

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

March 2008 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	Acela	\$244.4	\$13.5	\$54.4	\$67.9	\$176.5	\$68.6	\$136.5	\$107.9	34.2	21.6
RT05	Regional	\$255.1	\$26.4	\$63.9	\$90.3	\$164.9	\$92.6	\$182.8	\$72.3	12.9	6.1
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	\$3.5	\$0.1	\$0.3	\$0.4	\$3.1	\$0.1	\$0.5	\$3.0	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$503.0	\$40.7	\$118.6	\$159.3	\$343.7	\$161.2	\$320.6	\$182.5	20.8	10.8

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	\$1.9	\$0.5	\$0.7	\$1.2	\$0.7	\$0.7	\$1.9	(\$0.0)	(0.5)	(0.2)
RT04	Vermont	\$3.3	\$0.9	\$2.4	\$3.3	(\$0.0)	\$1.1	\$4.4	(\$1.1)	(10.8)	(4.5)
RT07	Albany-Niagara Falls-Toronto	\$10.3	\$2.7	\$6.4	\$9.1	\$1.1	\$5.3	\$14.4	(\$4.1)	(8.9)	(4.1)
RT09	The Downeaster	\$5.1	\$1.2	\$2.7	\$3.8	\$1.3	\$2.4	\$6.3	(\$1.2)	(7.3)	(2.1)
RT12	New Haven - Springfield	\$4.9	\$1.7	\$4.1	\$5.8	(\$0.9)	\$4.9	\$10.7	(\$5.8)	(38.7)	(17.7)
RT14	Keystone Service	\$16.1	\$3.3	\$5.2	\$8.5	\$7.7	\$10.4	\$18.9	(\$2.7)	(5.4)	(1.9)
RT15	Empire Service	\$21.0	\$4.9	\$11.3	\$16.3	\$4.8	\$13.8	\$30.1	(\$9.0)	(15.0)	(5.2)
RT20	Chicago-St.Louis	\$15.8	\$2.7	\$5.5	\$8.2	\$7.6	\$5.6	\$13.8	\$2.1	5.1	2.2
RT21	Hiawathas	\$11.4	\$1.4	\$3.9	\$5.2	\$6.2	\$7.3	\$12.5	(\$1.1)	(4.2)	(1.5)
RT22	Wolverines	\$8.7	\$2.6	\$7.2	\$9.7	(\$1.0)	\$6.4	\$16.1	(\$7.4)	(15.5)	(8.2)
RT23	Illini	\$6.6	\$1.3	\$2.1	\$3.4	\$3.2	\$2.9	\$6.3	\$0.3	1.1	0.5
RT24	Illinois Zephyr	\$5.5	\$1.4	\$2.6	\$4.0	\$1.5	\$2.7	\$6.7	(\$1.2)	(7.4)	(2.9)
RT29	Heartland Flyer	\$2.7	\$0.7	\$1.4	\$2.0	\$0.7	\$0.7	\$2.8	(\$0.1)	(1.3)	(0.5)
RT35	Pacific Surfliner	\$36.9	\$8.5	\$19.7	\$28.3	\$8.6	\$15.9	\$44.1	(\$7.3)	(6.6)	(2.2)
RT36	Cascades	\$18.8	\$5.3	\$9.4	\$14.8	\$4.0	\$8.2	\$23.0	(\$4.2)	(8.2)	(4.0)
RT37	Capitols	\$21.4	\$6.4	\$12.6	\$19.0	\$2.4	\$9.1	\$28.1	(\$6.7)	(13.1)	(3.6)
RT39	San Joaquins	\$30.3	\$5.1	\$21.6	\$26.7	\$3.6	\$7.0	\$33.7	(\$3.4)	(5.5)	(1.9)
RT40	Adirondack	\$5.0	\$1.1	\$1.9	\$2.9	\$2.0	\$2.4	\$5.3	(\$0.3)	(2.3)	(1.4)
RT41	Blue Water	\$4.3	\$1.0	\$2.4	\$3.4	\$0.9	\$2.1	\$5.5	(\$1.2)	(9.9)	(6.8)
RT47	Washington-Newport News	\$12.4	\$2.3	\$4.9	\$7.2	\$5.3	\$4.6	\$11.7	\$0.7	1.6	0.8
RT54	Hoosier State	\$0.4	\$0.4	\$0.7	\$1.1	(\$0.8)	\$0.6	\$1.8	(\$1.4)	(63.9)	(21.7)
