Capital			Non-Amtrak Employees		
	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)
President's Office	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office of Inspector General	83	88	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Counsel	122	138	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Sub-Total General Counsel	122	138	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Finance	264	296	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Finance Corporate Common	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Finance	264	296	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amtrak Technologies	213	253	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	52
Procurement	444	479	35	15	13	(2)	0	0	0	15	13	(2)	0	0	0	0	0	0	0	0	0	0	0	0
Government Affairs	30	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Labor Relations	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Resources	166	173	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Business Diversity	14	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing & Sales	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing And Sales	1,046	1,059	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sales Distribution and Customer Service	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Market Research & Analysis	57	66	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Mktg & Sales Promotion	81	80	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Summ VP Customer Services	1,195	1,217	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Marketing	1,195	1,217	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Partnerships & Bus Dev	19	27	8	0	0	0	0	0	0	24	27	3	0	0	0	0	0	0	0	0	0	0	0	0
Summ Strat Partnerships & Bus Dev	19	27	8	0	0	0	0	0	0	24	27	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Summ Strat Partnerships & Bus Dev	19	27	8	0	0	0	0	0	0	24	27	3	0	0	0	0	0	0	0	0	0	0	0	0
Planning & Analysis	19	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office of Security Strategy & Spec Op	29	22	(7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Risk Management	354	397	43	6	6	0	0	0	0	5	5	0	6	11	5	0	6	6	0	1	0	0	0	0
Operating Departments	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sr. Vice President, Operations	44	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Environmental Health and Safety Transportation	7,534	7,957	423	376	427	51	44	6	(38)	0	0	0	420	433	13	0	0	0	57	3	(54)	0	0	0
Sub-Total Transportation	7,534	7,957	423	376	427	51	44	6	(38)	0	0	0	420	433	13	0	0	0	57	3	(54)	0	0	0
Mechanical	3,563	3,915	352	332	261	(71)	63	66	3	3	3	0	398	330	(68)	4	0	(4)	540	550	10	0	6	6
Sub-Total Mechanical	3,563	3,915	352	332	261	(71)	63	66	3	3	3	0	398	330	(68)	4	0	(4)	540	550	10	0	6	6
Engineering	1,741	1,728	(13)	0	0	0	0	0	0	9	0	(9)	9	0	0	0	0	0	999	1,255	256	15	9	(6)
Engineering - Reimbursable	0	0	0	0	0	0	233	314	81	0	0	0	233	314	81	0	0	0	0	0	0	0	0	0
Sub-Total Engineering	1,741	1,728	(13)	0	0	0	233	314	81	9	0	(9)	242	314	72	0	0	0	999	1,255	256	15	9	(6)
Sub-Total Operating Departments	12,886	13,649	763	708	688	(20)	340	386	46	12	3	(9)	1,060	1,077	17	4	0	(4)	1,596	1,808	212	15	15	0
Total Headcounts	15,877	16,851	974	729	707	(22)	340	391	51	36	30	(6)	1,105	1,128	23	5	6	1	1,597	1,809	212	66	72	6

National Railroad Passenger Corporation (Amtrak)
Employee Benefits Summary Analysis - September 2007
(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	5,587	1,715	2,693	73,666	12,202	5,074	
Agreement	21,506	2,536	(6,723)	258,820	26,094	4,918	
Total Premium Based Benefits	27,092	4,251	(4,031)	332,486	38,296	9,992	
<i>Federal Employers Liability Act (FELA)</i>							
Non-Agreement ²	13	(112)	(16)	188	6	95	
Agreement ²	2,611	(22,204)	(3,103)	37,347	1,158	18,941	
Total FELA Cost	2,624	(22,315)	(3,119)	37,534	1,164	19,036	
<i>Average per Employee</i>							
Non-Agreement	2,092	406	1,101	27,903	2,016	3,218	
Agreement	1,517	(1,254)	(627)	18,541	632	953	
Weighted Avg per Employee	1,600	(1,010)	(389)	19,872	867	1,180	
<i>Payroll Based Benefits</i> ³							
	33,231	(14,772)	(16,010)	223,690	(1,510)	(10,296)	
Percentage of Payroll	20%	0%	1%	20%	0%	1%	
<i>Other Employee Benefits</i> ⁴							
	(1,138)	1,521	1,010	14,587	4,957	2,377	
Total Employee Benefits	61,808	(31,316)	(22,150)	608,298	42,907	21,109	

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.

