U.S. Department of Transportation
Federal Railroad Administration

Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations

Fourth Quarter of Fiscal Year 2024 (July 1, 2024 – Sept. 30, 2024)

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Abbreviations, Acronyms, and Phrases in this Report

Term	Meaning
CFR	Code of Federal Regulations
FRA	Federal Railroad Administration
FY	Fiscal Year (October 1 to September 30)
NEC	Northeast Corridor, rail line between Boston, Massachusetts, and Washington, DC
OTP	On-Time Performance
PRIIA	*Passenger Rail Investment and Improvement Act of 2008*, P.L. 110-432
MSA	Metropolitan Statistical Area
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation

I. Introduction

The Federal Railroad Administration (FRA) publishes a quarterly report on the performance and service quality of intercity passenger train operations, in accordance with Section 207 of the *Passenger Rail Investment and Improvement Act of 2008*, Pub. L. 110-432, 122 Stat. 4907 (PRIIA) and 49 CFR part 273.

This Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations covers the **fourth quarter of FY 2024 from July 1, 2024, to September 30, 2024**.

Section II of this report provides an overview of Amtrak system performance for the most recent fiscal quarter, focusing on select metrics. OTP and Delay Metrics highlighted in this section include Customer On-Time Performance and Train Delays per 10,000 Train Miles. Financial Metrics highlighted include Total Ridership.

Section III of this report provides an individual performance profile for each Amtrak route that operated during the quarter. OTP and Delay Metrics highlighted in this section include Customer On-Time Performance, Station Performance, Train Delays, and Train Delays per 10,000 Train Miles. Customer Service Metrics highlighted include Overall Customer Satisfaction.

Performance data for some metrics are highlighted in this document; data for all reported metrics are available for download at railroads.dot.gov. Metrics data are provided to FRA by Amtrak. In addition, an explanation of each metric is presented in the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is also available at railroads.dot.gov.

FY 2024 Q4 Updates

Delays

Beginning March 1, 2024, Amtrak changed the way delays are reported on the Northeast Corridor. Previously, Amtrak recorded delay minutes based on a train's scheduled run time, but now it records them based on a train's pure run time. Because of this change, more delay minutes may be observed in the data for trains that travel on the Northeast Corridor. This change makes reporting consistent with other service lines and allows Amtrak to understand more clearly what is happening along the corridor. Customer On-Time Performance is not impacted.

Schedule Certification Tables

Updated Schedule Certification Tables (November 2024) are now available for download at railroads.dot.gov. This dataset includes the certification status of Amtrak schedules by service, train, and Host Railroad.

Customer Satisfaction Survey

The most recent Customer Satisfaction Survey is now available for download at railroads.dot.gov. This survey is used by Amtrak to determine CSI scores.

Amtrak Route Structure

Amtrak provides intercity passenger rail service across the United States, serving more than 500 destinations in 46 states, and several locations in Canada. Amtrak has three operating service lines: Northeast Corridor (NEC) service, which provides service between Boston, MA, and Washington, DC; State Supported service, which provides service on corridor routes of not more than 750 miles through cost-sharing agreements with State Partners; and Long Distance service, which includes all routes over 750 miles (**Figure 2**).

For some routes, Amtrak reports operational (train performance) data differently than it reports financial or ridership data. Specifically, in some State Supported service arrangements, a State, under a contractual agreement with Amtrak, provides financial support for a portion of a larger route. Amtrak has two route hierarchies within its reporting systems to account for these arrangements.

The first route hierarchy is used to track the physical versions of the routes on the network. This hierarchy is reflected in the individual performance profiles (Section III) and includes the entire physical train that moves between its origin and ultimate destination.

The second hierarchy, financial routes, is a financial construction in Amtrak's accounting system that breaks the physical train up into the State Supported portion of the route and the non-State Supported portion of the route. As a result, the Richmond / Newport News / Norfolk, Roanoke, and Springfield Shuttle routes are classified as Northeast Corridor service in Section III but include State Supported segments (**Figure 1**).

More information on Amtrak Route Structure is presented in the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is available at railroads.dot.gov.

Figure 1. Amtrak Northeast Corridor

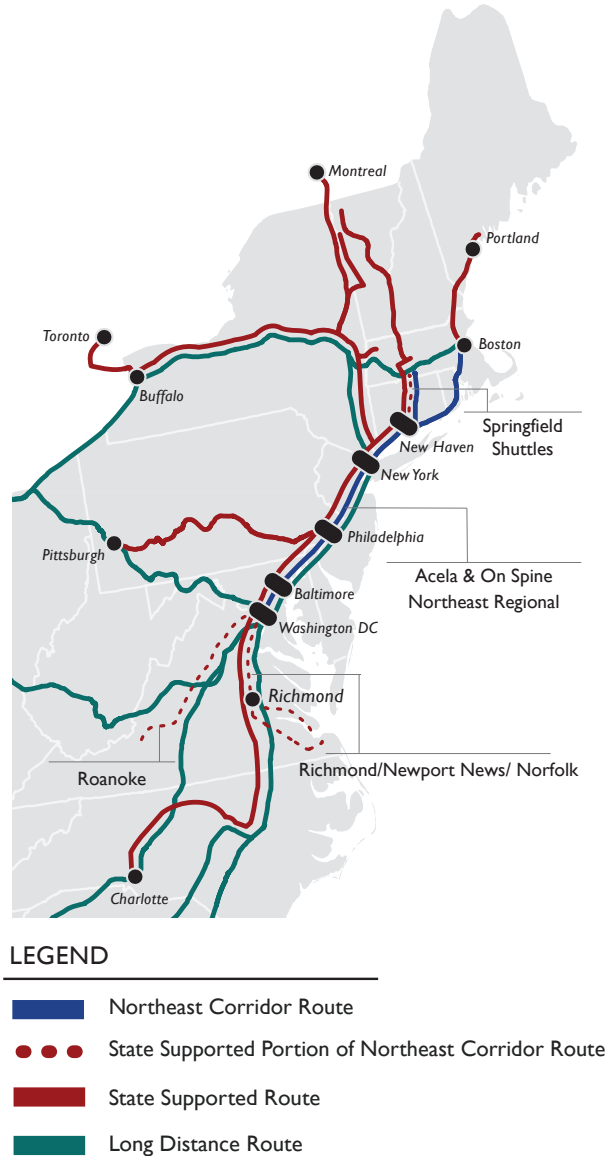
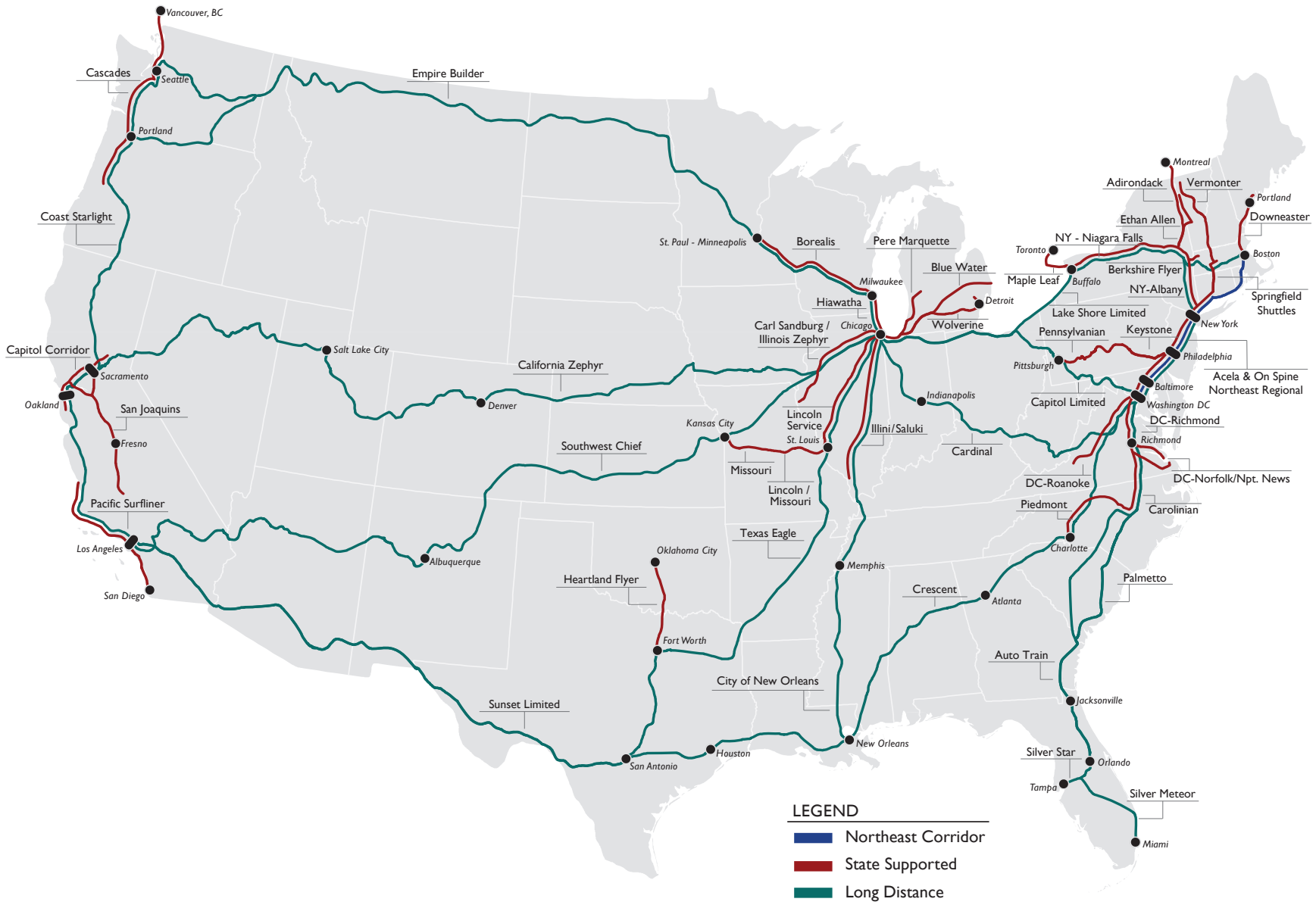


Figure 2. Amtrak System Map



II. Quarterly Performance Overview

This section provides an overview of Amtrak system performance for the most recent fiscal quarter, highlighting select metrics. OTP and Delay Metrics highlighted include Customer On-Time Performance (Customer OTP) and Train Delays per 10,000 Train Miles. Financial Metrics highlighted include Total Ridership.

Section III provides an individual performance profile for each route that operated during the quarter.

A summary of all metrics, including those not described in the performance overview, may be found in Appendices A–D and the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is available at railroads.dot.gov.

Definitions for Highlighted Metrics

Customer OTP

Customer OTP is the percentage of all customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time, reported by train and by route. Amtrak uses the 15-minute maximum when calculating OTP for all routes and trains except the Acela. Amtrak uses a 10-minute maximum when calculating OTP for the Acela.

The customer on-time performance minimum standard is 80 percent for any two consecutive quarters.

Train Delays per 10,000 Train Miles

The minutes of delay per 10,000 train miles for all Amtrak-responsible and host-responsible delays, for the host railroad territory within each route.

Total Ridership

The total number of passengers on Amtrak trains, reported by route.

OTP and Delay Metrics

Customer OTP Highlights

Customer OTP for the Amtrak system was 70 percent in FY 2024 Q4, which was two points lower than the previous quarter and consistent with FY 2023 Q4. Customer OTP on Amtrak's Long Distance routes was 52 percent, up from 49 percent in the previous quarter and 50 percent in FY 2023 Q4. State Supported OTP declined by two points from the previous quarter and was flat compared to FY 2023 Q4. Northeast Corridor OTP dropped five points to 69 percent from FY 2024 Q3 to FY 2024 Q4, and it was down from 72 percent in FY 2023 Q4 **(Figure 3)**.

Customer OTP for each route is shown in **Table 4**. The routes with the highest Customer OTP in FY 2024 Q4 were the Capitol Corridor (90 percent), Keystone (90 percent), and New York - Albany (88 percent) **(Table 1)**. The poorest performing routes were the Southwest Chief (27 percent), Silver Star (34 percent), and Carolinian (36 percent) **(Table 2)**.

Customer OTP on six routes improved by 15 or more points from FY 2023 Q4 to FY 2024 Q4: Sunset Limited (+30), Berkshire Flyer (+25), Lake Shore Limited (+23), California Zephyr (+22), Adirondack (+15), and Blue Water (+15) **(Table 3)**.

Table 1. Highest Customer OTP by Route

Route	FY 2024 Q4	FY 2023 Q4
Capitol Corridor	90%	86%
Keystone	90%	93%
New York - Albany	88%	78%

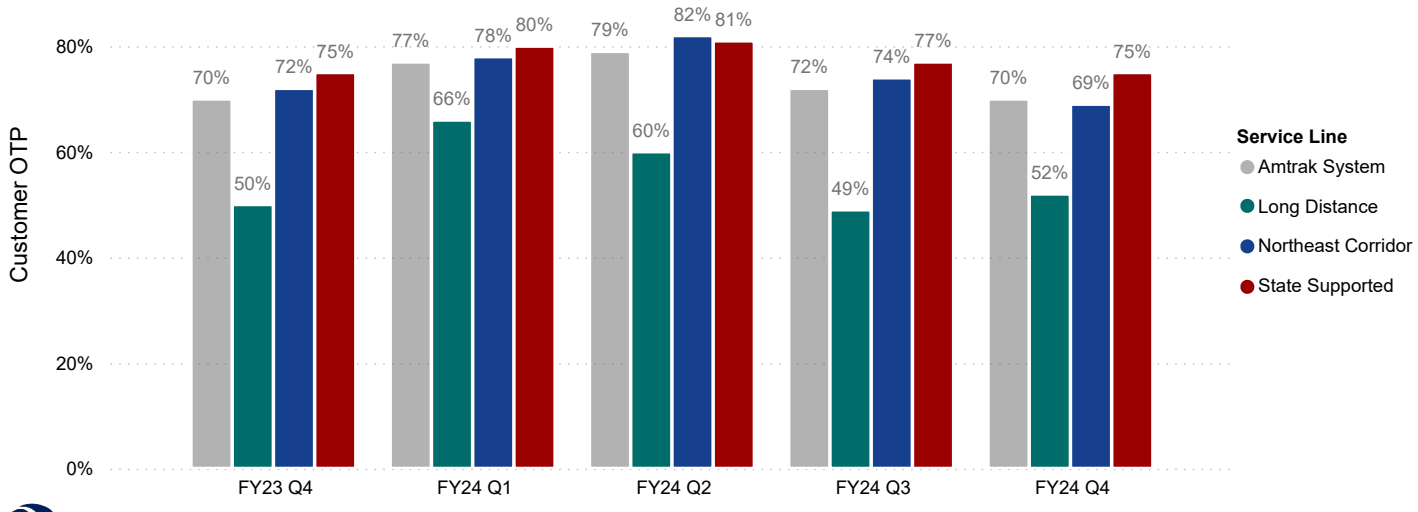
Table 2. Lowest Customer OTP by Route

Route	FY 2024 Q4	FY 2023 Q4
Southwest Chief	27%	25%
Silver Star	34%	45%
Carolinian	36%	52%

Table 3. Routes with Significant OTP Improvement

Route	FY 2024 Q4	FY 2023 Q4	Points Improved
Sunset Ltd	61%	31%	30
Berkshire Flyer	74%	49%	25
Lake Shore Ltd	74%	51%	23
California Zephyr	45%	23%	22
Adirondack	77%	62%	15
Blue Water	72%	57%	15

Figure 3. Customer OTP by Service Line



OTP and Delay Metrics

Customer OTP Highlights

Table 4. Customer OTP by Route

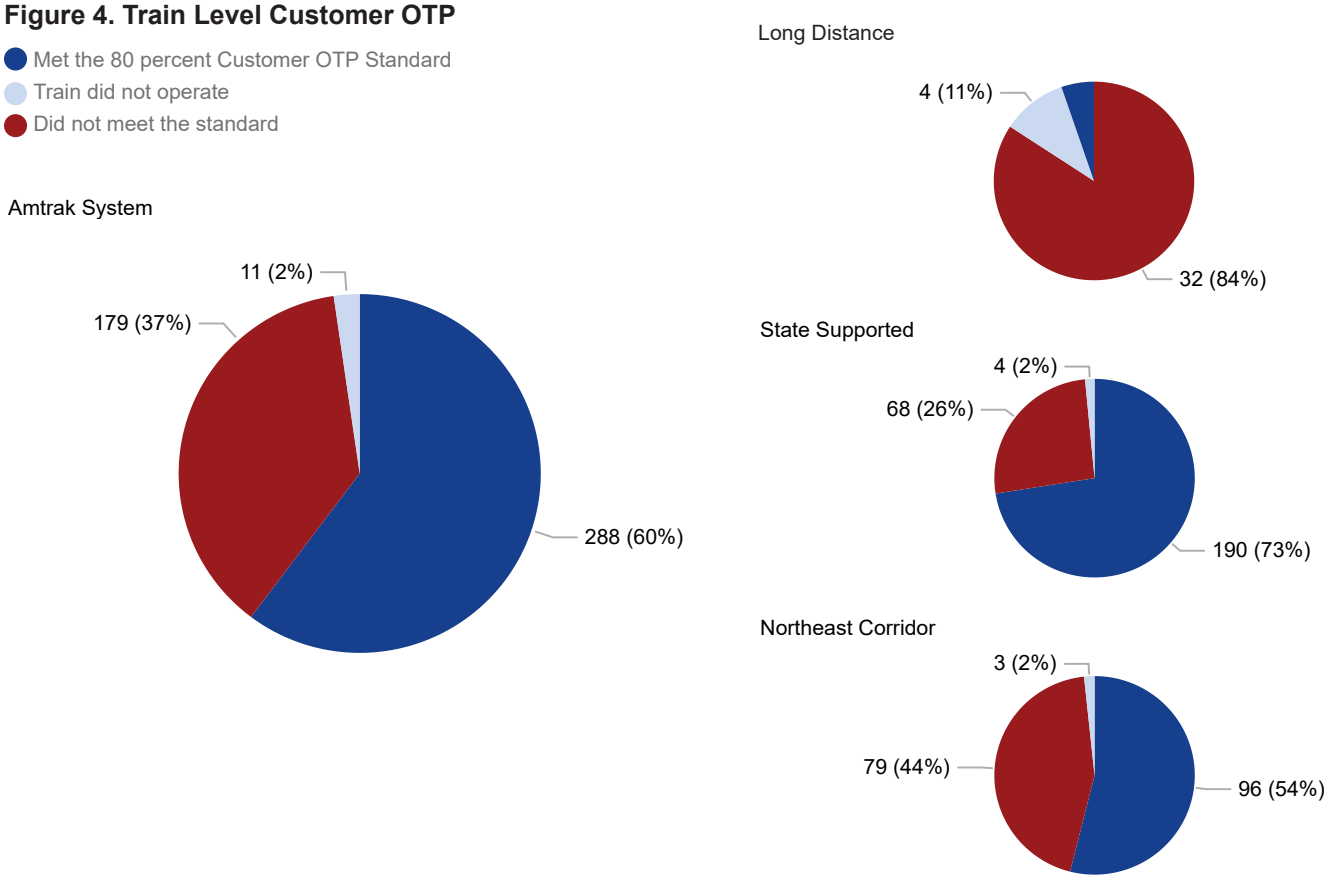
Service Line	Route	FY 2024 Q4	FY 2024 Q3
Long Distance	Auto Train	64%	40%
	California Zephyr	45%	50%
	Capitol Ltd	67%	69%
	Cardinal	55%	55%
	City Of New Orleans	80%	77%
	Coast Starlight	50%	60%
	Crescent	58%	45%
	Empire Builder	46%	52%
	Lake Shore Ltd	74%	74%
	Palmetto	53%	52%
	Silver Meteor	37%	27%
	Silver Star	34%	25%
	Southwest Chief	27%	29%
	Sunset Ltd	61%	48%
	Texas Eagle	56%	47%
Northeast Corridor	Acela	69%	75%
	On Spine Northeast Regional	74%	80%
	Richmond / Newport News / Norfolk	62%	63%
	Roanoke	67%	69%
	Springfield Shuttles	85%	87%
State Supported	Adirondack	77%	75%
	Berkshire Flyer	74%	51%
	Blue Water	72%	74%
	Borealis	53%	46%
	Capitol Corridor	90%	89%
	Carl Sandburg / Illinois Zephyr	80%	85%
	Carolinian	36%	39%
	Cascades	52%	55%
	Downeaster	77%	79%
	Ethan Allen Express	63%	59%
	Heartland Flyer	58%	71%
	Hiawatha	86%	86%
	Illini / Saluki	81%	77%
	Keystone	90%	91%
	Lincoln / Missouri	52%	53%
	Lincoln Service	67%	69%
	Maple Leaf	70%	74%
	Missouri	78%	80%
	New York - Albany	88%	88%
	New York - Niagara Falls	71%	76%
	Pacific Surfliner	81%	85%
	Pennsylvanian	62%	61%
	Pere Marquette	81%	83%
	Piedmont	75%	78%
	San Joaquins	74%	69%
	Vermonter	61%	65%
	Wolverine	67%	66%

OTP and Delay Metrics

Customer OTP Minimum Standard

The Customer OTP minimum standard is 80 percent for any two consecutive calendar quarters (49 CFR 273.5(a)(2)). Of the trains that operated in the third or fourth quarters of FY 2024, 60 percent met the 80 percent Customer OTP standard, 37 percent did not meet the standard, and 2 percent did not operate in one of the two quarters **(Figure 4)**.

Figure 4. Train Level Customer OTP



OTP and Delay Metrics

Train Delay Highlights

In FY 2024 Q4, the Long Distance service line had the most delay minutes per 10,000 train miles **(Figure 6)**.

In FY 2024 Q4, Union Pacific and BNSF had the most host-responsible delay minutes per 10,000 train miles among the Class I railroads, and CPKC had the least **(Figure 5)**. Host-responsible delay minutes increased year-over-year on all Class I host railroads, except for Union Pacific and Norfolk Southern which were down by 10 percent and 9 percent, respectively.

For all Class I Amtrak hosts except for CPKC, freight train interference (FTI) accounted for the largest number of delay minutes per 10,000 train miles **(Figure 5).** On CPKC, slow orders (DSR) were the largest cause of delays to Amtrak trains.

For a complete list of Host Railroad Names and Class I Hosts, see the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is available at railroads.dot.gov.

Figure 6. FY 2024 Q4 Train Delay Minutes per 10K Train Miles by Service Line

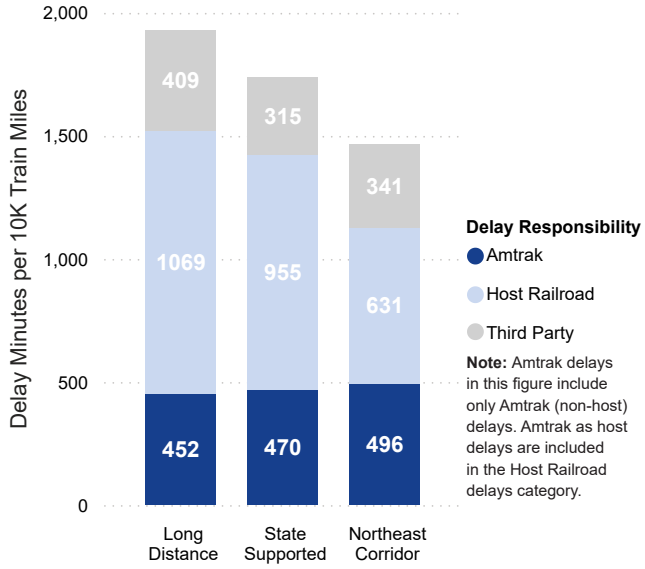
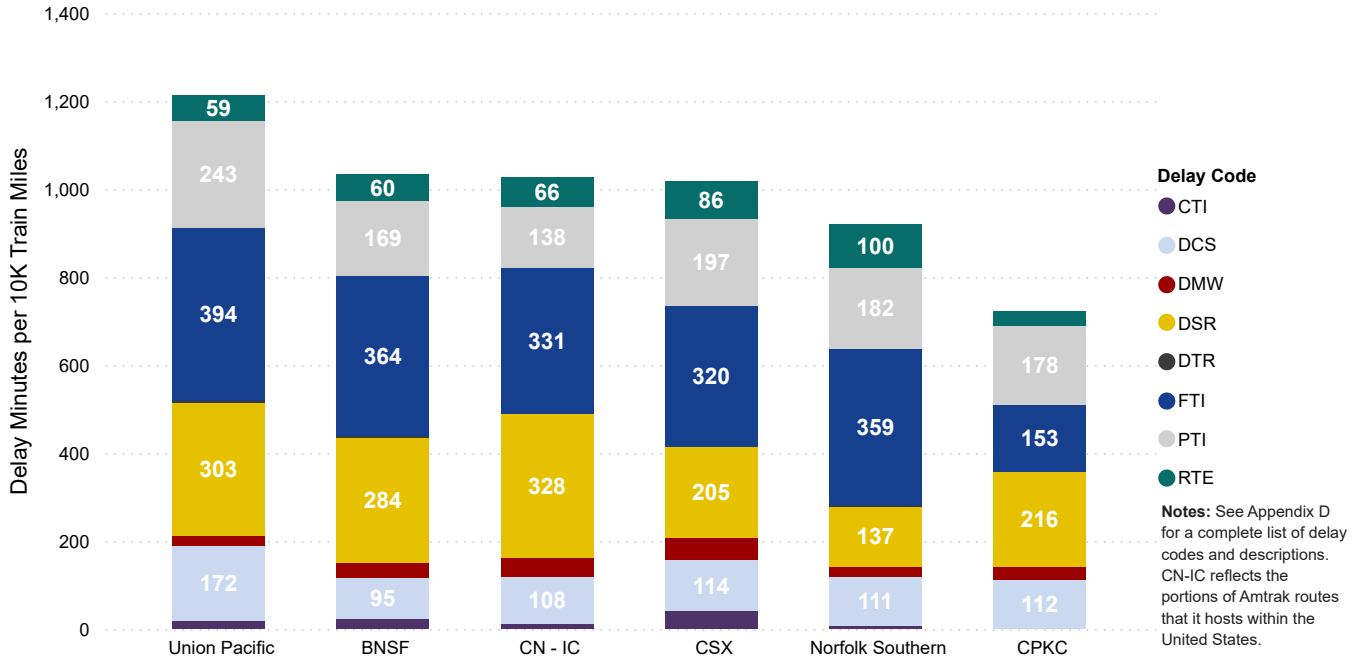


Figure 5. FY 2024 Q4 Class I Host Responsible Train Delay Minutes per 10K Train Miles



Financial Metrics

Total Ridership Highlights

Total Amtrak ridership increased from 8.21 million to 8.69 million, or nearly 6 percent, from FY 2023 Q4 to FY 2024 Q4. Passenger miles for the entire system increased by 4.6 percent over the same period. A passenger mile is one passenger traveling one train mile. Long Distance ridership was 1.09 million, up nearly 5 percent from FY 2023 Q4, and passenger miles increased by 2.6 percent. Northeast Corridor ridership in FY 2024 Q4 was 3.68 million, up 3.4 percent from FY 2023 Q4. State Supported ridership was 3.92 million, or 8.6 percent higher than the previous year. Northeast Corridor and State Supported passenger miles grew by 2.8 and 9.5 percent respectively **(Figure 7 and 8)**.

Figure 7. Total Ridership by Service Line

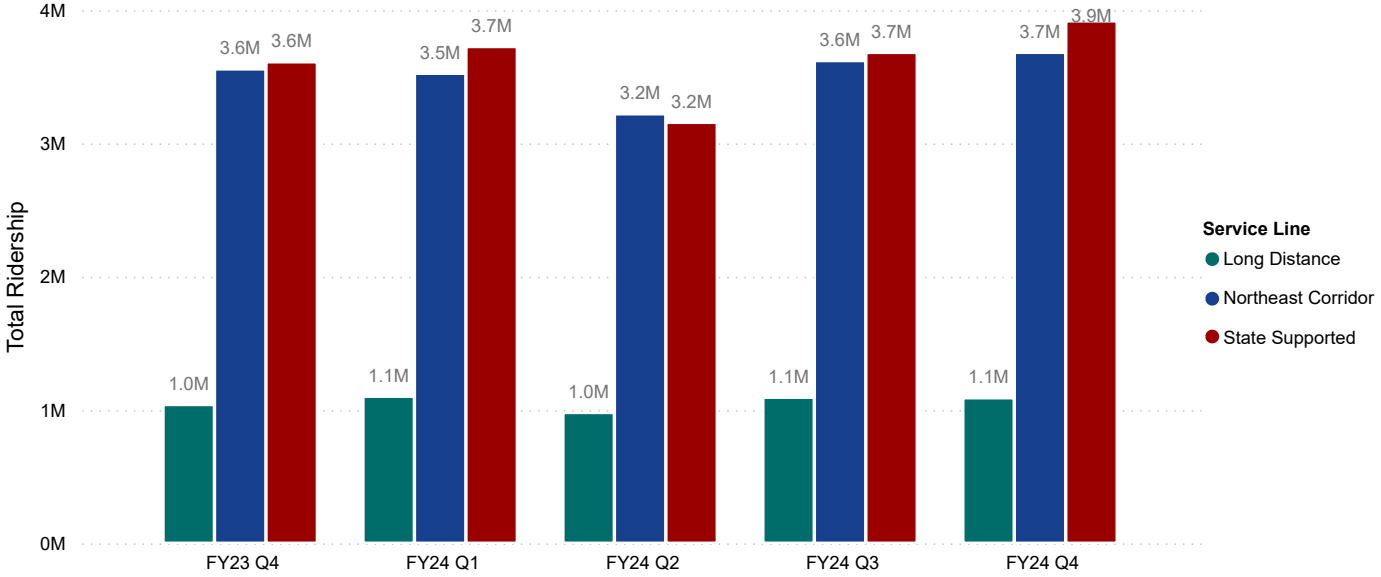
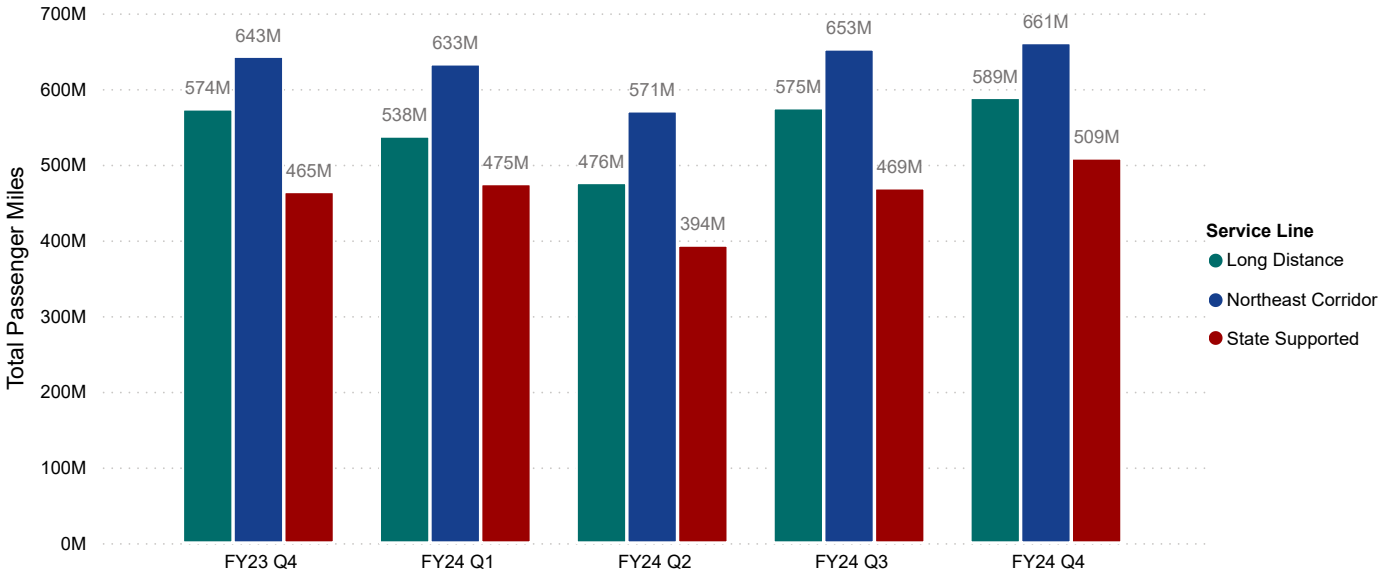


Figure 8. Passenger Miles by Service Line



III. Quarterly Route Performance

This section provides an individual performance profile for each route that operated during the quarter. Each Amtrak route has at least two trains (one in each direction), and many routes have significantly more depending on frequency and other service variations. The Route Profile Explainer immediately below describes the charts and graphs included on each subsequent route profile.

For more information regarding the metrics, please see Appendices A–D and the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is available at railroads.dot.gov.

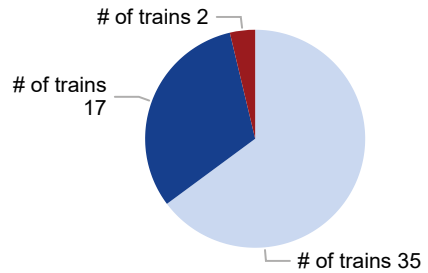
Route Profile Explainer

Customer On-Time Performance

Route Level Customer OTP 69%

Train Level Customer OTP

Below 50% | From 50 to 79% | 80% and Greater



Route Level Customer OTP

The Customer OTP of the route in the current quarter.

Data Source: Customer OTP Metric, Route-level.

Train Level Customer OTP

The chart provides information on train level Customer OTP for routes in the current quarter. Customer OTP is defined as the percent of customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time. Amtrak uses the 15-minute maximum when calculating Customer OTP for all routes and trains except the Acela. Amtrak uses a 10-minute maximum when calculating OTP for the Acela. Each Amtrak route has at least two trains (one in each direction), and many routes have significantly more depending on frequency and other service variations. For routes with five or fewer trains, the chart shows the Customer OTP for each train in the current quarter. For routes with more than five trains, the chart shows the number of trains with OTP below 50%, between 50% and 80%, and above 80%.

Data Source: Customer OTP Metric, Train Level

Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	12,489
SMW	Scheduled M/W work	8,709
DSR	Slow order delays	8,208

Delays

The table lists the top three causes of delay and the associated number of delay minutes on the route in the current quarter. See Appendix D for the complete list of delay codes and descriptions.

Data Source: Train Delays Metric.

Customer Service Index (CSI)

Overall Service 73%

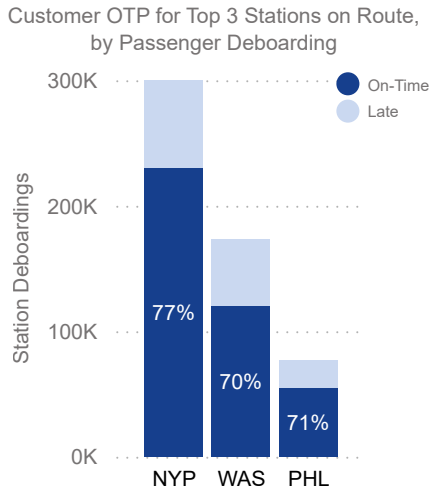
Customer Service Index

The route's overall customer satisfaction score in the current quarter adjusted for on-time performance in the current quarter. See Appendix B for more information on Customer Service Metrics.

Data Source: Customer Service Metric, Adjusted Top 3.

Route Profile Explainer

Station Performance



Station Performance

The chart shows the total number of on-time and late deboarding passengers for the three stations on the route with the highest number of deboarding passengers in the current quarter. It also shows the percentage of deboarding passengers that were on-time at each station.

Data Source: Station Performance Metric.

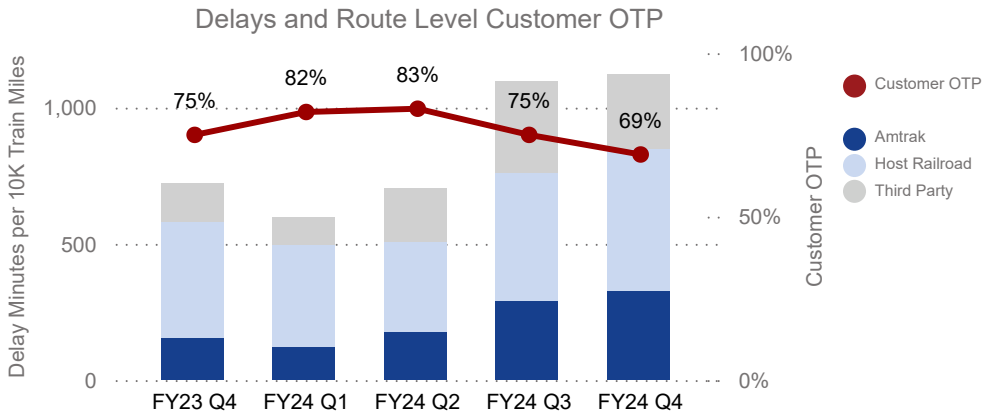
Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128 (Westwood), MA
- PVD - Providence, RI
- NHV - New Haven (Union Station), CT
- STM - Stamford, CT
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- WAS - Washington, DC

Route Stop Schematic

Not all trains on a route serve all stops, and some stops may be seasonal; check Amtrak.com for the most up-to-date stop information by route.

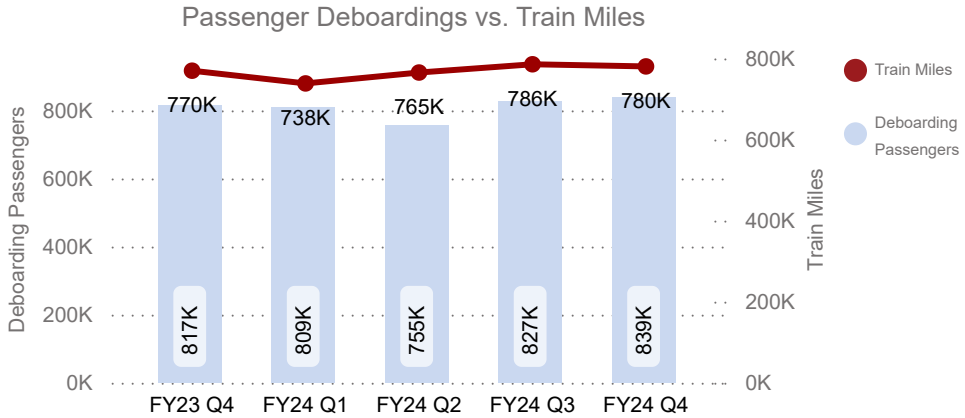
Trends



Delays and Route Customer OTP

The chart compares a route's delay minutes per 10,000 train miles (bars) to its Customer OTP (line) for the current and four previous quarters. It also shows the number of delay minutes per 10,000 train miles categorized as host-, Amtrak-, or third party-responsible.

Data Source: Train Delays Metric and Customer OTP Metric, Route Level.



Passenger Deboardings vs Train Miles

The chart compares a route's total number of deboarding passengers (bars) to the total number of operated train miles (line) for the current and four previous quarters. Figures are rounded to the nearest thousand.

Presenting trend data for deboarding passengers in parallel with train miles provides insight about the quantity of service offered and capacity.

Data Source: Station Performance Metric and Train Delays Metric.