RT56	Kansas City-St.Louis	\$3.3	\$1.4	\$2.1	\$3.6	(\$0.2)	\$1.9	\$5.5	(\$2.2)	(18.5)	(5.8)
RT57	Pennsylvanian	\$3.9	\$1.1	\$2.7	\$3.8	\$0.1	\$3.1	\$6.9	(\$3.0)	(13.5)	(9.2)
RT65	Pere Marquette	\$2.7	\$0.6	\$1.3	\$1.9	\$0.7	\$1.4	\$3.3	(\$0.6)	(7.6)	(4.7)
RT66	Carolinian	\$9.0	\$2.0	\$3.5	\$5.5	\$3.5	\$4.0	\$9.5	(\$0.5)	(1.2)	(0.8)
RT67	Piedmont	\$1.3	\$0.6	\$0.3	\$0.8	\$0.4	\$0.9	\$1.8	(\$0.5)	(13.5)	(5.8)
RT92	Central Unknown (Crew Labor)	\$0.0	\$0.4	\$0.0	\$0.4	(\$0.4)	\$0.0	\$0.4	(\$0.4)	---	---
RT93	Crew Labor	\$0.0	\$0.5	(\$0.0)	\$0.5	(\$0.5)	\$0.0	\$0.5	(\$0.5)	---	---
RT96	Non NEC Special Trains	\$4.2	\$0.3	\$0.4	\$0.7	\$3.5	\$0.5	\$1.2	\$3.1	29.0	24.7
State Supported Rt Buses		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$267.2	\$62.3	\$138.9	\$201.2	\$66.0	\$125.9	\$327.1	(\$59.9)	(7.4)	(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	\$14.8	\$8.8	\$13.7	\$22.5	(\$7.6)	\$13.9	\$36.4	(\$21.6)	(23.7)	(12.7)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	\$3.3	\$2.8	\$4.2	\$7.0	(\$3.6)	\$3.8	\$10.8	(\$7.5)	(39.5)	(19.2)
RT19	Silver Meteor	\$15.6	\$7.5	\$13.6	\$21.1	(\$5.5)	\$13.0	\$34.1	(\$18.5)	(20.7)	(12.2)
RT25	Empire Builder	\$24.5	\$14.1	\$22.2	\$36.3	(\$11.8)	\$13.4	\$49.7	(\$25.2)	(15.0)	(8.0)
RT26	Capitol Limited	\$8.1	\$4.5	\$8.0	\$12.5	(\$4.4)	\$7.6	\$20.1	(\$11.9)	(26.5)	(15.6)
RT27	California Zephyr	\$18.8	\$14.4	\$23.6	\$38.0	(\$19.2)	\$12.6	\$50.6	(\$31.7)	(26.6)	(12.1)
RT28	Southwest Chief	\$18.8	\$10.7	\$19.7	\$30.4	(\$11.6)	\$13.1	\$43.5	(\$24.7)	(18.4)	(10.5)
RT30	City of New Orleans	\$7.9	\$3.8	\$7.6	\$11.3	(\$3.4)	\$4.3	\$15.7	(\$7.8)	(18.2)	(11.0)
RT32	Texas Eagle	\$9.1	\$6.6	\$10.2	\$16.8	(\$7.7)	\$7.0	\$23.7	(\$14.7)	(23.2)	(11.2)
RT33	Sunset Limited	\$3.9	\$6.5	\$7.4	\$14.0	(\$10.1)	\$5.1	\$19.0	(\$15.2)	(54.3)	(26.3)
RT34	Coast Starlight	\$10.8	\$7.2	\$14.1	\$21.2	(\$10.5)	\$8.3	\$29.6	(\$18.8)	(28.8)	(15.4)
RT45	Lake Shore Limited	\$11.3	\$6.4	\$11.3	\$17.7	(\$6.5)	\$12.7	\$30.5	(\$19.2)	(29.4)	(16.9)
RT48	Palmetto	\$6.4	\$2.4	\$4.8	\$7.2	(\$0.8)	\$5.5	\$12.7	(\$6.3)	(18.8)	(8.1)
RT52	Crescent	\$13.6	\$7.5	\$13.5	\$21.0	(\$7.4)	\$11.8	\$32.7	(\$19.2)	(29.6)	(13.9)
RT63	Auto Train	\$29.0	\$8.3	\$15.3	\$23.6	\$5.4	\$10.0	\$33.6	(\$4.6)	(4.7)	(2.8)
Total		\$195.9	\$111.4	\$189.0	\$300.5	(\$104.6)	\$142.2	\$442.7	(\$246.8)	(21.9)	(11.6)