**Amtrak
Terminations and New Hires
FY1998 - September FY2007**

Management

	FY1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY 07	
										September	YTD
Terminations	192	167	287	263	487	254	164	155	195	19	254
Hires	151	171	352	193	111	175	166	160	210	22	213
Net Change	(41)	4	65	(70)	(376)	(79)	2	5	15	3	(41)

Agreement

	FY1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY 07	
										September	YTD
Terminations	1,591	1,828	1,689	1,876	1,840	1,157	1,312	1,309	1,318	134	1,692
Furloughs							387	651	498	23	252
Hires	2,419	2,589	2,152	1,304	1,037	744	1,337	1,087	1,077	140	1,398
Net Change*	828	761	463	(572)	(803)	(413)	25	(222)	(241)	6	(294)

Total Management and Agreement Employees

	FY1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY 07	
										September	YTD
Terminations	1,783	1,995	1,976	2,139	2,327	1,411	1,476	1,464	1,513	153	1,946
Furloughs							387	651	498	23	252
Hires	2,570	2,760	2,504	1,497	1,148	919	1,503	1,247	1,287	162	1,611
Net Change*	787	765	528	(642)	(1,179)	(492)	27	(217)	(226)	9	(335)

*Does not include Furloughs

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PERFORMANCE INDICATORS

Amtrak Host Railroad Performance

September-07

Delay Minutes Per Train Start, Long Distance Trains

Primary RR	Train	Last Thirteen Months													September 2007				
		Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Scheduled Recovery Mins Per 100 Route Miles	Per Trip	Average Delay Mins Per Trip	Under (Over) Recovery	Endpoint OTP
Long Distance Trains Primarily on BNSF																			
BNSF	Empire Builder														9.3	241	219	22	87.5%
BNSF	Southwest Chief														8.9	201	212	(11)	73.3%
Long Distance Train Primarily on CN/IC																			
CN/IC	City of New Orleans														15.2	142	119	23	91.7%
Long Distance Trains Primarily on CSX																			
CSX	Auto Train														19.3	165	136	29	87.9%
CSX	Cardinal														10.0	115	179	(64)	69.2%
CSX	Palmetto														6.1	51	136	(85)	28.3%
CSX	Silver Meteor														12.8	177	174	3	61.7%
CSX	Silver Star														10.3	155	248	(93)	35.6%
Long Distance Trains Primarily on CSX and NS																			
CSX+NS	Capitol Limited														13.0	99	144	(45)	48.3%
CSX+NS	Lake Shore Limited														12.6	147	277	(130)	48.3%
Long Distance Train Primarily on NS																			
NS	Crescent														8.5	118	138	(21)	66.7%
Long Distance Trains Primarily on UP																			
UP	Coast Starlight														18.4	256	347	(91)	45.0%
UP	Texas Eagle														20.8	272	448	(176)	31.7%
Long Distance Train Primarily on UP and BNSF																			
UP+BNSF	California Zephyr														12.3	299	510	(211)	41.7%
Long Distance Train Primarily on UP and CSX																			
UP+CSX	Sunset Limited *														19.2	384	760	(377)	8.0%

Delay minutes less than or equal to scheduled recovery time
 Delay minutes between scheduled recovery time and scheduled recovery time plus OTP tolerance
 Delay minutes greater than scheduled recovery time plus OTP tolerance
 OTP tolerance = 30 minutes for all trains listed above.
 * Scheduled recovery for Sunset Ltd is for trip between Los Angeles and New Orleans
 Sources: Delay minutes from Amtrak OTP Monitor Report System, OTP from "A" Report.