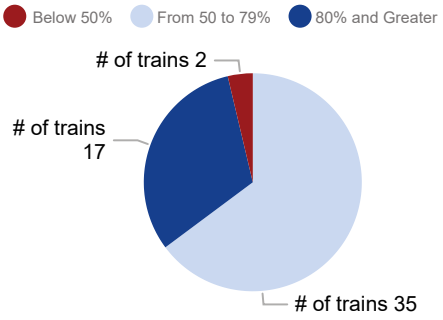
Acela

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

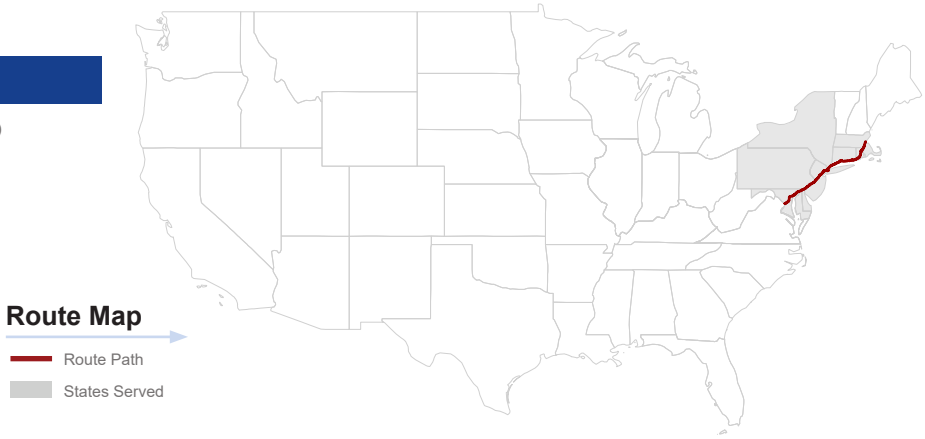
Customer On-Time Performance

Route Level Customer OTP 69%

Train Level Customer OTP



Route Map



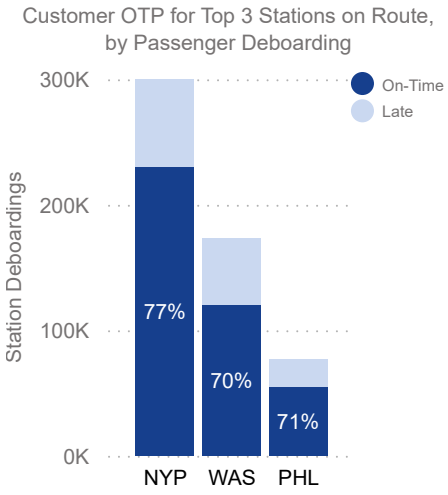
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	12,489
SMW	Scheduled M/W work	8,709
DSR	Slow order delays	8,208

Customer Service Index (CSI)

Overall Service 73%

Station Performance



Route Stops

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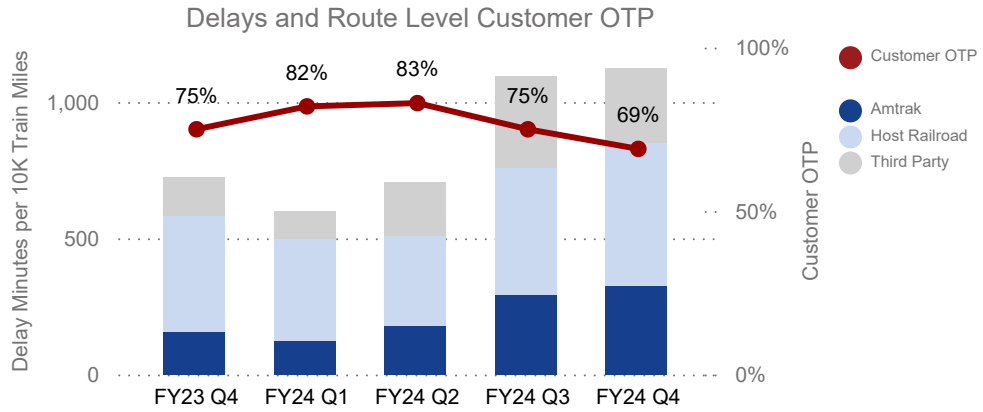
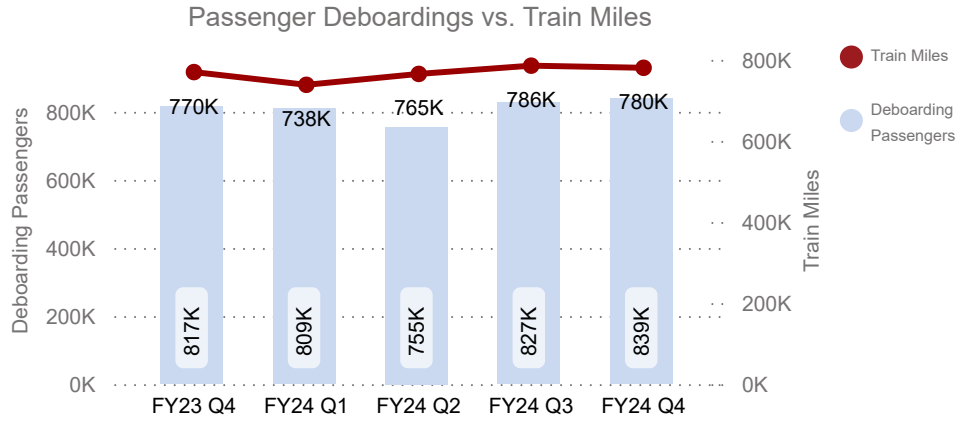
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128 (Westwood), MA
- PVD - Providence, RI
- NHV - New Haven (Union Station), CT
- STM - Stamford, CT
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- WAS - Washington, DC

Trends





Additional Notes

Amtrak considers Acela passengers who arrive at their detraning station more than 10-minutes behind schedule to be late.

Northeast Corridor

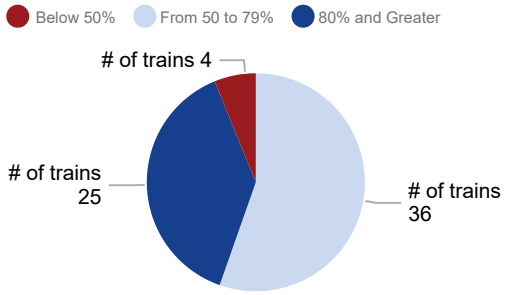
On Spine Northeast Regional

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

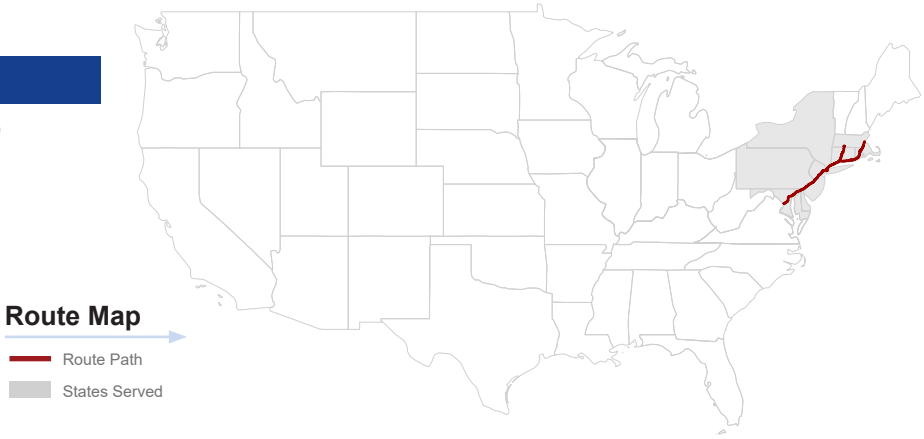
Customer On-Time Performance

Route Level Customer OTP 74%

Train Level Customer OTP



Route Map



Delays

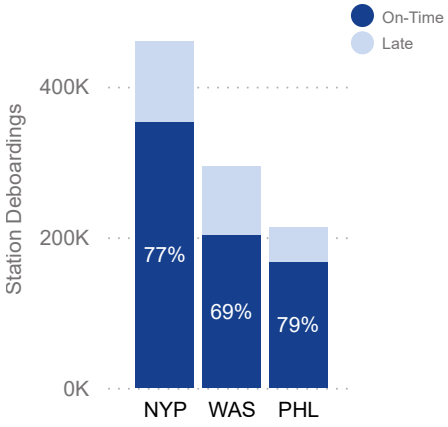
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	16,421
CTI	Commuter train interference	10,881
SMW	Scheduled M/W work	10,205

Customer Service Index (CSI)

Overall Service 71%

Station Performance

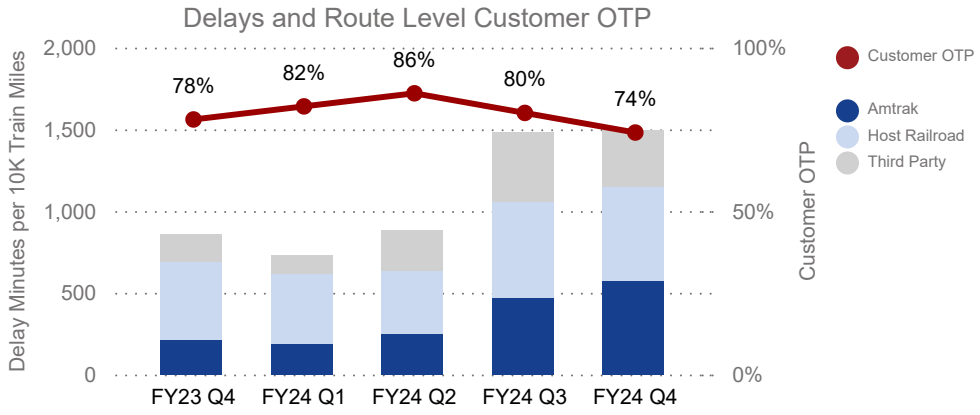
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

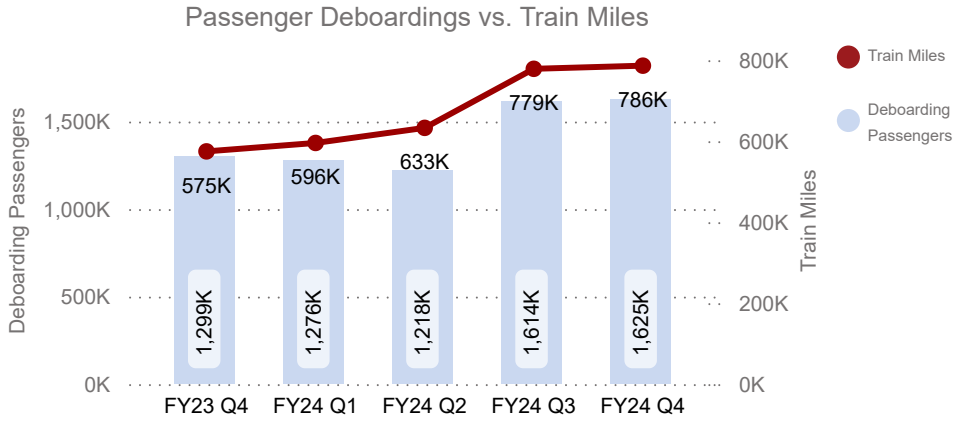


Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128, MA
- PVD - Providence, RI
- KIN - Kingston, RI
- WLY - Westerly, RI
- MYS - Mystic, CT
- NLC - New London, CT
- OSB - Old Saybrook, CT
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- WND - Windsor, CT
- HFD - Hartford, CT
- BER - Berlin, CT
- MDN - Meriden, CT
- WFD - Wallingford, CT
- STS - New Haven (State St Station), CT
- NHV - New Haven (Union Station), CT
- BRP - Bridgeport, CT
- STM - Stamford, CT
- NRO - New Rochelle, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- EWR - Newark Liberty International Airport, NJ
- MET - Metropark (Iselin), NJ
- NBK - New Brunswick, NJ
- PJC - Princeton Junction, NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- NRK - Newark, DE
- ABE - Aberdeen, MD
- BAL - Baltimore, MD
- BWI - BWI Airport, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC

Trends





Additional Notes

Northeast Corridor

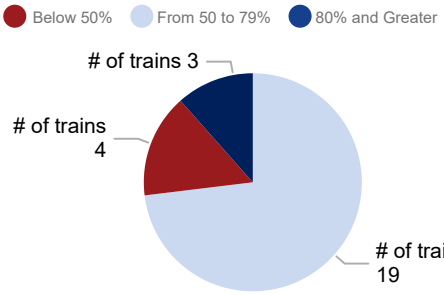
Richmond / Newport News / Norfolk

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

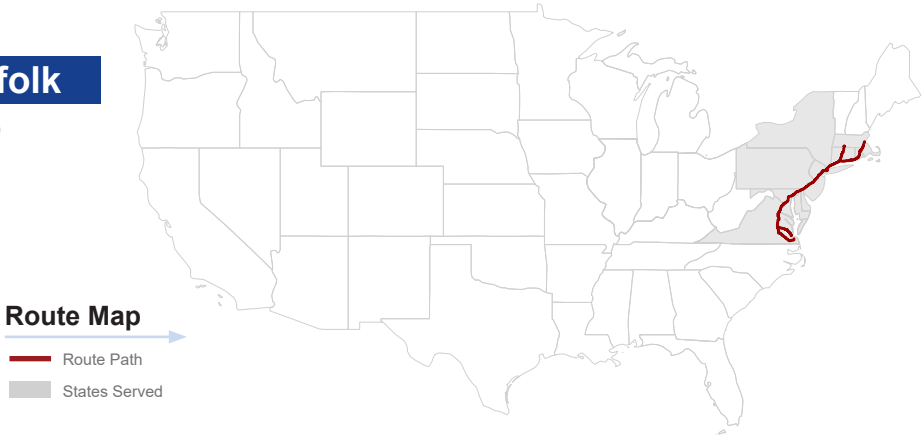
Customer On-Time Performance

Route Level Customer OTP 62%

Train Level Customer OTP



Route Map



Delays

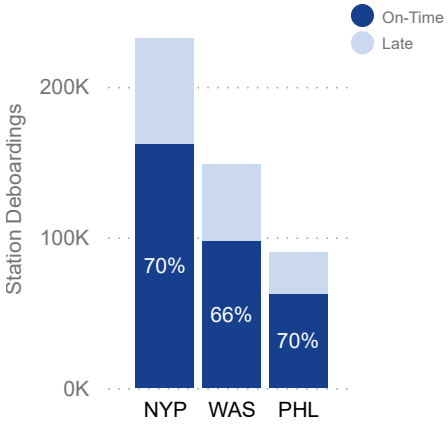
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	11,915
DSR	Slow order delays	9,384
PTI	Passenger train interference	8,361

Customer Service Index (CSI)

Overall Service	73%	Washington-Newport News
	78%	Washington-Norfolk
	70%	Washington-Richmond

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

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- BRP - Bridgeport, CT
- STM - Stamford, CT
- NRO - New Rochelle, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- EWR - Newark Liberty International Airport, NJ
- MET - Metropark (Iselin), NJ
- NBK - New Brunswick, NJ
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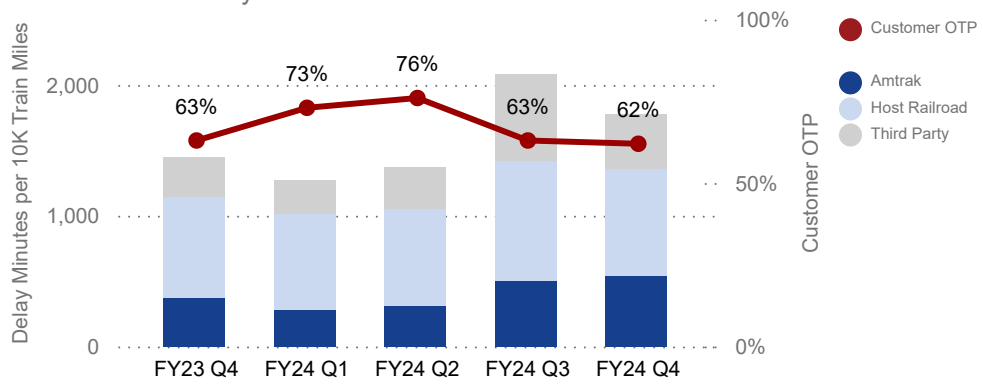
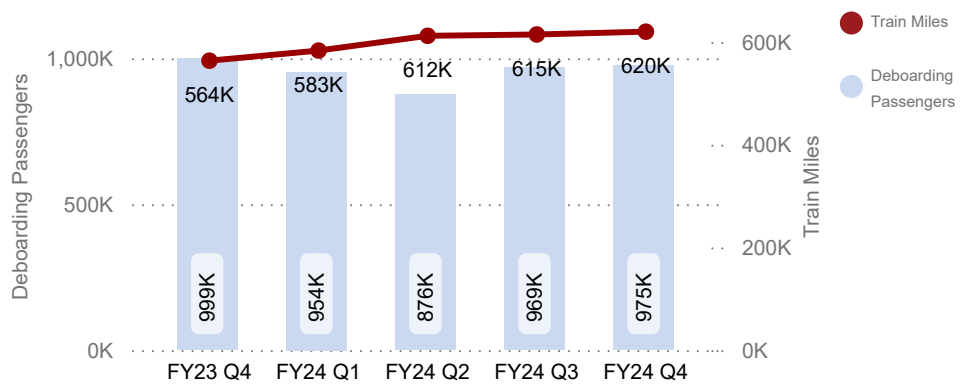
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- NRK - Newark, DE
- ABE - Aberdeen, MD
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- WDB - Woodbridge, VA
- QAN - Quantico, VA
- FBG - Fredericksburg, VA
- ASD - Ashland, VA
- RVR - Richmond (Staples Mill Rd), VA
- RVM - Richmond, VA
- WBG - Williamsburg, VA
- PTB - Petersburg, VA
- NPN - Newport News, VA
- NFK - Norfolk, VA

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

This route is classified as Northeast Corridor but, includes State Supported segments. See Figure 1 for additional details.

Northeast Corridor

Roanoke

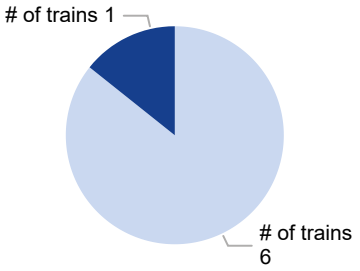
Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

Customer On-Time Performance

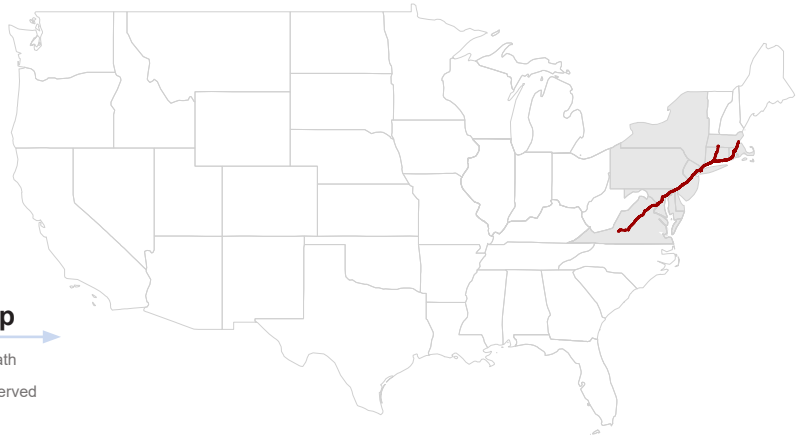
Route Level Customer OTP 67%

Train Level Customer OTP

Below 50% | From 50 to 79% | 80% and Greater



Route Map



Delays

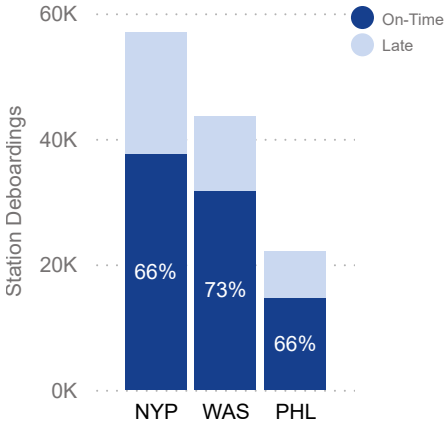
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,202
PTI	Passenger train interference	3,149
HLD	Passenger-related	2,700

Customer Service Index (CSI)

Overall Service 78%

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128, MA
- PVD - Providence, RI
- KIN - Kingston, RI
- WLY - Westerly, RI
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- NLC - New London, CT
- OSB - Old Saybrook, CT
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- WND - Windsor, CT
- HFD - Hartford, CT
- BER - Berlin, CT
- MDN - Meriden, CT
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- STS - New Haven (State Street Station), CT
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- NRO - New Rochelle, NY
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- WIL - Wilmington, DE
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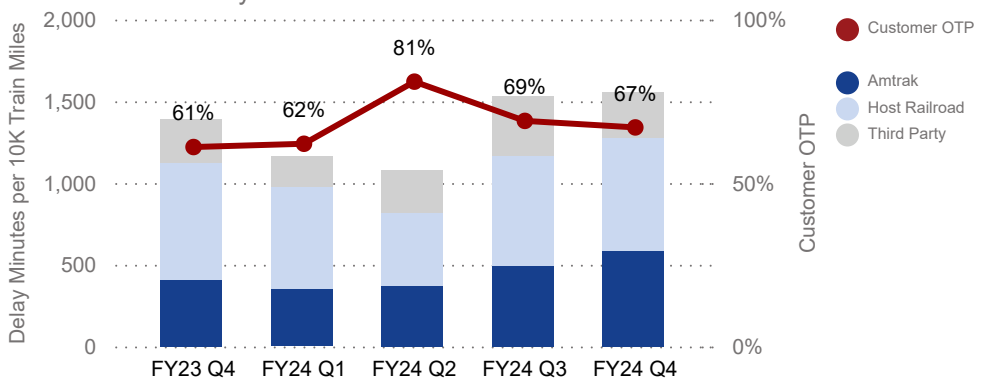
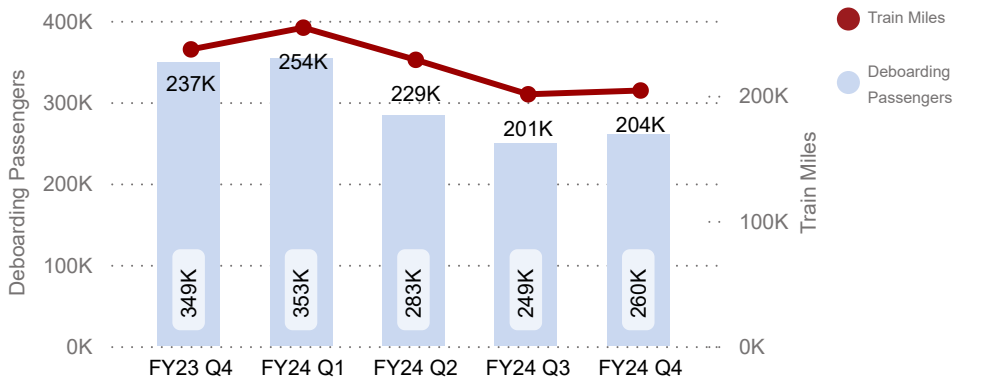
- ABE - Aberdeen, MD
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- BCV - Burke Centre, VA
- MSS - Manassas, VA
- CLP - Culpeper, VA
- CVS - Charlottesville, VA
- LYH - Lynchburg, VA
- RNK - Roanoke, VA

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



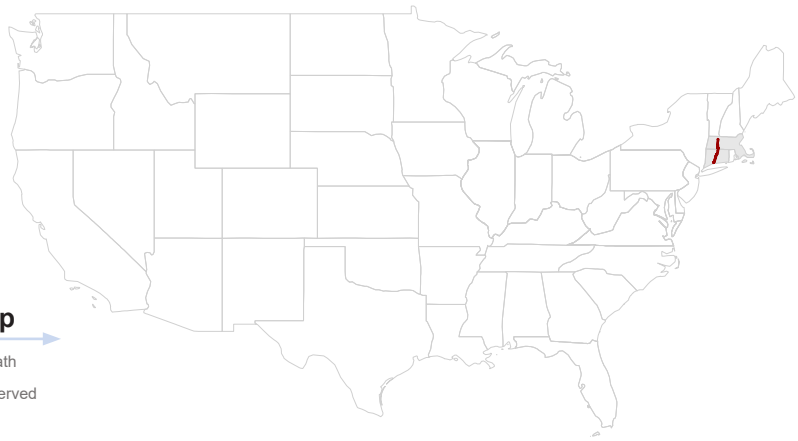
Additional Notes

This route is classified as Northeast Corridor but, includes State Supported segments. See Figure 1 for additional details.

Northeast Corridor

Springfield Shuttles

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

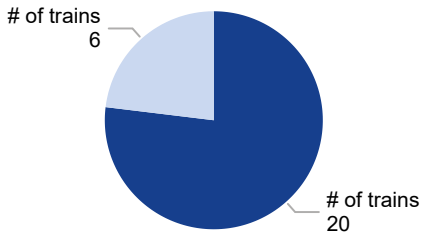


Customer On-Time Performance

Route Level Customer OTP 85%

Train Level Customer OTP

Below 50% | From 50 to 79% | 80% and Greater



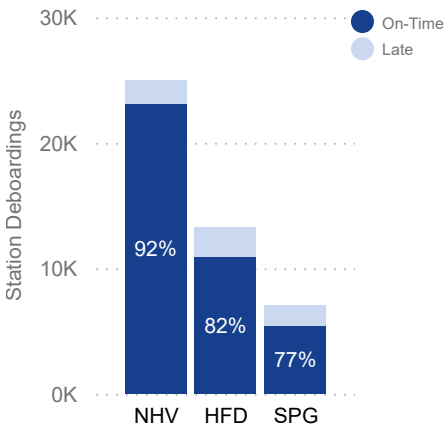
Route Map

Route Path

States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- GFD - Greenfield, MA
- NHT - Northampton, MA
- HLK - Holyoke, MA
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- WND - Windsor, CT
- HFD - Hartford, CT
- BER - Berlin, CT
- MDN - Meriden, CT
- WFD - Wallingford, CT
- STS - New Haven (State Street Station), CT
- NHV - New Haven (Union Station), CT

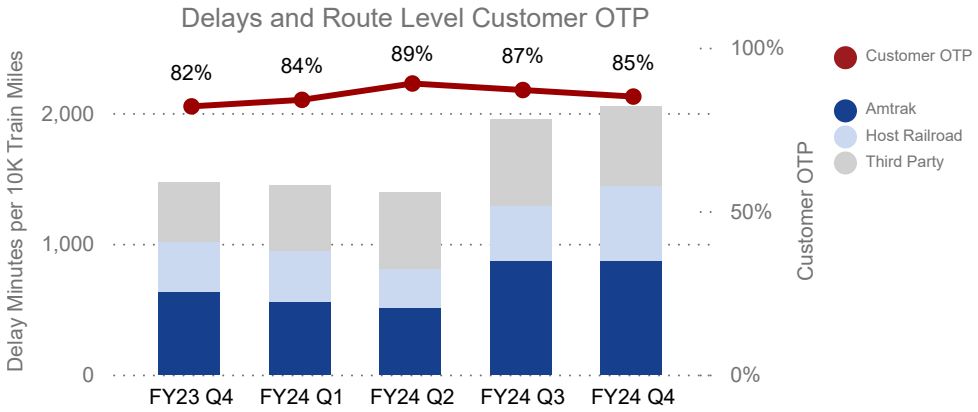
Delays

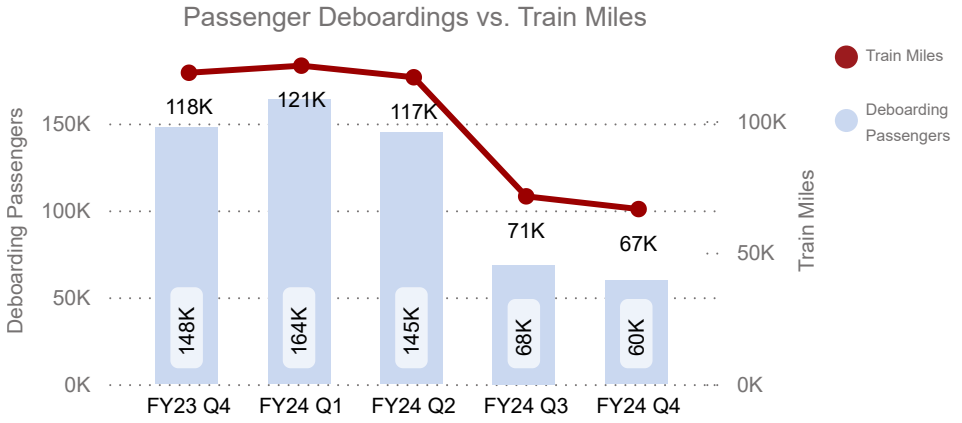
Top 3 Causes of Delay		Delay Min
CON	Hold for guaranteed connection	3,438
NOD	Unused recovery time	3,078
UND	Undefined	1,034

Customer Service Index (CSI)

Overall Service 80%

Trends





Additional Notes

This route is classified as Northeast Corridor but, includes State Supported segments. See Figure 1 for additional details.

Beginning in FY2024 Q4, two Springfield Shuttle routes were re-classified as On Spine Northeast Regional routes.

State Supported

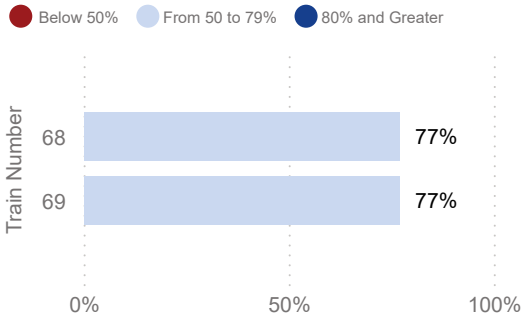
Adirondack

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

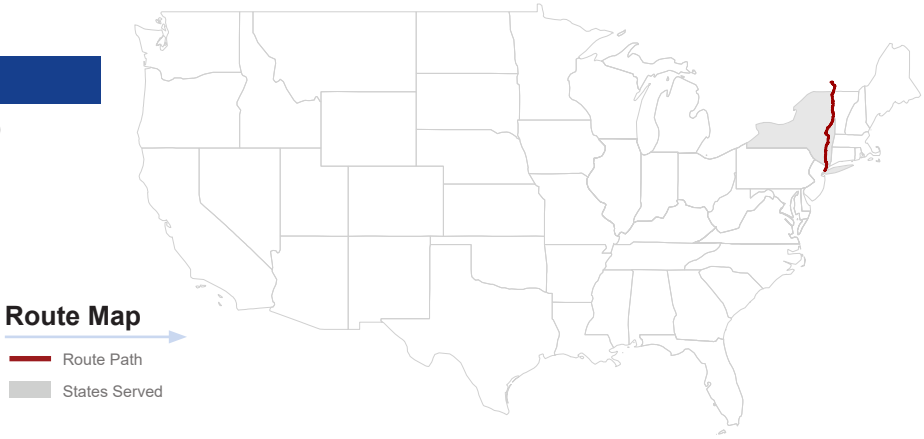
Customer On-Time Performance

Route Level Customer OTP 77%

Train Level Customer OTP



Route Map



Delays

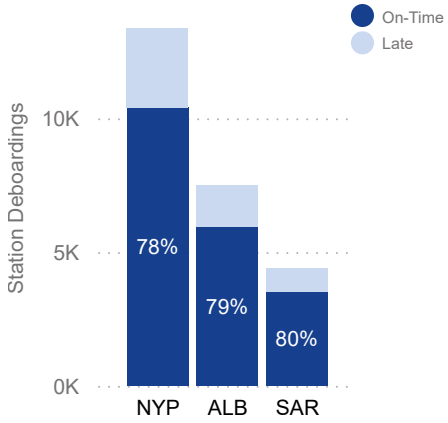
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	1,440
DSR	Slow order delays	1,347
NOD	Unused recovery time	1,008

Customer Service Index (CSI)

Overall Service 82%

Station Performance

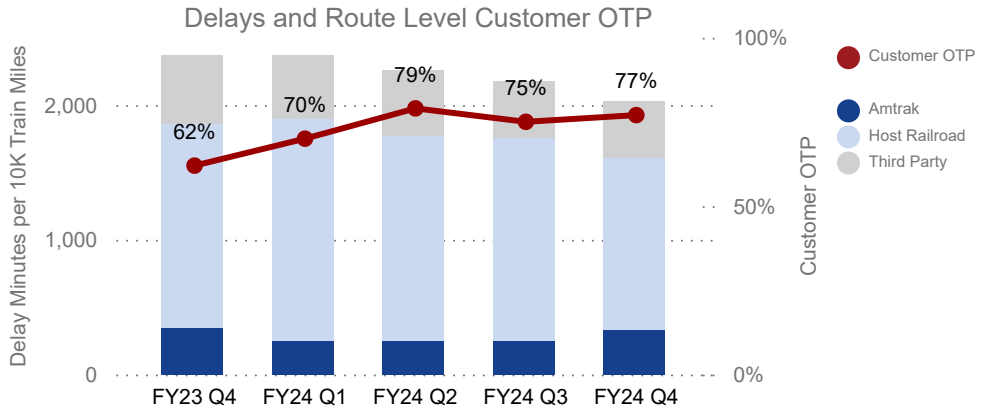
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

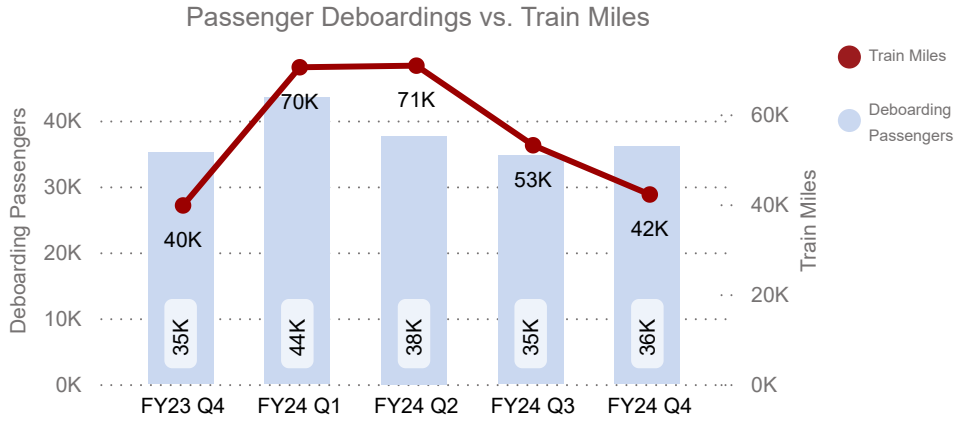


Route Stops

- MTR - Montreal, Quebec, Canada
- SLQ - Saint-Lambert, Quebec, Canada
- RSP - Rouses Point, NY
- PLB - Plattsburgh, NY
- PRK - Port Kent, NY
- WSP - Westport, NY
- POH - Port Henry, NY
- FTC - Ticonderoga, NY
- WHL - Whitehall, NY
- FED - Fort Edward-Glens Falls, NY
- SAR - Saratoga Springs, NY
- SDY - Schenectady, NY
- ALB - Albany-Rensselaer, NY
- HUD - Hudson, NY
- RHI - Rhinecliff, NY
- POU - Poughkeepsie, NY
- CRT - Croton-Harmon, NY
- YNY - Yonkers, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY

Trends





Additional Notes

State Supported

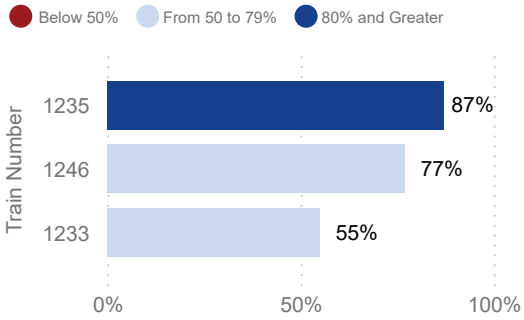
Berkshire Flyer

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

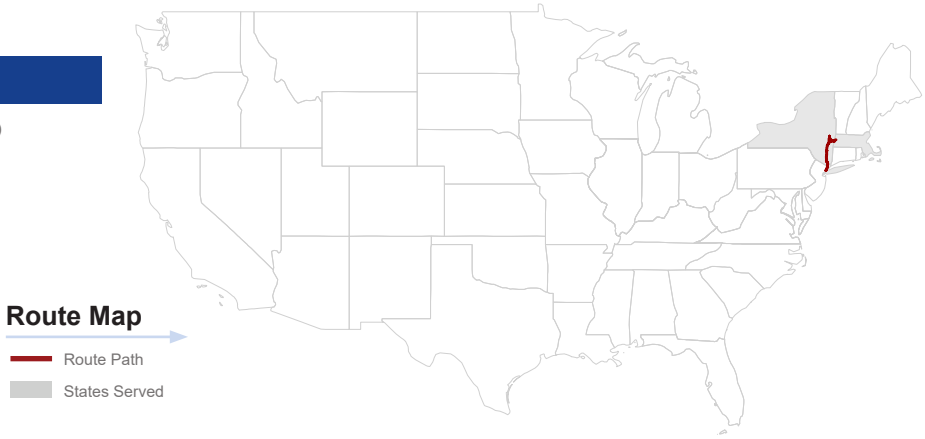
Customer On-Time Performance

Route Level Customer OTP 74%

Train Level Customer OTP



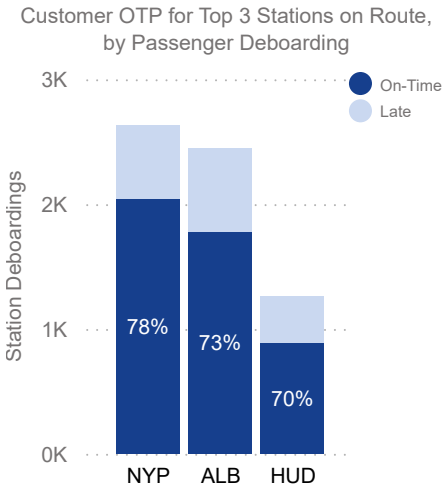
Route Map



Delays

Top 3 Causes of Delay		Delay Min
ITI	Initial terminal delay	255
PTI	Passenger train interference	150
DSR	Slow order delays	149

Station Performance



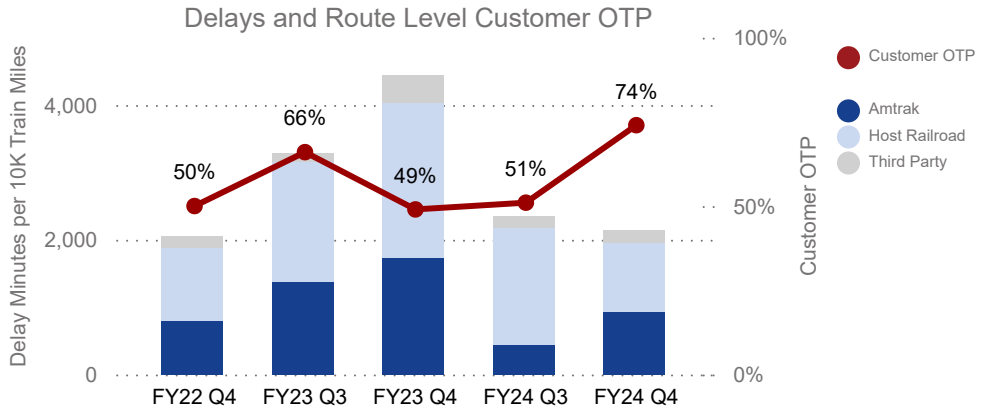
Route Stops

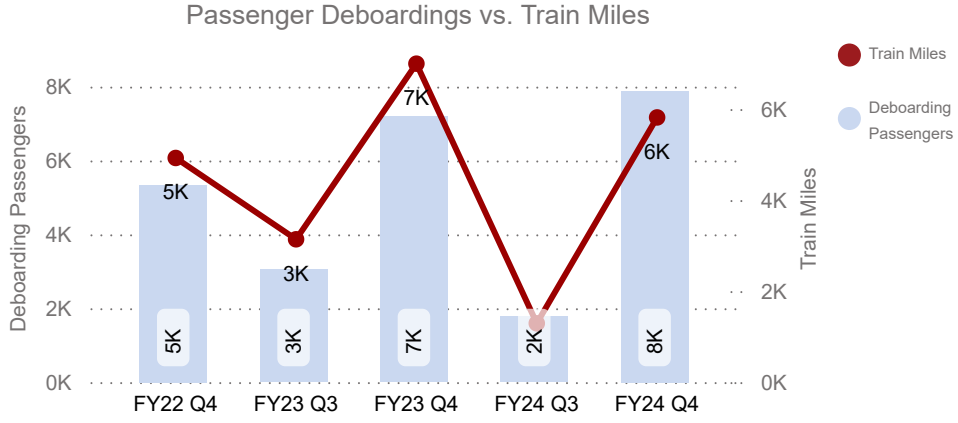
- PIT - Pittsfield, MA
- ALB - Albany-Rensselaer, NY
- HUD - Hudson, NY
- RHI - Rhinecliff, NY
- POU - Poughkeepsie, NY
- CRT - Croton-Harmon, NY
- YNY - Yonkers, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY

Customer Service Index (CSI)

Overall Service 100%

Trends





Additional Notes

Berkshire Flyer is a seasonal service operating May - October. For purposes of measuring CSI, Amtrak considers the Berkshire Flyer part of the Empire Service.