Total All Trains	\$966.1	\$214.4	\$446.6	\$661.0	\$305.1	\$429.4	\$1,090.4	(\$124.3)	(4.4)	(2.1)
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Reconciling Items between SBL and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$966.1	\$1,090.4	(\$124.3)
Infrastructure Management	\$94.6	\$131.3	(\$36.7)
Ancillary Businesses	\$138.8	\$91.6	\$47.2
Unallocated System	\$4.6	\$117.4	(\$112.7)
Eliminations	(\$49.1)	(\$49.1)	\$0.0
Operating Results	\$1,155.0	\$1,381.5	(\$226.5)
Interest Expense, Net	\$0.0	\$44.6	(\$44.6)
Depreciation	\$0.0	\$241.4	(\$241.4)
Federal and State Capital Payments	\$13.6	\$0.0	\$13.6
Net (Income) Loss from Discont Ops	\$0.0	\$0.0	\$0.0
Net Results	\$1,168.6	\$1,667.6	(\$499.0)

Notes:

- Prior year data may not match previously published reports at the individual route level. FY08 Route Structure reflects Strategic Business Line format.
- Direct Labor represents T&E and OBS wages, benefits and support.
- Other Direct Costs include Host Railroad MoW 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.

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Financial Performance of Routes - Strategic Business Line (SBL) format

March 2007 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	Acela	\$203.9	\$11.9	\$47.5	\$59.4	\$144.5	\$50.8	\$110.2	\$93.7	33.9	19.6
RT05	Regional	\$221.8	\$23.6	\$64.7	\$88.4	\$133.5	\$89.2	\$177.6	\$44.2	10.3	4.1
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	\$2.1	\$0.1	\$0.3	\$0.4	\$1.7	\$0.1	\$0.4	\$1.7	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$427.8	\$35.9	\$112.5	\$148.3	\$279.5	\$140.1	\$288.5	\$139.3	19.7	8.9