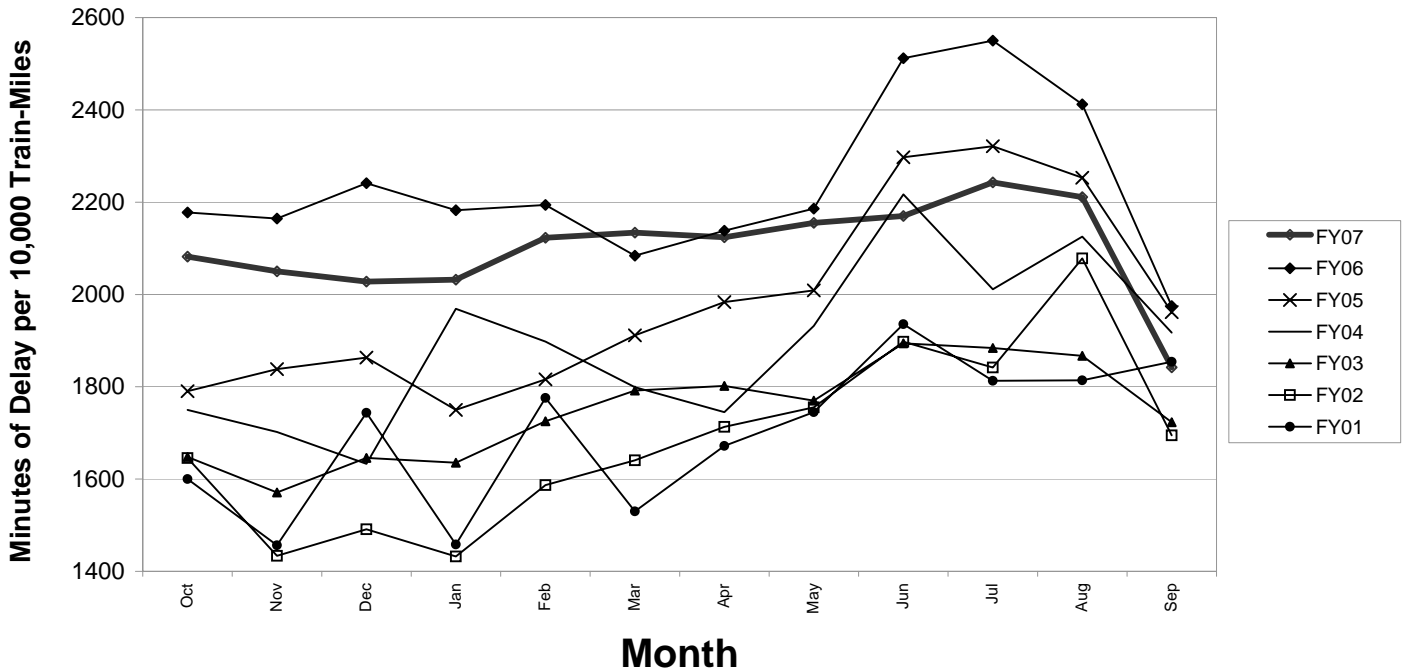
**Amtrak Host Railroad Performance
September 1 - September 30, 2007
Delay Minutes Summary**

Minutes of Delay per 10,000 Train-Miles							
Host Railroad	Train-Miles	Year to Date		This Month			
		Total Delays	% of Total	Total Delays	Host RR	Amtrak	3rd Pty
Burlington Northern Santa Fe	551,948	1,471	18.2%	1,246	891	231	123
CN (IC + GTW)	118,542	1,957	3.9%	1,898	1,637	130	132
CP Rail (Soo + D&H)	58,484	1,843	1.9%	1,847	1,563	185	100
CSX Transportation	466,642	2,198	15.4%	1,985	1,552	280	152
Norfolk Southern	196,224	2,185	6.5%	1,558	1,298	165	95
Union Pacific	511,233	2,824	16.8%	2,453	2,115	231	106
Major Host Railroads Total	1,903,072	2,126	62.7%	1,842	1,491	229	123
<i>Percent of Total Major Railroad Delay Mins</i>				100.0%	80.9%	12.4%	6.7%
Amtrak as Host RR (Primarily NEC)	852,718	639	28.1%	563	217	258	87
<i>Percent of Total Amtrak Delay Minutes</i>				100.0%	38.5%	45.9%	15.5%
Other Host Railroads Total	279,127	1,520	9.2%	1,715	1,314	298	103
<i>Percent of Total Other Host Delay Mins</i>				100.0%	76.6%	17.4%	6.0%
All Host RRs (Including Amtrak)	3,034,917	1,649	100.0%	1,471	1,117	243	111
<i>Percent of Total Delay Minutes</i>				100.0%	75.9%	16.5%	7.5%