State Supported

Blue Water

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

Route Map

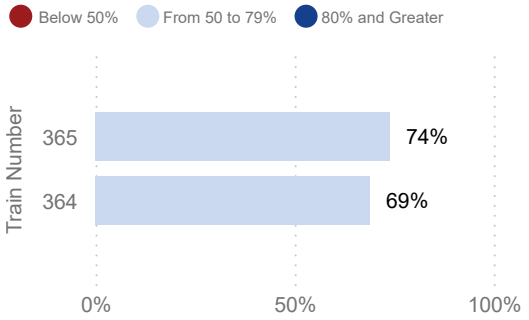
Route Path

States Served

Customer On-Time Performance

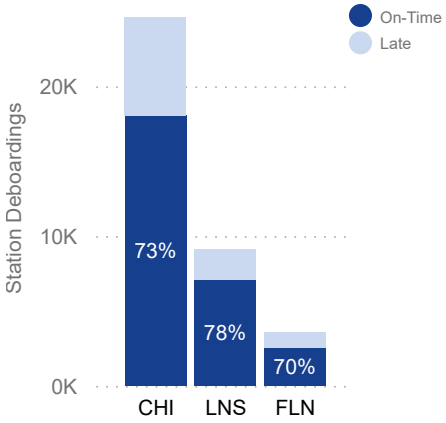
Route Level Customer OTP 72%

Train Level Customer OTP



Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- PTH - Port Huron, MI
- LPE - Lapeer, MI
- FLN - Flint, MI
- DRD - Durand, MI
- LNS - East Lansing, MI
- BTL - Battle Creek, MI
- KAL - Kalamazoo, MI
- DOA - Dowagiac, MI
- NLS - Niles, MI
- NBU - New Buffalo, MI
- CHI - Chicago (Union Station), IL

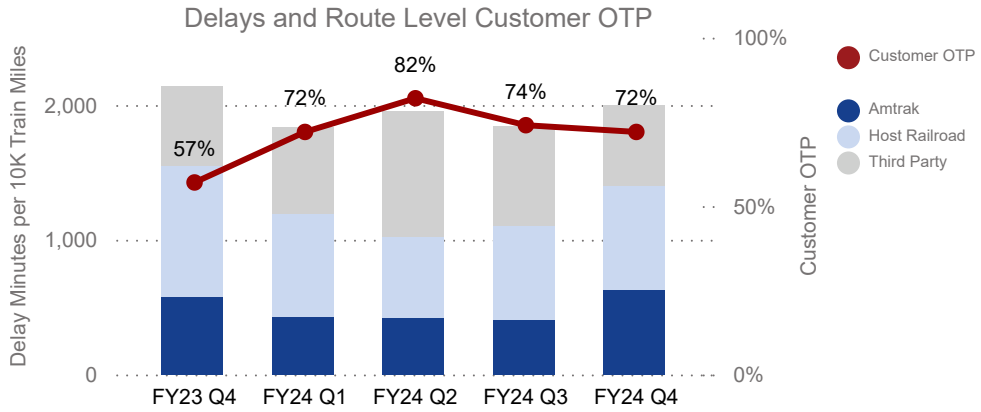
Delays

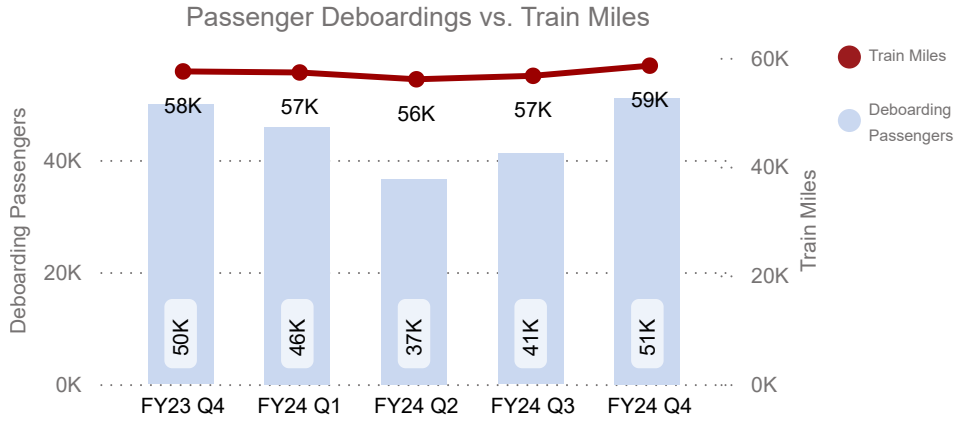
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	2,681
DSR	Slow order delays	2,112
FTI	Freight train interference	1,386

Customer Service Index (CSI)

Overall Service 83%

Trends





Additional Notes

State Supported

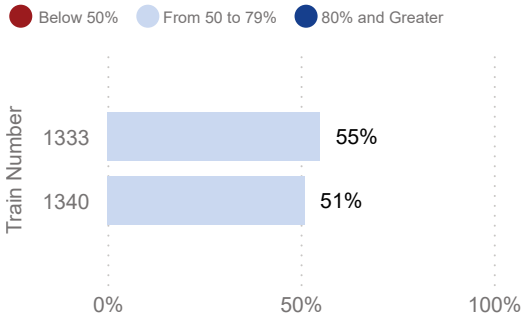
Borealis

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

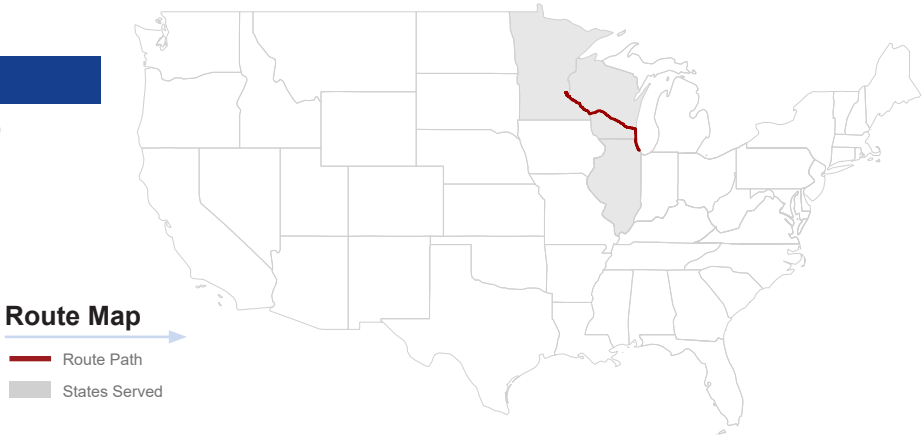
Customer On-Time Performance

Route Level Customer OTP 53%

Train Level Customer OTP



Route Map



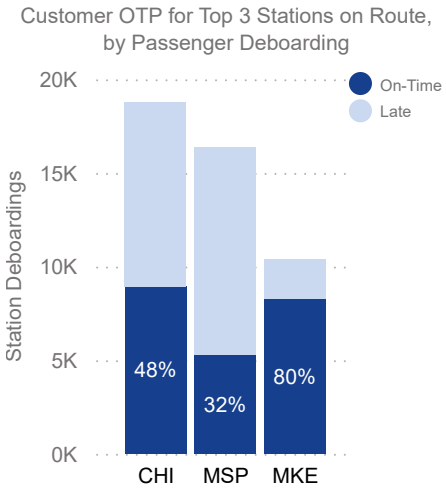
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	2,272
FTI	Freight train interference	1,336
PTI	Passenger train interference	1,292

Customer Service Index (CSI)

Overall Service 73%

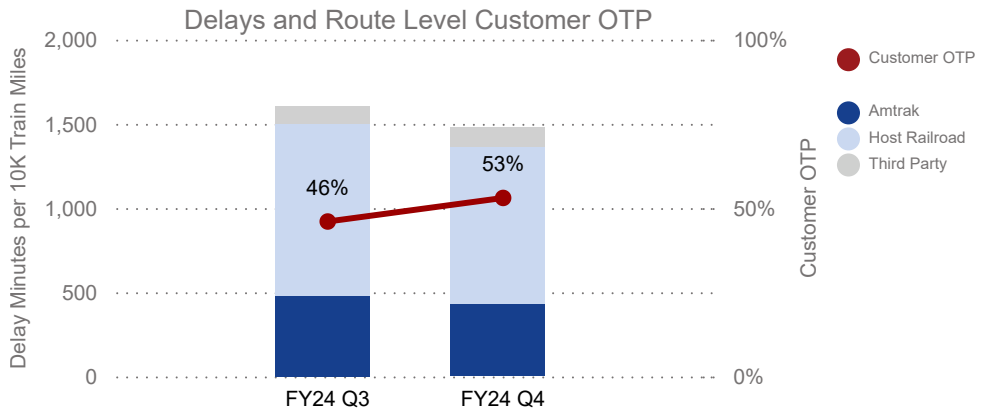
Station Performance

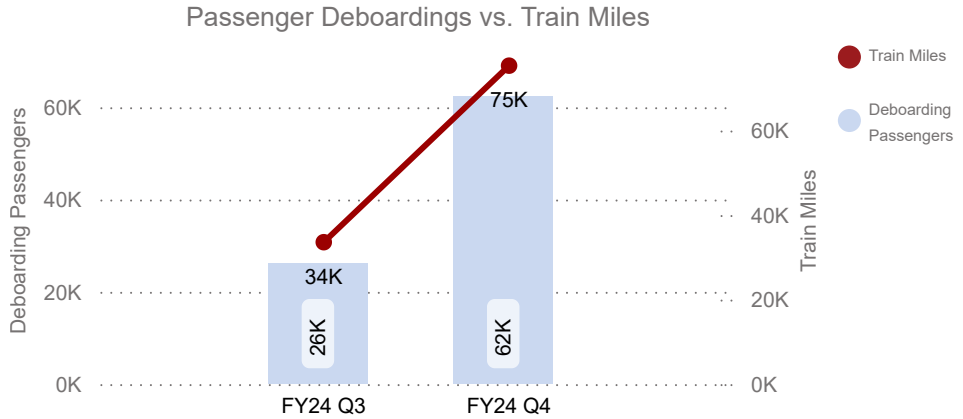


Route Stops

- CHI - Chicago, IL
- GLN - Glenview, IL
- SVT - Sturtevant, WI
- MKA - Milwaukee Airport, WI
- MKE - Milwaukee, WI
- CBS - Columbus, WI
- POG - Portage, WI
- WDL - Wisconsin Dells, WI
- TOH - Tomah, WI
- LSE - La Crosse, WI
- WIN - Winona, MN
- RDW - Red Wing, MN
- MSP - St. Paul-Minneapolis, MN

Trends





Additional Notes

Amtrak began operating the Borealis in May 2024.

State Supported

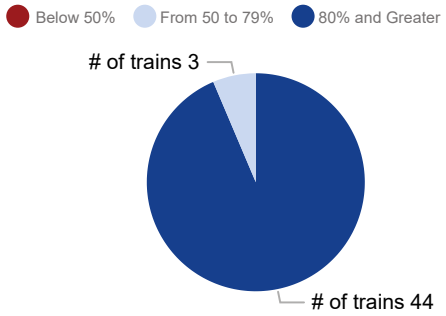
Capitol Corridor

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

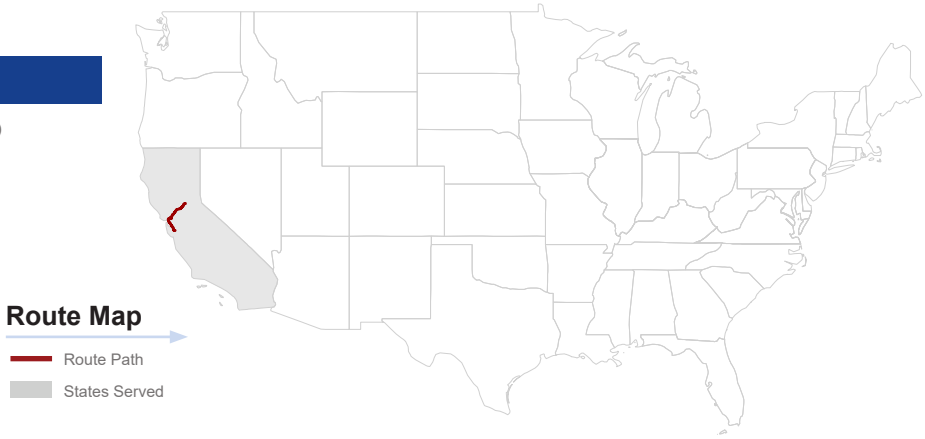
Customer On-Time Performance

Route Level Customer OTP 90%

Train Level Customer OTP



Route Map



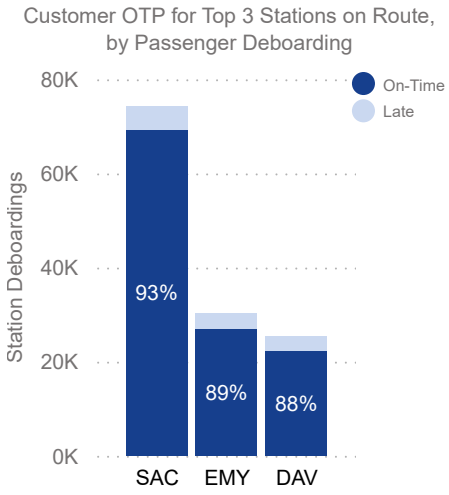
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	5,380
DSR	Slow order delays	2,589
TRS	Trespasser incident	2,574

Customer Service Index (CSI)

Overall Service 88%

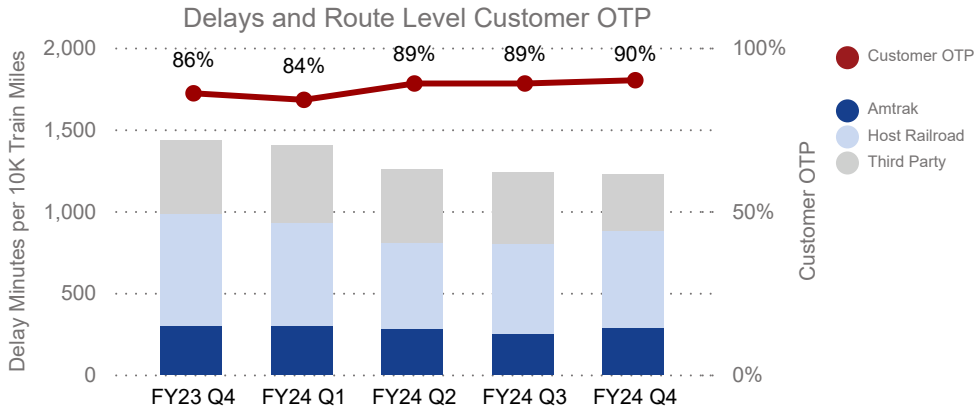
Station Performance

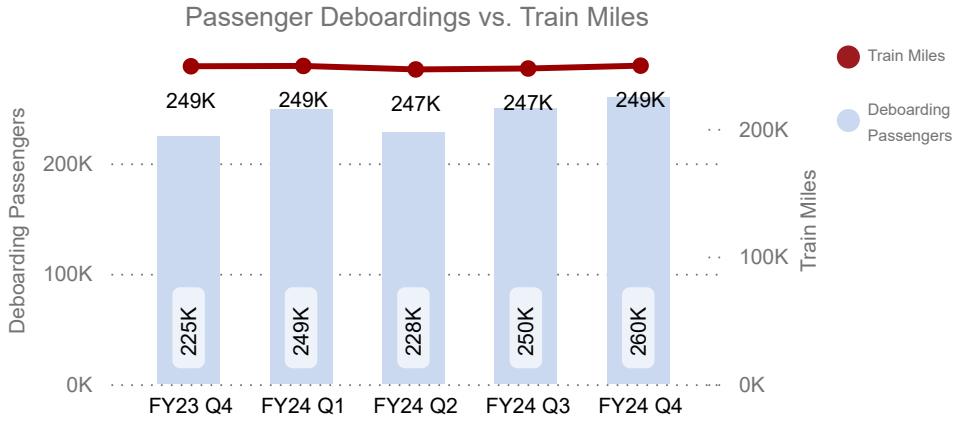


Route Stops

- ARN - Auburn, CA
- RLN - Rocklin, CA
- RSV - Roseville, CA
- SAC - Sacramento, CA
- DAV - Davis, CA
- FFV - Fairfield-Vacaville, CA
- SUI - Suisun-Fairfield, CA
- MTZ - Martinez, CA
- RIC - Richmond, CA
- BKY - Berkeley, CA
- EMY - Emeryville, CA
- OKJ - Oakland (Jack London Square), CA
- OAC - Oakland (Coliseum/Airport), CA
- HAY - Hayward, CA
- FMT - Fremont (Capitol Trains), CA
- GAC - Santa Clara (Great America), CA
- SCC - Santa Clara (Transit Center), CA
- SJC - San Jose, CA

Trends





Additional Notes

State Supported

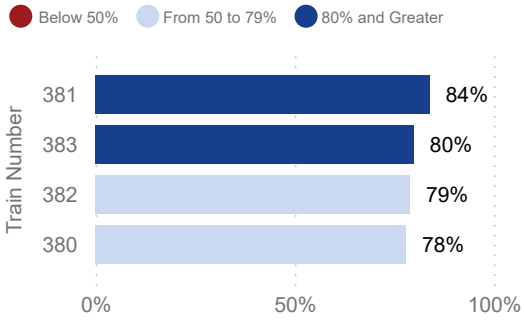
Carl Sandburg / Illinois Zephyr

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

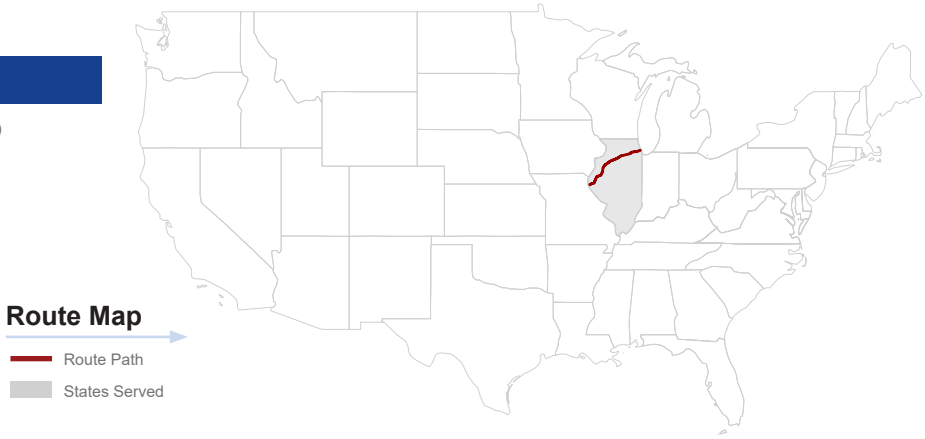
Customer On-Time Performance

Route Level Customer OTP 80%

Train Level Customer OTP

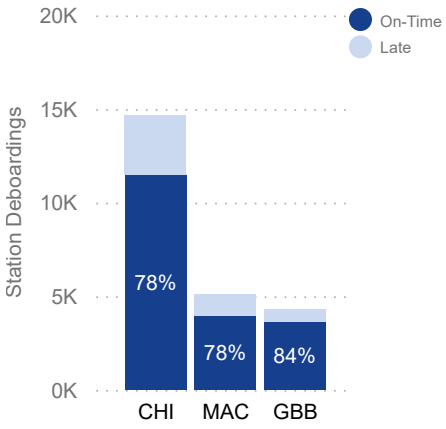


Route Map



Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- LAG - La Grange, IL
- NPV - Naperville, IL
- PLO - Plano, IL
- MDT - Mendota, IL
- PCT - Princeton, IL
- KEE - Kewanee, IL
- GBB - Galesburg, IL
- MAC - Macomb, IL
- QCY - Quincy, IL

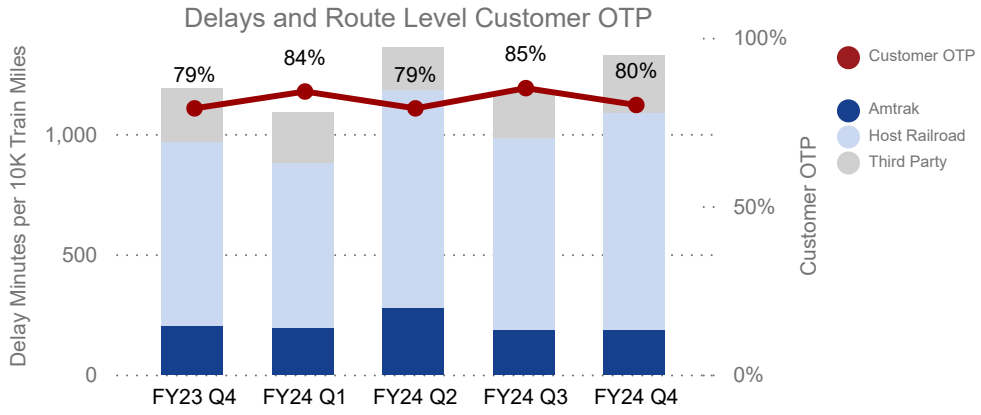
Delays

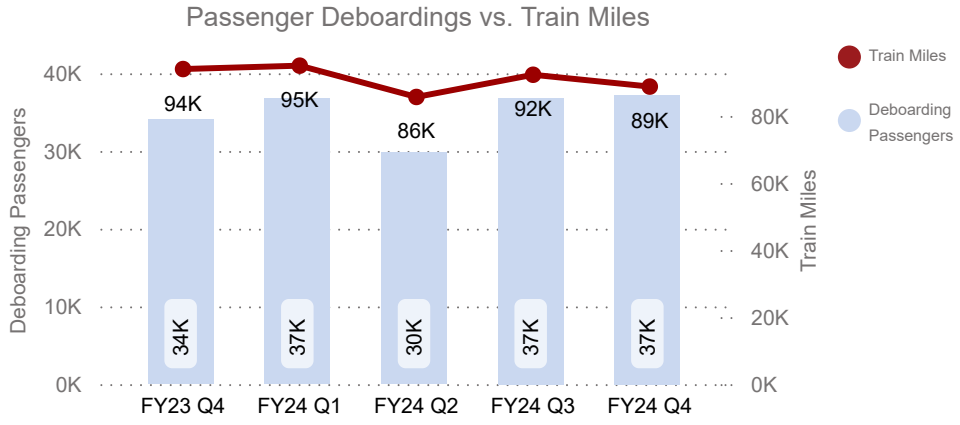
Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	3,471
FTI	Freight train interference	2,291
WTR	Weather-related	1,103

Customer Service Index (CSI)

Overall Service 83%

Trends





Additional Notes

State Supported

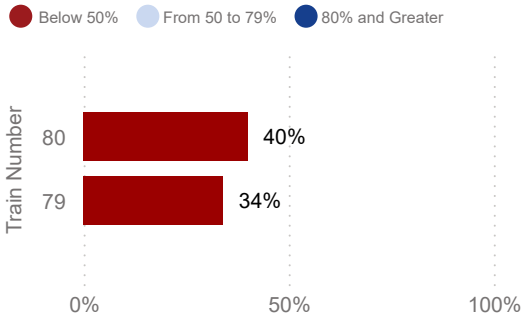
Carolinian

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

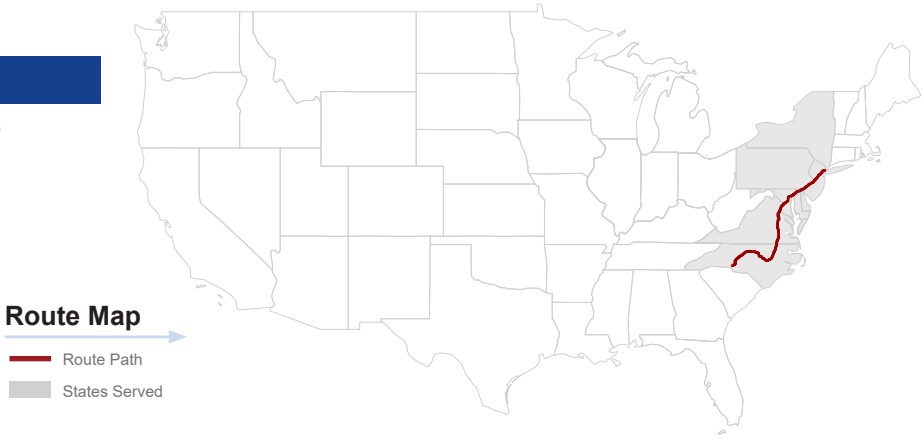
Customer On-Time Performance

Route Level Customer OTP 36%

Train Level Customer OTP



Route Map



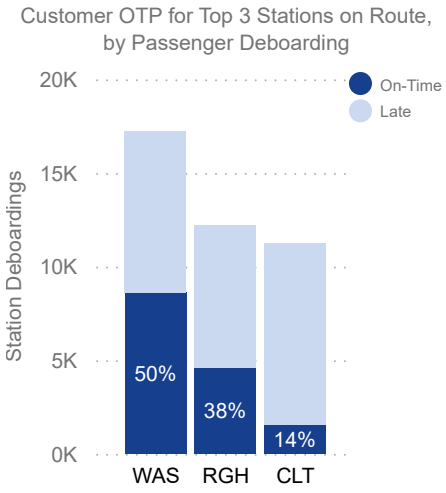
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	4,471
WTR	Weather-related	3,333
FTI	Freight train interference	2,721

Customer Service Index (CSI)

Overall Service 68%

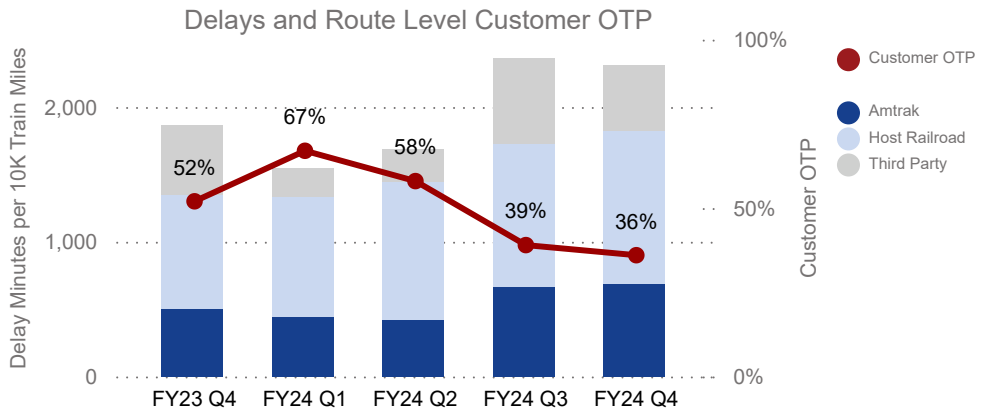
Station Performance

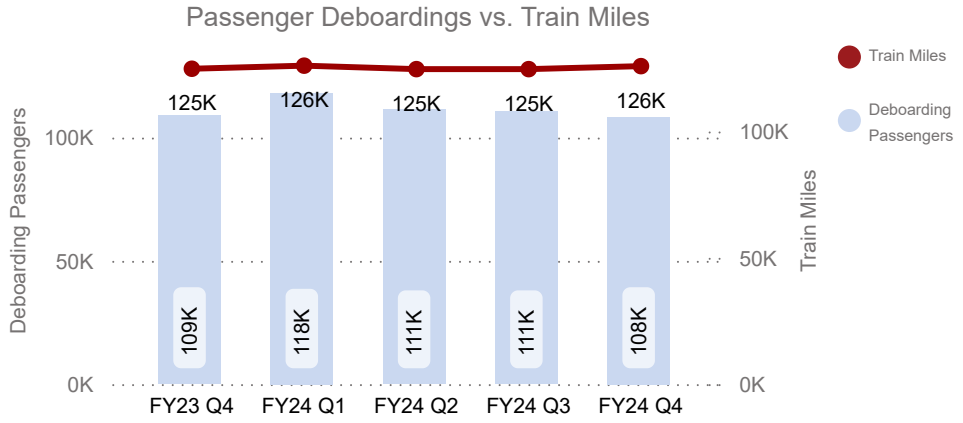


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- QAN - Quantico, VA
- FBG - Fredericksburg, VA
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- WLN - Wilson, NC
- SSM - Selma, NC
- RGH - Raleigh, NC
- NSF - North Carolina State Fair, NC (Seasonal)
- CYN - Cary, NC
- DNC - Durham, NC
- BNC - Burlington, NC
- GRO - Greensboro, NC
- HPT - High Point, NC
- SAL - Salisbury, NC
- KAN - Kannapolis, NC
- CLT - Charlotte, NC

Trends





Additional Notes

State Supported

Cascades

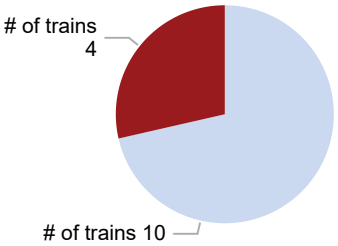
Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

Customer On-Time Performance

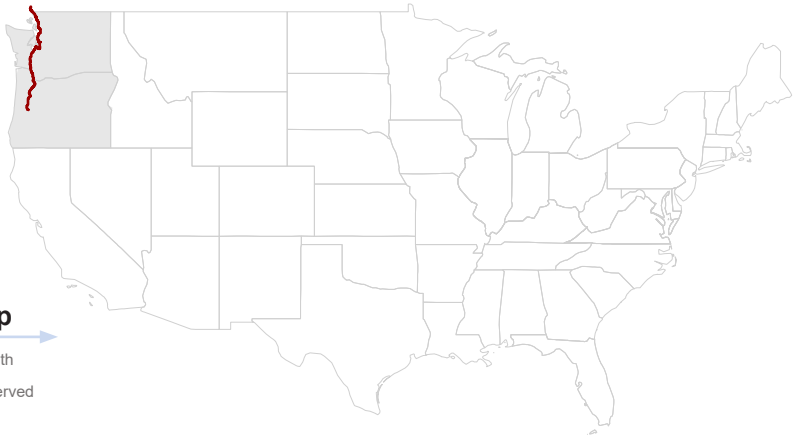
Route Level Customer OTP 52%

Train Level Customer OTP

Below 50% | From 50 to 79% | 80% and Greater



Route Map



Delays

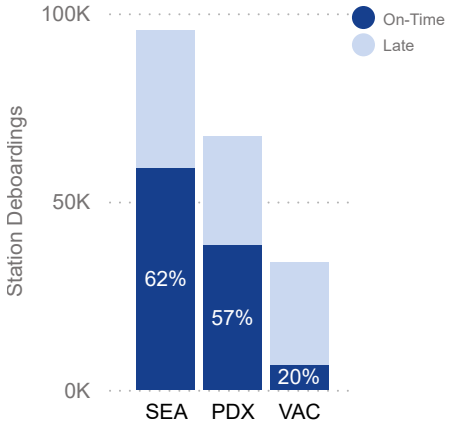
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	11,870
DSR	Slow order delays	10,630
PTI	Passenger train interference	9,634

Customer Service Index (CSI)

Overall Service 74%

Station Performance

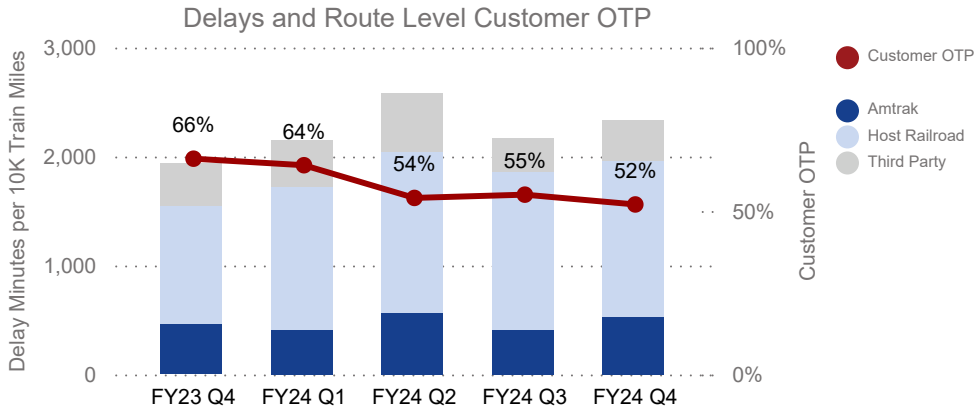
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

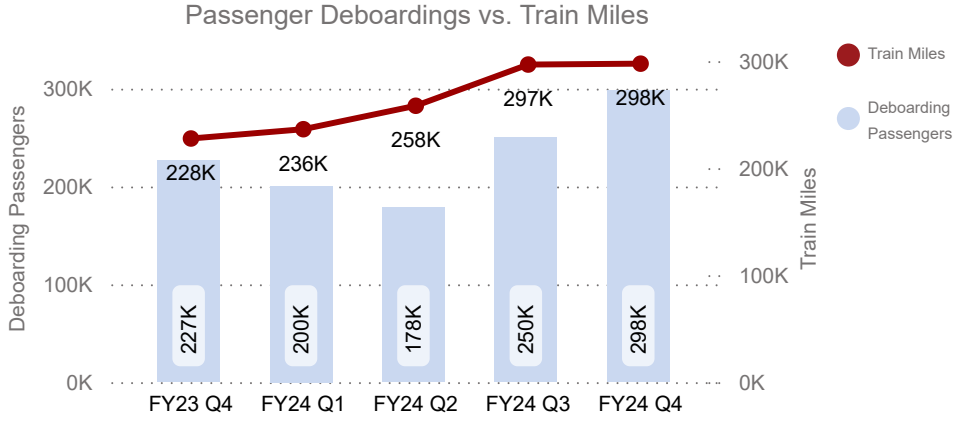


Route Stops

- VAC - Vancouver, British Columbia, Canada
- BEL - Bellingham, WA
- MVW - Mount Vernon, WA
- STW - Stanwood, WA
- EVR - Everett, WA
- EDM - Edmonds, WA
- SEA - Seattle (King Street Station), WA
- TUK - Tukwila, WA
- TAC - Tacoma, WA
- OLW - Olympia-Lacey, WA
- CTL - Centralia, WA
- KEL - Kelso-Longview, WA
- VAN - Vancouver, WA
- PDX - Portland (Union Station), Oregon
- ORC - Oregon City, OR
- SLM - Salem, OR
- ALY - Albany, OR
- EUG - Eugene, OR

Trends





Additional Notes

State Supported

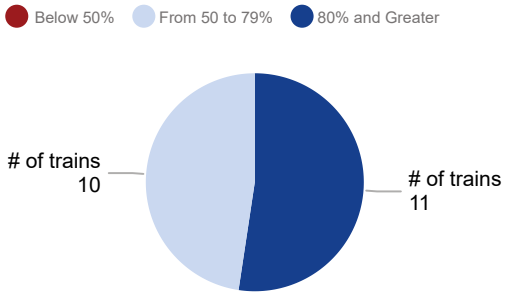
Downeaster

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

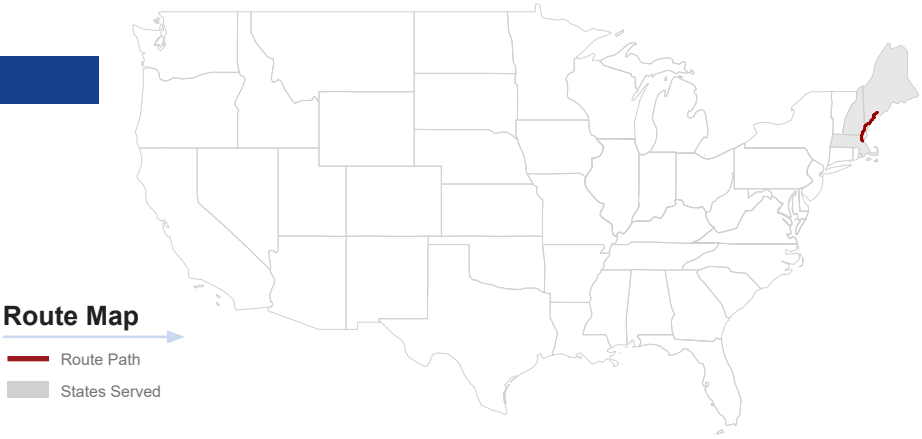
Customer On-Time Performance

Route Level Customer OTP 77%

Train Level Customer OTP



Route Map



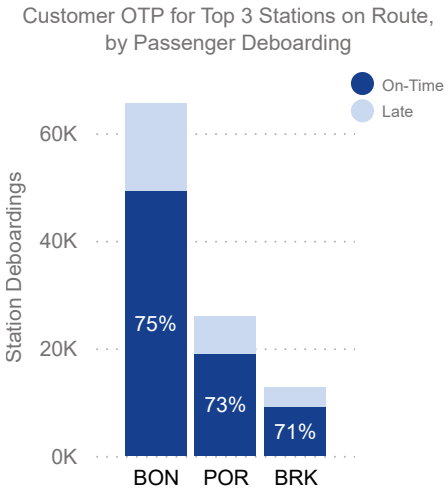
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	4,227
DCS	C&S work due to defect	2,546
HLD	Passenger-related	1,668

Customer Service Index (CSI)

Overall Service 90%

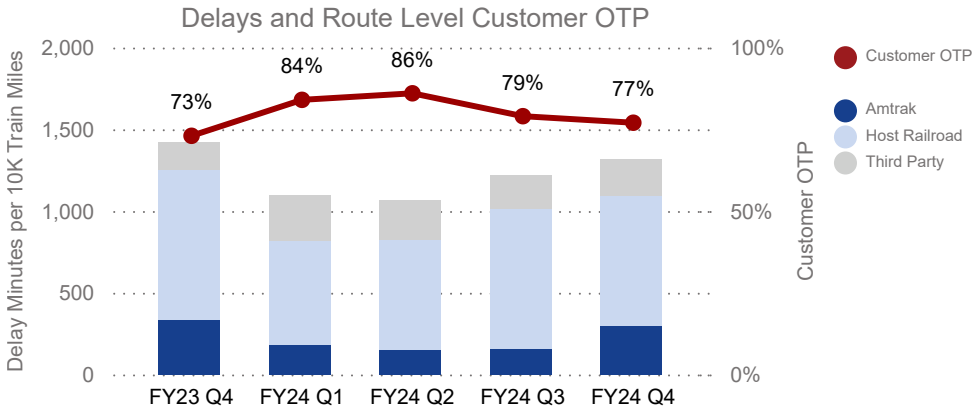
Station Performance

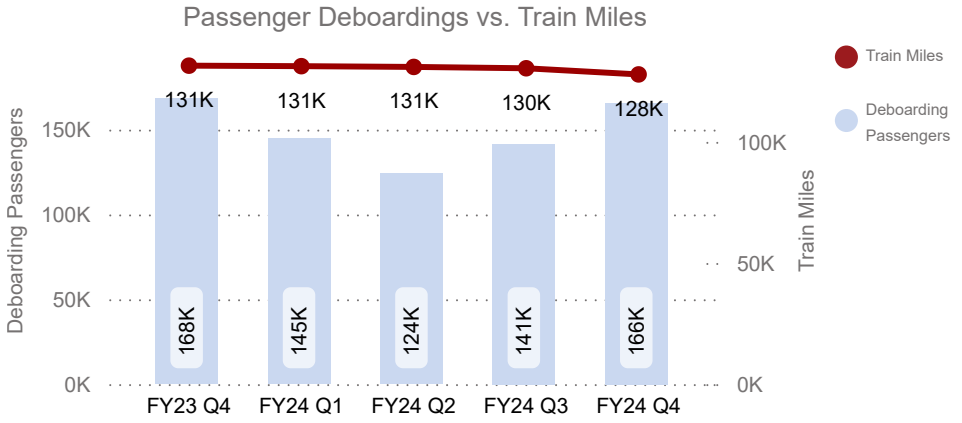


Route Stops

- BRK - Brunswick, ME
- FRE - Freeport, ME
- POR - Portland, ME
- ORB - Old Orchard Beach (Seasonal)
- SAO - Saco, ME
- WEM - Wells, ME
- DOV - Dover, NH
- DHM - Durham, NH
- EXR - Exeter, NH
- HHL - Haverhill, MA
- WOB - Woburn, MA
- BON - Boston (North Station), MA

Trends





Additional Notes

State Supported

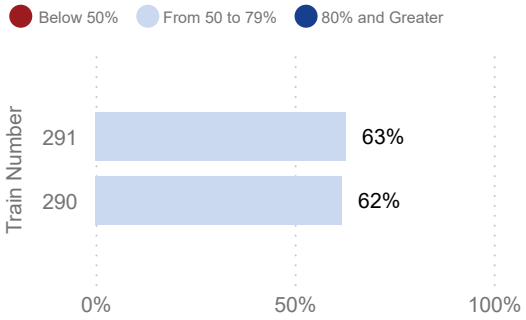
Ethan Allen Express

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

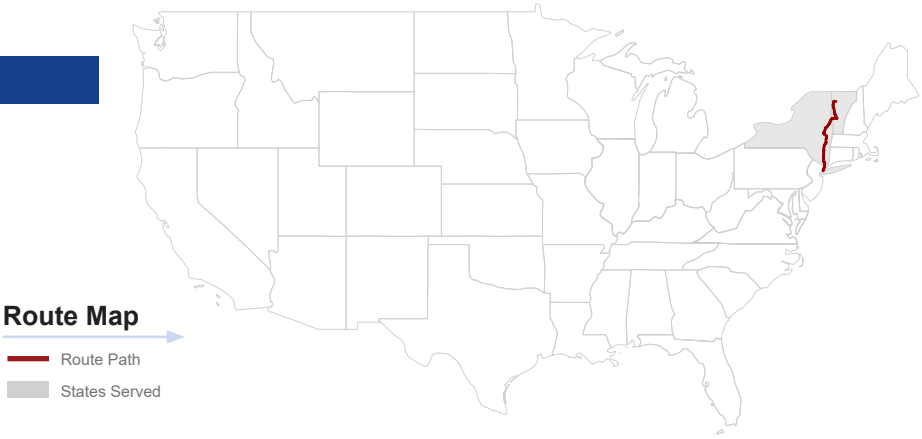
Customer On-Time Performance

Route Level Customer OTP 63%

Train Level Customer OTP



Route Map



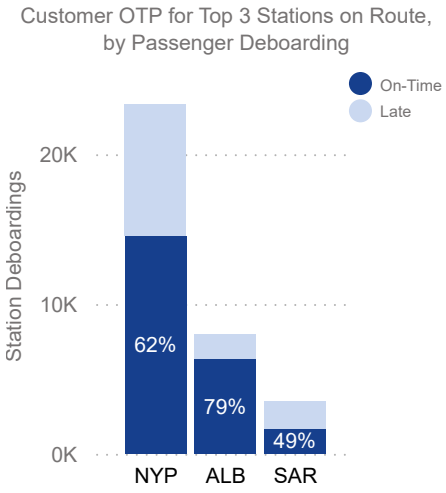
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	2,890
NOD	Unused recovery time	1,256
CTI	Commuter train interference	1,123

Customer Service Index (CSI)

Overall Service 82%

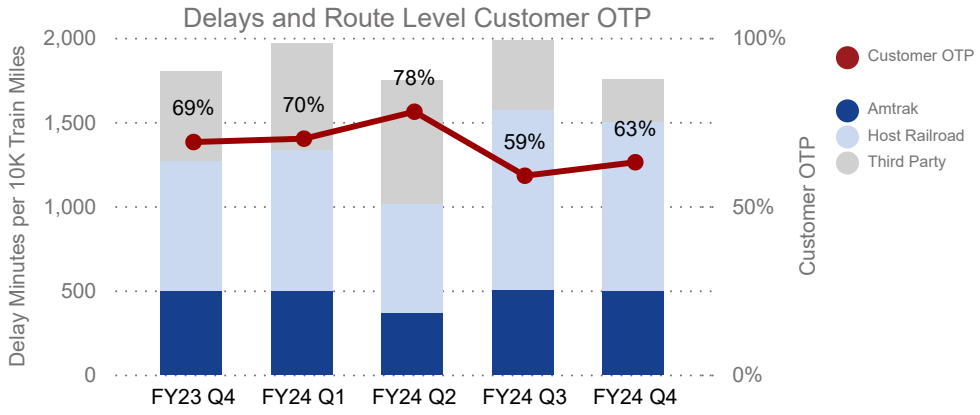
Station Performance

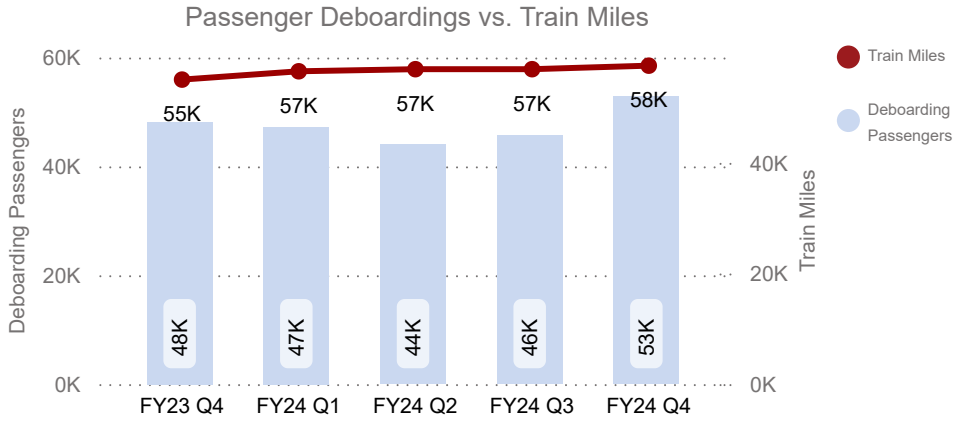


Route Stops

- BTN - Burlington (Union Station), VT
- VRN - Ferrisburgh-Vergennes, VT
- MBY - Middlebury, VT
- RUD - Rutland, VT
- CNV - Castleton, VT
- FED - Fort Edward-Glens Falls, NY
- SAR - Saratoga Springs, NY
- SDY - Schenectady, NY
- ALB - Albany-Rensselaer, NY
- HUD - Hudson, NY
- RHI - Rhinecliff, NY
- POU - Poughkeepsie, NY
- CRT - Croton-Harmon, NY
- YNY - Yonkers, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY