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	\$1.7	\$0.4	\$0.9	\$1.3	\$0.4	\$0.7	\$2.0	(\$0.3)	(7.5)	(2.9)
RT04	Vermont	\$3.2	\$0.8	\$1.5	\$2.3	\$0.9	\$0.9	\$3.2	(\$0.0)	(0.1)	(0.0)
RT07	Albany-Niagara Falls-Toronto	\$7.7	\$2.5	\$4.9	\$7.4	\$0.3	\$5.0	\$12.3	(\$4.7)	(12.4)	(5.0)
RT09	The Downeaster	\$4.2	\$0.9	\$2.4	\$3.3	\$0.9	\$2.1	\$5.4	(\$1.2)	(9.5)	(3.1)
RT12	New Haven - Springfield	\$4.3	\$1.5	\$4.0	\$5.5	(\$1.2)	\$4.4	\$9.9	(\$5.5)	(42.9)	(17.0)
RT14	Keystone Service	\$13.8	\$2.9	\$5.9	\$8.8	\$5.0	\$10.1	\$18.9	(\$5.2)	(12.5)	(4.0)
RT15	Empire Service	\$19.6	\$4.7	\$10.8	\$15.5	\$4.1	\$14.6	\$30.1	(\$10.5)	(17.9)	(6.0)
RT20	Chicago-St.Louis	\$10.4	\$2.0	\$4.1	\$6.1	\$4.4	\$4.8	\$10.8	(\$0.4)	(1.2)	(0.5)
RT21	Hiawathas	\$10.3	\$1.4	\$3.2	\$4.6	\$5.6	\$7.4	\$12.0	(\$1.7)	(7.6)	(2.9)
RT22	Wolverines	\$8.3	\$2.4	\$5.9	\$8.3	\$0.0	\$6.2	\$14.5	(\$6.2)	(13.8)	(6.7)
RT23	Illini	\$6.7	\$1.1	\$2.1	\$3.2	\$3.5	\$2.7	\$5.9	\$0.8	4.1	1.8
RT24	Illinois Zephyr	\$5.5	\$1.1	\$2.0	\$3.1	\$2.3	\$2.3	\$5.5	(\$0.0)	(0.1)	(0.0)
RT29	Heartland Flyer	\$2.4	\$0.6	\$0.9	\$1.5	\$0.9	\$0.7	\$2.2	\$0.2	4.4	1.5
RT35	Pacific Surfliner	\$36.1	\$7.8	\$19.5	\$27.3	\$8.7	\$15.4	\$42.7	(\$6.6)	(6.6)	(2.1)
RT36	Cascades	\$19.3	\$4.6	\$8.7	\$13.4	\$5.9	\$7.5	\$20.9	(\$1.6)	(3.4)	(1.4)
RT37	Capitols	\$18.8	\$5.3	\$10.7	\$15.9	\$2.9	\$9.3	\$25.2	(\$6.4)	(14.0)	(3.7)
RT39	San Joaquins	\$27.3	\$4.5	\$19.1	\$23.6	\$3.7	\$6.5	\$30.1	(\$2.8)	(5.1)	(1.6)
RT40	Adirondack	\$4.8	\$1.0	\$2.1	\$3.1	\$1.7	\$1.6	\$4.7	\$0.0	0.2	0.1
RT41	Blue Water	\$3.6	\$0.9	\$1.9	\$2.8	\$0.8	\$1.8	\$4.6	(\$1.0)	(8.6)	(4.7)
RT47	Washington-Newport News	\$10.1	\$2.0	\$3.7	\$5.7	\$4.4	\$4.3	\$10.0	\$0.1	0.4	0.2
RT54	Hoosier State	\$0.3	\$0.3	\$0.7	\$1.0	(\$0.7)	\$0.6	\$1.6	(\$1.3)	(77.7)	(28.8)
RT56	Kansas City-St.Louis	\$4.0	\$1.4	\$1.9	\$3.3	\$0.7	\$1.8	\$5.1	(\$1.1)	(9.5)	(2.8)
RT57	Pennsylvanian	\$3.4	\$1.0	\$2.3	\$3.3	\$0.1	\$2.7	\$6.0	(\$2.6)	(13.6)	(7.6)
RT65	Pere Marquette	\$3.1	\$0.6	\$1.1	\$1.7	\$1.4	\$1.3	\$3.0	\$0.1	1.6	0.9
RT66	Carolinian	\$7.5	\$2.0	\$2.8	\$4.8	\$2.7	\$3.5	\$8.3	(\$0.8)	(2.4)	(1.4)
RT67	Piedmont	\$1.2	\$0.5	\$0.1	\$0.6	\$0.6	\$0.8	\$1.4	(\$0.2)	(8.6)	(3.4)
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	\$0.2	\$0.0	\$0.2	(\$0.2)	\$0.0	\$0.2	(\$0.2)	---	---
RT96	Non NEC Special Trains	\$2.2	\$0.4	\$0.4	\$0.8	\$1.4	\$0.4	\$1.2	\$1.0	9.4	8.3
	State Supported Rt Buses	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1	---	---
Total		\$239.8	\$55.2	\$123.6	\$178.8	\$61.0	\$119.2	\$298.1	(\$58.3)	(8.2)	(3.1)