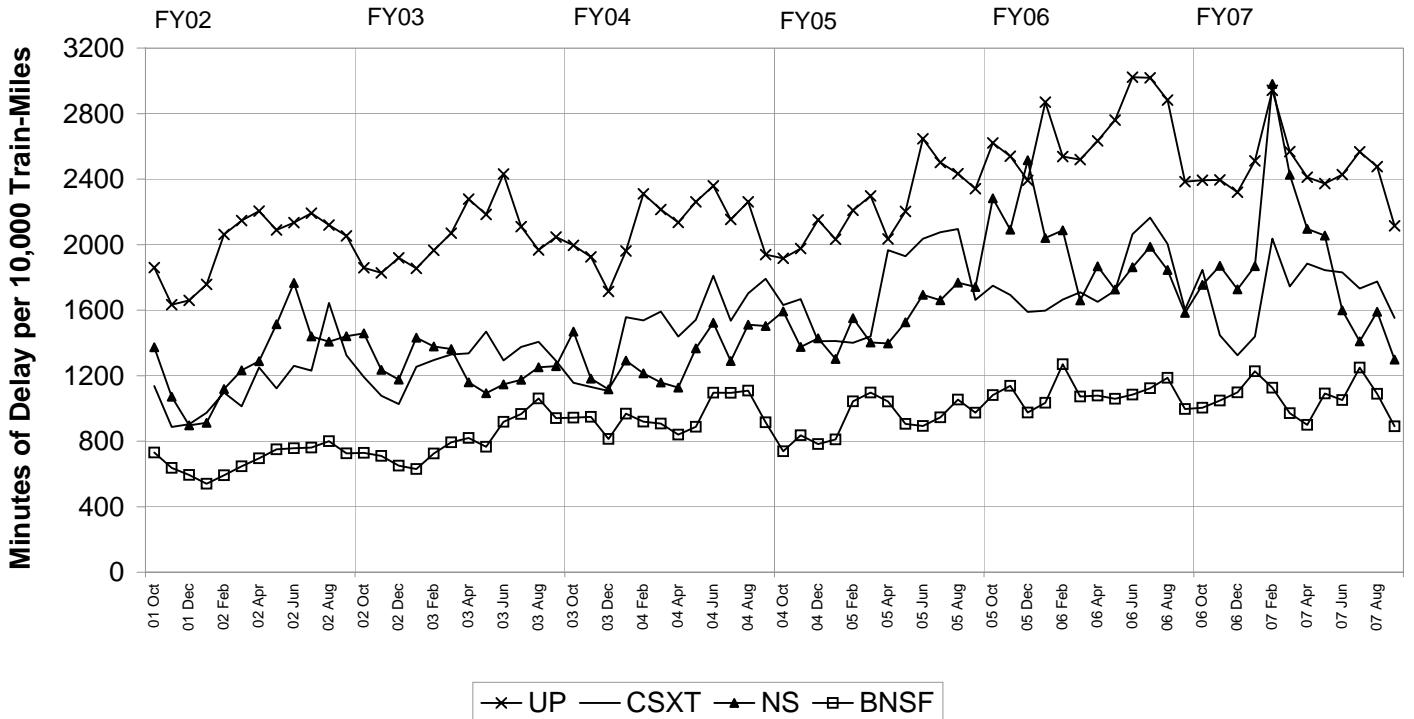
**Amtrak Host Railroad Performance
September 1, - September 30, 2007
Delay Minutes Detail**

Host	Minutes of Delay per 10,000 Train-Miles										Minutes of Delay per 10,000 Train-Miles										Minutes of Delay per 10,000 Train-Miles																
	Delays Caused by Host Railroad										Third Party and Unused Recovery										Delays Caused by Amtrak Passengers and Equipment																
	Train Interference		Slow Orders		Signal Delays		Route M of W		All Other		Total Third Party & Unused		Weather		Unused Recovery Time		Third Party		Total Amtrak Passengers & Equipment		Psgr. - Related System		Crew & Loco		Car Failure		Servicing Other										
Total Host Railroad	Freight	Passenger	Commuter	Orders	Delays	Route	M of W	All Other	Unused	Weather	Unused Recovery Time	Third Party	Total Amtrak Passengers & Equipment	Psgr. - Related System	Crew & Loco	Car Failure	Servicing Other	Total Host Railroad	Freight	Passenger	Commuter	Orders	Delays	Route	M of W	All Other	Unused	Weather	Unused Recovery Time	Third Party	Total Amtrak Passengers & Equipment	Psgr. - Related System	Crew & Loco	Car Failure	Servicing Other		
891	309	146	18	215	92	86	21	3	2	123	73	48	231	80	55	42	9	35	1,637	807	154	27	281	236	92	40	1	108	130	57	17	9	7	4	35		
1,563	205	186	12	727	163	189	80	1	3	100	21	76	185	132	27	10	3	12	1,563	205	186	12	727	163	189	80	1	108	130	57	17	9	7	4	35		
1,298	567	172	21	246	165	106	17	4	7	95	59	29	165	82	25	25	9	5	1,298	567	172	21	246	165	106	17	4	59	29	165	82	25	25	9	5	19	
2,115	698	296	14	647	208	169	67	18	10	106	40	56	231	59	55	38	12	17	2,115	698	296	14	647	208	169	67	18	40	56	231	59	55	38	12	17	50	
1,491	471	197	17	421	176	135	60	13	15	123	59	48	229	80	49	31	11	47	1,491	471	197	17	421	176	135	60	13	15	123	59	48	229	80	49	31	11	47
Percent of Total Major Railroad Delay Mins		10.7%		22.9%		9.5%		7.4%		3.2%		2.6%		4.3%		1.7%		0.6%		2.6%		12.4%		4.3%		2.6%		1.7%		0.6%		2.6%					
217	4	71	41	37	21	9	33	1	2	87	4	81	258	71	12	50	13	107	217	4	71	41	37	21	9	33	1	2	87	4	81	258	71	12	50	13	107
Percent of Total Amtrak Delay Minutes		12.6%		6.6%		3.7%		1.6%		0.8%		14.4%		12.7%		8.8%		2.3%		12.7%		45.9%		12.7%		8.8%		2.3%		0.8%		19.1%					
1,314	90	185	338	431	94	106	65	7	30	103	20	52	298	75	17	20	14	154	1,314	90	185	338	431	94	106	65	7	30	103	20	52	298	75	17	20	14	154
Percent of Total Other Host Delay Mins		10.8%		25.1%		6.2%		0.4%		1.2%		3.0%		17.4%		1.2%		0.8%		4.4%		1.2%		1.2%		0.8%		1.1%		9.0%							
1,117	305	161	53	314	125	97	53	9	13	111	40	58	243	77	36	35	12	74	1,117	305	161	53	314	125	97	53	9	13	111	40	58	243	77	36	35	12	74
Percent of Total Delay Minutes		10.9%		21.4%		6.6%		3.6%		0.9%		3.9%		16.5%		2.4%		0.7%		5.2%		2.4%		2.4%		0.8%		0.7%		5.0%							