Trends





Additional Notes

State Supported

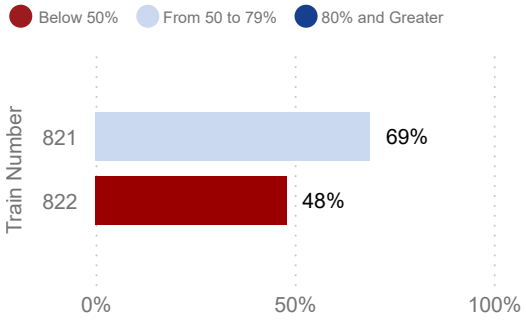
Heartland Flyer

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

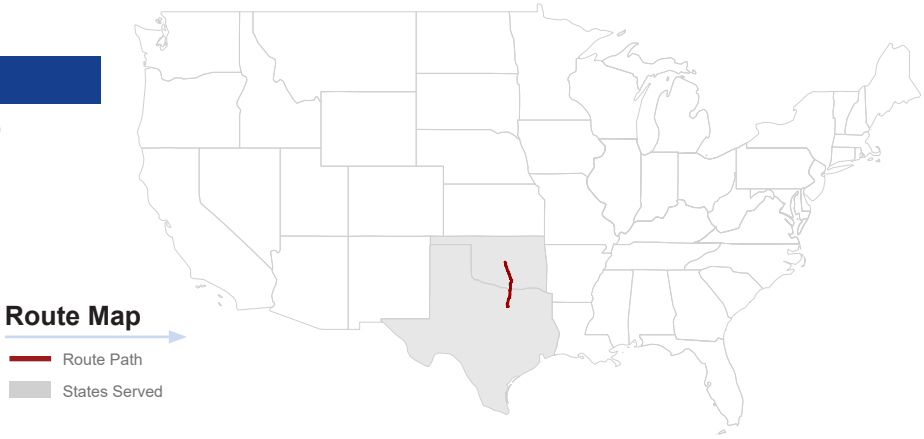
Customer On-Time Performance

Route Level Customer OTP 58%

Train Level Customer OTP



Route Map



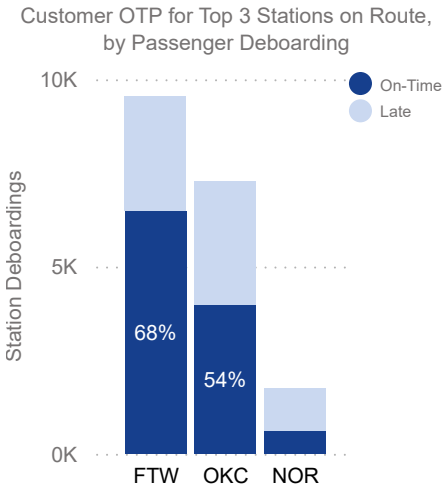
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	4,216
FTI	Freight train interference	2,219
WTR	Weather-related	686

Customer Service Index (CSI)

Overall Service 88%

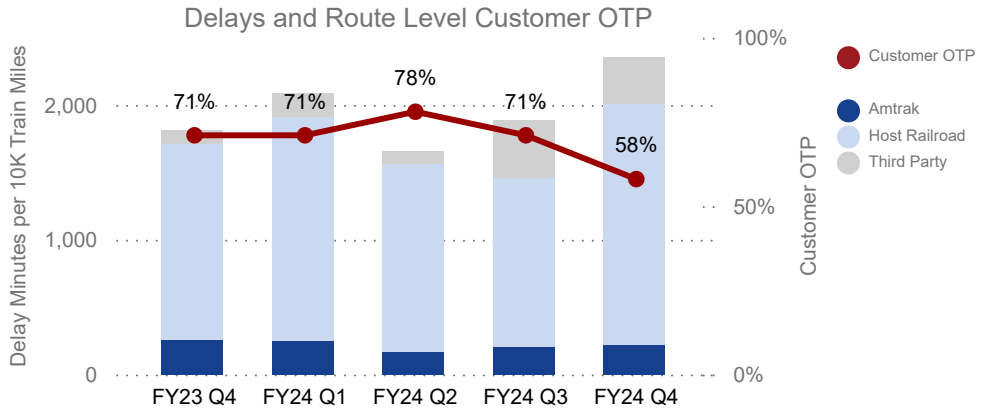
Station Performance

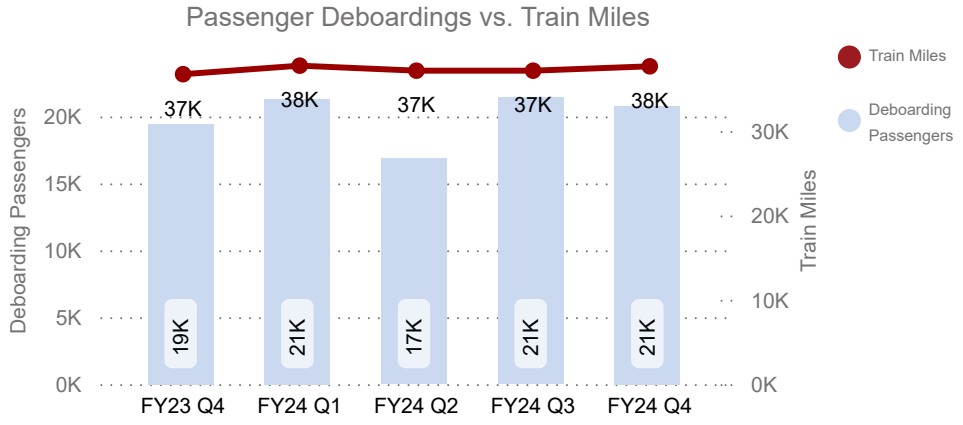


Route Stops

- OKC - OK City, OK
- NOR - Norman, OK
- PUR - Purcell, OK
- PVL - Pauls Valley, OK
- ADM - Ardmore, OK
- GLE - Gainesville, TX
- FTW - Fort Worth, TX

Trends





Additional Notes

State Supported

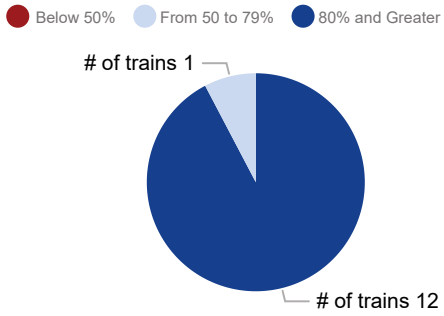
Hiawatha

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

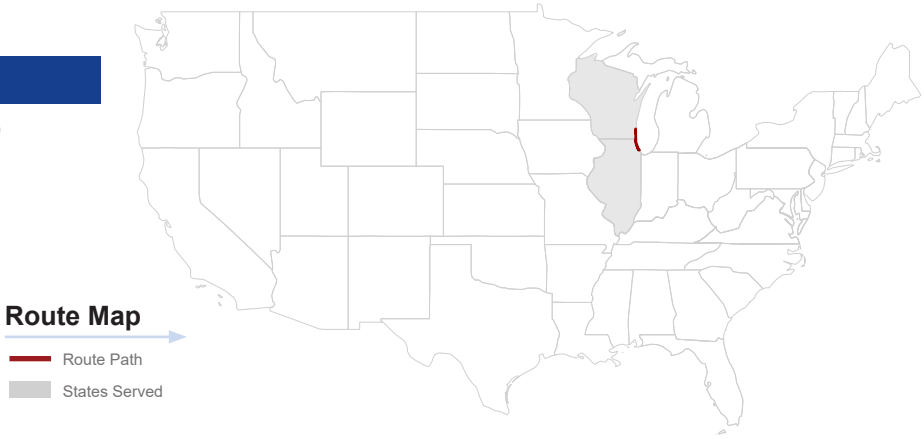
Customer On-Time Performance

Route Level Customer OTP 86%

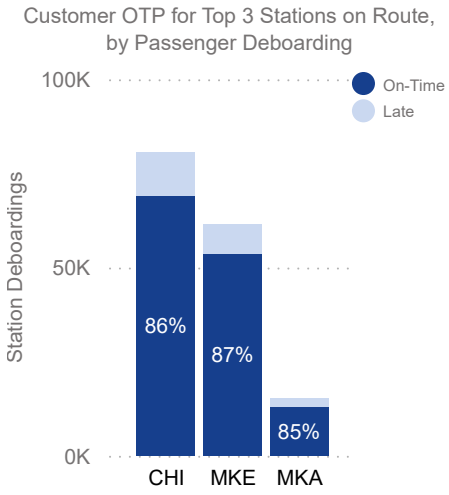
Train Level Customer OTP



Route Map



Station Performance



Route Stops

- MKE - Milwaukee (Downtown), WI
- MKA - Milwaukee Airport, WI
- SVT - Sturtevant, WI
- GLN - Glenview, IL
- CHI - Chicago (Union Station), IL

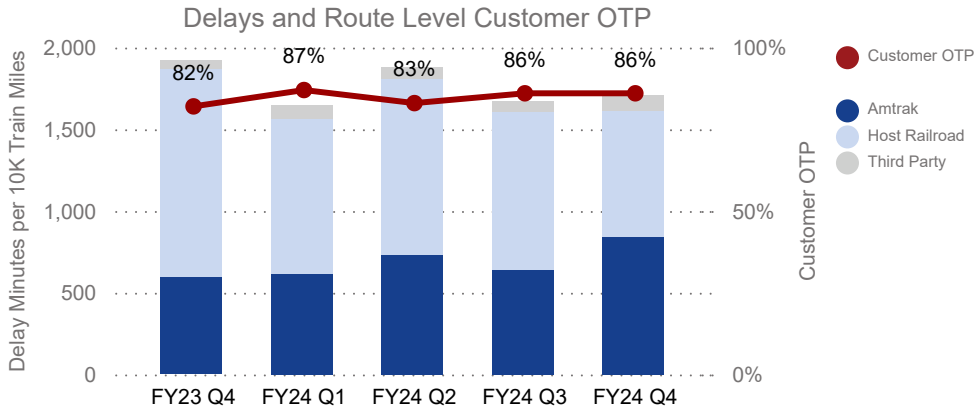
Delays

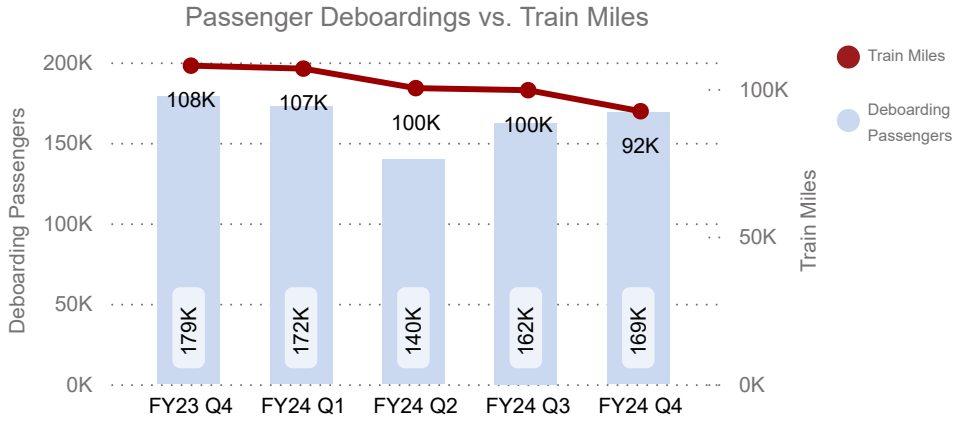
Top 3 Causes of Delay		Delay Min
CTI	Commuter train interference	3,952
OTH	Miscellaneous delays	2,395
ITI	Initial terminal delay	1,825

Customer Service Index (CSI)

Overall Service 81%

Trends





Additional Notes

State Supported

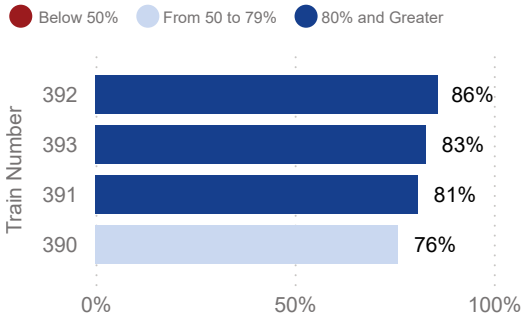
Illini / Saluki

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

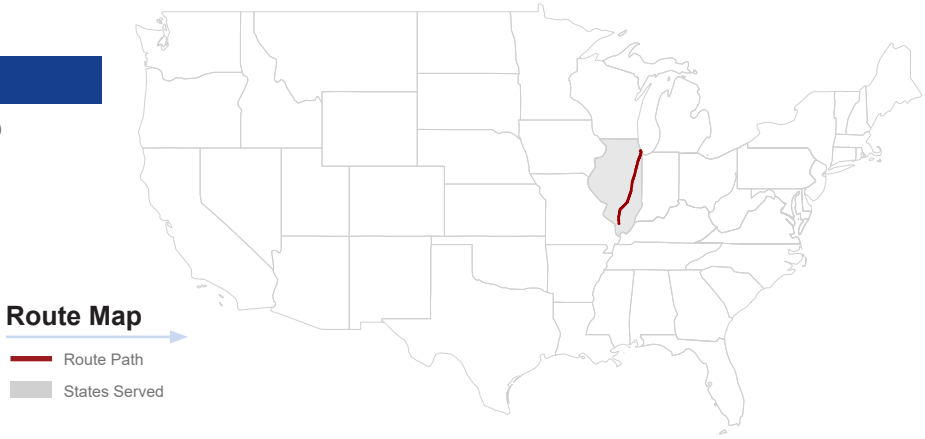
Customer On-Time Performance

Route Level Customer OTP 81%

Train Level Customer OTP



Route Map



Delays

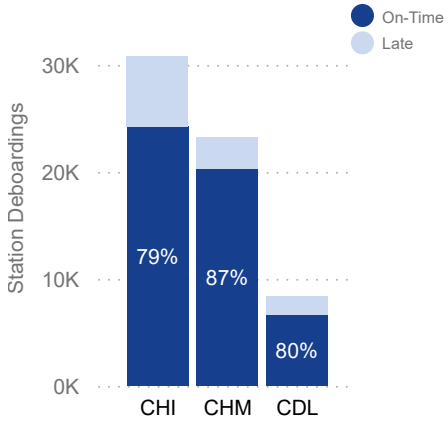
Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	2,804
PTI	Passenger train interference	1,991
NOD	Unused recovery time	1,931

Customer Service Index (CSI)

Overall Service 77%

Station Performance

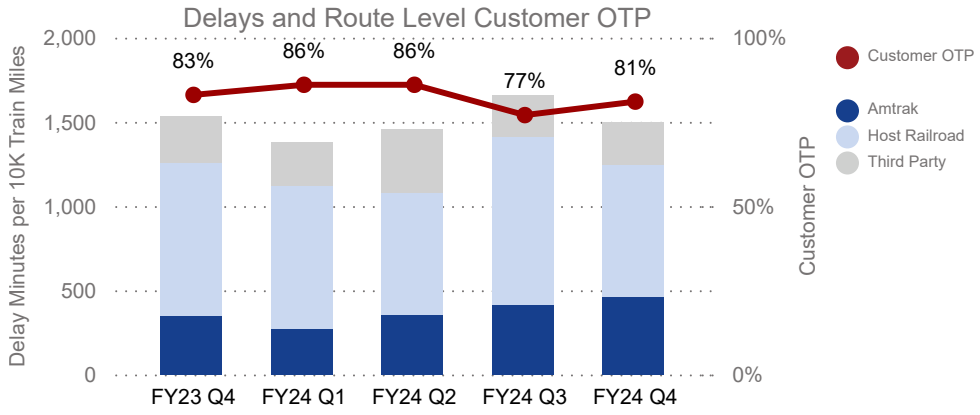
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

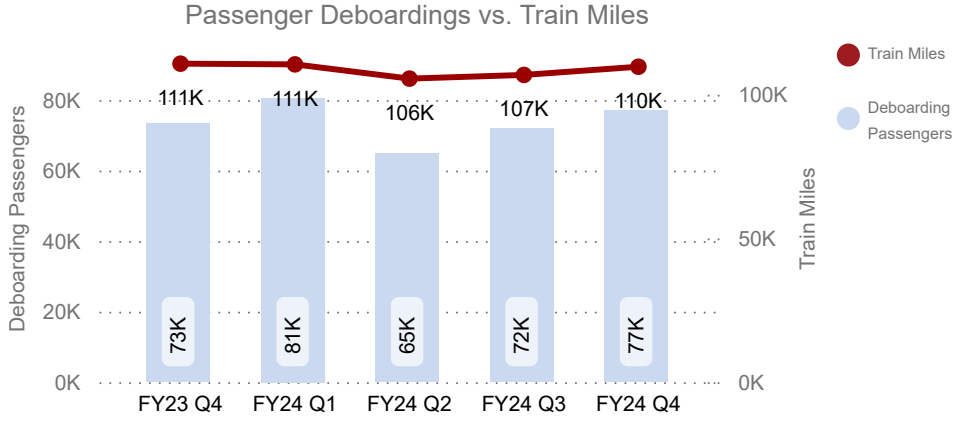


Route Stops

- CHI - Chicago (Union Station), IL
- HMW - Homewood, IL
- KKI - Kankakee, IL
- GLM - Gilman, IL
- RTL - Rantoul, IL
- CHM - Champaign-Urbana, IL
- MAT - Mattoon, IL
- EFG - Effingham, IL
- CEN - Centralia, IL
- DQN - Du Quoin, IL
- CDL - Carbondale, IL

Trends





Additional Notes

State Supported

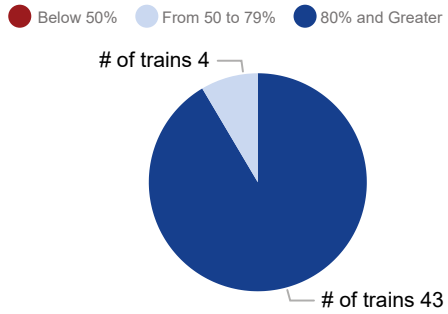
Keystone

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

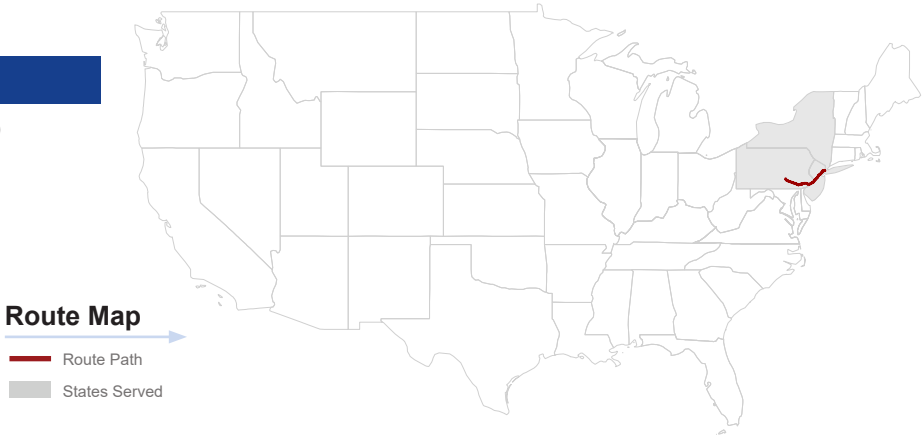
Customer On-Time Performance

Route Level Customer OTP 90%

Train Level Customer OTP



Route Map



Delays

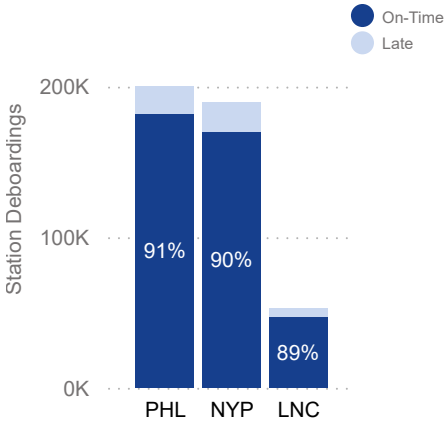
Top 3 Causes of Delay		Delay Min
OTH	Miscellaneous delays	7,003
NOD	Unused recovery time	6,608
UND	Undefined	5,164

Customer Service Index (CSI)

Overall Service 87%

Station Performance

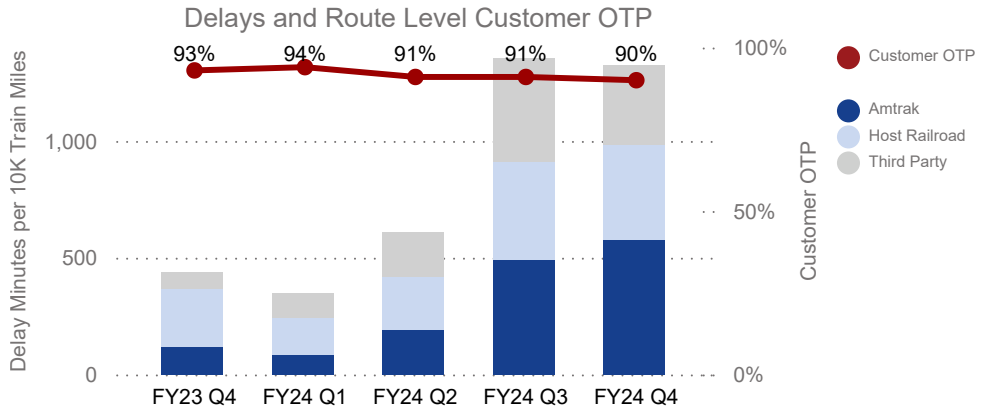
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

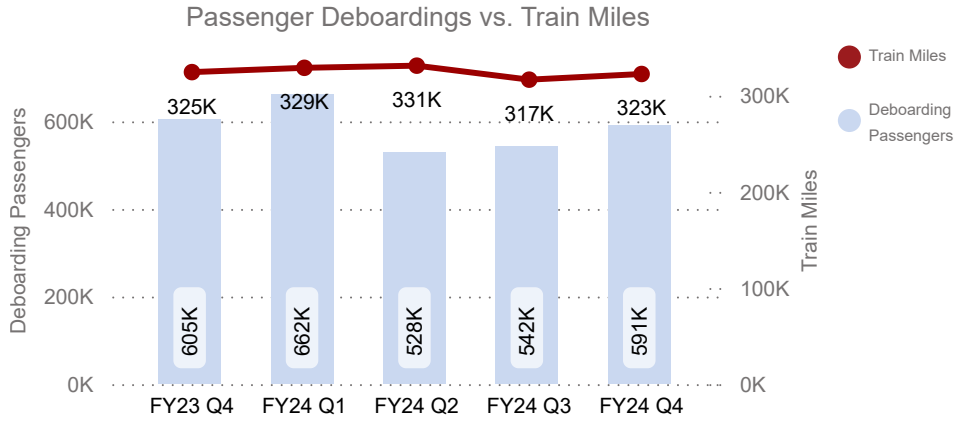


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- EWR - Newark Liberty International Airport, NJ
- MET - Metropark, NJ
- NBK - New Brunswick, NJ
- PJC - Princeton Junction
- TRE - Trenton, NJ
- CWH - Cornwells Heights, PA
- PHN - North Philadelphia, PA
- PHL - Philadelphia (30th St Station), PA
- ARD - Ardmore, PA
- PAO - Paoli, PA
- EXT - Exton, PA
- DOW - Downingtown, PA
- COT - Coatesville, PA
- PAR - Parkesburg, PA
- LNC - Lancaster, PA
- MJY - Mount Joy, PA
- ELT - Elizabethtown, PA
- MID - Middletown, PA
- HAR - Harrisburg, PA

Trends





Additional Notes

State Supported

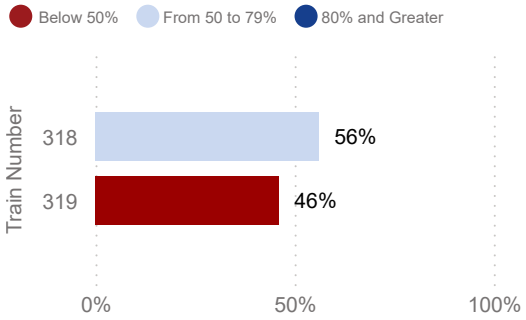
Lincoln Missouri

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

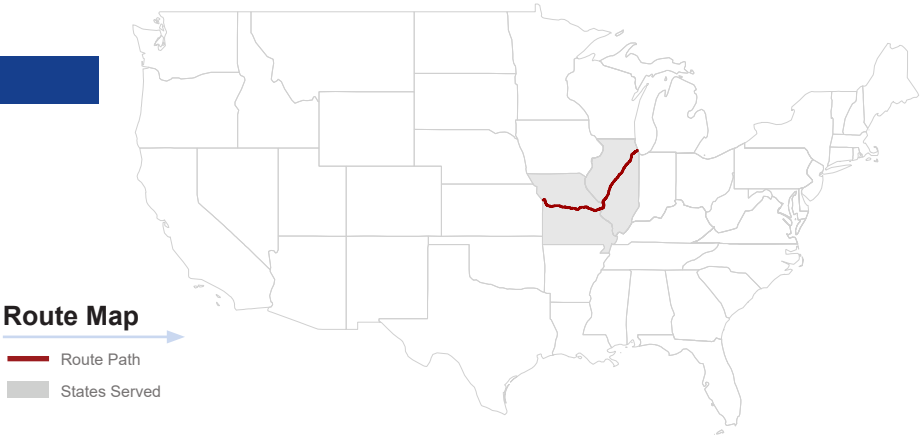
Customer On-Time Performance

Route Level Customer OTP 52%

Train Level Customer OTP



Route Map



Delays

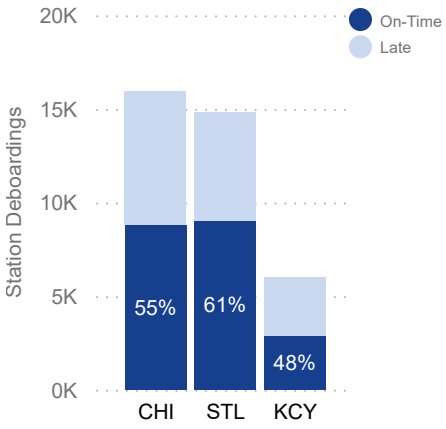
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	4,994
DSR	Slow order delays	2,637
PTI	Passenger train interference	2,473

Customer Service Index (CSI)

Overall Service See note below

Station Performance

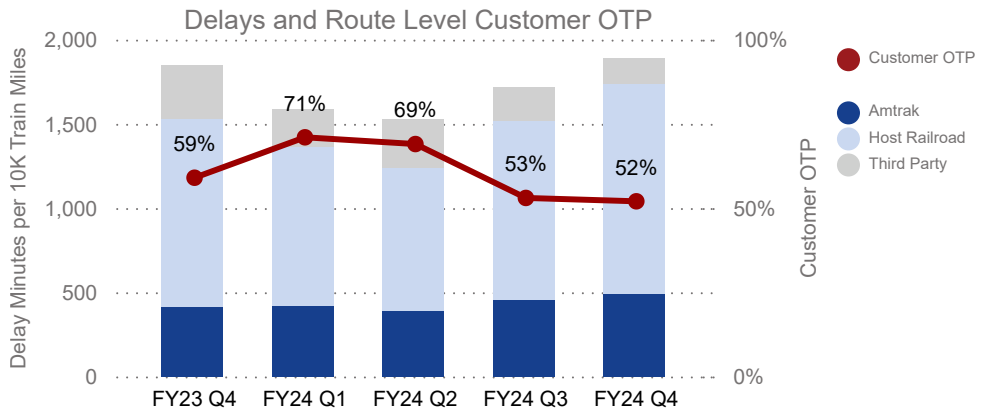
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

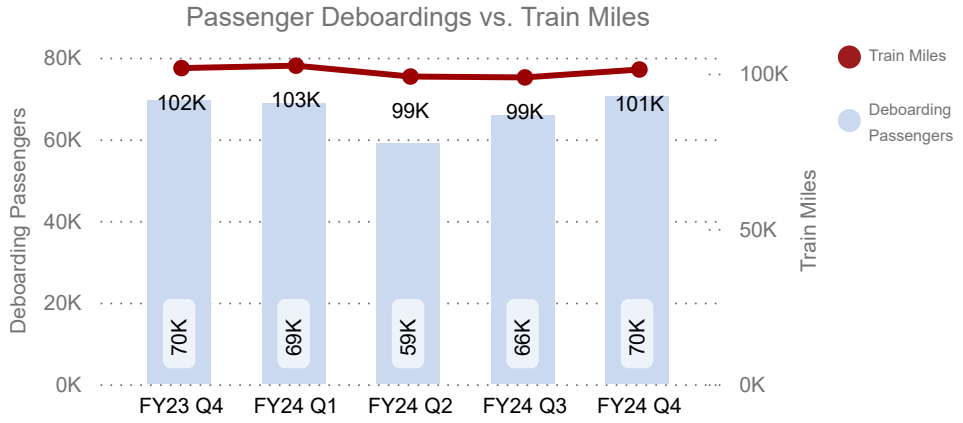


Route Stops

- CHI - Chicago (Union Station), IL
- SMT - Summit, IL
- JOL - Joliet, IL
- DWT - Dwight, IL
- PON - Pontiac, IL
- BNL - Bloomington-Normal, IL
- LCN - Lincoln, IL
- SPI - Springfield, IL
- CRV - Carlinville, IL
- ALN - Alton, IL
- STL - St. Louis, MO
- KWD - Kirkwood, MO
- WAH - Washington, MO
- HEM - Hermann, MO
- JEF - Jefferson City, MO
- SED - Sedalia, MO
- WAR - Warrensburg, MO
- LEE - Lee's Summit, MO
- IDP - Independence, MO
- KCY - KS City (Union Station), MO

Trends





Additional Notes

Amtrak reports CSI separately for the Illinois (Lincoln) and Missouri (Missouri) portions of the route.

State Supported

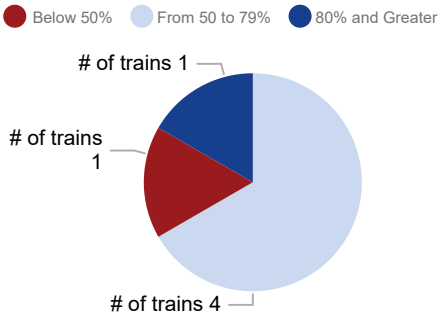
Lincoln Service

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

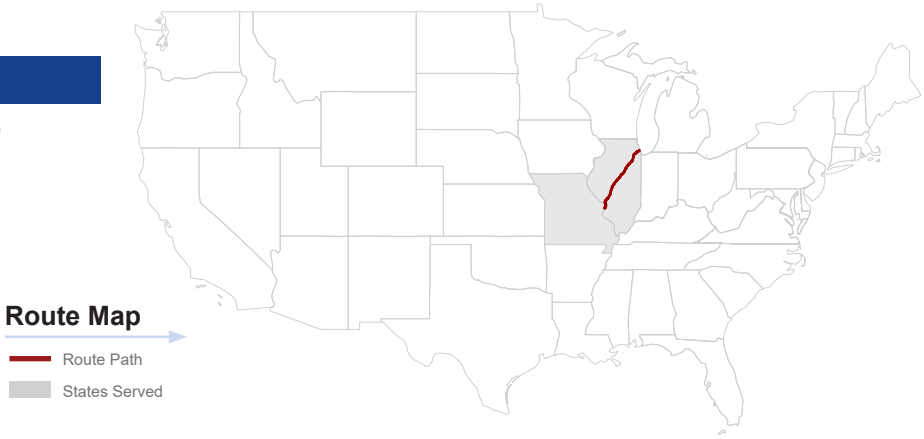
Customer On-Time Performance

Route Level Customer OTP 67%

Train Level Customer OTP



Route Map



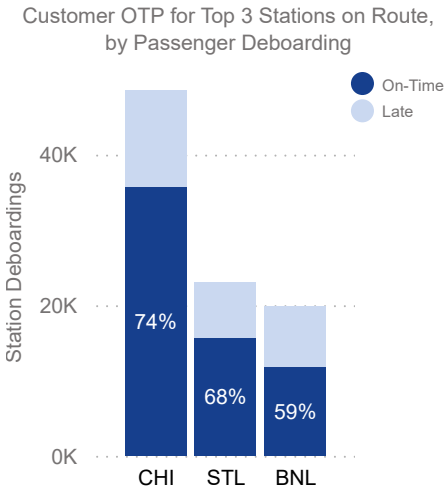
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	8,189
PTI	Passenger train interference	4,663
DSR	Slow order delays	3,376

Customer Service Index (CSI)

Overall Service 78%

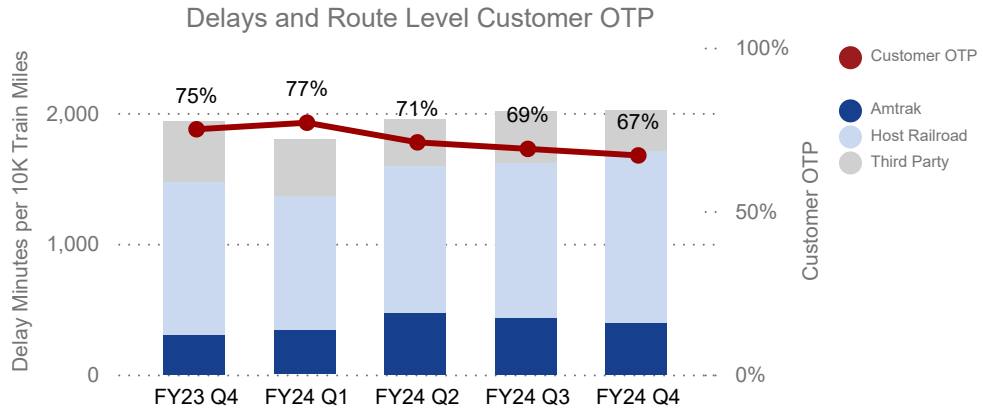
Station Performance

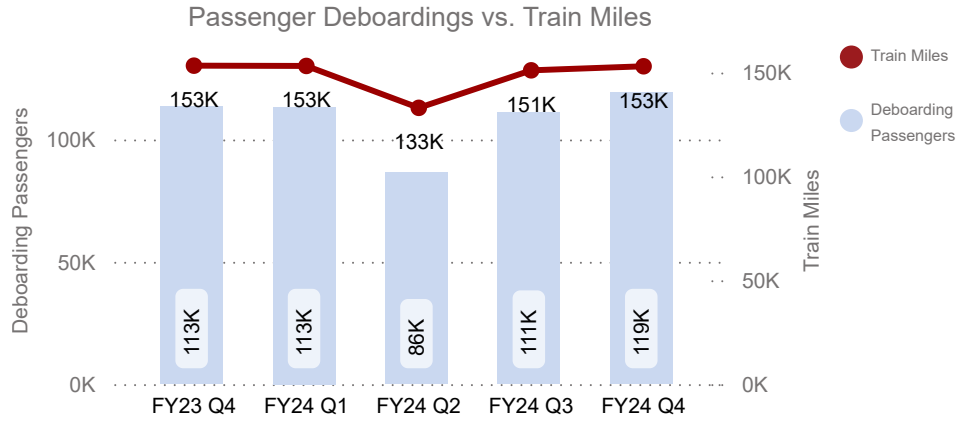


Route Stops

- CHI - Chicago (Union Station), IL
- SMT - Summit, IL
- JOL - Joliet, IL
- DWT - Dwight, IL
- PON - Pontiac, IL
- BNL - Bloomington-Normal, IL
- LCN - Lincoln, IL
- SPI - Springfield, IL
- CRV - Carlinville, IL
- ALN - Alton, IL
- STL - St. Louis, MO

Trends





Additional Notes

CSI data includes the Illinois portion of the Lincoln Missouri.

State Supported

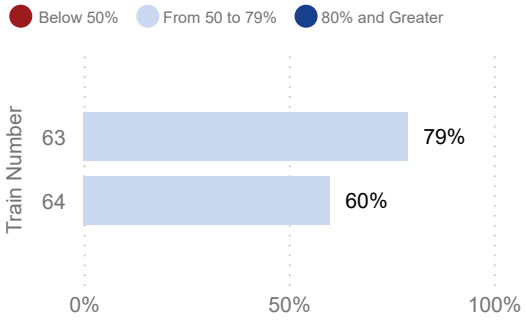
Maple Leaf

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

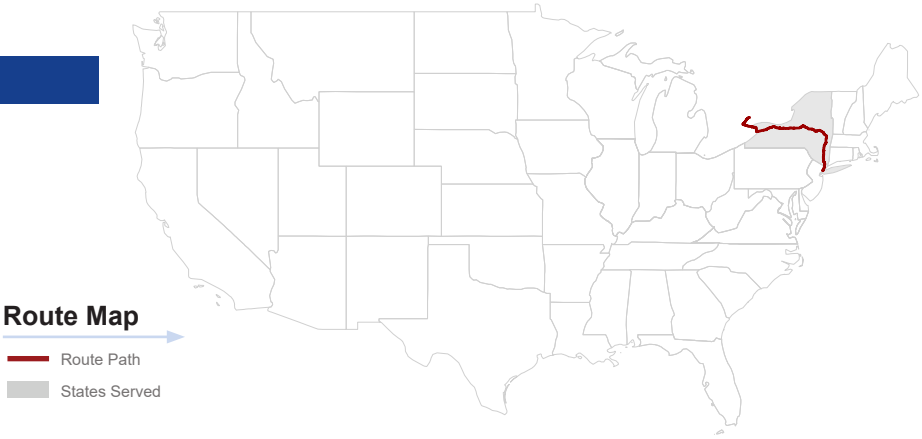
Customer On-Time Performance

Route Level Customer OTP 70%

Train Level Customer OTP



Route Map



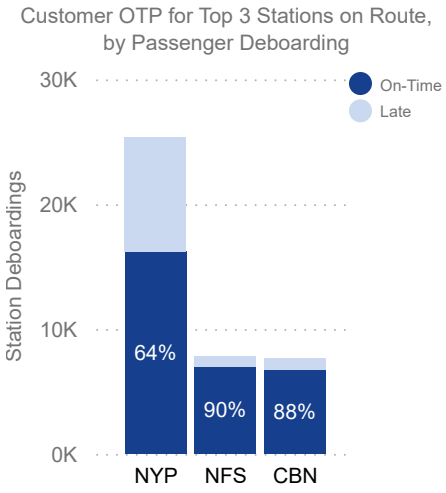
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,944
FTI	Freight train interference	2,407
DSR	Slow order delays	1,719

Customer Service Index (CSI)

Overall Service 77%

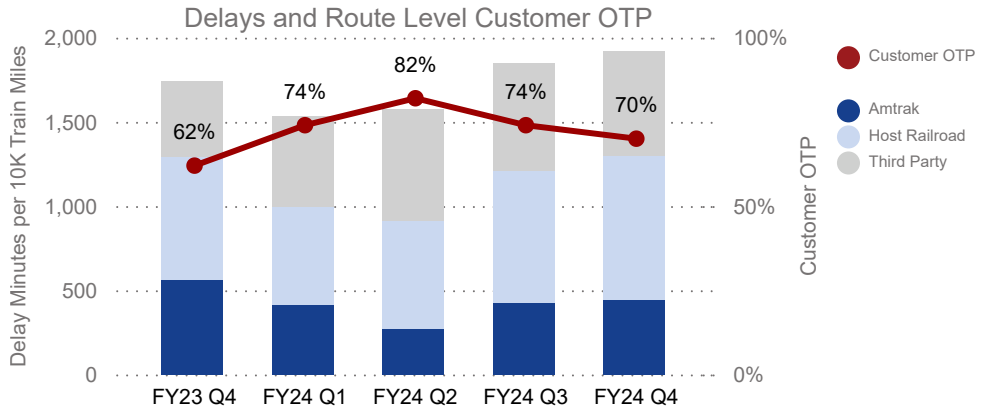
Station Performance

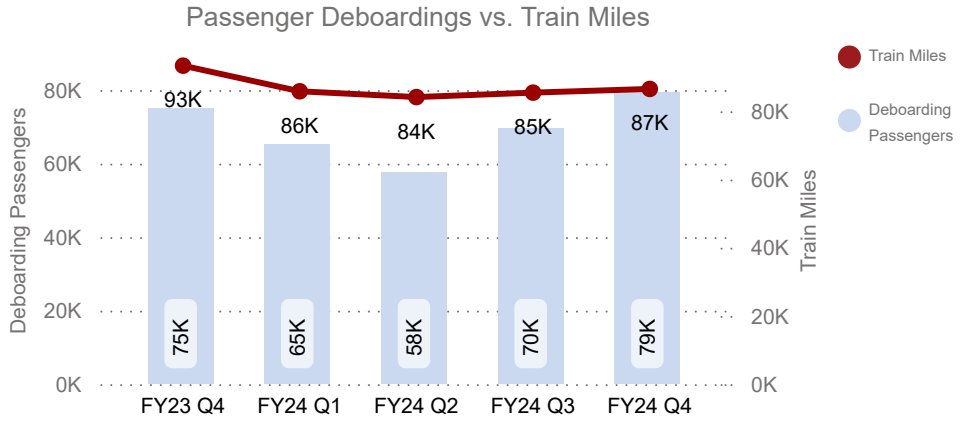


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- YNY - Yonkers, NY
- CRT - Croton-Harmon, NY
- POU - Poughkeepsie, NY
- RHI - Rhinecliff, NY
- HUD - Hudson, NY
- ALB - Albany-Rensselaer, NY
- SDY - Schenectady, NY
- AMS - Amsterdam, NY
- UCA - Utica, NY
- ROM - Rome, NY
- SYR - Syracuse, NY
- NYF - New York State Fair, NY (Seasonal)
- ROC - Rochester, NY
- BUF - Buffalo-Depew, NY
- BFX - Buffalo, NY
- NFL - Niagara Falls, NY
- CBN - Canadian Border NY
- NFS - Niagara Falls, Ontario, Canada
- SCA - St. Catharines, Ontario, Canada
- GMS - Grimsby, Ontario, Canada
- AST - Aldershot, Ontario, Canada
- OKL - Oakville, Ontario, Canada
- TWO - Toronto Union, Ontario, Canada

Trends





Additional Notes

Station Performance data does not include stops west of Niagara Falls.