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	\$14.2	\$8.4	\$13.1	\$21.5	(\$7.2)	\$11.6	\$33.0	(\$18.8)	(21.4)	(11.2)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	\$2.8	\$2.4	\$3.6	\$6.0	(\$3.2)	\$3.1	\$9.1	(\$6.3)	(39.9)	(18.4)
RT19	Silver Meteor	\$14.8	\$7.4	\$12.0	\$19.4	(\$4.6)	\$10.7	\$30.1	(\$15.4)	(18.0)	(10.0)
RT25	Empire Builder	\$22.8	\$12.9	\$19.0	\$31.9	(\$9.1)	\$11.0	\$43.0	(\$20.1)	(12.3)	(6.5)
RT26	Capitol Limited	\$7.2	\$4.3	\$7.3	\$11.6	(\$4.4)	\$7.0	\$18.6	(\$11.4)	(28.2)	(15.1)
RT27	California Zephyr	\$17.6	\$12.7	\$18.9	\$31.6	(\$14.0)	\$10.2	\$41.7	(\$24.1)	(20.9)	(9.1)
RT28	Southwest Chief	\$18.0	\$10.1	\$22.8	\$32.8	(\$14.8)	\$10.3	\$43.2	(\$25.2)	(19.1)	(11.5)
RT30	City of New Orleans	\$6.6	\$3.7	\$5.7	\$9.4	(\$2.8)	\$3.9	\$13.3	(\$6.7)	(18.5)	(9.6)
RT32	Texas Eagle	\$8.6	\$6.2	\$8.7	\$14.9	(\$6.3)	\$5.4	\$20.3	(\$11.7)	(19.7)	(9.3)
RT33	Sunset Limited	\$3.6	\$6.3	\$6.6	\$12.9	(\$9.3)	\$4.6	\$17.4	(\$13.8)	(51.7)	(23.3)
RT34	Coast Starlight	\$13.6	\$9.3	\$15.0	\$24.3	(\$10.8)	\$9.1	\$33.4	(\$19.8)	(22.8)	(12.2)
RT45	Lake Shore Limited	\$10.2	\$6.4	\$10.8	\$17.2	(\$6.9)	\$12.6	\$29.7	(\$19.5)	(31.1)	(17.0)
RT48	Palmetto	\$5.6	\$2.6	\$4.6	\$7.2	(\$1.6)	\$4.5	\$11.8	(\$6.1)	(21.0)	(7.9)
RT52	Crescent	\$12.5	\$7.4	\$11.3	\$18.6	(\$6.1)	\$9.9	\$28.5	(\$16.0)	(26.8)	(11.3)
RT63	Auto Train	\$27.1	\$8.2	\$13.1	\$21.3	\$5.7	\$8.8	\$30.2	(\$3.1)	(3.4)	(1.9)
Total		\$185.4	\$108.2	\$172.5	\$280.7	(\$95.3)	\$122.7	\$403.4	(\$218.0)	(20.0)	(10.2)