All Delays per 10,000 Train-Miles on BNSF, CN, CPR, CSXT, NS, and UP



Host Railroad Responsible Delay per 10,000 Train-Miles



Amtrak Host Railroad Performance

September-07

Delay Categories Used In Minutes Of Delay Per 10,000 Train-Miles:

Category & Code
Used In OTP System

Title, Explanation, or Examples:

Host Railroad Responsible Delays:

Freight Train Interference (FTI)
Passenger Train Interfere (PTI)
Commuter Train Interfere (CTI)
Slow Order Delays (DSR)
Signal Delays (DCS)
Debris (DBS)
Routing (RTE)
Maintenance of Way (DMW)
Other (DTR, ITE)

Delays from freight trains, including freight derailments

Delays for meeting or following other passenger trains

Delays for meeting or following commuter trains

Temporary slow orders, except heat or cold orders

Signal failure or other signal delays, wayside defect-detector false-alarms,

defective road crossing protection, efficiency tests, drawbridge stuck open

Debris strikes (either vandalism or naturally-caused)

Routing-dispatching delays including diversions, late track bulletins, etc.

Maintenance of Way delays including holds for track repairs or MW foreman to clear

Delays from detours (DTR) and initial terminal engineering (ITE)

Amtrak Responsible Delays:

Passenger Related (HLD)
Crew & System (SYS)
Locomotive Failure (ENG)
Car Failure (CAR)
Servicing (SVS)
All Other (OTH, CON, ITI, ITT, ITM, INJ)

All delays related to passengers, including disabled, checked-baggage, sick passenger, etc.

Delays related to crews including lateness, sick/injured employee, lone-engineer delays

All delays caused directly or indirectly by mechanical failure on engines.

All delays caused directly or indirectly by mechanical failure, onall types of cars

All switching and servicing delays, except for switching mail or express equipment

Lost-on-run (OTH), holding for connections (CON), Initial terminal late turn (ITI),

mechanical (ITM), & transportation (ITT) delays, injury delays (INJ)

Third-Party Delays:

Unused Recovery Time (NOD)
Customs (CUJ)
Police-Related (POL)
Trespassers (TRS)
Drawbridge Openings (MBO)
Weather-Related (WTR)

Waiting for scheduled departure time at a station

U.S. and Canadian customs delays; Immigration-related delays

Police/fire department holds on right-of-way or on-board trains

Road crossing accidents, trespasser / animal strikes, vehicle stuck on track ahead,

bridge strikes (off-Corridor)

Movable bridge openings for marine traffic where no bridge failure is involved

All severe-weather delays, landslides or washouts / detours around same, earthquake-

related delays, heat or cold orders

ON-TIME PERFORMANCE REPORT SEPTEMBER 2007

SERVICE	SEPTEMBER 2007	SEPTEMBER 2006	% Change	FY07 YTD	FY06 YTD	% Change
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Amtrak System	73.2%	72.7%	0.5%	68.6%	67.8%	0.8%
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Amtrak Premium	86.9%	91.7%	-4.8%	87.8%	84.7%	3.1%
Acela Express	86.9%	91.5%	-4.6%	87.8%	84.6%	3.1%
Metroliner *	-	95.0%	-	97.5%	86.4%	11.1%

Amtrak Corridor	84.0%	82.5%	1.5%	80.3%	79.7%	0.6%
Keystone	92.0%	83.2%	8.8%	85.4%	83.1%	2.2%
Regional	80.3%	82.3%	-1.9%	78.0%	78.5%	-0.5%