Amtrak provided FRA with revised FY 2024 Q2 Customer OTP values for Maple Leaf Train 64. Customer OTP for Train 64 and for the Maple Leaf route in FY 2024 Q2 was 82 Percent.

State Supported

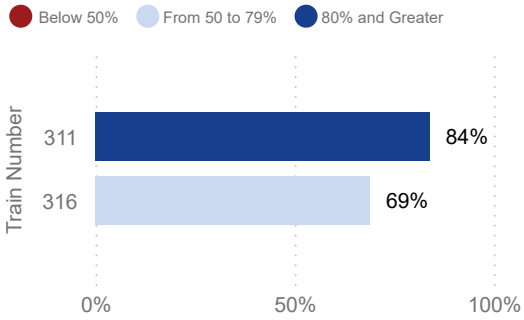
Missouri

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

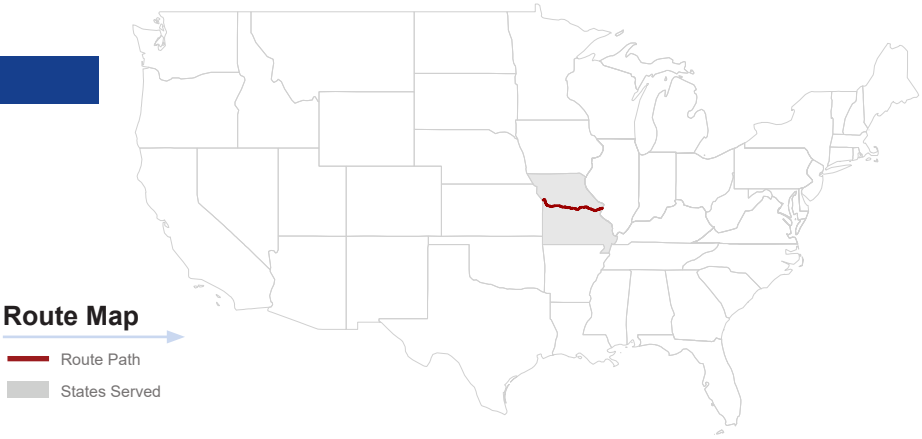
Customer On-Time Performance

Route Level Customer OTP 78%

Train Level Customer OTP



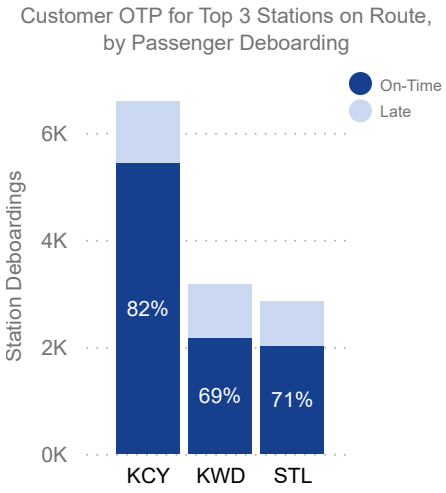
Route Map



Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	2,474
PTI	Passenger train interference	950
SYS	Crew & system	806

Station Performance



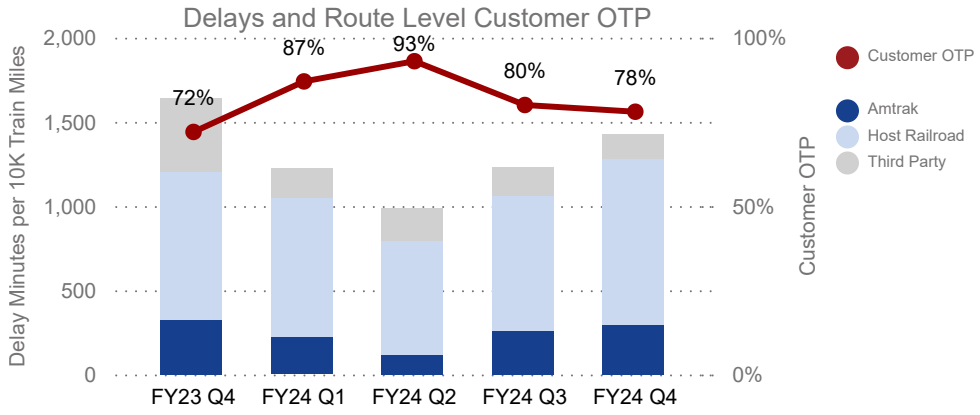
Route Stops

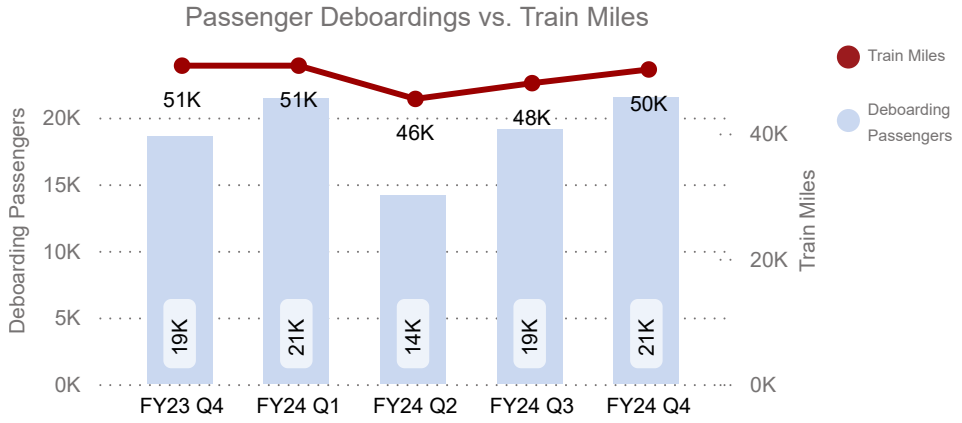
- STL - St. Louis, MO
- KWD - Kirkwood, MO
- WAH - Washington, MO
- HEM - Hermann, MO
- JEF - Jefferson City, MO
- SED - Sedalia, MO
- WAR - Warrensburg, MO
- LEE - Lee's Summit, MO
- IDP - Independence, MO
- KCY - Kansas City (Union Station), MO

Customer Service Index (CSI)

Overall Service 88%

Trends





Additional Notes

CSI data includes the Missouri portion of the Lincoln Missouri.

State Supported

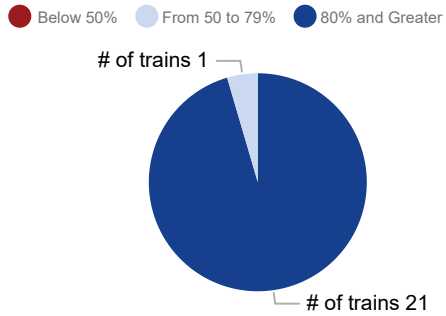
New York - Albany

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

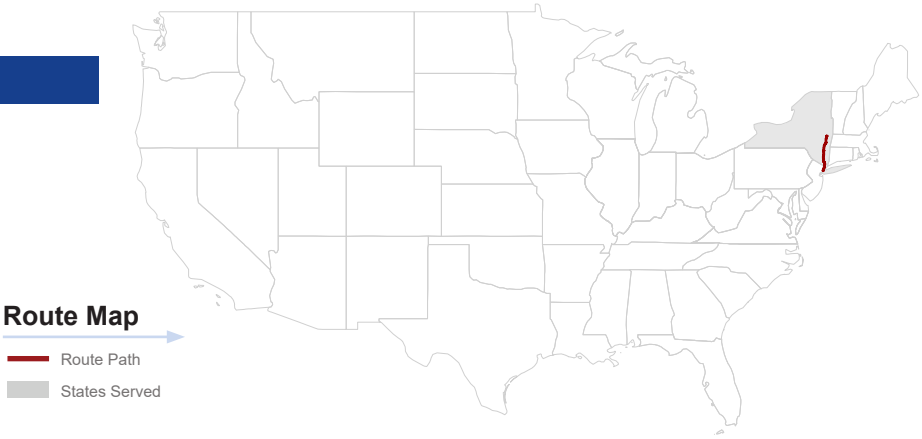
Customer On-Time Performance

Route Level Customer OTP 88%

Train Level Customer OTP



Route Map



Delays

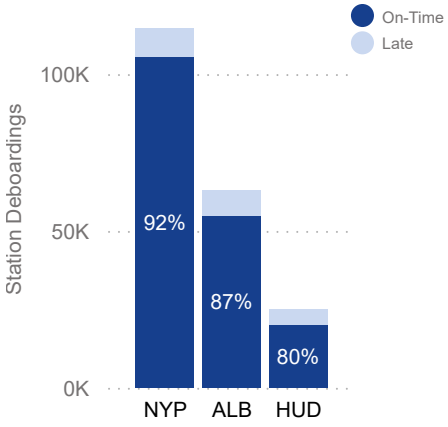
Top 3 Causes of Delay		Delay Min
CTI	Commuter train interference	5,508
DSR	Slow order delays	1,942
HLD	Passenger-related	1,782

Customer Service Index (CSI)

Overall Service 79%

Station Performance

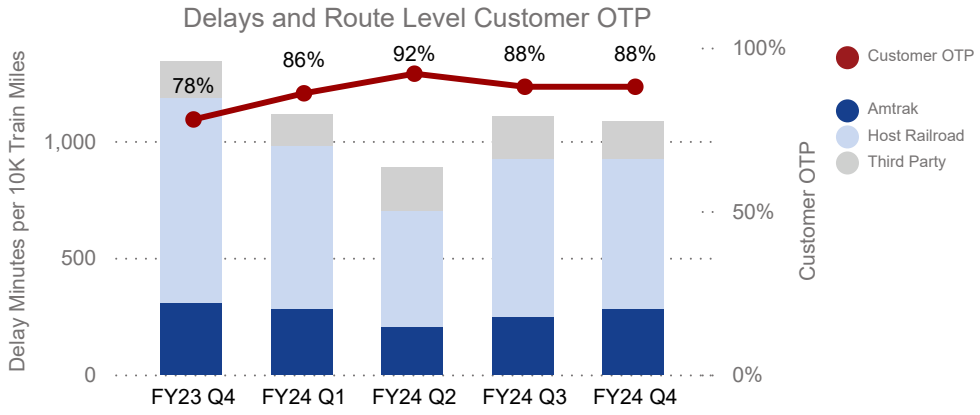
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

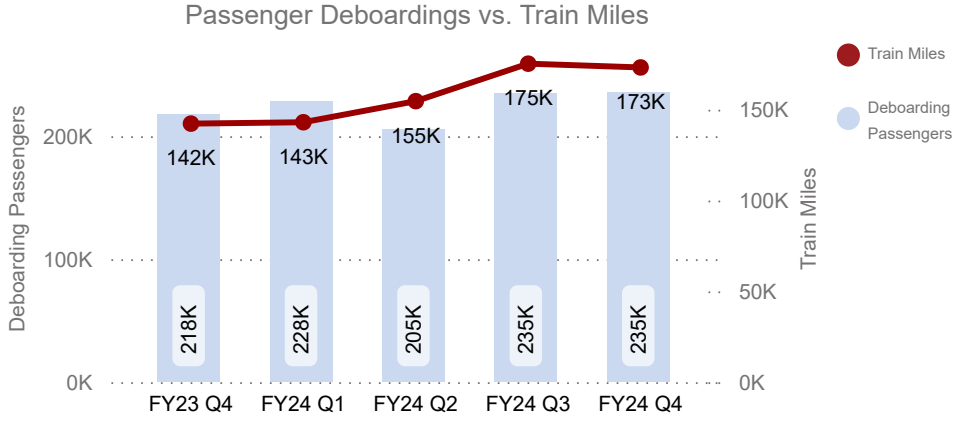


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- YNY - Yonkers, NY
- CRT - Croton-Harmon, NY
- POU - Poughkeepsie, NY
- RHI - Rhinecliff, NY
- HUD - Hudson, NY
- ALB - Albany-Rensselaer, NY

Trends





Additional Notes

The New York - Albany and New York - Niagara Falls routes are combined in the CSI dataset as Empire.

State Supported

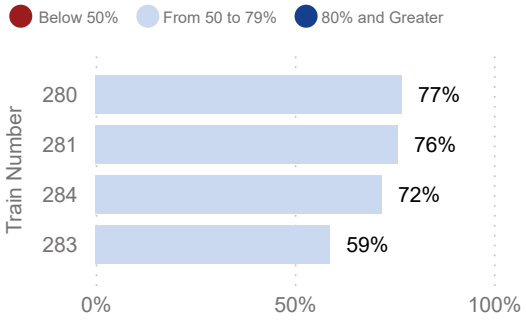
New York - Niagara Falls

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

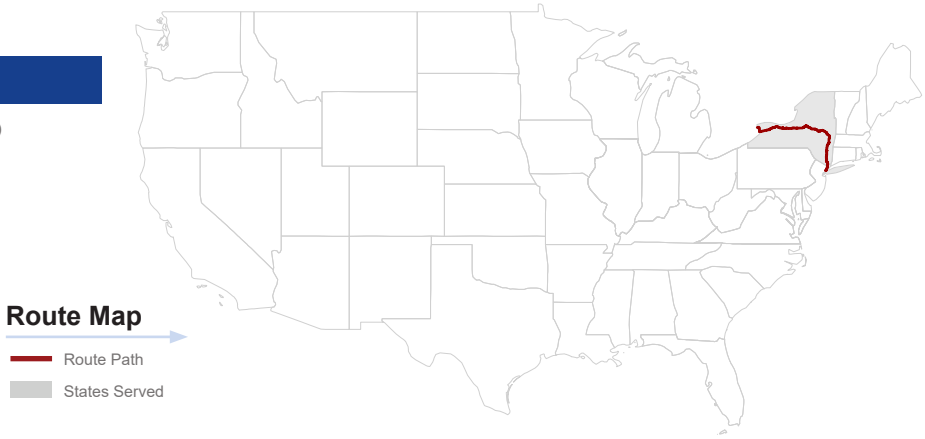
Customer On-Time Performance

Route Level Customer OTP 71%

Train Level Customer OTP



Route Map



Delays

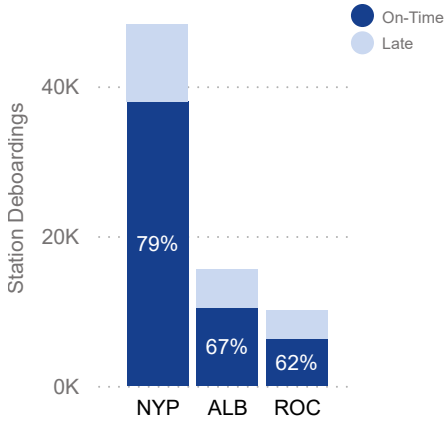
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	3,833
DSR	Slow order delays	3,490
CTI	Commuter train interference	2,249

Customer Service Index (CSI)

Overall Service 79%

Station Performance

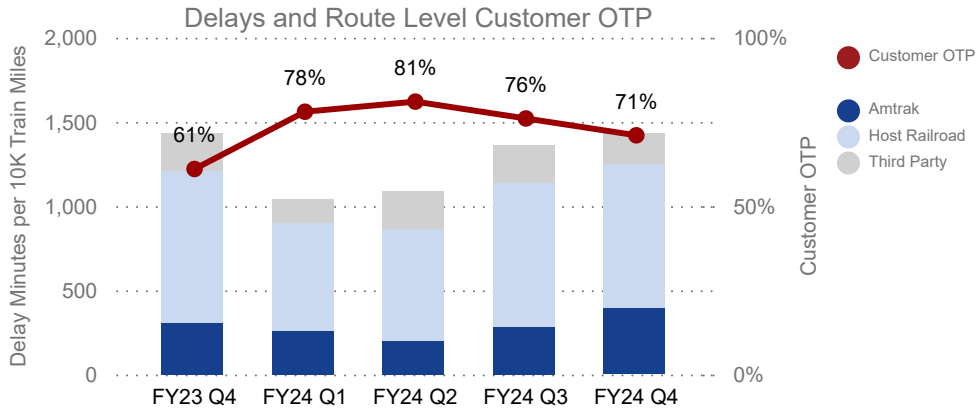
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

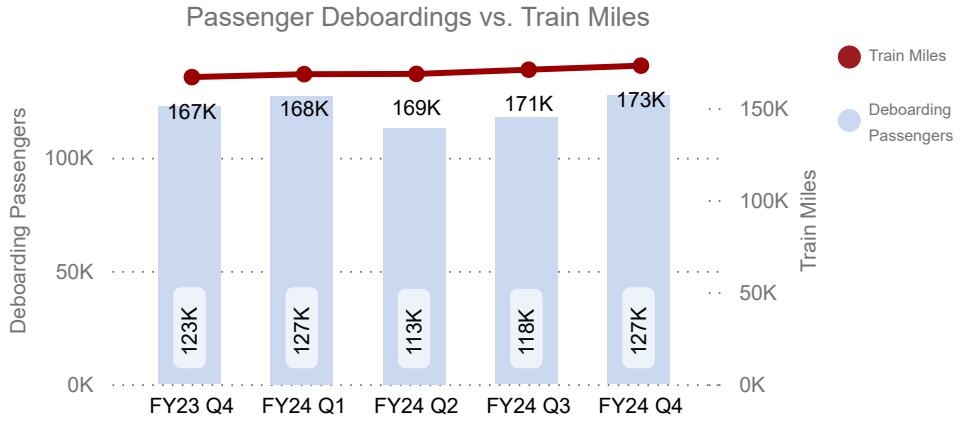


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- YNY - Yonkers, NY
- CRT - Croton-Harmon, NY
- POU - Poughkeepsie, NY
- RHI - Rhinecliff, NY
- HUD - Hudson, NY
- ALB - Albany-Rensselaer, NY
- SDY - Schenectady, NY
- AMS - Amsterdam, NY
- UCA - Utica, NY
- ROM - Rome, NY
- SYR - Syracuse, NY
- NYF - New York State Fair, NY (Seasonal)
- ROC - Rochester, NY
- BUF - Buffalo-Depew, NY
- BFX - Buffalo, NY
- NFL - Niagara Falls, NY

Trends





Additional Notes

The New York - Albany and New York - Niagara Falls routes are combined in the CSI dataset as Empire.

State Supported

Pacific Surfliner

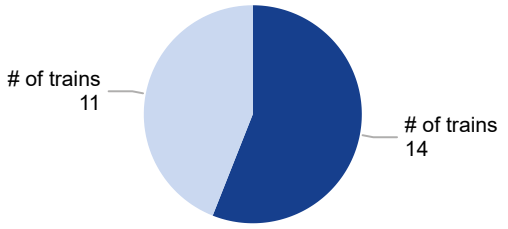
Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

Customer On-Time Performance

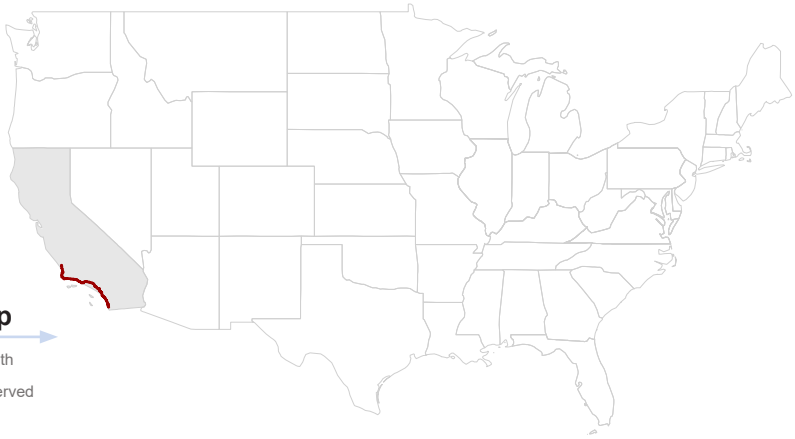
Route Level Customer OTP 81%

Train Level Customer OTP

Below 50% | From 50 to 79% | 80% and Greater



Route Map



Route Path

States Served

Delays

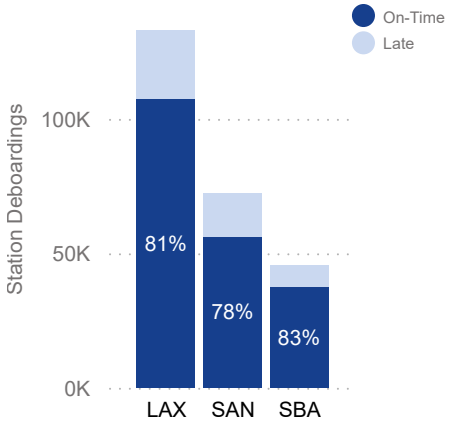
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	14,415
NOD	Unused recovery time	14,212
CTI	Commuter train interference	11,141

Customer Service Index (CSI)

Overall Service 81%

Station Performance

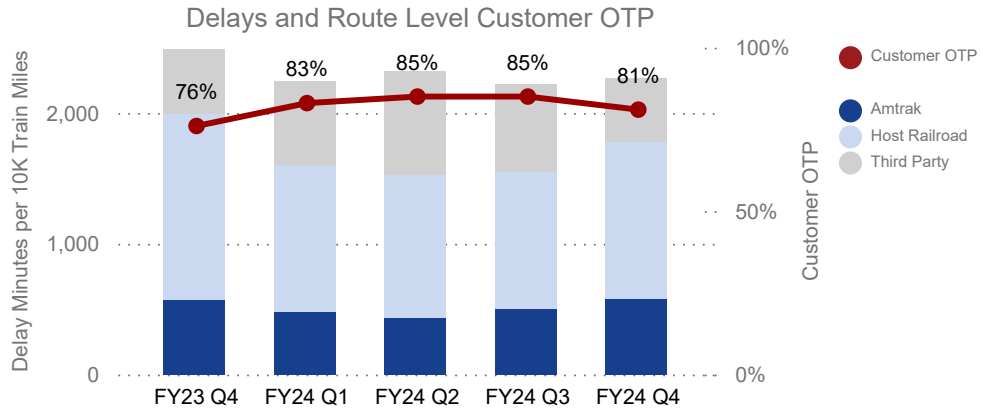
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

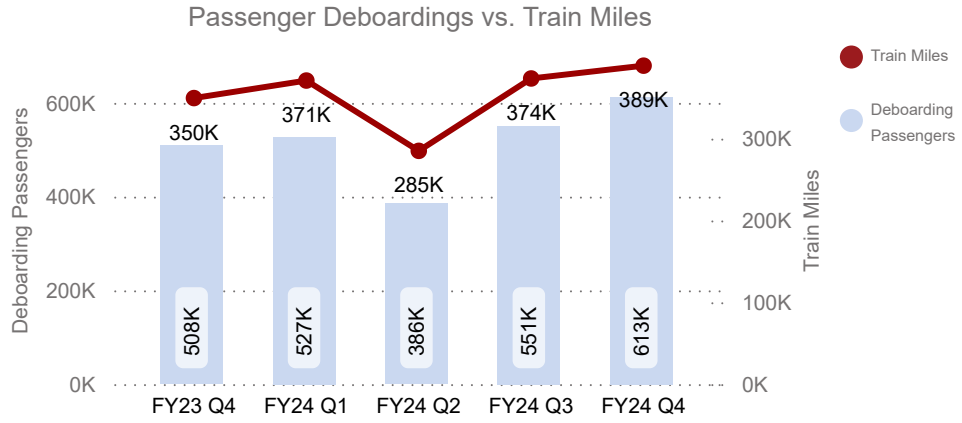


Route Stops

- SLO - San Luis Obispo, CA
- GVB - Grover Beach, CA
- GUA - Guadalupe-Santa Maria, CA
- LPS - Lompoc-Surf, CA
- GTA - Goleta, CA
- SBA - Santa Barbara, CA
- CPN - Carpinteria, CA
- VEC - Ventura, CA
- OXN - Oxnard, CA
- CML - Camarillo, CA
- MPK - Moorpark, CA
- SIM - Simi Valley, CA
- CWT - Chatsworth, CA
- NRG - Northridge Station
- VNC - Van Nuys, CA
- BUR - Burbank (Airport), CA
- BBK - Burbank, CA
- GDL - Glendale, CA
- LAX - Los Angeles (Union Station), CA
- FUL - Fullerton, CA
- ANA - Anaheim, CA
- SNA - Santa Ana, CA
- IRV - Irvine, CA
- SNC - San Juan Capistrano, CA
- SNP - San Clemente Pier, CA
- OSD - Oceanside, CA
- SOL - Solana Beach, CA
- OLT - San Diego (Old Town), CA
- SAN - San Diego (Downtown), CA

Trends





Additional Notes

State Supported

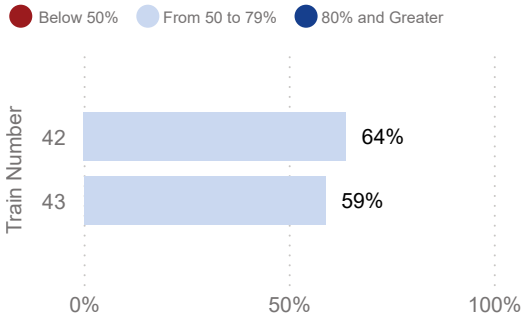
Pennsylvanian

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

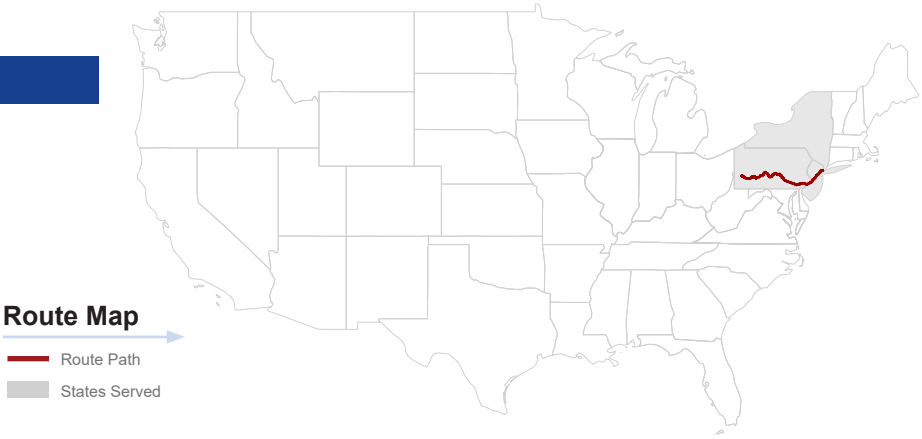
Customer On-Time Performance

Route Level Customer OTP 62%

Train Level Customer OTP



Route Map



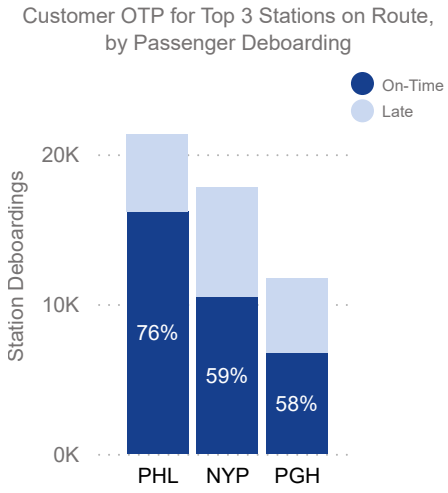
Delays

Top 3 Causes of Delay		Delay Min
OTH	Miscellaneous delays	1,641
FTI	Freight train interference	1,512
ENG	Locomotive failure	1,327

Customer Service Index (CSI)

Overall Service 85%

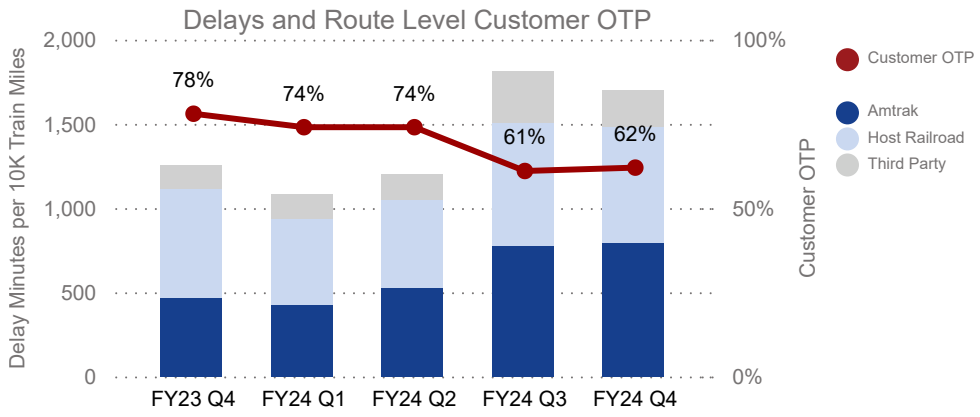
Station Performance

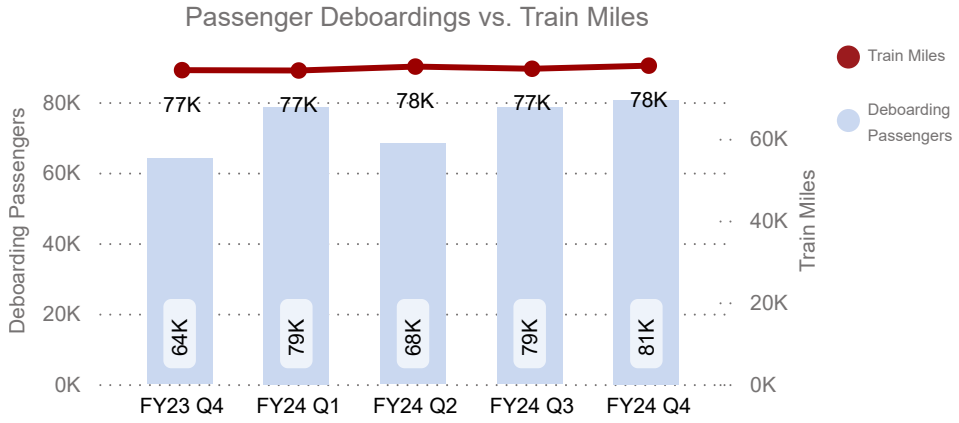


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- PAO - Paoli, PA
- EXT - Exton, PA
- LNC - Lancaster, PA
- ELT - Elizabethtown, PA
- HAR - Harrisburg, PA
- LEW - Lewistown, PA
- HGD - Huntingdon, PA
- TYR - Tyrone, PA
- ALT - Altoona, PA
- JST - Johnstown, PA
- LAB - Latrobe, PA
- GNB - Greensburg, PA
- PGH - Pittsburgh (Union Station), PA

Trends





Additional Notes

State Supported

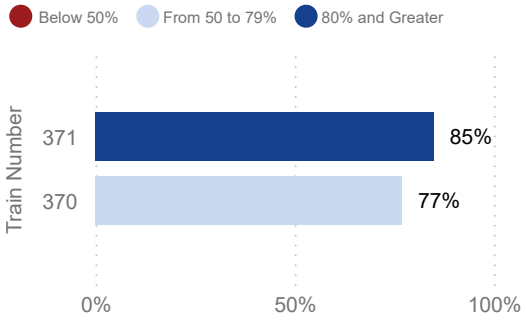
Pere Marquette

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

Customer On-Time Performance

Route Level Customer OTP 81%

Train Level Customer OTP

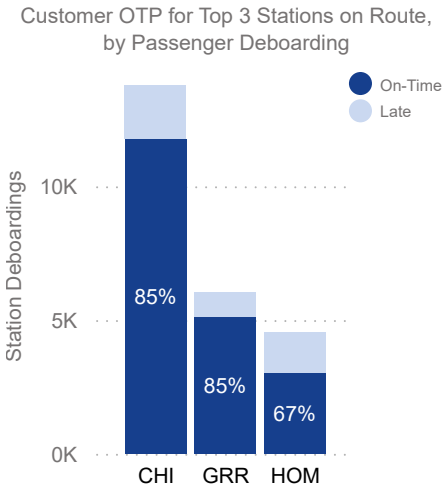


Route Map

Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	535
DSR	Slow order delays	506
SYS	Crew & system	468

Station Performance



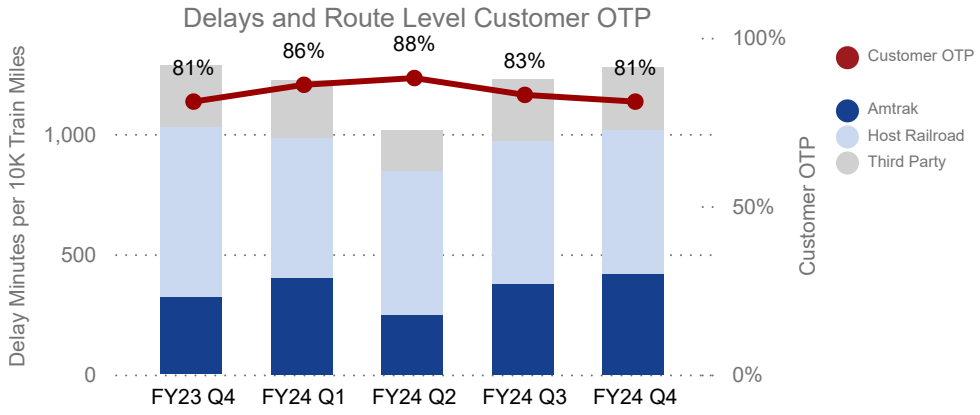
Route Stops

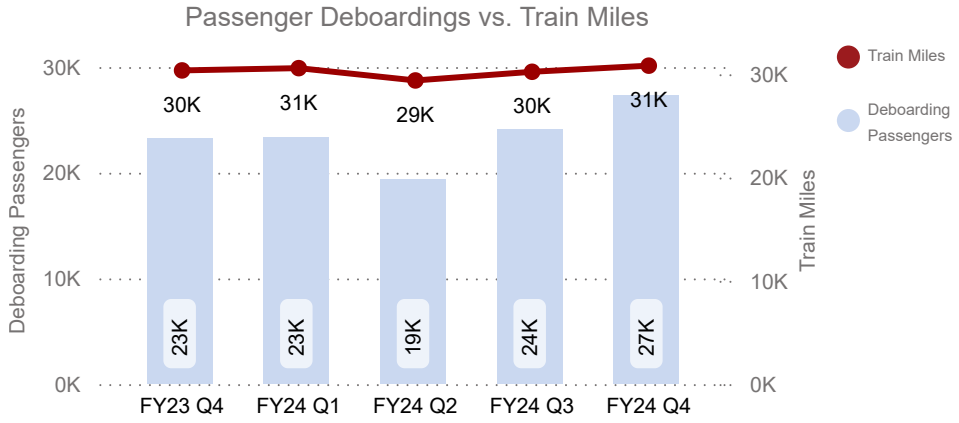
- GRR - Grand Rapids, MI
- HOM - Holland, MI
- BAM - Bangor, MI
- SJM - St. Joseph, MI
- CHI - Chicago (Union Station), IL

Customer Service Index (CSI)

Overall Service 81%

Trends





Additional Notes

State Supported

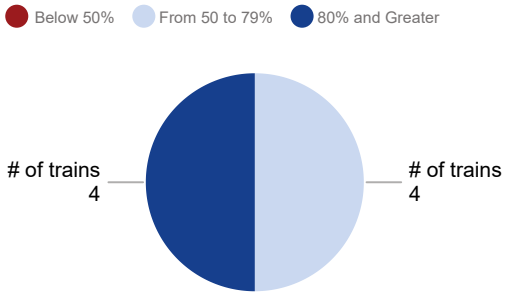
Piedmont

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

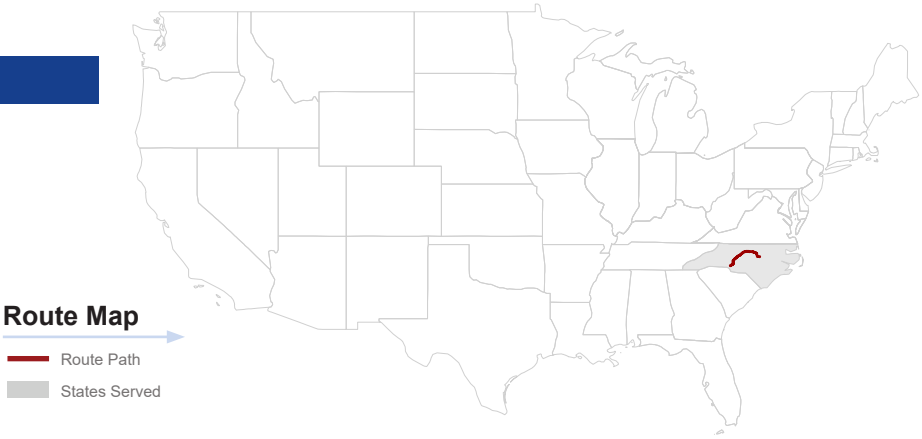
Customer On-Time Performance

Route Level Customer OTP 75%

Train Level Customer OTP



Route Map



Delays

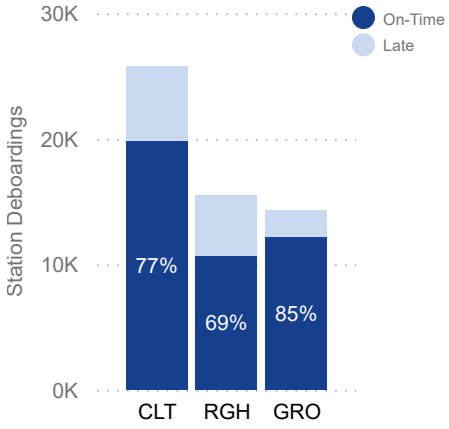
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	2,911
DSR	Slow order delays	2,037
FTI	Freight train interference	1,930

Customer Service Index (CSI)

Overall Service 87%

Station Performance

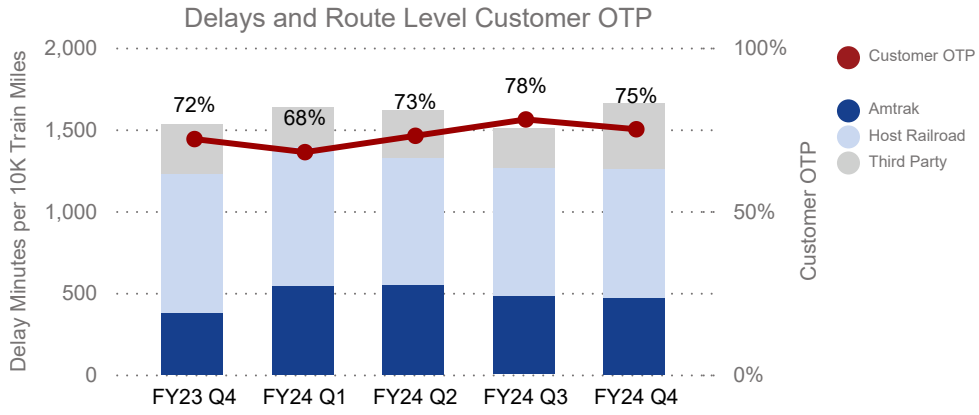
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

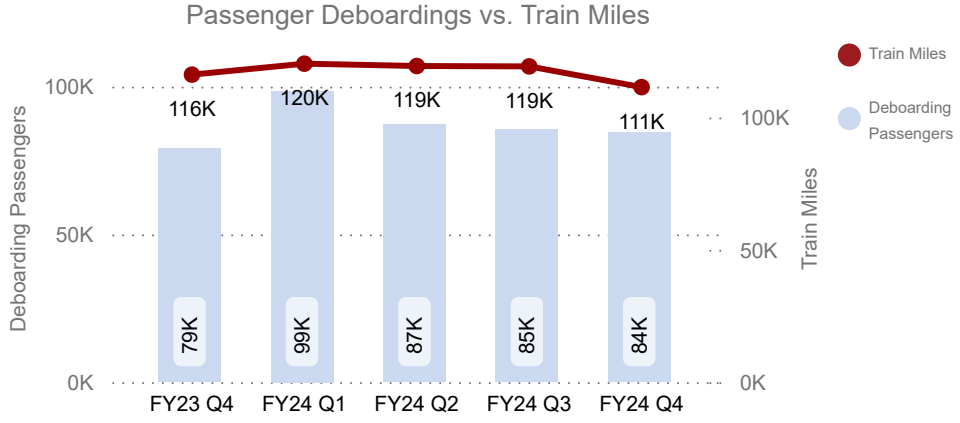


Route Stops

- RGH - Raleigh, NC
- NSF - North Carolina State Fair, NC (Seasonal)
- CYN - Cary, NC
- DNC - Durham, NC
- BNC - Burlington, NC
- GRO - Greensboro, NC
- HPT - High Point, NC
- LEX - Lexington, NC
- SAL - Salisbury, NC
- KAN - Kannapolis, NC
- CLT - Charlotte, NC