Total All Trains	\$853.0	\$199.3	\$408.5	\$607.8	\$245.1	\$382.1	\$989.9	(\$137.0)	(5.5)	(2.4)
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Reconciling Items between SBL and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$853.0	\$989.9	(\$137.0)
Infrastructure Management	\$90.2	\$125.0	(\$34.7)
Ancillary Businesses	\$120.4	\$77.8	\$42.7
Unallocated System	\$3.1	\$114.9	(\$111.8)
Eliminations	(\$48.2)	(\$48.2)	\$0.0
Operating Results	\$1,018.5	\$1,259.4	(\$240.9)
Interest Expense, Net	\$0.0	\$51.7	(\$51.7)
Depreciation	\$0.0	\$224.1	(\$224.1)
Federal and State Capital Payments	\$19.4	\$0.0	\$19.4
Net (Income) Loss from Discont Ops	\$0.0	\$0.0	\$0.0
Net Results	\$1,037.9	\$1,535.1	(\$497.2)

Notes:

- Prior year data may not match previously published reports at the individual route level. FY08 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
March 2008 Unaudited vs March 2007 - 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	Acela	\$40.5	(\$1.6)	(\$7.0)	(\$8.6)	\$32.0	(\$17.8)	(\$26.3)	\$14.2	0.3	2.0
RT05	Regional	\$33.3	(\$2.8)	\$0.9	(\$1.9)	\$31.4	(\$3.3)	(\$5.2)	\$28.1	2.7	2.0
RT91	NEC Unknown (Crew Labor)	\$0.0	(\$0.4)	(\$0.0)	(\$0.5)	(\$0.5)	(\$0.0)	(\$0.5)	(\$0.5)	---	---
RT06/98/99	NEC Special Trains	\$1.4	(\$0.0)	(\$0.1)	(\$0.1)	\$1.3	(\$0.0)	(\$0.1)	\$1.3	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$75.2	(\$4.8)	(\$6.1)	(\$11.0)	\$64.2	(\$21.1)	(\$32.1)	\$43.1	1.1	1.9