Short Distance	69.3%	70.8%	-1.5%	65.5%	67.3%	-1.8%
Capitol	85.9%	73.3%	12.6%	74.6%	73.0%	1.6%
Carolinian	31.7%	39.7%	-8.0%	26.0%	17.0%	9.0%
Cascades	77.7%	68.8%	8.9%	59.7%	48.0%	11.7%
Downeaster	49.3%	94.1%	-44.8%	78.0%	77.2%	0.8%
Empire Corridor	59.5%	63.9%	-4.4%	61.7%	69.8%	-8.1%
Heartland Flyer	50.0%	6.7%	43.3%	28.6%	44.9%	-16.3%
Hiawatha	93.9%	95.1%	-1.2%	89.2%	89.7%	-0.5%
Hoosier State	61.8%	47.1%	14.7%	42.7%	50.4%	-7.7%
Illinois	69.4%	67.1%	2.3%	55.3%	69.0%	-13.7%
Michigan	33.3%	42.7%	-9.3%	31.4%	41.5%	-10.2%
Missouri	10.8%	42.5%	-31.7%	27.9%	33.2%	-5.3%
Pacific Surfliner	71.5%	71.3%	0.2%	74.8%	76.1%	-1.3%
Pennsylvanian	85.0%	83.3%	1.7%	71.5%	70.8%	0.7%
Piedmont	75.0%	81.0%	-6.0%	74.4%	63.0%	11.4%
San Joaquins	80.8%	85.3%	-4.4%	67.9%	63.2%	4.7%

Long Distance	57.8%	45.6%	12.2%	41.6%	30.0%	11.6%
Auto Train	87.9%	51.7%	36.2%	62.1%	16.9%	45.2%
California Zephyr	41.7%	0.0%	41.7%	10.2%	6.9%	3.3%
Capitol Limited	48.3%	11.7%	36.7%	23.4%	11.4%	12.0%
Cardinal	69.2%	11.5%	57.7%	39.0%	27.2%	11.8%
City of New Orleans	91.7%	83.3%	8.3%	86.2%	84.4%	1.8%
Coast Starlight	45.0%	26.7%	18.3%	22.1%	3.9%	18.2%
Crescent	66.7%	56.7%	10.0%	42.9%	20.4%	22.5%
Empire Builder	87.5%	78.2%	9.3%	73.4%	60.1%	13.3%
Lake Shore Ltd	48.3%	33.6%	14.7%	32.4%	23.1%	9.3%
Palmetto	28.3%	39.7%	-11.3%	24.4%	20.8%	3.6%
Silver Meteor	61.7%	67.9%	-6.2%	42.8%	20.8%	22.0%
Silver Star	35.6%	43.1%	-7.5%	23.8%	11.6%	12.1%
Southwest Chief	73.3%	91.7%	-18.3%	60.1%	73.0%	-12.9%
Sunset Limited	8.0%	12.0%	-4.0%	13.5%	15.0%	-1.6%
Texas Eagle	31.7%	18.3%	13.3%	26.8%	19.7%	7.1%

* On October 30, 2006 the last Metroliner frequency was replaced with Acela Express service.

October 8, 2007
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Issued by the Office of the Vice President, Transportation

APPENDIX:

AGENCY SUMMARY OF KEY FINANCIAL DATA

Amtrak Key Financial Data: Condensed Summary

Income Statement (Millions of Dollars)	For the Month Ending Sep FY07				
	FY07 Actual	FY07 Budget	Variance Fav/(Unfav)	FY06 Actual	Variance Fav/(Unfav)
Revenue					
Passenger Related	\$128.9	\$124.1	\$4.8	\$119.4	\$9.5
Other Revenue	62.2	47.7	14.5	65.6	(3.4)
Total Revenue	191.1	171.8	19.3	185.0	6.1
Expenses					
Core	340.5	242.5	(98.0)	189.7	(150.8)
Non-Core	15.3	15.2	(0.1)	15.6	0.3
Total Expenses	355.8	257.7	(98.1)	205.3	(150.5)
Operating Result	(164.7)	(85.9)	(78.8)	(20.3)	(144.4)
Interest Expense, net	8.2	8.6	0.4	5.4	(2.8)
Loss from Operations	(172.9)	(94.5)	(78.4)	(25.7)	(147.2)
Discontinued Operations	0.0	0.0	0.0	0.0	0.0
Net Loss	(172.9)	(94.5)	(78.4)	(25.7)	(147.2)
Depreciation/OPEBs					
Core	46.4	63.5	(17.1)	(24.4)	70.8
Non-Core	0.0	0.0	0.0	0.0	0.0
Total Depreciation/OPEBs	46.4	63.5	(17.1)	(24.4)	70.8
Adjusted Result (Loss)	(\$126.5)	(\$31.0)	(\$95.5)	(\$50.1)	(\$76.4)