Trends





Additional Notes

State Supported

San Joaquins

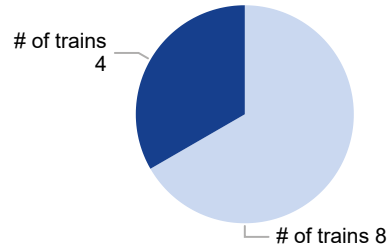
Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

Customer On-Time Performance

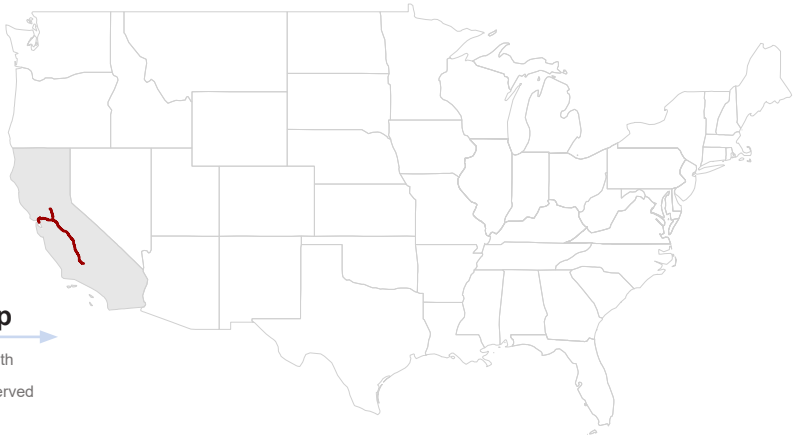
Route Level Customer OTP 74%

Train Level Customer OTP

Below 50% | From 50 to 79% | 80% and Greater



Route Map



Delays

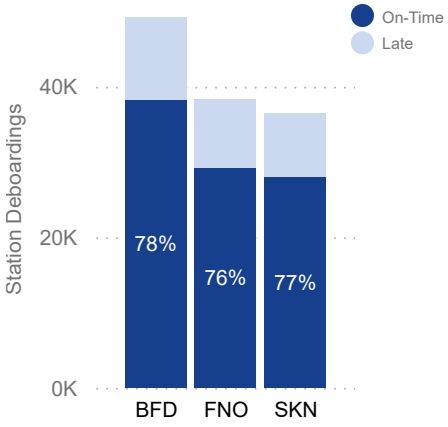
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	14,832
FTI	Freight train interference	9,667
DSR	Slow order delays	7,746

Customer Service Index (CSI)

Overall Service 82%

Station Performance

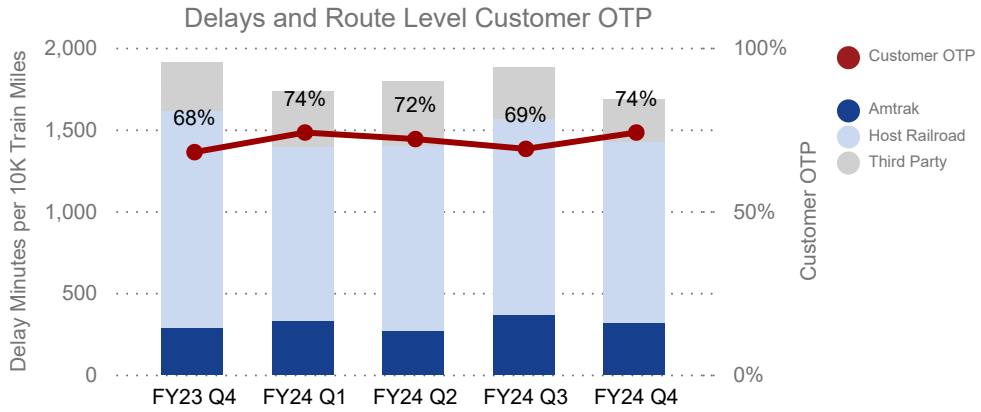
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

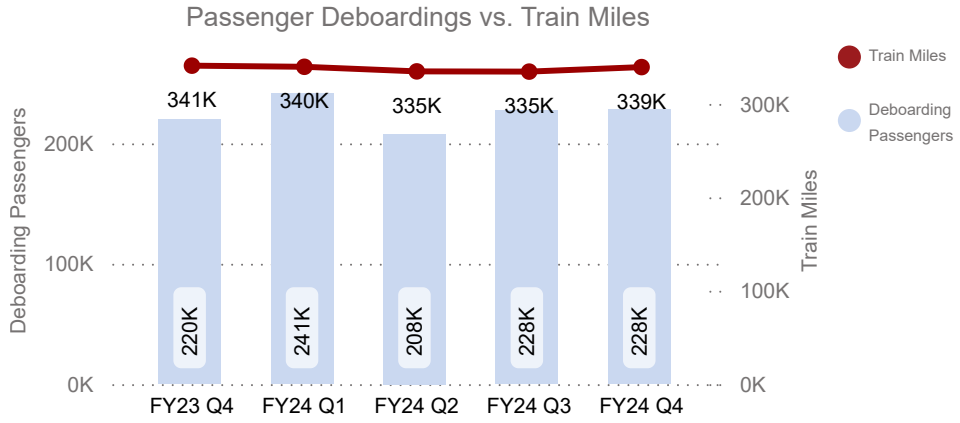


Route Stops

- OKJ - Oakland (Jack London Square), CA
- OAC - Oakland (Coliseum/Airport), CA
- EMY - Emeryville, CA
- RIC - Richmond, CA
- MTZ - Martinez, CA
- ACA - Antioch-Pittsburg, CA
- SAC - Sacramento, CA
- LOD - Lodi, CA
- SKT - Stockton (Channel Street), CA
- SKN - Stockton (San Joaquin Street), CA
- MOD - Modesto, CA
- TRK - Turlock-Denair, CA
- MCD - Merced, CA
- MDR - Madera, CA
- FNO - Fresno, CA
- HNF - Hanford, CA
- COC - Corcoran, CA
- CNL - Colonel Allensworth State Park, CA (Seasonal)
- WAC - Wasco, CA
- BFD - Bakersfield, CA

Trends





Additional Notes

State Supported

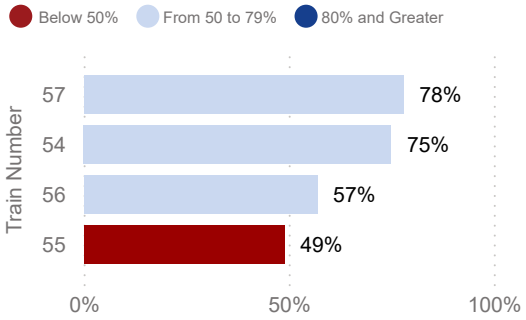
Vermonter

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

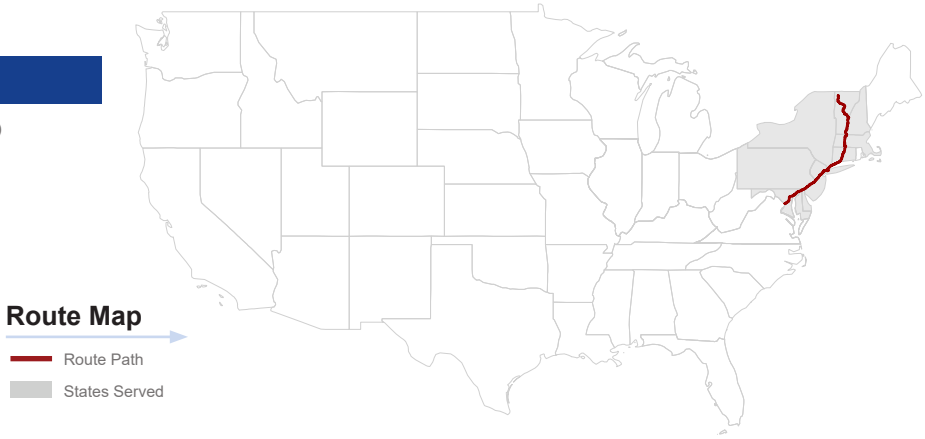
Customer On-Time Performance

Route Level Customer OTP 61%

Train Level Customer OTP



Route Map



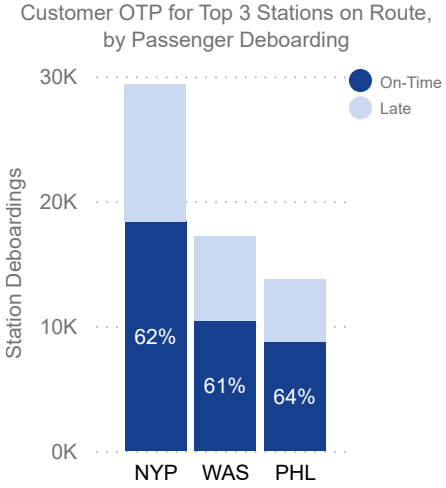
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	3,735
NOD	Unused recovery time	2,169
CTI	Commuter train interference	1,704

Customer Service Index (CSI)

Overall Service 81%

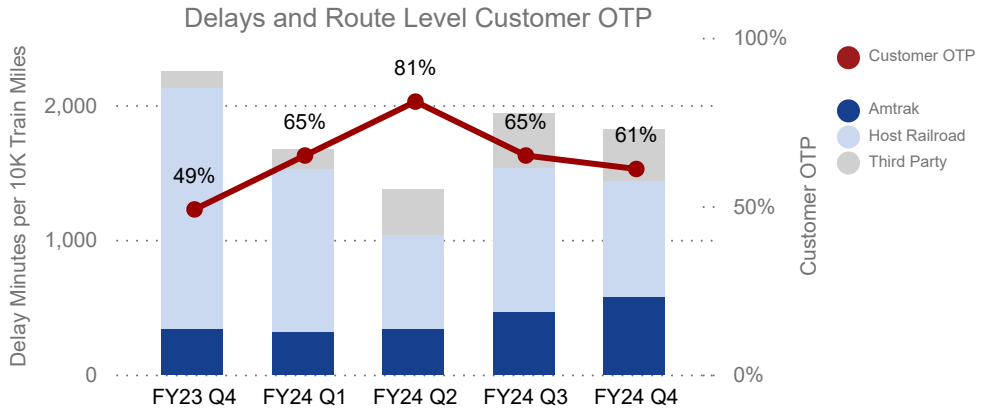
Station Performance

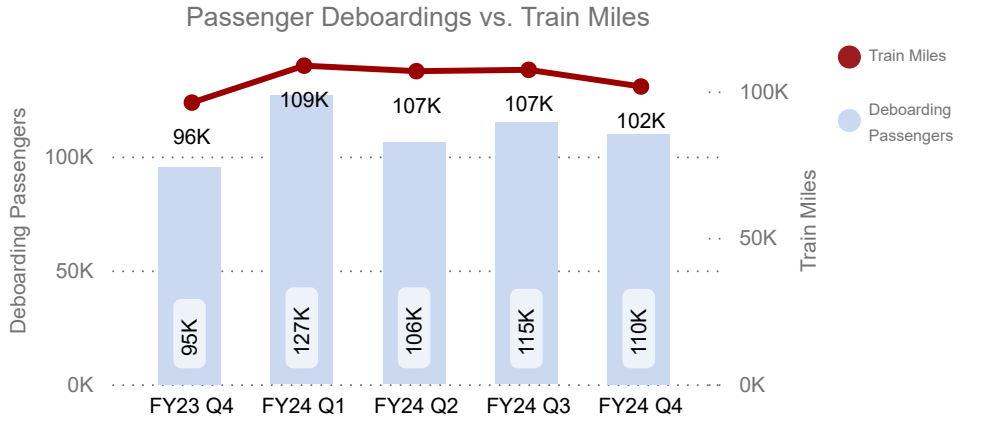


Route Stops

- SAB - St. Albans, VT
- ESX - Essex Junction, VT
- WAB - Waterbury, VT
- MPR - Montpelier-Berlin, VT
- RPH - Randolph, VT
- WRJ - White River Junction, VT
- WNM - Windsor, VT
- CLA - Claremont, NH
- BLF - Bellows Falls, VT
- BRA - Brattleboro, VT
- GFD - Greenfield, MA
- NHT - Northampton, MA
- HLK - Holyoke, MA
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- HFD - Hartford, CT
- MDN - Meriden, CT
- NHV - New Haven (Union Station), CT
- BRP - Bridgeport, CT
- STM - Stamford, CT
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC

Trends





Additional Notes

State Supported

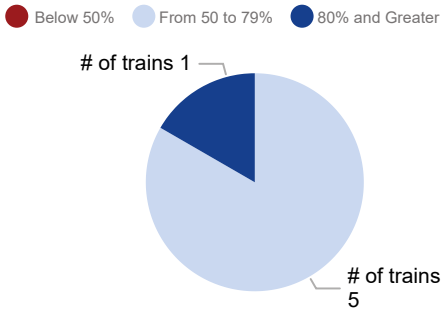
Wolverine

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

Customer On-Time Performance

Route Level Customer OTP 67%

Train Level Customer OTP



Route Map

Delays

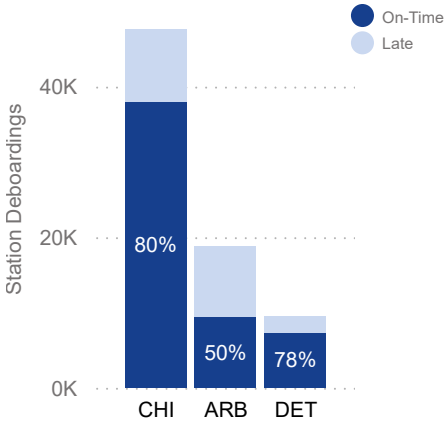
Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	7,991
PTI	Passenger train interference	3,729
FTI	Freight train interference	2,316

Customer Service Index (CSI)

Overall Service 82%

Station Performance

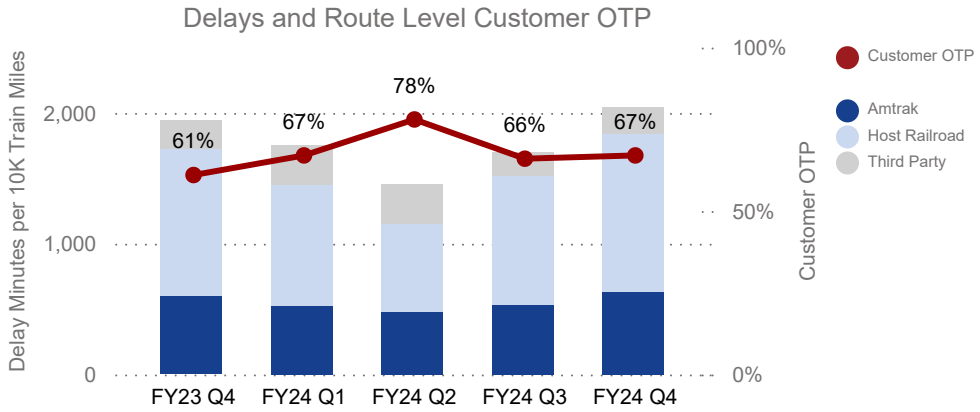
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

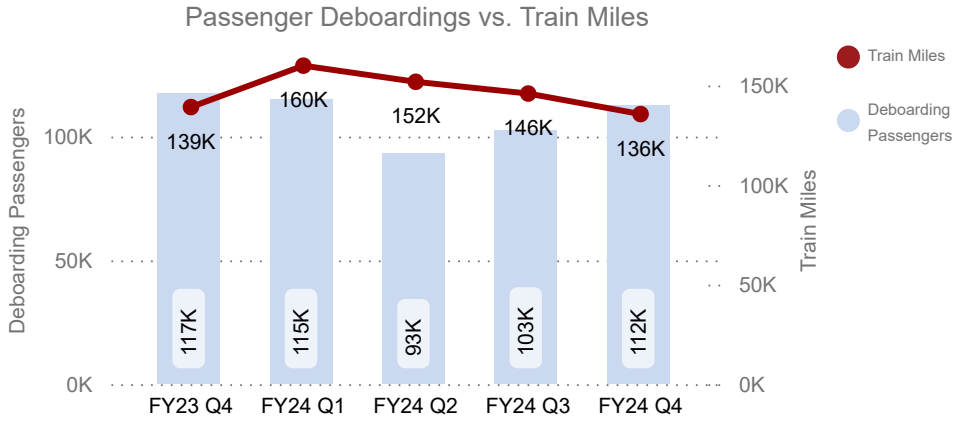


Route Stops

- PNT - Pontiac, MI
- TRM - Troy, MI
- ROY - Royal Oak, MI
- DET - Detroit, MI
- DER - Dearborn, MI
- ARB - Ann Arbor, MI
- JXN - Jackson, MI
- ALI - Albion, MI
- BTL - Battle Creek, MI
- KAL - Kalamazoo, MI
- DOA - Dowagiac, MI
- NLS - Niles, MI
- NBU - New Buffalo, MI
- HMI - Hammond-Whiting, IN
- CHI - Chicago (Union Station), IL

Trends





Additional Notes

Long Distance

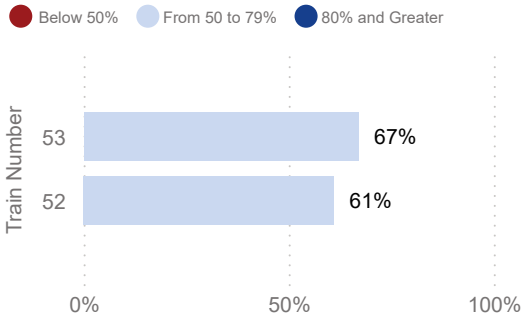
Auto Train

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

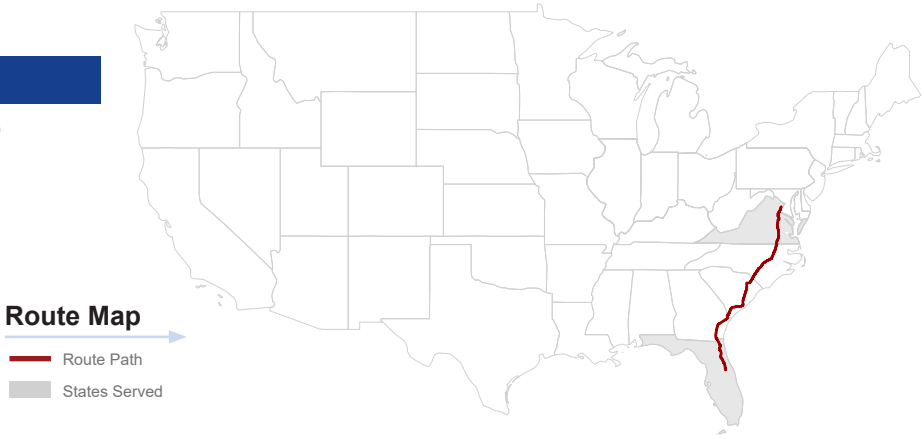
Customer On-Time Performance

Route Level Customer OTP 64%

Train Level Customer OTP



Route Map



Delays

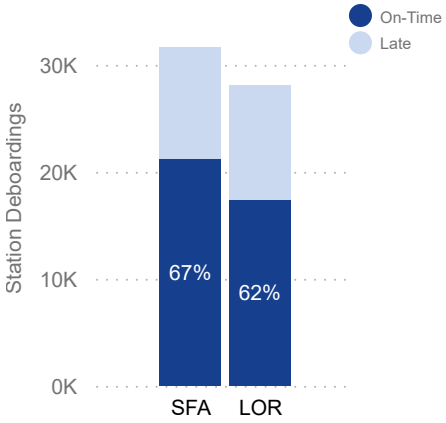
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	6,534
DSR	Slow order delays	4,710
PTI	Passenger train interference	3,675

Customer Service Index (CSI)

Overall Service 75%

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

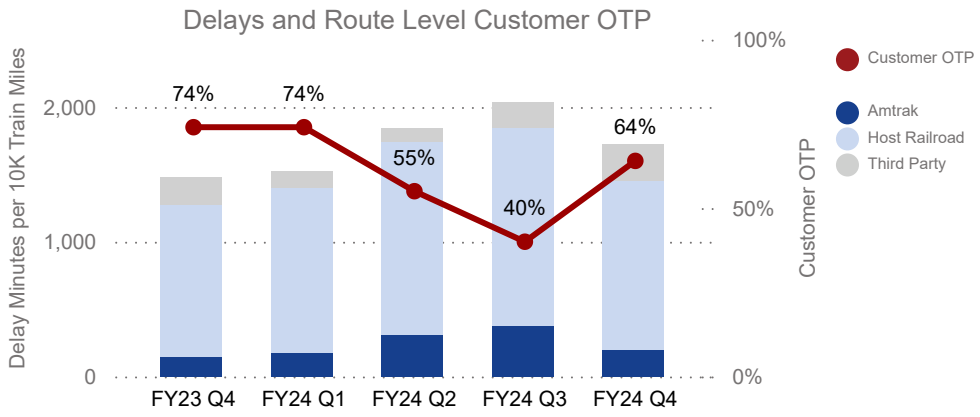


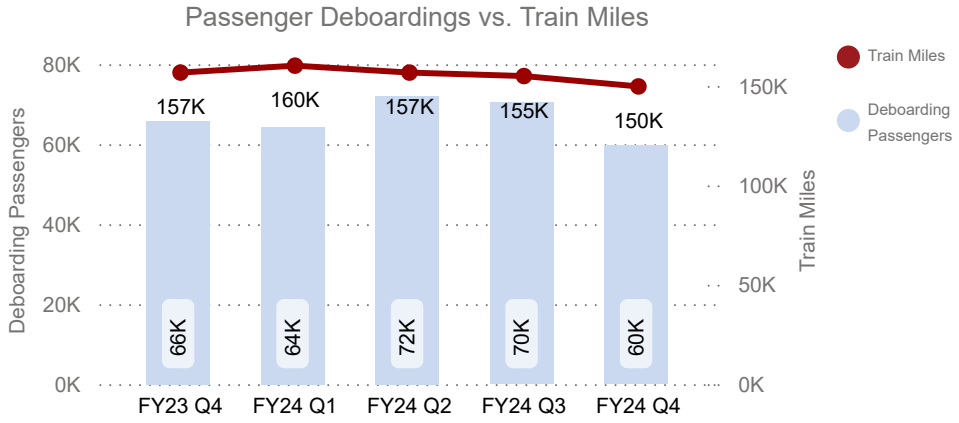
Route Stops

LOR - Lorton (Auto Train), VA

SFA - Sanford (Auto Train), FL

Trends





Additional Notes

Long Distance

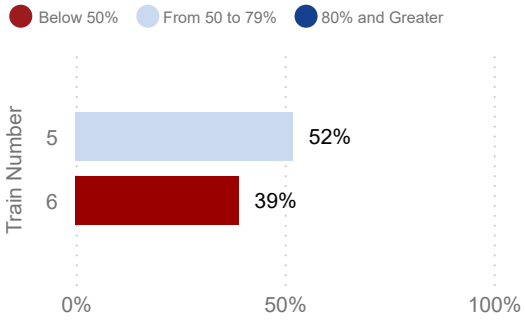
California Zephyr

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

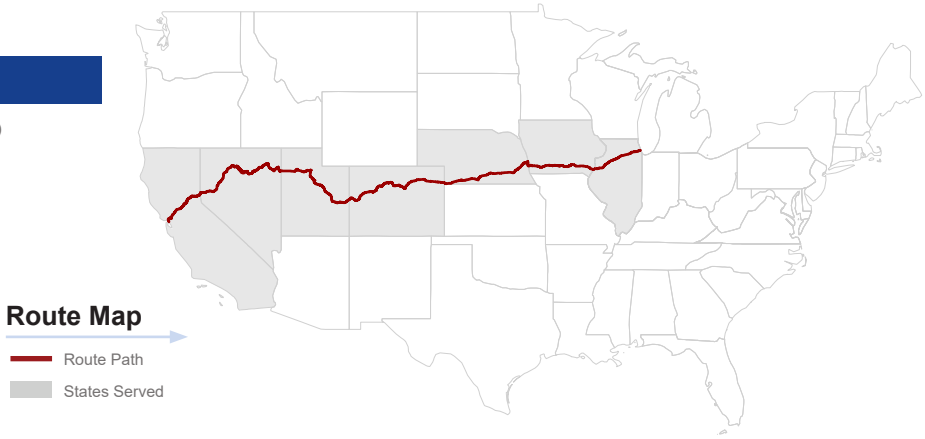
Customer On-Time Performance

Route Level Customer OTP 45%

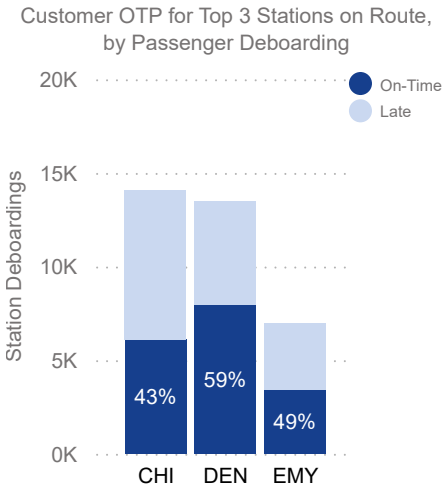
Train Level Customer OTP



Route Map



Station Performance



Route Stops

- CHI - Chicago (Union Station), IL
- NPV - Naperville, IL
- PCT - Princeton, IL
- GBB - Galesburg, IL
- BRL - Burlington, IA
- MTP - Mount Pleasant, IA
- OTM - Ottumwa, IA
- OSC - Osceola, IA
- CRN - Creston, IA
- OMA - Omaha, NE
- LNK - Lincoln, NE
- HAS - Hastings, NE
- HLD - Holdrege, NE
- MCK - McCook, NE
- FMG - Fort Morgan, CO
- DEN - Denver (Union Station), CO
- WIP - Winter Park/Fraser, CO
- GRA - Granby, CO
- GSC - Glenwood Springs, CO
- GJT - Grand Junction, CO
- GRI - Green River, UT
- HER - Helper, UT
- PRO - Provo, UT
- SLC - Salt Lake City, UT
- ELK - Elko, NV
- WNN - Winnemucca, NV
- RNO - Reno, NV
- TRU - Truckee, CA
- COX - Colfax, CA
- RSV - Roseville, CA
- SAC - Sacramento, CA
- DAV - Davis, CA
- MTZ - Martinez, CA
- RIC - Richmond, CA
- EMY - Emeryville, CA

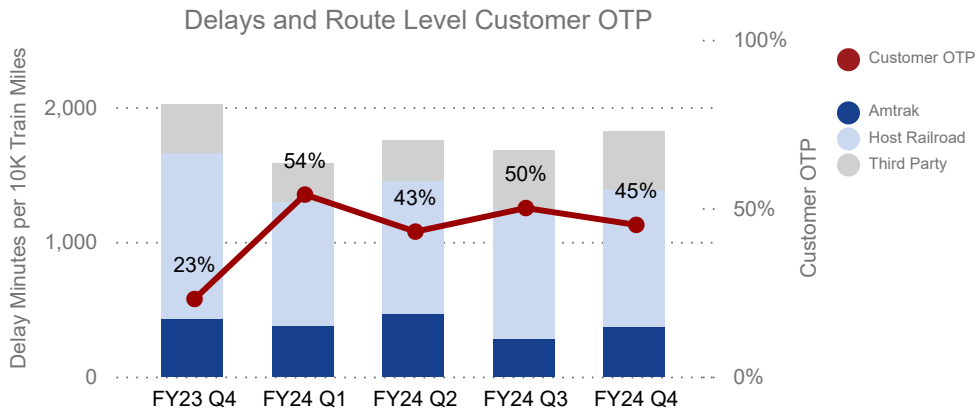
Delays

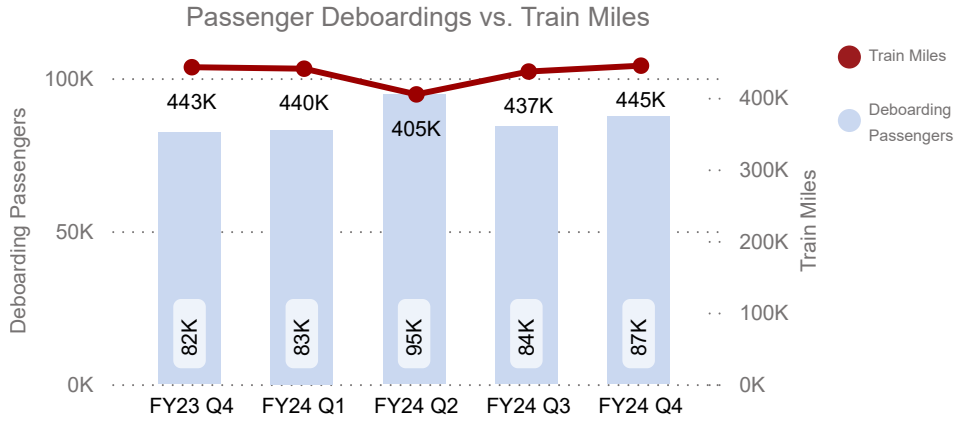
Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	16,587
FTI	Freight train interference	14,107
WTR	Weather-related	8,091

Customer Service Index (CSI)

Overall Service 72%

Trends





Additional Notes

Long Distance

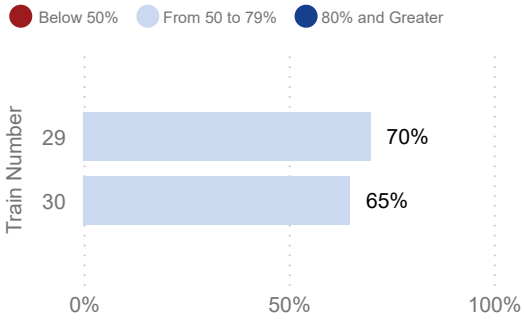
Capitol Limited

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

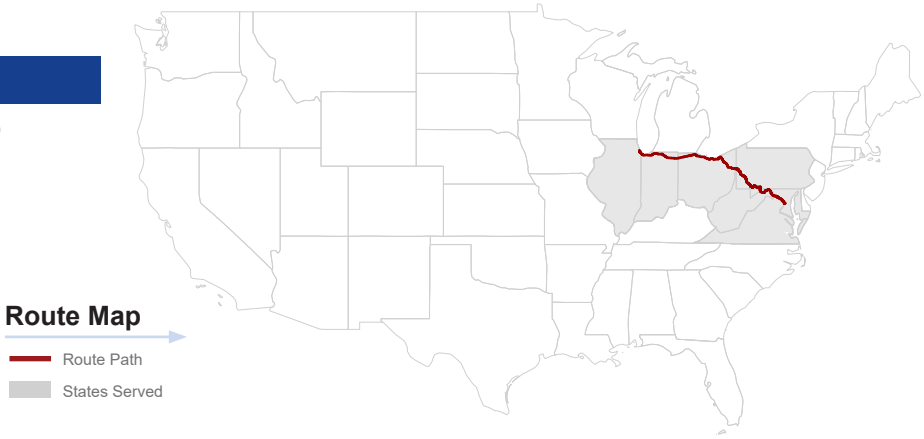
Customer On-Time Performance

Route Level Customer OTP 67%

Train Level Customer OTP



Route Map



Delays

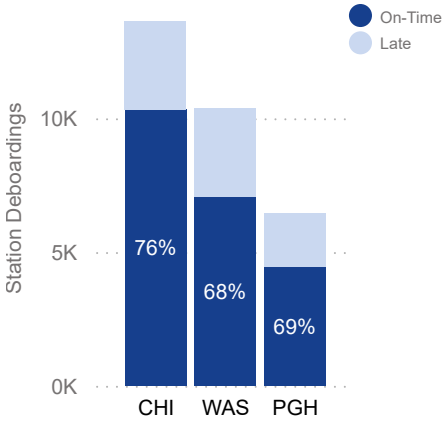
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	6,542
NOD	Unused recovery time	3,612
RTE	Routing delays, including late …	2,476

Customer Service Index (CSI)

Overall Service 73%

Station Performance

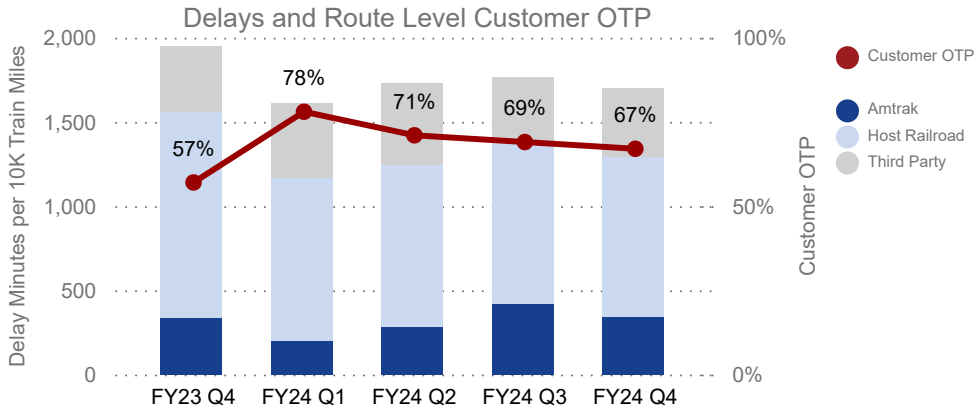
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

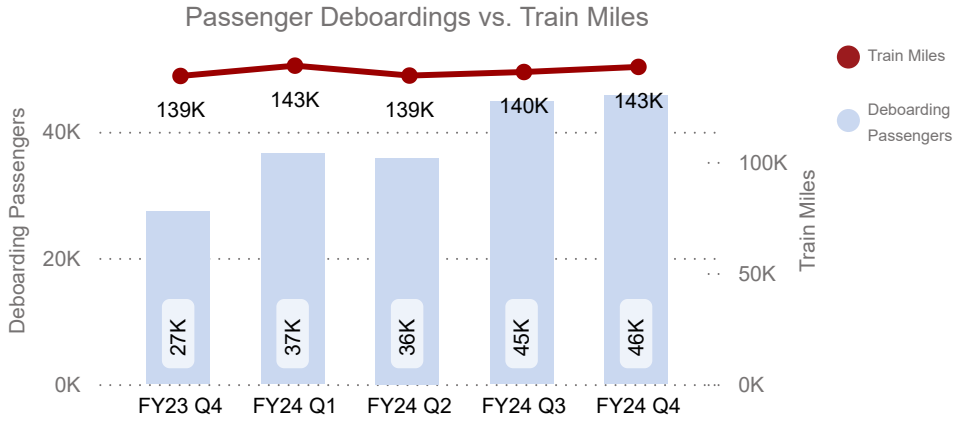


Route Stops

- WAS - Washington, DC
- RKV - Rockville, MD
- HFY - Harpers Ferry, WV
- MRB - Martinsburg, WV
- CUM - Cumberland, MD
- COV - Connellsville, PA
- PGH - Pittsburgh (Union Station), PA
- ALC - Alliance, OH
- CLE - Cleveland, OH
- ELY - Elyria, OH
- SKY - Sandusky, OH
- TOL - Toledo, OH
- WTI - Waterloo, IN
- EKH - Elkhart, IN
- SOB - South Bend, IN
- CHI - Chicago (Union Station), IL

Trends





Additional Notes

Long Distance

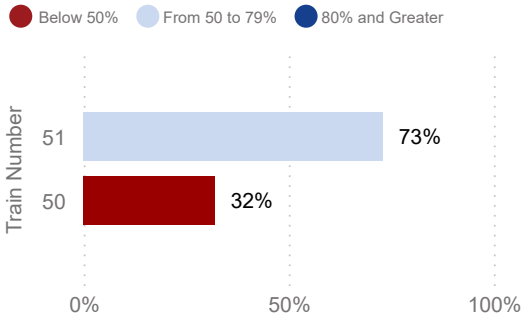
Cardinal

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

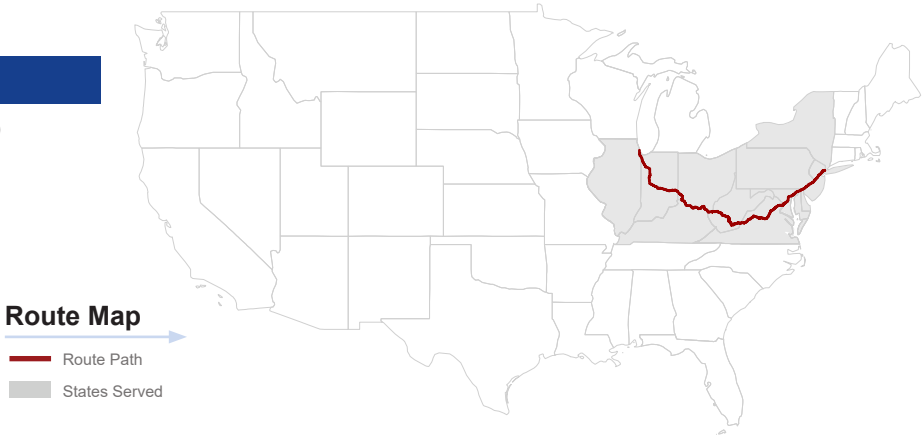
Customer On-Time Performance

Route Level Customer OTP 55%

Train Level Customer OTP



Route Map



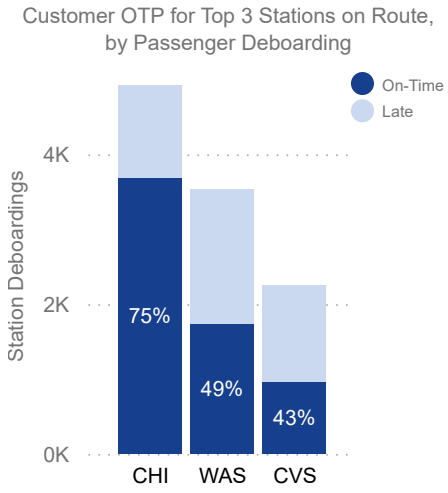
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,716
FTI	Freight train interference	3,116
PTI	Passenger train interference	1,538

Customer Service Index (CSI)

Overall Service 72%

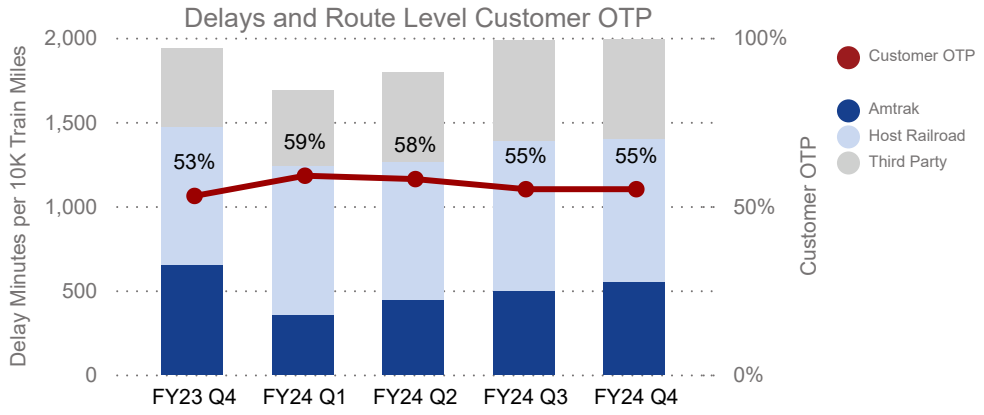
Station Performance

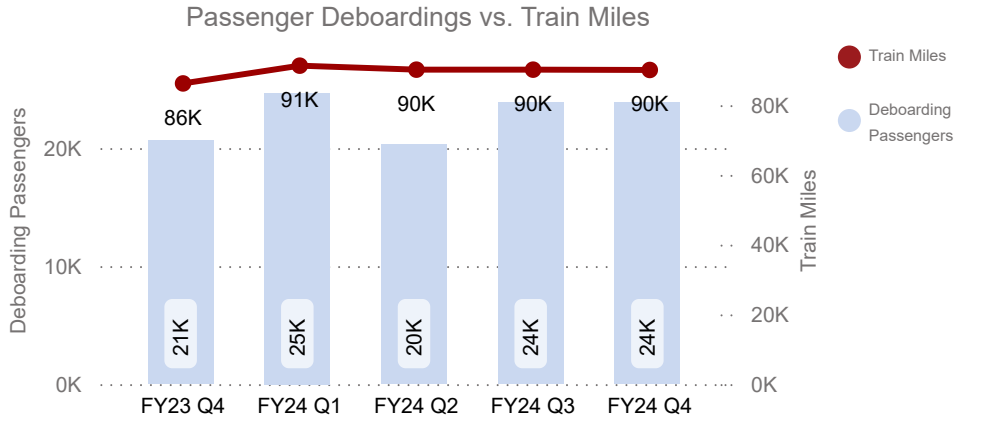


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- MSS - Manassas, VA
- CLP - Culpeper, VA
- CVS - Charlottesville, VA
- STA - Staunton, VA
- CLF - Clifton Forge, VA
- WSS - White Sulphur Springs, WV
- ALD - Alderson, WV
- HIN - Hinton, WV
- PRC - Prince, WV
- THN - Thurmond, WV
- MNG - Montgomery, WV
- CHW - Charleston, WV
- HUN - Huntington, WV
- AKY - Ashland, KY
- SPM - South Shore, KY - Portsmouth, OH
- MAY - Maysville, KY
- CIN - Cincinnati (Union Terminal), OH
- COI - Connersville, IN
- IND - Indianapolis, IN
- CRF - Crawfordsville, IN
- LAF - Lafayette, IN
- REN - Rensselaer, IN
- DYE - Dyer, IN
- CHI - Chicago (Union Station), IL

Trends





Additional Notes

The Cardinal runs three times per week in each direction.