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	\$0.2	(\$0.1)	\$0.2	\$0.2	\$0.3	(\$0.1)	\$0.1	\$0.3	7.0	2.6
RT04	Vermont	\$0.1	(\$0.1)	(\$0.9)	(\$1.0)	(\$0.9)	(\$0.2)	(\$1.2)	(\$1.1)	(10.7)	(4.5)
RT07	Albany-Niagara Falls-Toronto	\$2.6	(\$0.2)	(\$1.5)	(\$1.8)	\$0.8	(\$0.3)	(\$2.1)	\$0.5	3.5	0.8
RT09	The Downeaster	\$0.9	(\$0.3)	(\$0.3)	(\$0.5)	\$0.4	(\$0.4)	(\$0.9)	\$0.0	2.2	1.0
RT12	New Haven - Springfield	\$0.5	(\$0.2)	(\$0.1)	(\$0.3)	\$0.2	(\$0.5)	(\$0.8)	(\$0.3)	4.2	(0.7)
RT14	Keystone Service	\$2.4	(\$0.4)	\$0.7	\$0.3	\$2.7	(\$0.3)	\$0.1	\$2.4	7.1	2.1
RT15	Empire Service	\$1.5	(\$0.3)	(\$0.5)	(\$0.7)	\$0.7	\$0.7	(\$0.0)	\$1.5	2.9	0.9
RT20	Chicago-St.Louis	\$5.4	(\$0.7)	(\$1.4)	(\$2.1)	\$3.3	(\$0.8)	(\$3.0)	\$2.4	6.3	2.6
RT21	Hiawathas	\$1.1	\$0.1	(\$0.7)	(\$0.6)	\$0.5	\$0.1	(\$0.5)	\$0.6	3.4	1.3
RT22	Wolverines	\$0.4	(\$0.2)	(\$1.3)	(\$1.4)	(\$1.0)	(\$0.1)	(\$1.6)	(\$1.2)	(1.7)	(1.5)
RT23	Illini	(\$0.1)	(\$0.2)	(\$0.1)	(\$0.2)	(\$0.3)	(\$0.2)	(\$0.5)	(\$0.6)	(3.0)	(1.2)
RT24	Illinois Zephyr	\$0.0	(\$0.3)	(\$0.6)	(\$0.9)	(\$0.8)	(\$0.4)	(\$1.2)	(\$1.2)	(7.3)	(2.9)
RT29	Heartland Flyer	\$0.2	(\$0.1)	(\$0.4)	(\$0.5)	(\$0.3)	(\$0.0)	(\$0.5)	(\$0.3)	(5.7)	(2.0)
RT35	Pacific Surfliner	\$0.8	(\$0.7)	(\$0.2)	(\$0.9)	(\$0.1)	(\$0.5)	(\$1.4)	(\$0.6)	(0.0)	(0.1)
RT36	Cascades	(\$0.5)	(\$0.7)	(\$0.7)	(\$1.4)	(\$1.9)	(\$0.7)	(\$2.1)	(\$2.6)	(4.9)	(2.6)
RT37	Capitols	\$2.5	(\$1.1)	(\$1.9)	(\$3.0)	(\$0.5)	\$0.2	(\$2.9)	(\$0.3)	0.9	0.1
RT39	San Joaquins	\$3.0	(\$0.5)	(\$2.6)	(\$3.1)	(\$0.1)	(\$0.4)	(\$3.5)	(\$0.6)	(0.4)	(0.3)
RT40	Adirondack	\$0.2	(\$0.1)	\$0.2	\$0.2	\$0.4	(\$0.7)	(\$0.6)	(\$0.3)	(2.4)	(1.4)
RT41	Blue Water	\$0.7	(\$0.1)	(\$0.5)	(\$0.6)	\$0.1	(\$0.3)	(\$0.9)	(\$0.2)	(1.3)	(2.1)
RT47	Washington-Newport News	\$2.3	(\$0.3)	(\$1.2)	(\$1.5)	\$0.8	(\$0.3)	(\$1.7)	\$0.5	1.1	0.6
RT54	Hoosier State	\$0.1	\$0.0	(\$0.1)	(\$0.1)	(\$0.0)	(\$0.0)	(\$0.1)	(\$0.1)	13.7	7.1
RT56	Kansas City-St.Louis	(\$0.7)	(\$0.0)	(\$0.2)	(\$0.3)	(\$1.0)	(\$0.1)	(\$0.4)	(\$1.1)	(9.0)	(3.0)
RT57	Pennsylvanian	\$0.5	(\$0.1)	(\$0.5)	(\$0.5)	(\$0.0)	(\$0.4)	(\$0.9)	(\$0.4)	0.1	(1.6)
RT65	Pere Marquette	(\$0.4)	(\$0.1)	(\$0.2)	(\$0.3)	(\$0.7)	(\$0.0)	(\$0.3)	(\$0.7)	(9.3)	(5.6)
RT66	Carolinian	\$1.5	(\$0.1)	(\$0.7)	(\$0.7)	\$0.8	(\$0.5)	(\$1.2)	\$0.3	1.2	0.6
RT67	Piedmont	\$0.1	(\$0.1)	(\$0.1)	(\$0.2)	(\$0.1)	(\$0.1)	(\$0.3)	(\$0.2)	(5.0)	(2.5)
RT92	Central Unknown (Crew Labor)	\$0.0	(\$0.1)	(\$0.0)	(\$0.1)	(\$0.1)	\$0.0	(\$0.1)	(\$0.1)	---	---
RT93	Crew Labor	\$0.0	(\$0.3)	\$0.0	(\$0.3)	(\$0.3)	\$0.0	(\$0.3)	(\$0.3)	---	---
RT96	Non NEC Special Trains	\$2.0	\$0.1	\$0.0	\$0.1	\$2.2	(\$0.1)	\$0.1	\$2.1	19.6	16.4
	State Supported Rt Buses	(\$0.1)	\$0.0	\$0.0	\$0.0	(\$0.1)	\$0.0	\$0.0	(\$0.1)	---	---
Total		\$27.4	(\$7.0)	(\$15.4)	(\$22.4)	\$5.0	(\$6.7)	(\$29.1)	(\$1.6)	0.8	0.1