Income Statement (Millions of Dollars)	For the Year to Date Sep FY07				
	FY07 Actual	FY07 Budget	Variance Fav/(Unfav)	FY06 Actual	Variance Fav/(Unfav)
Revenue					
Passenger Related	\$1,575.7	\$1,521.2	\$54.5	\$1,426.1	\$149.6
Other Revenue	575.7	558.7	17.0	583.4	(7.7)
Total Revenue	2,151.4	2,079.9	71.5	2,009.5	141.9
Expenses					
Core	2,941.0	3,077.1	136.1	2,824.1	(116.9)
Non-Core	168.0	167.3	(0.7)	181.4	13.4
Total Expenses	3,109.0	3,244.4	135.4	3,005.5	(103.5)
Operating Result	(957.6)	(1,164.5)	206.9	(996.0)	38.4
Interest Expense, net	95.8	104.2	8.4	105.1	9.3
Net Result (Loss)	(1,053.4)	(1,268.7)	215.3	(1,101.1)	47.7
Discontinued Operations	0.0	0.0	0.0	0.0	0.0
Net Loss	(1,053.4)	(1,268.7)	215.3	(1,101.1)	47.7
Depreciation/OPEBs					
Core	518.8	666.9	(148.1)	536.7	(17.9)
Non-Core	0.0	0.0	0.0	0.0	0.0
Total Depreciation/OPEBs	518.8	666.9	(148.1)	536.7	(17.9)
Adjusted Result (Loss)	(\$534.6)	(\$601.8)	\$67.2	(\$564.4)	\$29.8

Note: Net Result (Loss) excludes Federal and State Capital payments recorded as Revenue.

Amtrak Key Financial Data: Condensed Summary

Balance Sheet (Millions of Dollars)	Sep	Aug	Change	Sep	Change
	FY07	FY07		FY06	
Current Assets	\$618.3	\$681.8	(\$63.5)	\$494.3	\$124.0
Current Liabilities	1,017.5	941.3	76.2	898.1	119.4
Working Capital	(399.2)	(259.5)	(139.7)	(403.8)	4.6
L/T Debt and Cap Lease Obligat	3,152.7	3,204.9	(52.2)	3,349.5	(196.8)
Other Liabilities and Defer Credits	1,730.3	1,663.5	66.8	1,626.1	104.2

Cash Flow (Millions of Dollars)	Sep	Sep	Variance	Current Forecast		
	Actual	Budget		n/a	n/a	n/a
Beginning Invested Balance	\$342.8	\$212.9	\$129.9			
Net Cash Flow						
Budget Result	(117.0)	(84.2)	(32.8)			
Cash/Timing Adjustments	98.8	21.9	76.9			
Capital, net	(35.6)	(39.0)	3.4			
Financing Activities	(72.3)	(12.5)	(59.8)			
Federal Funding	59.4	59.4	0.0			
Net Change in Cash	(66.7)	(54.4)	(12.3)			
Ending Invested Balance	\$276.1	\$158.5	\$117.6			
<i>Net of Float</i>	\$229.3	\$128.5	\$100.8			

Cash Flow Forecast	Current	Prior	Variance
Ending Invested Balance - Fiscal Year-end (2007)			
<i>Net of Float</i>			

Operating Statistics	For the Year to Date Sep FY07				
	FY07	FY07	Variance	FY06	Variance
	Actual	Budget		Actual	
Ticket Revenue (\$ millions)	\$1,519.1	\$1,464.2	\$54.9	\$1,371.3	\$147.9
Passenger Miles (millions)	5,653.6	5,435.0	218.6	5,361.5	292.1
Ridership (thousands)	25,847	25,223	624	24,307	1,540
On-Time Performance	68.6%	85.0%	(16.4%)	67.8%	0.8%
Average Passenger Load p/Train	151.4	143.2	8.3	149.9	1.5
Total Headcount	18,579	19,788	1,209	18,641	62

Amtrak Key Financial Data: Income Statement Highlights

(Thousands of Dollars)

	For the Month Ending Sep FY07				
	Actual	Budget	Variance Fav / (Unfav)	Prior Period	Variance Fav / (Unfav)
Revenue					
Passenger Related	\$128,894	\$124,056	\$4,838	\$119,448	\$9,446
Commuter	10,876	9,614	1,262	10,779	97
Reimbursable	6,912	7,000	(88)	7,552	(640)
Commercial	5,761	4,727	1,034	5,339	422
Other Non-Passenger	26,234	12,945	13,289	33,245	(7,011)
State Supported Trains	12,427	13,413	(986)	8,681	3,746
Total Revenue	191,104	171,755	19,349	185,044	6,060
Operating Expenses					
Core/Projects	340,511	242,547	(97,964)	189,651	(150,860)
Commuter	8,066	7,863	(203)	8,511	445
Reimbursable	6,204	6,524	320	6,261	57
Commercial	993	856	(137)	850	(143)
Total Operating Expenses	355,774	257,790	(97,984)	205,273	(150,501)
Operating Result (Loss)	(164,670)	(86,035)	(78,635)	(20,229)	(144,441)
Interest Expense, net	8,201	8,648	447	5,449	(2,752)
Loss from Continuing Ops	(172,871)	(94,683)	(78,188)	(25,678)	(147,193)
Discontinued Operations	0	0	0	0	0
Net Loss	(172,871)	(94,683)	(78,188)	(25,678)	(147,193)
Depreciation/OPEBs	46,425	63,490	(17,065)	(24,396)	70,821
Adjusted Result (Loss)	(\$126,446)	(\$31,193)	(\$95,253)	(\$50,074)	(\$76,372)

Note: Net Result (Loss) excludes Federal and State Capital payments recorded as Revenue.