Long Distance

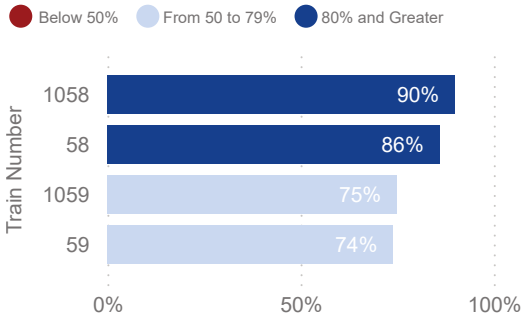
City of New Orleans

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

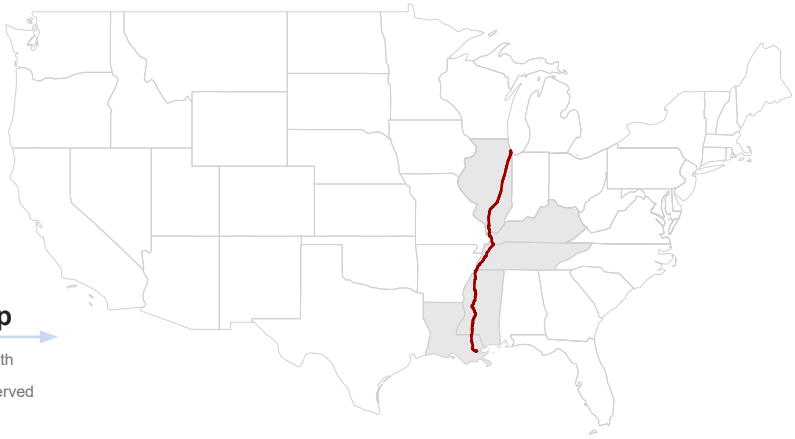
Customer On-Time Performance

Route Level Customer OTP 80%

Train Level Customer OTP



Route Map



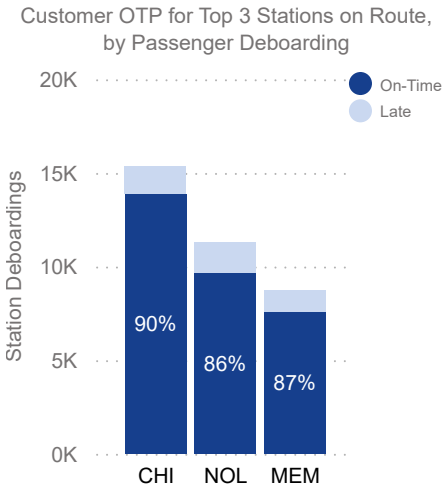
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	7,284
FTI	Freight train interference	3,970
DSR	Slow order delays	3,461

Customer Service Index (CSI)

Overall Service 76%

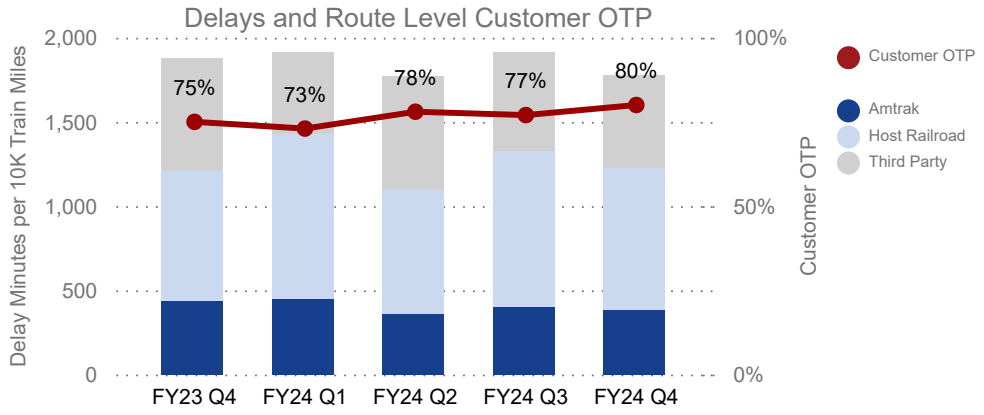
Station Performance

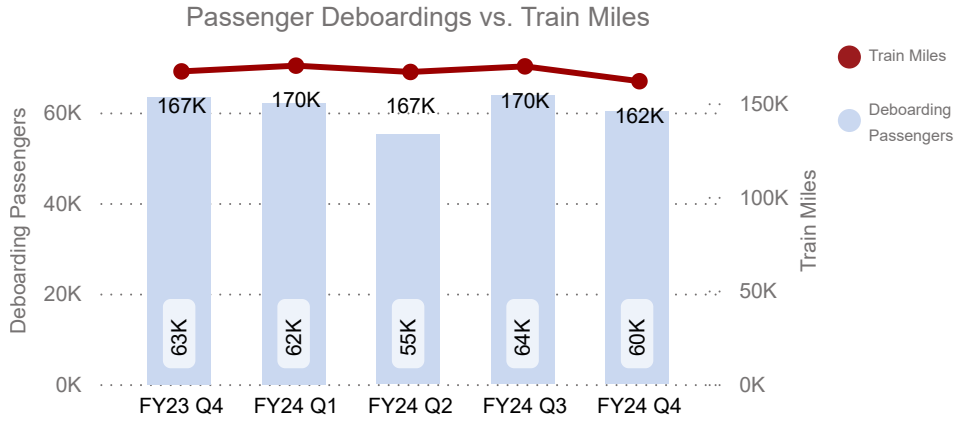


Route Stops

- CHI - Chicago (Union Station), IL
- HMW - Homewood, IL
- KKI - Kankakee, IL
- CHM - Champaign-Urbana, IL
- MAT - Mattoon, IL
- EFG - Effingham, IL
- CEN - Centralia, IL
- CDL - Carbondale, IL
- FTN - Fulton, KY
- NBN - Newbern-Dyersburg, TN
- MEM - Memphis, TN
- MKS - Marks, MS
- GWD - Greenwood, MS
- YAZ - Yazoo City, MS
- JAN - Jackson, MS
- HAZ - Hazlehurst, MS
- BRH - Brookhaven, MS
- MCB - McComb, MS
- HMD - Hammond, LA
- NOL - New Orleans, LA

Trends





Additional Notes

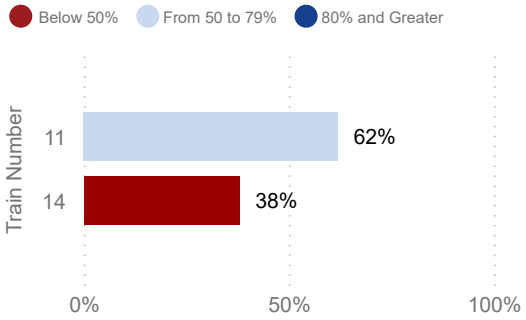
Coast Starlight

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

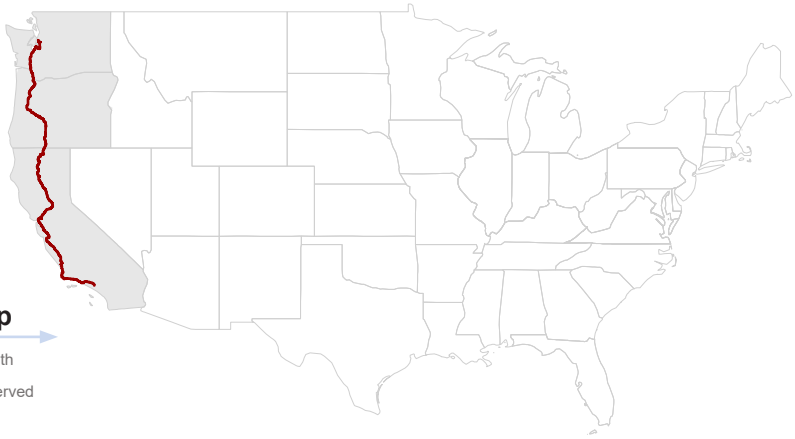
Customer On-Time Performance

Route Level Customer OTP 50%

Train Level Customer OTP



Route Map



Delays

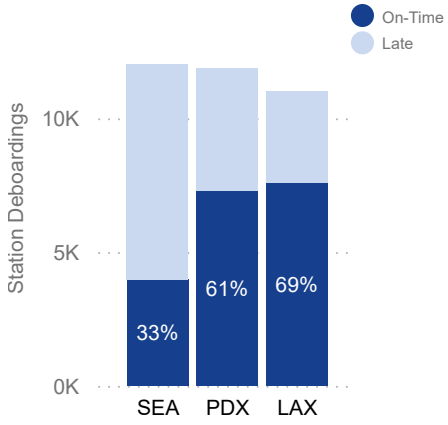
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	9,796
DSR	Slow order delays	9,206
PTI	Passenger train interference	9,139

Customer Service Index (CSI)

Overall Service 67%

Station Performance

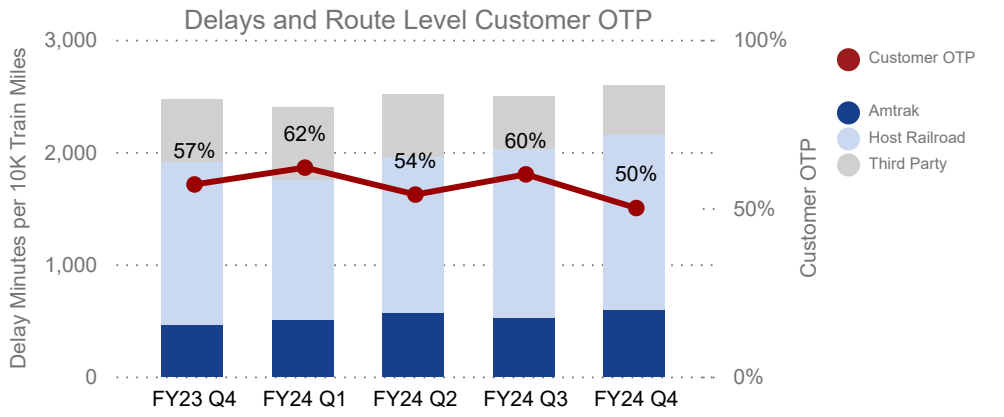
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

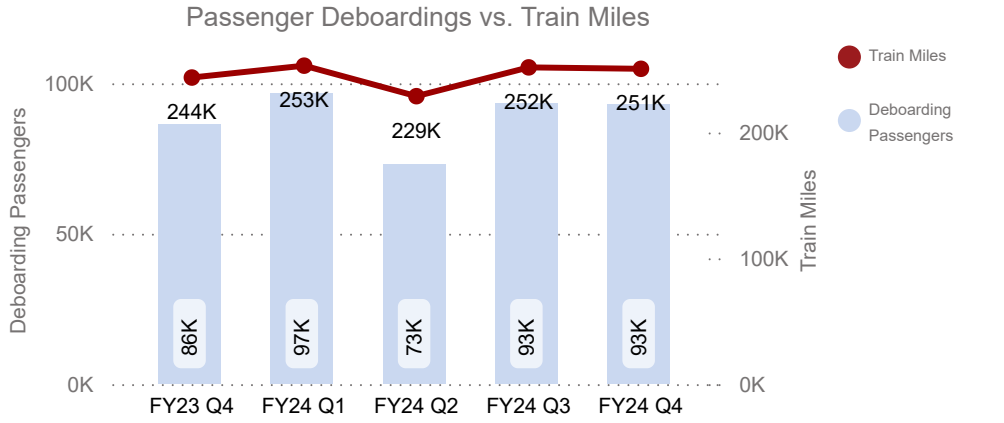


Route Stops

- SEA - Seattle (King Street Station), WA
- TAC - Tacoma, WA
- OLW - Olympia-Lacey, WA
- CTL - Centralia, WA
- KEL - Kelso-Longview, WA
- VAN - Vancouver, WA
- PDX - Portland (Union Station), OR
- SLM - Salem, Oregon
- ALY - Albany, Oregon
- EUG - Eugene, Oregon
- CMO - Chemult, Oregon
- KFS - Klamath Falls, Oregon
- DUN - Dunsmuir, CA
- RDD - Redding, CA
- CIC - Chico, CA
- SAC - Sacramento, CA
- DAV - Davis, CA
- MTZ - Martinez, CA
- EMY - Emeryville, CA
- OKJ - Oakland (Jack London Square), CA
- SJC - San Jose, CA
- SNS - Salinas, CA
- PRB - Paso Robles, CA
- SLO - San Luis Obispo, CA
- SBA - Santa Barbara, CA
- OXN - Oxnard, CA
- SIM - Simi Valley, CA
- VNC - Van Nuys, CA
- BUR - Burbank (Airport), CA
- LAX - Los Angeles (Union Station), CA

Trends





Additional Notes

Long Distance

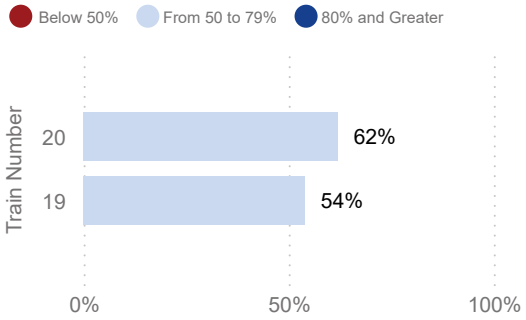
Crescent

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

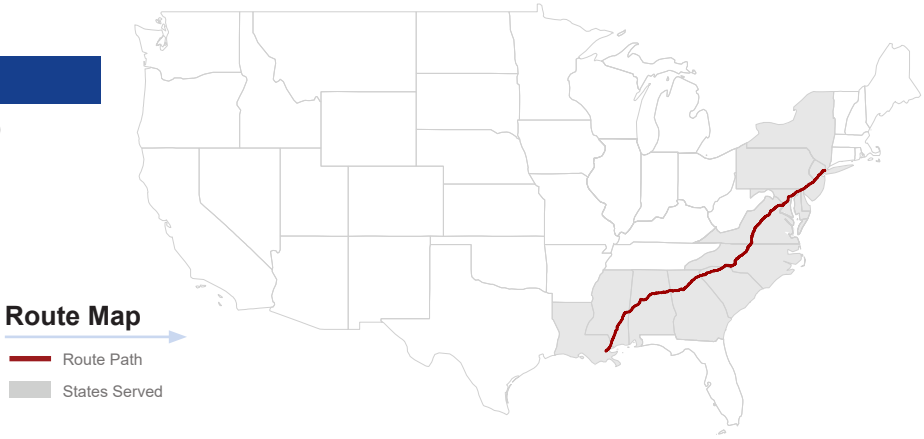
Customer On-Time Performance

Route Level Customer OTP 58%

Train Level Customer OTP



Route Map



Delays

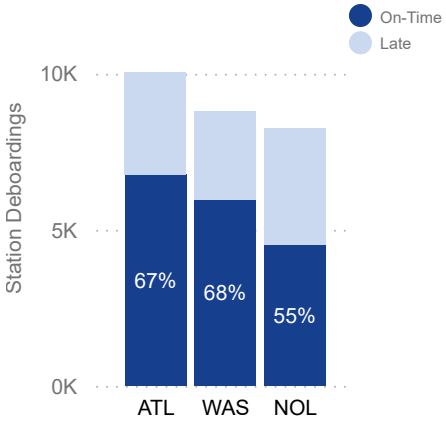
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	10,541
FTI	Freight train interference	8,001
PTI	Passenger train interference	4,471

Customer Service Index (CSI)

Overall Service 72%

Station Performance

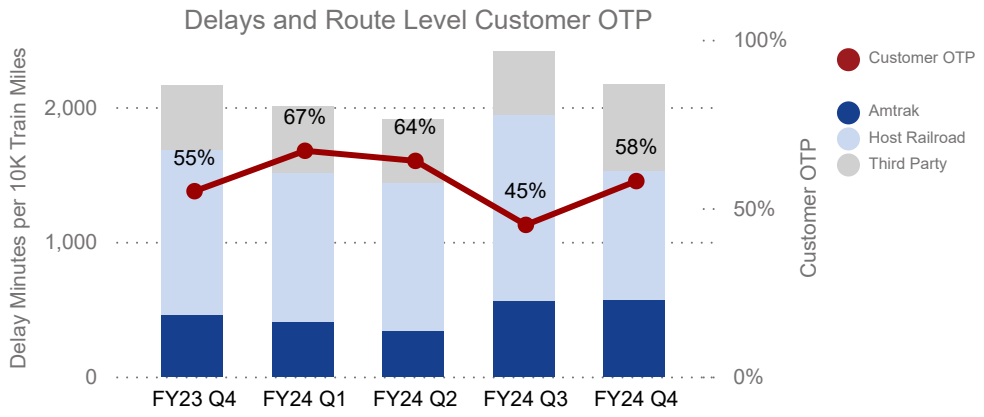
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

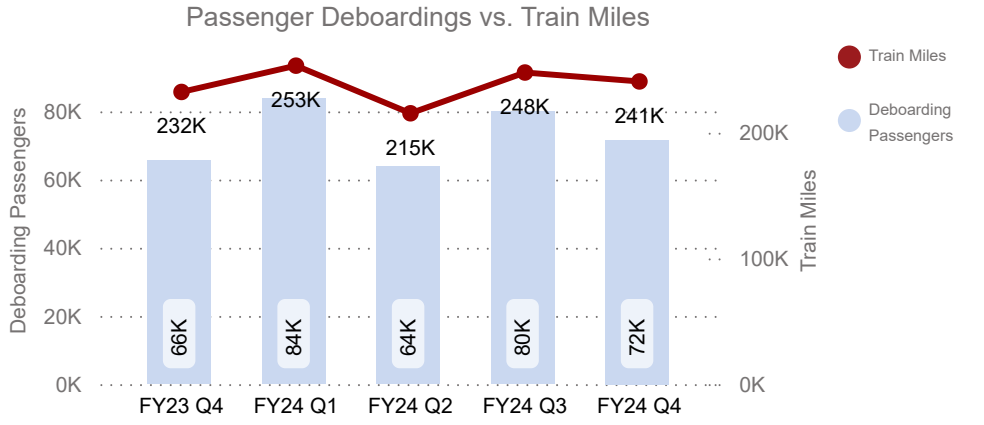


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- NBK - New Brunswick, NJ
- PJC - Princeton Junction
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- MSS - Manassas, VA
- CLP - Culpeper, VA
- CVS - Charlottesville, VA
- LYH - Lynchburg, VA
- DAN - Danville, VA
- GRO - Greensboro, NC
- HPT - High Point, NC
- SAL - Salisbury, NC
- CLT - Charlotte, NC
- GAS - Gastonia, NC
- SPB - Spartanburg, SC
- GRV - Greenville, SC
- CSN - Clemson, SC
- TCA - Toccoa, GA
- GNS - Gainesville, GA
- ATL - Atlanta, GA
- ATN - Anniston, AL
- BHM - Birmingham, AL
- TCL - Tuscaloosa, AL
- MEI - Meridian, MS
- LAU - Laurel, MS
- HBG - Hattiesburg, MS
- PIC - Picayune, MS
- SDL - Slidell, LA
- NOL - New Orleans, LA

Trends





Additional Notes

Long Distance

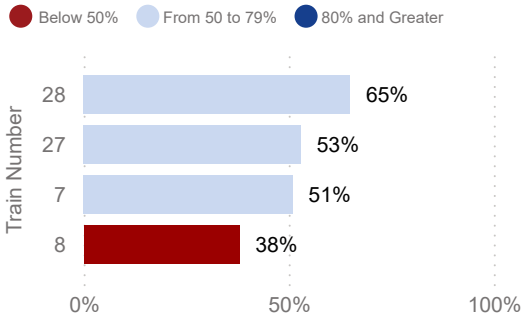
Empire Builder

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

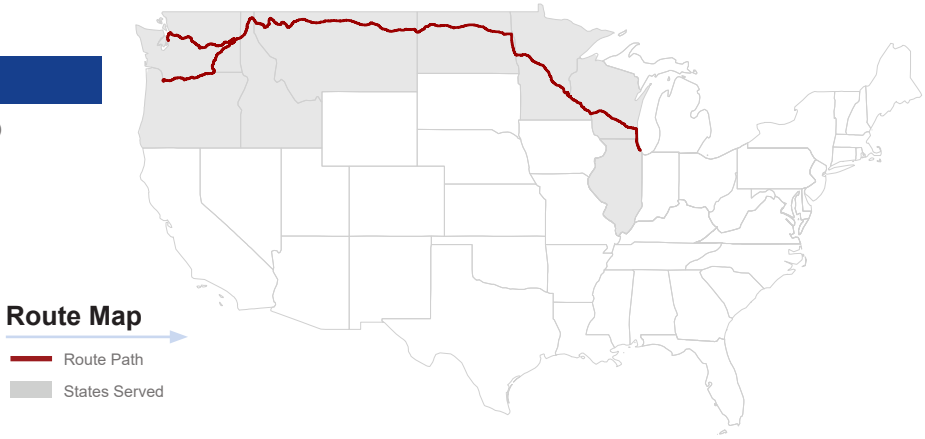
Customer On-Time Performance

Route Level Customer OTP 46%

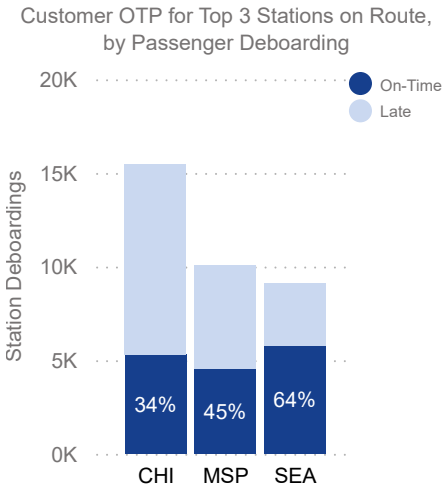
Train Level Customer OTP



Route Map



Station Performance



Route Stops

- CHI - Chicago (Union Station), IL
- GLN - Glenview, IL
- MKE - Milwaukee, WI
- CBS - Columbus, WI
- POG - Portage, WI
- WDL - WI Dells, WI
- TOH - Tomah, WI
- LSE - La Crosse, WI
- WIN - Winona, MN
- RDW - Red Wing, MN
- MSP - St. Paul-Minneapolis, MN
- SCD - St. Cloud, MN
- SPL - Staples, MN
- DLK - Detroit Lakes, MN
- FAR - Fargo, ND
- GFK - Grand Forks, ND
- DVL - Devils Lake, ND
- RUG - Rugby, ND
- MOT - Minot, ND
- STN - Stanley, ND
- WTN - Williston, ND
- WPT - Wolf Point, MT
- GGW - Glasgow, MT
- MAL - Malta, MT
- HAV - Havre, MT
- SBY - Shelby, MT
- CUT - Cut Bank, MT
- BRO - Browning, MT
- GPK - East Glacier Park, MT
- ESM - Essex, MT
- WGL - West Glacier, MT
- WFH - Whitefish, MT
- LIB - Libby, MT
- SPT - Sandpoint, ID
- SPK - Spokane, WA
- EPH - Ephrata, WA
- WEN - Wenatchee, WA
- LWA - Leavenworth, WA
- EVR - Everett, WA
- EDM - Edmonds, WA
- PSC - Pasco, WA
- WIH - Wishram, WA
- BNG - B-W Salmon, WA
- VAN - Vancouver, WA
- PDX - Portland, OR
- SEA - Seattle (King Street Station), WA

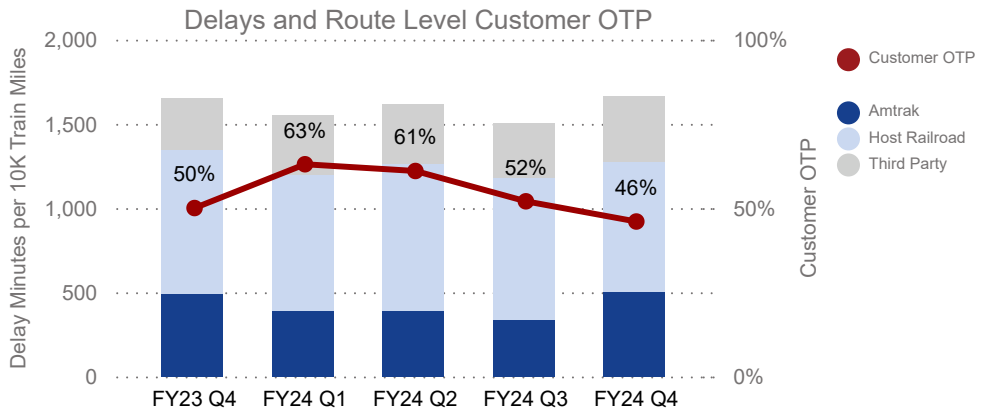
Delays

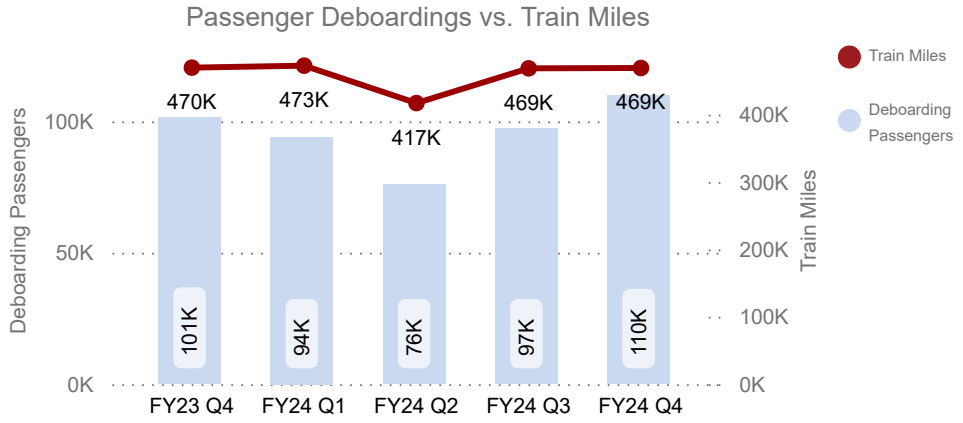
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	17,385
NOD	Unused recovery time	11,110
DSR	Slow order delays	8,471

Customer Service Index (CSI)

Overall Service 66%

Trends





Additional Notes

Long Distance

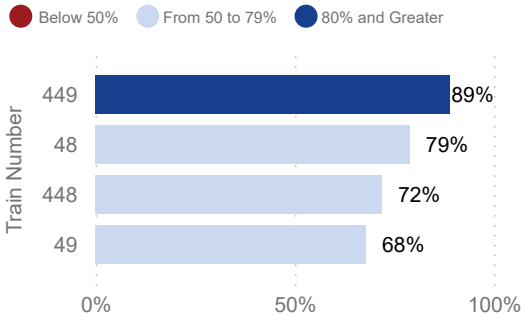
Lake Shore Limited

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

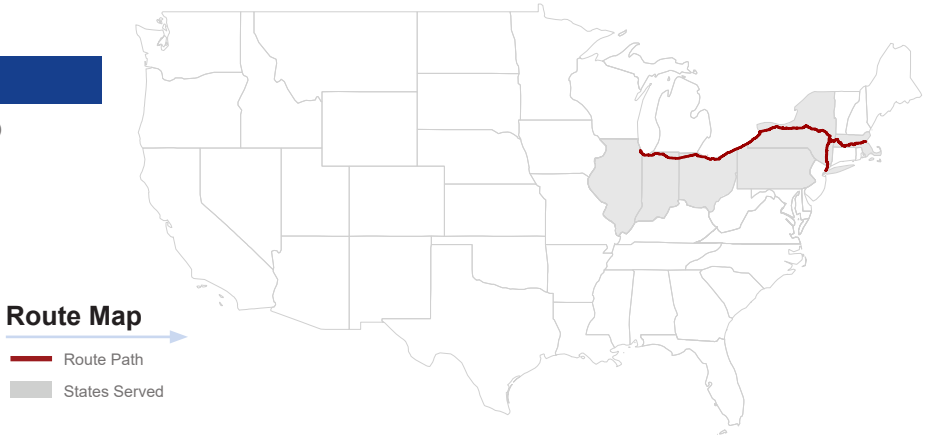
Customer On-Time Performance

Route Level Customer OTP 74%

Train Level Customer OTP



Route Map



Delays

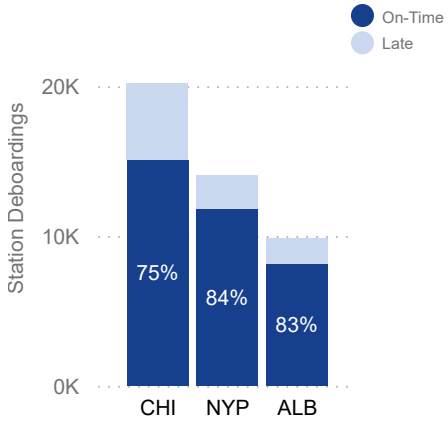
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	6,981
FTI	Freight train interference	5,624
DSR	Slow order delays	3,682

Customer Service Index (CSI)

Overall Service 74%

Station Performance

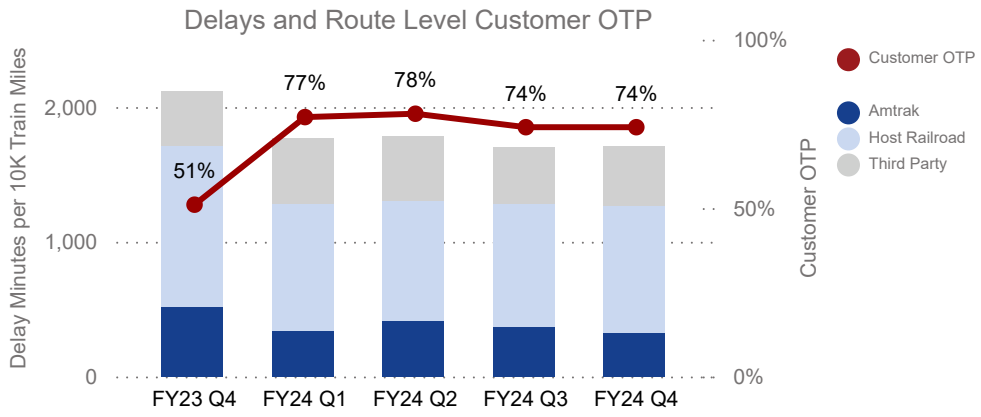
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

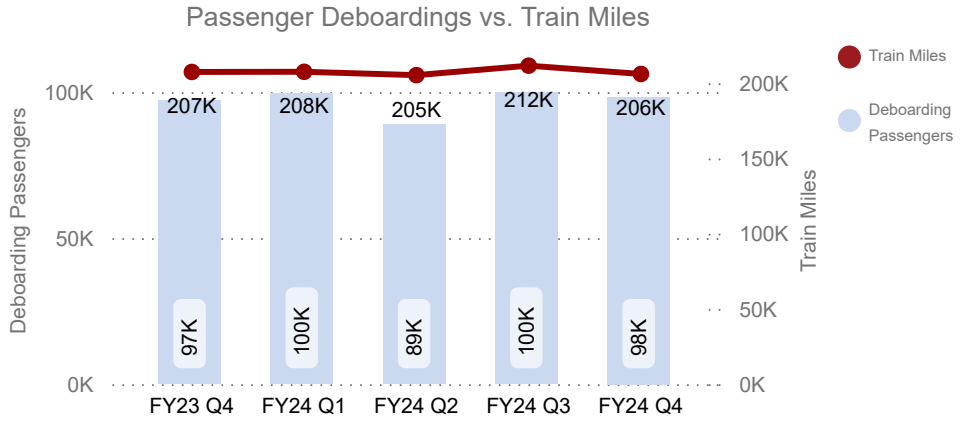


Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- FRA - Framingham, MA
- WOR - Worcester, MA
- SPG - Springfield, MA
- PIT - Pittsfield, MA
- NYP - NY Moynihan Train Hall at Penn Station, NY
- CRT - Croton-Harmon, NY
- POU - Poughkeepsie, NY
- RHI - Rhinecliff, NY
- ALB - Albany-Rensselaer, NY
- SDY - Schenectady, NY
- UCA - Utica, NY
- SYR - Syracuse, NY
- ROC - Rochester, NY
- BUF - Buffalo-Depew, NY
- ERI - Erie, PA
- CLE - Cleveland, OH
- ELY - Elyria, OH
- SKY - Sandusky, OH
- TOL - Toledo, OH
- BYN - Bryan, OH
- WTI - Waterloo, IN
- EKH - Elkhart, IN
- SOB - South Bend, IN
- CHI - Chicago (Union Station), IL

Trends





Additional Notes

Long Distance

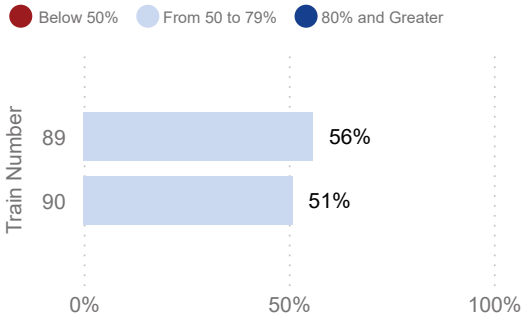
Palmetto

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

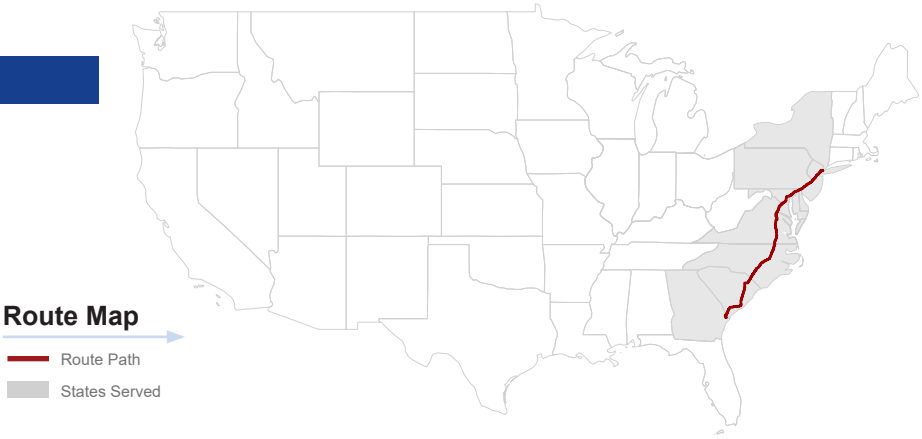
Customer On-Time Performance

Route Level Customer OTP 53%

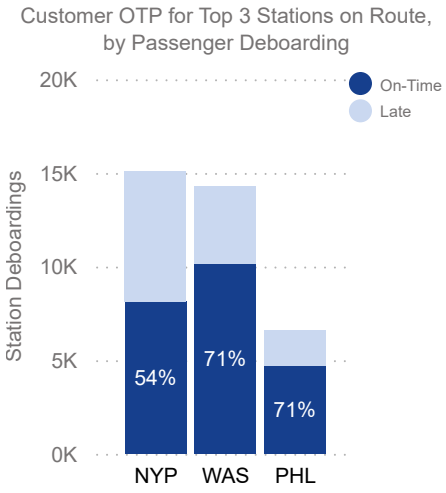
Train Level Customer OTP



Route Map



Station Performance



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- WLN - Wilson, NC
- SSM - Selma, NC
- FAY - Fayetteville, NC
- DIL - Dillon, SC
- FLO - Florence, SC
- KTR - Kingstree, SC
- CHS - Charleston, SC
- YEM - Yemassee, SC
- SAV - Savannah, GA

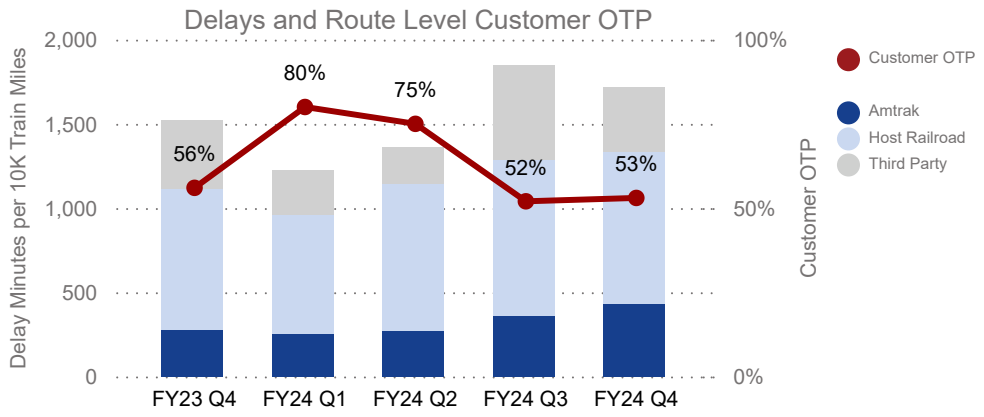
Delays

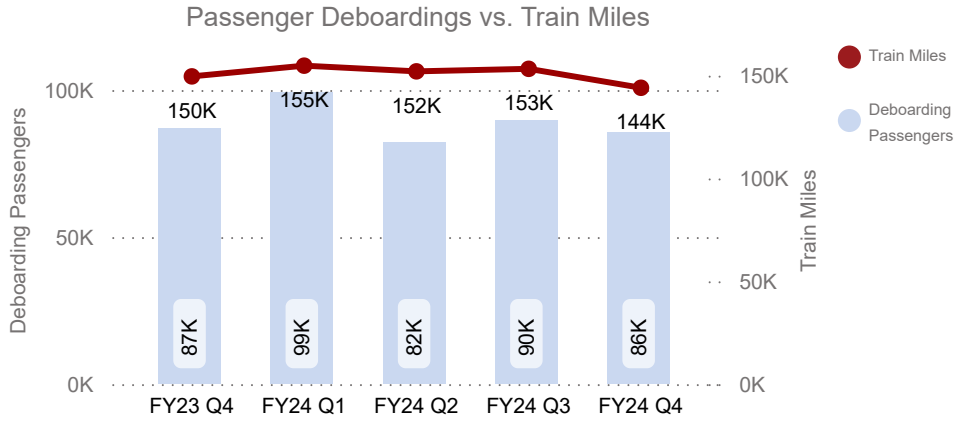
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	3,719
FTI	Freight train interference	3,367
WTR	Weather-related	2,502

Customer Service Index (CSI)

Overall Service 69%

Trends





Additional Notes

Long Distance

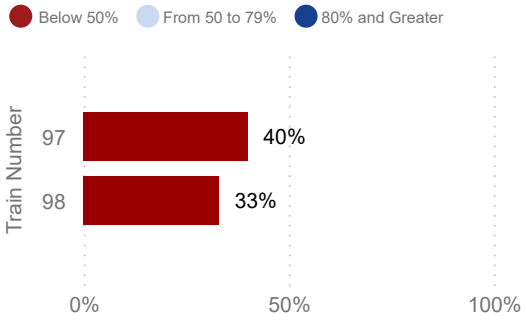
Silver Meteor

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

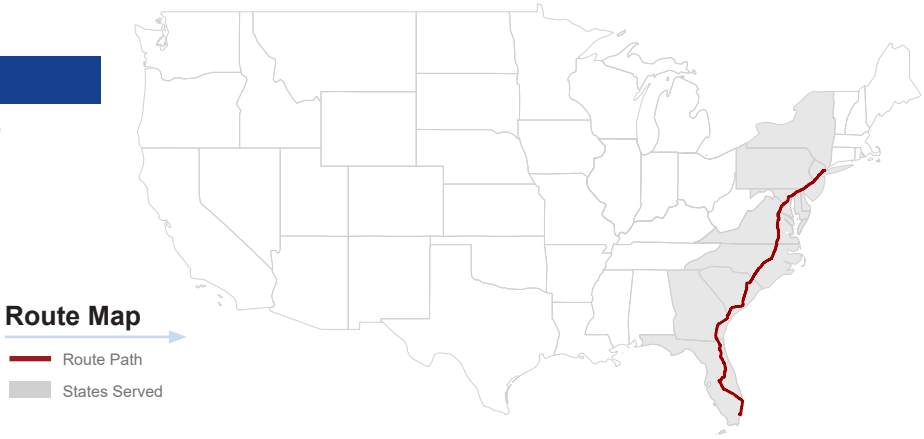
Customer On-Time Performance

Route Level Customer OTP 37%

Train Level Customer OTP



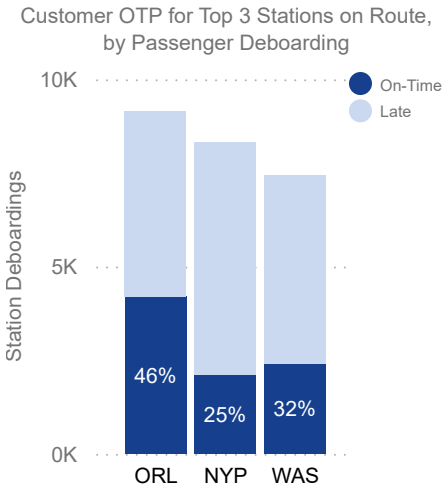
Route Map



Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	6,229
DSR	Slow order delays	4,541
PTI	Passenger train interference	4,415