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	\$0.6	(\$0.4)	(\$0.6)	(\$1.0)	(\$0.4)	(\$2.4)	(\$3.4)	(\$2.8)	(2.3)	(1.5)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	\$0.5	(\$0.4)	(\$0.6)	(\$0.9)	(\$0.5)	(\$0.7)	(\$1.7)	(\$1.2)	0.3	(0.8)
RT19	Silver Meteor	\$0.8	(\$0.1)	(\$1.6)	(\$1.7)	(\$0.9)	(\$2.3)	(\$3.9)	(\$3.2)	(2.7)	(2.2)
RT25	Empire Builder	\$1.6	(\$1.2)	(\$3.2)	(\$4.4)	(\$2.7)	(\$2.4)	(\$6.7)	(\$5.1)	(2.6)	(1.6)
RT26	Capitol Limited	\$0.9	(\$0.2)	(\$0.7)	(\$0.9)	(\$0.0)	(\$0.6)	(\$1.5)	(\$0.6)	1.7	(0.5)
RT27	California Zephyr	\$1.2	(\$1.7)	(\$4.7)	(\$6.4)	(\$5.2)	(\$2.4)	(\$8.9)	(\$7.6)	(5.7)	(3.0)
RT28	Southwest Chief	\$0.8	(\$0.6)	\$3.1	\$2.4	\$3.3	(\$2.8)	(\$0.3)	\$0.5	0.7	1.1
RT30	City of New Orleans	\$1.3	(\$0.1)	(\$1.8)	(\$1.9)	(\$0.7)	(\$0.4)	(\$2.4)	(\$1.1)	0.4	(1.4)
RT32	Texas Eagle	\$0.5	(\$0.4)	(\$1.5)	(\$1.9)	(\$1.3)	(\$1.6)	(\$3.4)	(\$2.9)	(3.6)	(1.9)
RT33	Sunset Limited	\$0.3	(\$0.2)	(\$0.9)	(\$1.1)	(\$0.8)	(\$0.5)	(\$1.6)	(\$1.3)	(2.6)	(3.0)
RT34	Coast Starlight	(\$2.8)	\$2.1	\$1.0	\$3.1	\$0.3	\$0.7	\$3.8	\$1.0	(6.0)	(3.2)
RT45	Lake Shore Limited	\$1.1	(\$0.1)	(\$0.5)	(\$0.6)	\$0.5	(\$0.2)	(\$0.7)	\$0.3	1.6	0.1
RT48	Palmetto	\$0.8	\$0.2	(\$0.2)	\$0.0	\$0.8	(\$1.0)	(\$1.0)	(\$0.2)	2.2	(0.3)
RT52	Crescent	\$1.0	(\$0.1)	(\$2.2)	(\$2.3)	(\$1.3)	(\$1.9)	(\$4.2)	(\$3.2)	(2.8)	(2.6)
RT63	Auto Train	\$1.9	(\$0.0)	(\$2.2)	(\$2.3)	(\$0.3)	(\$1.1)	(\$3.4)	(\$1.5)	(1.3)	(1.0)
Total		\$10.5	(\$3.2)	(\$16.5)	(\$19.8)	(\$9.3)	(\$19.5)	(\$39.3)	(\$28.8)	(2.0)	(1.5)

Total All Trains		\$113.2	(\$15.1)	(\$38.0)	(\$53.2)	\$60.0	(\$47.3)	(\$100.4)	\$12.7	1.0	0.3
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