Amtrak Key Financial Data: Income Statement Highlights

(Thousands of Dollars)

	For the Year to Date Sep FY07				
	Actual	Budget	Variance Fav / (Unfav)	Prior Period	Variance Fav / (Unfav)
Revenue					
Passenger Related	\$1,575,702	\$1,521,247	\$54,455	\$1,426,127	\$149,575
Mail and Express	0	0	0	0	0
Commuter	117,424	114,868	2,556	115,394	2,030
Reimbursable	75,454	66,009	9,445	87,727	(12,273)
Commercial	64,611	56,608	8,003	62,765	1,846
Other Non-Passenger	164,193	159,192	5,001	178,106	(13,913)
State Supported Trains	154,007	162,051	(8,044)	139,413	14,594
Total Revenue	2,151,391	2,079,975	71,416	2,009,532	141,859
Operating Expenses					
Core/Projects	2,940,990	3,077,131	136,141	2,824,124	(116,866)
Commuter	90,442	94,003	3,561	93,139	2,697
Reimbursable	68,712	63,451	(5,261)	79,355	10,643
Commercial	8,895	9,873	978	8,857	(38)
Total Operating Expenses	3,109,039	3,244,458	135,419	3,005,475	(103,564)
Operating Result (Loss)	(957,648)	(1,164,483)	206,835	(995,943)	38,295
Interest Expense, net	95,846	104,238	8,392	105,091	9,245
Loss from Continuing Ops	(1,053,494)	(1,268,721)	215,227	(1,101,034)	47,540
Discontinued Operations	0	0	0	0	0
Net Loss	(1,053,494)	(1,268,721)	215,227	(1,101,034)	47,540
Depreciation/OPEBs	518,792	666,932	(148,140)	536,748	(17,956)
Adjusted Result (Loss)	(\$534,702)	(\$601,789)	\$67,087	(\$564,286)	\$29,584

Note: Net Result (Loss) excludes Federal and State Capital payments recorded as Revenue.

Amtrak Key Financial Data: Balance Sheet Highlights

(Thousands of Dollars)

	As of:				
	Sep FY07	Aug FY07	Change	Sep FY06	Change
Assets					
Current Assets					
Cash and cash equivalents	\$244,292	\$354,066	(\$109,774)	\$215,069	\$29,223
Accounts receivable, net	139,275	105,444	33,831	88,248	51,027
Materials and supplies	174,945	178,704	(3,759)	152,939	22,006
Other current assets	59,797	43,613	16,184	37,997	21,800
Total Current Assets	618,309	681,827	(63,518)	494,253	124,056
Property and Equipment, net	8,318,837	8,286,891	31,946	8,199,586	119,251
Other Assets, Deposits and Deferred	1,235,549	1,247,024	(11,475)	1,222,448	13,101
Total Assets	\$10,172,695	\$10,215,742	(\$43,047)	\$9,916,287	\$256,408
Liabilities and Capitalization					
Current Liabilities					
Accounts payable	\$185,845	\$208,305	(\$22,460)	\$199,430	(\$13,585)
Accrued expenses/liabilities	596,192	510,851	85,341	481,678	114,514
Deferred ticket revenue	83,386	78,756	4,630	73,402	9,984
Current Maturities of L/T debt	152,054	143,366	8,688	143,577	8,477
Total Current Liabilities	1,017,477	941,278	76,199	898,087	119,390
L/T debt and lease obligations	3,152,726	3,204,869	(52,143)	3,349,525	(196,799)
Other Liabilities and deferred credits	1,730,275	1,663,452	66,823	1,626,078	104,197
Total Liabilities	5,900,478	5,809,599	90,879	5,873,690	26,788
Capitalization	4,272,217	4,406,143	(133,926)	4,042,597	229,620
Total Liabilities and Capitalization	\$10,172,695	\$10,215,742	(\$43,047)	\$9,916,287	\$256,408

Key Indicators	As of:				
	Sep FY07	Aug FY07	Change	Sep FY06	Change
Working Capital	(\$399,168)	(\$259,451)	(\$139,717)	(\$403,834)	\$4,666
Working Capital Ratio	0.6077	0.7244	(0.1167)	0.5503	0.0573
Debt Ratio	0.3249	0.3278	(0.0029)	0.3523	(0.0274)
Capitalization	\$4,272,217	\$4,406,143	(\$133,926)	\$4,042,597	\$229,620