Station Performance



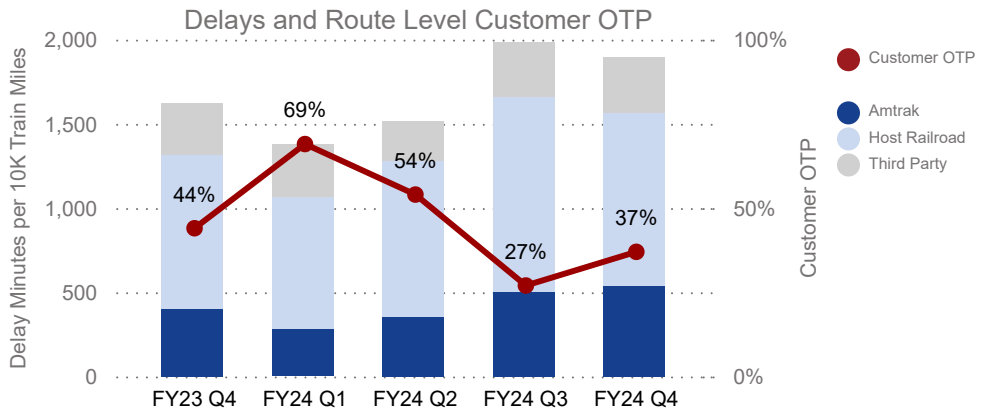
Route Stops

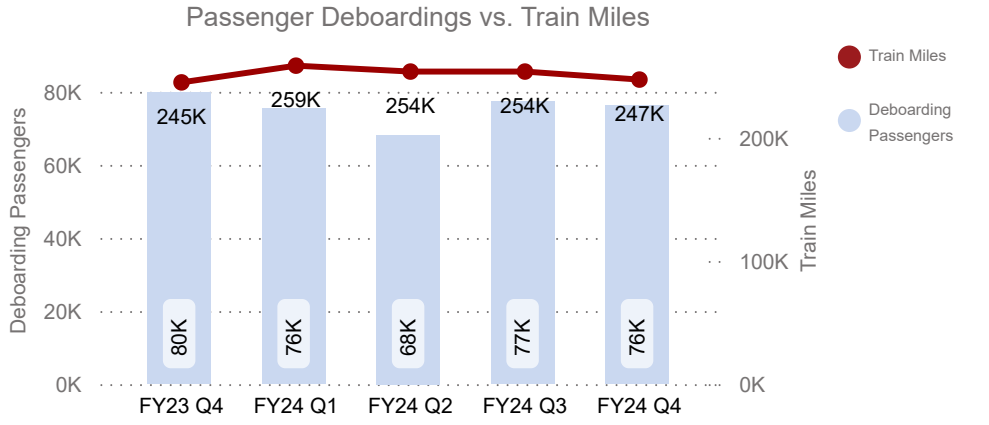
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- FBG - Fredericksburg, VA
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- FAY - Fayetteville, NC
- FLO - Florence, SC
- KTR - Kingstree, SC
- CHS - Charleston, SC
- YEM - Yemassee, SC
- SAV - Savannah, GA
- JSP - Jesup, GA
- JAX - Jacksonville, FL
- PAK - Palatka, FL
- DLD - DeLand, FL
- WPK - Winter Park, FL
- ORL - Orlando, FL
- KIS - Kissimmee, FL
- WTH - Winter Haven, FL
- SBG - Sebring, FL
- WPB - West Palm Beach, FL
- DLB - Delray Beach, FL
- DFB - Deerfield Beach, FL
- FTL - Fort Lauderdale, FL
- HOL - Hollywood, FL
- MIA - Miami, FL

Customer Service Index (CSI)

Overall Service 70%

Trends





Additional Notes

Long Distance

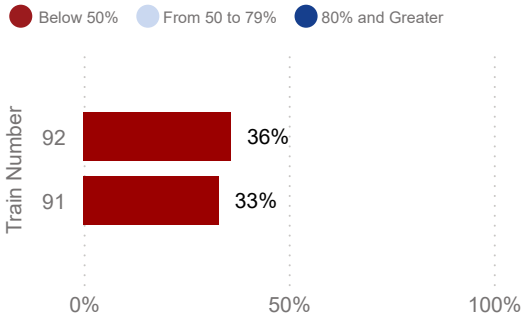
Silver Star

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

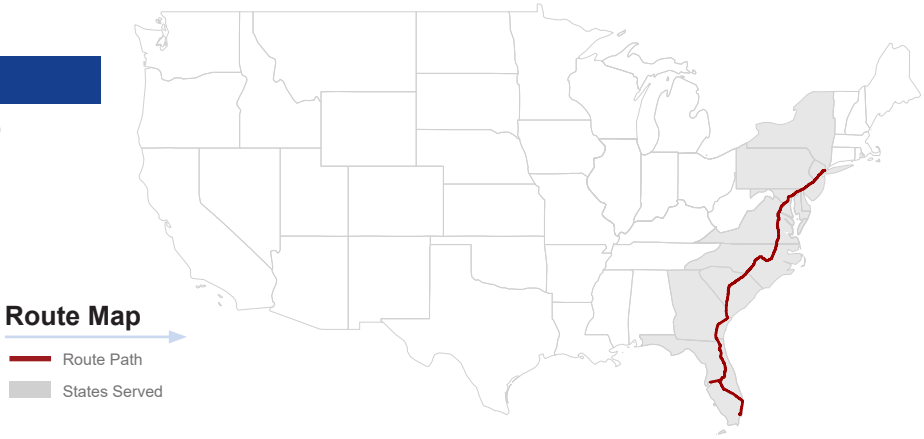
Customer On-Time Performance

Route Level Customer OTP 34%

Train Level Customer OTP



Route Map



Delays

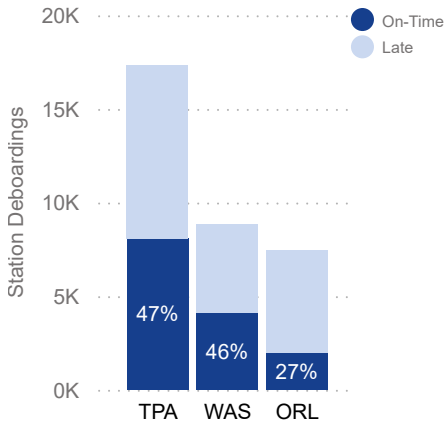
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	5,552
DSR	Slow order delays	4,734
FTI	Freight train interference	4,681

Customer Service Index (CSI)

Overall Service 72%

Station Performance

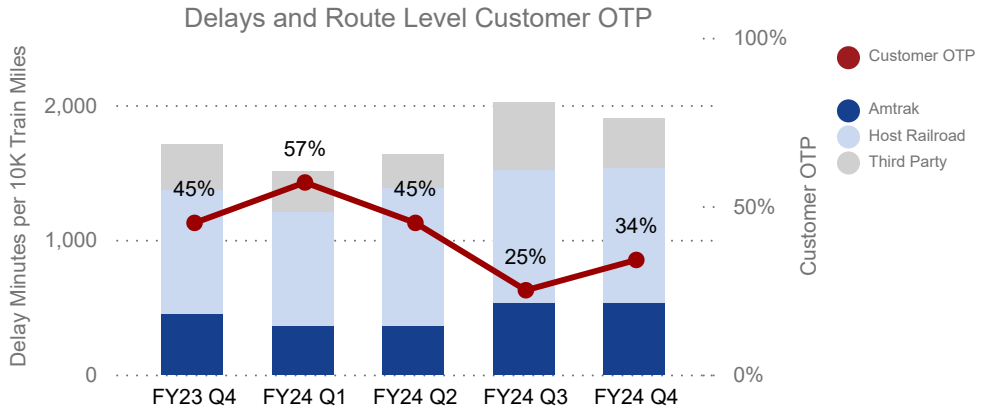
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

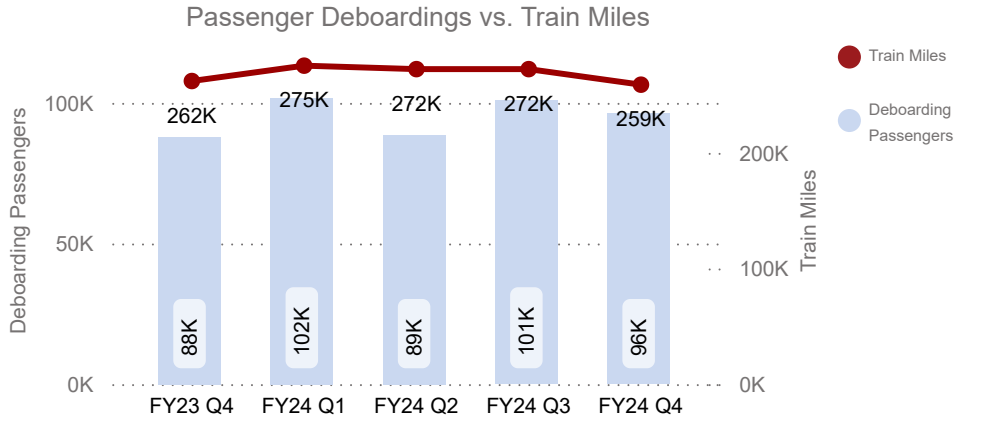


Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- RGH - Raleigh, NC
- CYN - Cary, NC
- SOP - Southern Pines, NC
- HAM - Hamlet, NC
- CAM - Camden, SC
- CLB - Columbia, SC
- DNK - Denmark, SC
- SAV - Savannah, GA
- JAX - Jacksonville, FL
- PAK - Palatka, FL
- DLD - DeLand, FL
- WPK - Winter Park, FL
- ORL - Orlando, FL
- KIS - Kissimmee, FL
- LAK - Lakeland, FL
- TPA - Tampa, FL
- LKL - Lakeland, FL
- WTH - Winter Haven, FL
- SBG - Sebring, FL
- OKE - Okeechobee, FL
- WPB - West Palm Beach, FL
- DLB - Delray Beach, FL
- DFB - Deerfield Beach, FL
- FTL - Fort Lauderdale, FL
- HOL - Hollywood, FL
- MIA - Miami, FL

Trends





Additional Notes

Long Distance

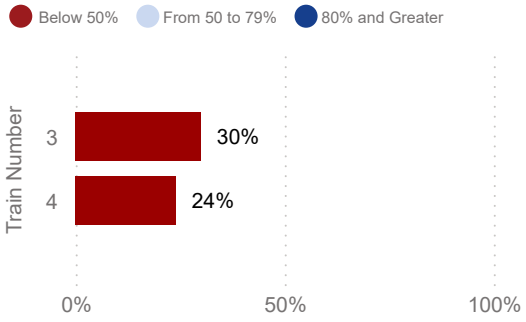
Southwest Chief

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

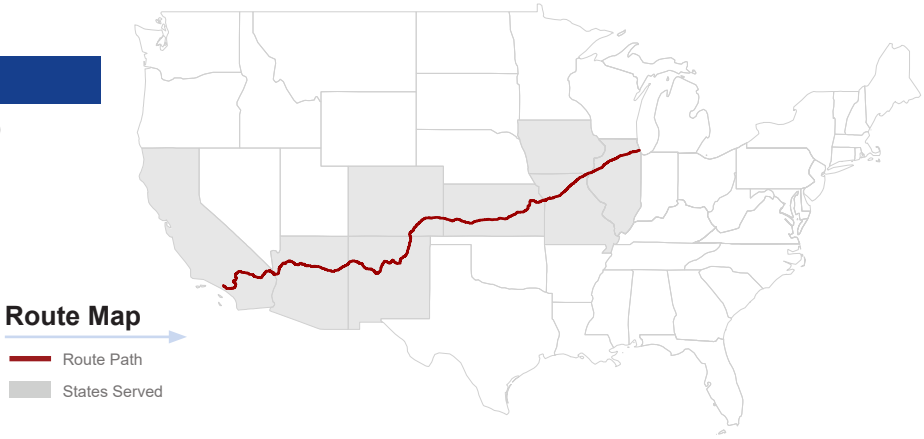
Customer On-Time Performance

Route Level Customer OTP 27%

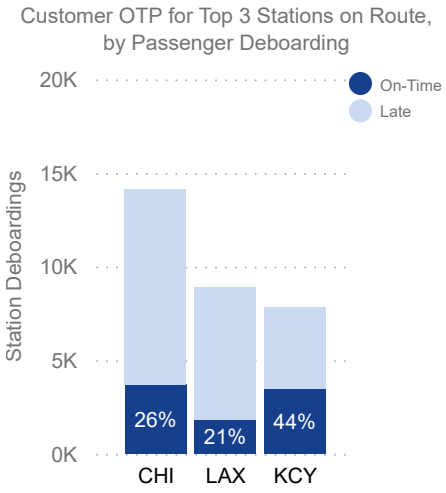
Train Level Customer OTP



Route Map



Station Performance



Route Stops

- CHI - Chicago (Union Station), IL
- NPV - Naperville, IL
- MDT - Mendota, IL
- PCT - Princeton, IL
- GBB - Galesburg, IL
- FMD - Fort Madison, IA
- LAP - La Plata, MO
- KCY - KS City (Union Station), MO
- LRC - Lawrence, KS
- TOP - Topeka, KS
- NEW - Newton, KS
- HUT - Hutchinson, KS
- DDG - Dodge City, KS
- GCK - Garden City, KS
- LMR - Lamar, CO
- LAJ - La Junta, CO
- TRI - Trinidad, CO
- RAT - Raton, NM
- LSV - Las Vegas, NM
- LMY - Lamy, NM
- ABQ - Albuquerque, NM
- GLP - Gallup, NM
- WLO - Winslow, AZ
- FLG - Flagstaff, AZ
- KNG - Kingman, AZ
- NDL - Needles, CA
- BAR - Barstow, CA
- VRV - Victorville, CA
- SNB - San Bernardino, CA
- RIV - Riverside (Downtown), CA
- FUL - Fullerton, CA
- LAX - Los Angeles (Union Station), CA

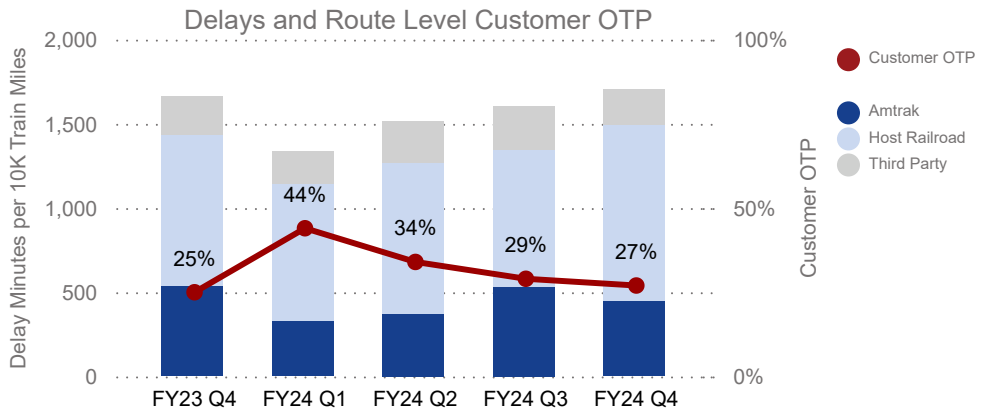
Delays

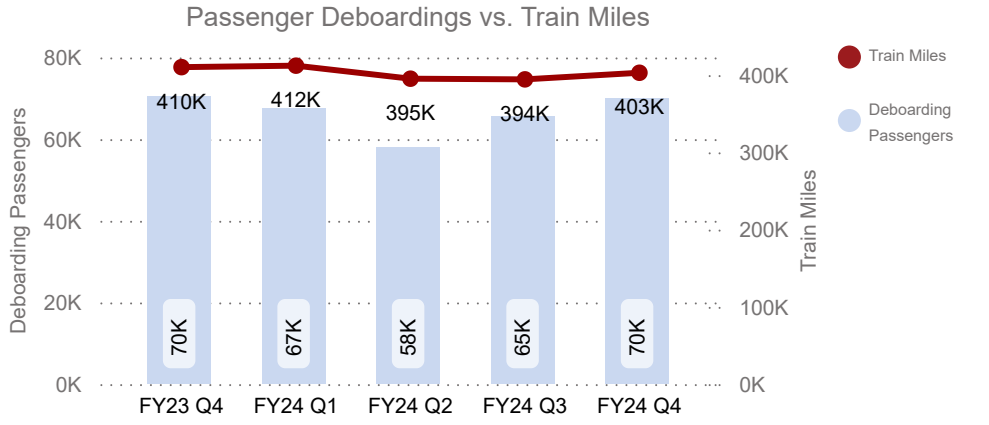
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	15,152
DSR	Slow order delays	10,582
PTI	Passenger train interference	5,580

Customer Service Index (CSI)

Overall Service 74%

Trends





Additional Notes

Long Distance

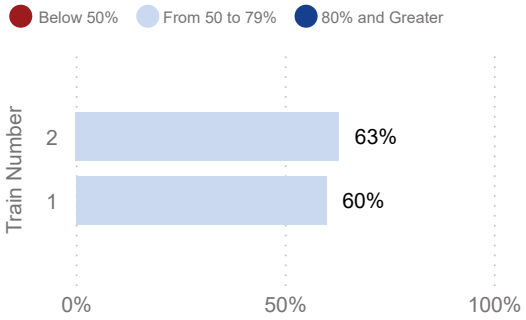
Sunset Limited

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

Customer On-Time Performance

Route Level Customer OTP 61%

Train Level Customer OTP



Route Map

Delays

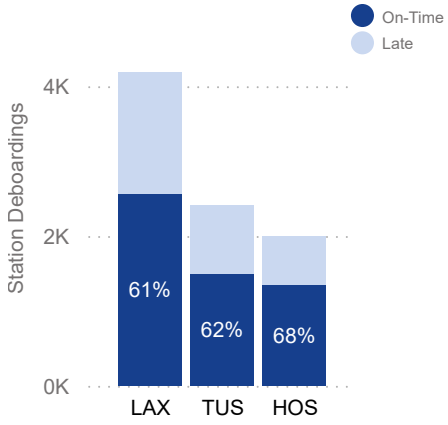
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	8,993
NOD	Unused recovery time	5,219
DSR	Slow order delays	3,723

Customer Service Index (CSI)

Overall Service 69%

Station Performance

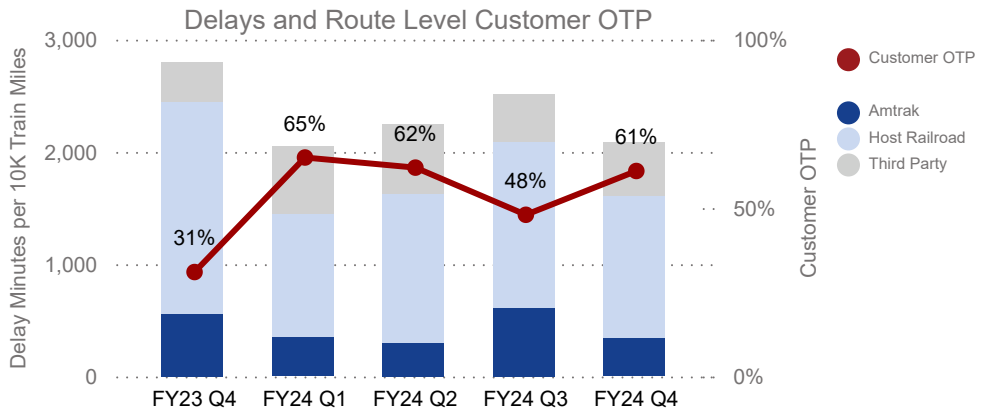
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding

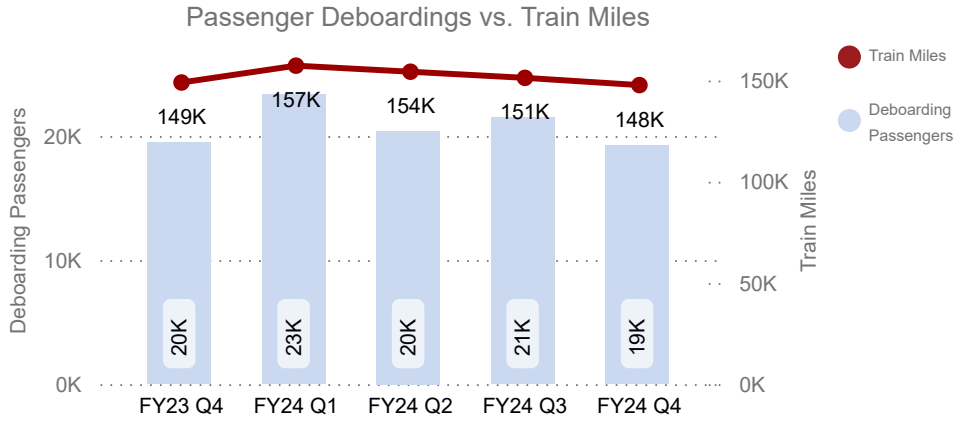


Route Stops

- NOL - New Orleans, LA
- SCH - Schriever, LA
- NIB - New Iberia, LA
- LFT - Lafayette, LA
- LCH - Lake Charles, LA
- BMT - Beaumont, TX
- HOS - Houston, TX
- SAS - San Antonio, TX
- DRT - Del Rio, TX
- SND - Sanderson, TX
- ALP - Alpine, TX
- ELP - El Paso, TX
- DEM - Deming, NM
- LDB - Lordsburg, NM
- BEN - Benson, AZ
- TUS - Tucson, AZ
- MRC - Maricopa, AZ
- YUM - Yuma, AZ
- PSN - Palm Springs, CA
- ONA - Ontario, CA
- POS - Pomona, CA
- LAX - Los Angeles (Union Station), CA

Trends





Additional Notes

The Sunset Limited runs three times per week in each direction.

Long Distance

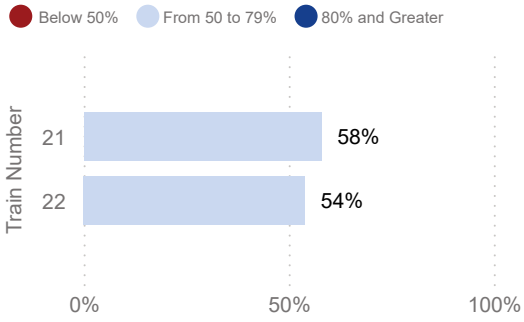
Texas Eagle

Route Performance Profile – FY 2024 Q4 (Jul. 1, 2024 – Sep. 30, 2024)

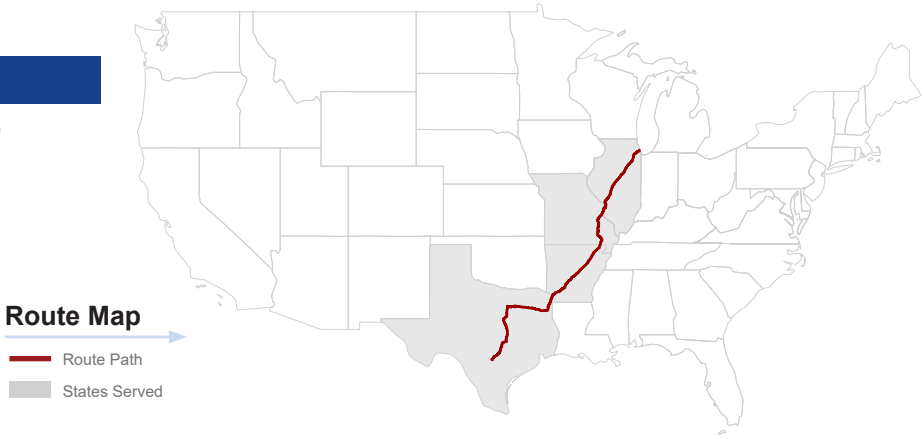
Customer On-Time Performance

Route Level Customer OTP 56%

Train Level Customer OTP



Route Map



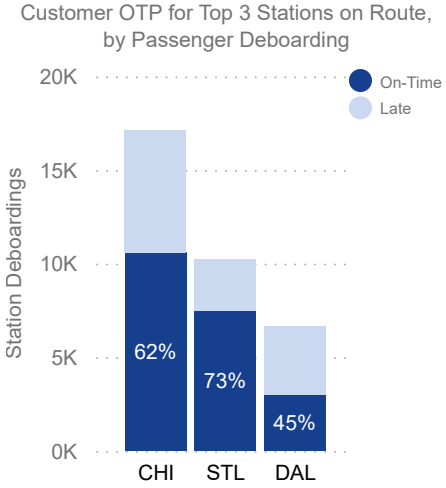
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	21,146
DSR	Slow order delays	13,007
NOD	Unused recovery time	7,937

Customer Service Index (CSI)

Overall Service 70%

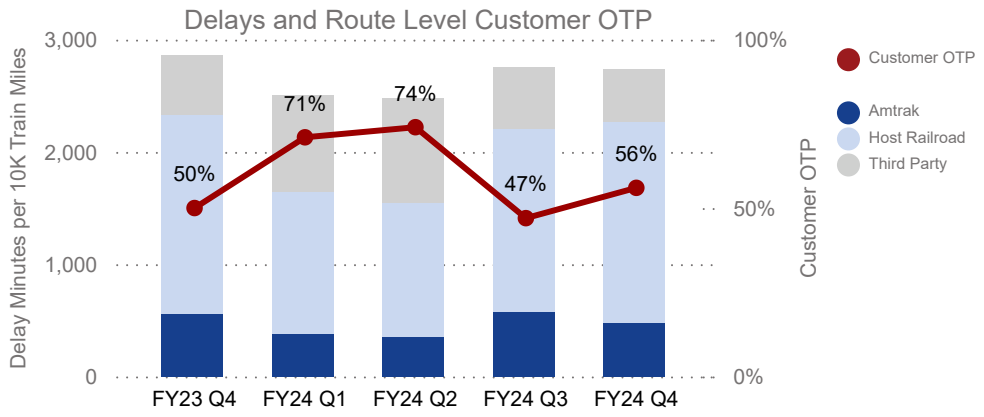
Station Performance

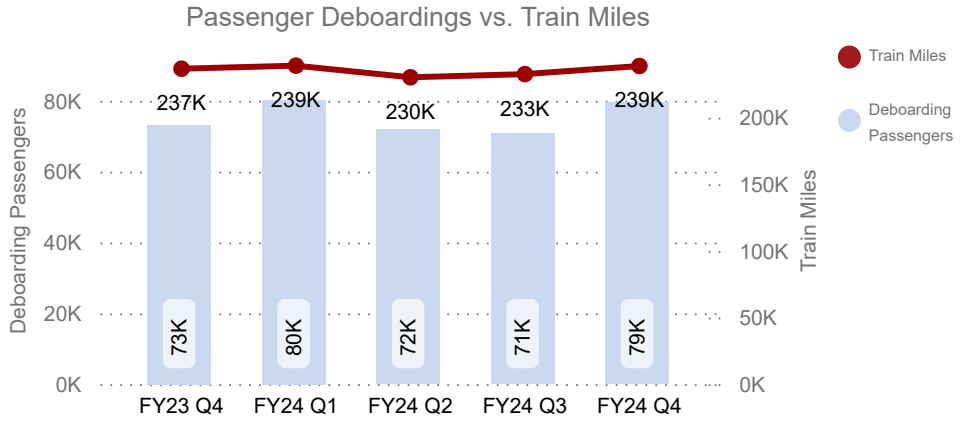


Route Stops

- CHI - Chicago (Union Station), IL
- JOL - Joliet, IL
- PON - Pontiac, IL
- BNL - Bloomington-Normal, IL
- LCN - Lincoln, IL
- SPI - Springfield, IL
- CRV - Carlinville, IL
- ALN - Alton, IL
- STL - St. Louis, MO
- ACD - Arcadia, MO
- PBF - Poplar Bluff, MO
- WNR - Walnut Ridge, AR
- LRK - Little Rock, AR
- MVN - Malvern, AR
- ARK - Arkadelphia, AR
- HOP - Hope, AR
- TXA - Texarkana, AR
- MHL - Marshall, TX
- LVW - Longview, TX
- MIN - Mineola, TX
- DAL - Dallas, TX
- FTW - Fort Worth, TX
- CBR - Cleburne, TX
- MCG - McGregor, TX
- TPL - Temple, TX
- TAY - Taylor, TX
- AUS - Austin, TX
- SMC - San Marcos, TX
- SAS - San Antonio, TX

Trends





Additional Notes

Data on this page represents Texas Eagle service between Chicago and San Antonio. On days when the Sunset Limited runs, some Texas Eagle cars separate at San Antonio to join the westbound Sunset Limited, and some eastbound Sunset Limited cars separate at San Antonio to join the northbound Texas Eagle.

Appendix A. On-Time Performance and Train Delay Metrics

Certified Schedules

The number of certified schedules, uncertified schedules, and disputed schedules, reported by train, by route, and by host railroad (excluding switching and terminal railroads), identified in a notice to the Federal Railroad Administrator by Amtrak.

Notes

- The metric was reported monthly through May 2021, after which it is reported annually.
- *Certified schedule* means a published train schedule that Amtrak and the host railroad jointly certify is aligned with the customer on-time performance metric and standard.
- *Uncertified schedule* means a published train schedule that has not been reported as a certified schedule or a disputed schedule.
- *Disputed schedule* means a published train schedule for which a specific change is sought: (i) that is the only subject of a non-binding dispute resolution process led by a neutral third-party and involving Amtrak and one or more host railroads; (ii) that is the only subject of a non-binding dispute resolution process led by a neutral third-party that has been initiated by one or more host railroads and Amtrak has not consented to participate in the process within 30 calendar days; or (iii) that is the only subject of a non-binding dispute resolution process led by a neutral third-party that has been initiated by Amtrak and the host railroad has not consented to participate in the process within 30 calendar days.
- Certified Schedules data is available for download at railroads.dot.gov. See Schedule Certification Tables.

Customer On-Time Performance

The Metrics and Minimum Standards for Intercity Passenger Rail Service rule defines OTP as the percentage of all customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time, reported by train and by route. Amtrak uses the 15-minute maximum when calculating OTP for all routes and trains except the Acela. Amtrak uses a 10-minute maximum when calculating OTP for the Acela.

The customer on-time performance minimum standard is 80 percent for any two consecutive quarters.

Notes

- Customer on-time performance for all schedules, at the route-level and by train, are available for download at railroads.dot.gov. See Customer OTP Metrics.

Disputed Train Delays

Notes

- *Delay minutes disputed by host railroad and not resolved by Amtrak* means delay minutes for which a host railroad disputed the code used by Amtrak to classify the delay, or the number of delay minutes assigned to the host railroad, but were not changed by Amtrak after the host's initial request. Ultimately, Amtrak and the host railroads may agree that a different delay code or number of delay minutes is appropriate following further discussion; this data only reports delay minutes that were not adjusted after the host railroad's initial request for reclassification.
- Delays are reported by operating business line, which is similar to the service line structure (see Amtrak Route Structure and Descriptions). The NEC business line includes the following routes: Acela, Northeast Regional, Northeast Regional – Richmond / Newport News / Norfolk, Northeast Regional – Roanoke, and Northeast Regional – Springfield Shuttles. See **Table 5** for a list of host railroad codes used in the delay reports.
- Disputed Train Delays data is available for download at railroads.dot.gov. See Disputed Delay Minutes Metric.

Host Running Time

The average actual running time and the median actual running time compared with the scheduled running time between the first and final reporting points for a host railroad set forth in the Amtrak schedule skeleton, reported by route, by train, and by host railroad (excluding switching and terminal railroads).

Notes

- *Actual running time* means the actual elapsed travel time of a train's travel on a host railroad, between the departure time at the first reporting point for a host railroad segment and the arrival time at the reporting point at the end of the host railroad segment.
- *Scheduled running time* means the scheduled duration of a train's travel on a host railroad, as set forth in the Amtrak schedule skeleton.
- *Schedule skeleton* means a schedule grid used by Amtrak and host railroads to communicate the public schedule of an Amtrak train and the schedule of operations of an Amtrak train on host railroads.
- Data is available for download at railroads.dot.gov.

Ridership

The number of host railroads to whom Amtrak has provided ridership data reported by host railroad and by month.

Notes

- Ridership data means, in a machine-readable format: the total number of passengers, by train and by day; the station-specific number of detraining passengers, reported by host railroad whose railroad right-of-way serves the station, by train and by day; and the station-specific number of on-time passengers reported by host railroad whose railroad right-of-way serves the station, by train and by day.
- Amtrak provided ridership data to Portland Terminal Railroad Company via BNSF Railway.
- Ridership data is available for download at railroads.dot.gov.

Station Performance

The number of detraining passengers, the number of late passengers, and the average minutes late that late customers arrive at their detraining stations, reported by route, by train, and by station. The average minutes late per late customer calculation excludes on-time customers that arrive no later than 15 minutes after their scheduled time. Amtrak considers Acela passengers who arrive at their detraining station more than 10 minutes behind schedule to be late.

Notes

- Station Performance data is available for download at railroads.dot.gov. See Station Performance Metric.

Train Delays

The train delays metric is the minutes of delay for all Amtrak-responsible delays, host-responsible delays, and third-party delays for the host railroad territory within each route. The train delays metric is reported by delay code; total minutes of delay; Amtrak-responsible delays; Amtrak's host-responsible delays; Amtrak's host-responsible delays and Amtrak-responsible delays combined; non-Amtrak host-responsible delays; and third-party delays. The train delays metric is also reported by the number of non-Amtrak host-responsible delay minutes disputed by host railroad and not resolved by Amtrak.

Notes

- *Amtrak-responsible* delays means delays recorded by Amtrak, in accordance with Amtrak procedures, as Amtrak-responsible delays, including passenger-related delays at stations, Amtrak equipment failures, holding for connections, injuries, initial terminal delays, servicing delays, crew and system delays, and other miscellaneous Amtrak-responsible delays.
- *Host-responsible* delays means delays recorded by Amtrak, in accordance with Amtrak procedures, as host-responsible delays, including freight train interference, slow orders, signals, routing, maintenance of way, commuter train interference, passenger train interference, catenary or wayside power system failure, and detours.
- *Third-party* delays means delays recorded by Amtrak, in accordance with Amtrak procedures, as third-party delays, including bridge strikes, debris strikes, customs, drawbridge openings, police-related delays, trespassers, vehicle strikes, utility company delays, weather-related delays (including heat or cold orders, storms, floods/washouts, earthquake-related delays, slippery rail due to leaves, flash-flood warnings, wayside defect detector actuations caused by ice, and high-wind restrictions), acts of God, or waiting for scheduled departure time. In this quarterly dataset, available for download at railroads.dot.gov, the third-party delays are coded as "Neither."
- Train Delays data is available for download at railroads.dot.gov. See Delay Metrics.

Train Delays per 10,000 Train Miles

The minutes of delay per 10,000 train miles for all Amtrak-responsible and host-responsible delays, for the host railroad territory within each route.

Notes

- *Delays per 10,000 train miles* is the number of minutes of delay normalized by train miles so that routes of different lengths, and hosts with different amounts of Amtrak service, can be compared to each other. Specifically, it is the number of minutes of host-responsible and Amtrak-responsible delay, divided by the number of Amtrak train miles operated over that host, multiplied by 10,000.
- Train Delays data is available for download at railroads.dot.gov. See Delays per 10K TM Metric.

Appendix B. Customer Service Metrics

Amtrak's customer satisfaction survey means a market-research survey that measures Amtrak's satisfaction score as measured by specific service attributes that cover the entire customer journey.

FRA publishes information about Amtrak's customer satisfaction survey (including the survey questions and methodology) annually as an appendix to the quarterly report. The most recent customer satisfaction survey report can be accessed at railroads.dot.gov.

Amtrak adjusts overall satisfaction score performance by removing passengers who arrive at their destinations on State Supported and Long Distance routes excessively late (30 minutes late for State Supported routes and 120 minutes for Long Distance routes) from the system-wide calculation. Scores are not adjusted for Northeast Corridor routes.

Amtrak provides the percent of respondents to the Amtrak customer satisfaction survey who provided a score of 70 percent or greater for their overall satisfaction (Top 4) and the percent of respondents who provided a score of 80 percent or greater (Top 3).

Customer Satisfaction

The percent of respondents to the Amtrak customer satisfaction survey who provided a score of 70 percent or greater for their "overall satisfaction" on a 100-point scale for their most recent trip, by route, shown both adjusted for performance and unadjusted.

Amtrak Personnel

The average score from respondents to the Amtrak customer satisfaction survey for their overall review of Amtrak personnel on their most recent trip, by route.

Information Given

The average score from respondents to the Amtrak customer satisfaction survey for their overall review of information provided by Amtrak on their most recent trip, by route.

On-board Comfort

The average score from respondents to the Amtrak customer satisfaction survey for their overall review of on-board comfort on their most recent trip, by route.

On-board Cleanliness

The average score from respondents to the Amtrak customer satisfaction survey for their overall review of on-board comfort on their most recent trip, by route.

On-board Food Service

The average score from respondents to the Amtrak customer satisfaction survey for their overall review of on-board food service on their most recent trip, by route.

Appendix C. Financial Metrics

Average Ridership

The number of passenger-miles divided by train miles for each route.

Notes

- Financial Metrics data is available for download at railroads.dot.gov.

Avoidable Operating Costs Covered by Passenger Revenue

The percent of avoidable operating costs divided by passenger revenue for each route, shown with and without State operating payments.

Notes

- *Avoidable operating costs* means costs incurred by Amtrak to operate train service along a route that would no longer be incurred if the route were no longer operated. For this quarterly report, *avoidable operating expense* is calculated by adding frequency variable & route variable costs.
- *Passenger revenue* means intercity passenger rail revenue generated from passenger train operations, including ticket revenue, food and beverage sales, operating payments collected from States or other sponsoring entities, special trains, and private car operations.
- Financial Metrics data is available for download at railroads.dot.gov.

Cost Recovery

Amtrak's adjusted operating revenue divided by Amtrak's adjusted operating expense. This metric is reported at the corporate level/system-wide and for each route and is reported in constant dollars of the reporting year based on the Office of Management and Budget's gross domestic product chain deflator.

Notes

- *Adjusted operating expenses* means Amtrak's operating expenses adjusted to exclude certain Amtrak expenses that are not considered core to operating the business. The major exclusions are depreciation, capital project–related expenditures not eligible for capitalization, the non-cash portion of pension and post-retirement benefits, and Amtrak's Office of Inspector General expenses. *Adjusted operating expenses* do not include any operating expenses for State Supported routes that are paid for separately by States.
- *System-wide* (Total Amtrak) includes ancillary and infrastructure expenses not related to train operations. National train service includes expenses from all train operations and routes. Special trains includes expenses related to contracting of Amtrak's equipment crews for private excursion.
- Financial Metrics data is available for download at railroads.dot.gov.

Fully Allocated Core Operating Costs Covered by Passenger Revenue

The percent of fully allocated core operating costs divided by passenger revenue for each route, shown with and without State operating payments.

Notes

- *Fully allocated core operating costs* means Amtrak's total costs associated with operating an Amtrak route, including direct operating expenses, a portion of shared expenses, and a portion of corporate overhead expenses. Fully allocated core operating costs exclude ancillary and other expenses that are not directly reimbursed by passenger revenue to match revenues with expenses.
- *Passenger revenue* means intercity passenger rail revenue generated from passenger train operations, including ticket revenue, food and beverage sales, operating payments collected from States or other sponsoring entities, special trains, and private car operations.
- Financial Metrics data is available for download at railroads.dot.gov.

Total Ridership

The total number of passengers on Amtrak trains, reported by route.

Notes

- Financial Metrics data is available for download at railroads.dot.gov.

Appendix D. Amtrak Delay Code Definitions

Table 5. Amtrak Delay Code Definitions

Responsibility	Code	Code Description	Explanation
Amtrak-responsible delays	ADA	Passenger-related	All delays related to disabled passengers, wheelchair lifts, guide dogs, etc.
	CAR	Car failure	Mechanical failure on all types of cars
	CCR	Cab car failure	Mechanical failure on Cab Cars
	CON	Hold for guaranteed connection	Holding for connections from other trains or buses
	CTC	CETC system failure	Failure of the Centralized Electrification and Traffic Control (CETC) train control system
	ENG	Locomotive failure	Mechanical failure on engines
	HLD	Passenger-related	All delays related to passengers, checked baggage, large groups, etc.
	INJ	Injured/Ill guest/ Employee	Delay due to injured passengers or employees
	ITI	Initial terminal delay	Delay at initial terminal due to late arriving inbound trains causing late release of equipment
	MTI	Disabled train ahead	Disabled train ahead due to mechanical failure
	OTH	Miscellaneous delays	Lost-on-run, heavy trains, unable to make normal speed, etc.
	SVS	Servicing	All switching and servicing delays
	SYS	Crew & system	Delays related to crews including lateness, lone-engineer delays
	UND	Undefined	Delays that are auto-entry 2 minute delay
Host-responsible delays	CTI	Commuter train interference	Delays for meeting or following commuter trains
	CTP	Commuter train problems	Delays directly caused by abnormal occurrences to commuter trains
	DBB	B&B work due to defect	Delays caused by bridge or building maintenance
	DCS	C&S work due to defect	Signal failure or other signal delays, wayside defect-detector false alarms, defective road crossing protection, efficiency tests, drawbridge stuck open
	DCT	Defective concrete ties	Delays caused by the replacement of concrete ties
	DDA	Defect detector actuation	Delays caused by train inspection following a defect detector actuation
	DET	ET work due to defect	Catenary or other electrical maintenance
	DMW	M/W work due to defect	Maintenance of Way delays including holds for track repairs or MW foreman to clear
	DSR	Slow order delays	Temporary slow orders, except heat or cold orders

Table 5. Amtrak Delay Code Definitions (Continued)

Responsibility	Code	Code Description	Explanation
Host-responsible delays	DTR	Detour	Delays from detours
	FTI	Freight train interference	Delays from freight trains
	PBB	Planned B&B work	Scheduled bridge and building maintenance
	PET	Planned ET work	Scheduled catenary or other electrical work
	PSC	Planned C&S work	Scheduled communications and signal work
	PSR	Planned speed restrictions	Scheduled speed restrictions
	PTI	Passenger train interference	Delays for meeting or following other passenger trains (not commuter trains)
	RTE	Routing delays, including late bulletins	Routing-dispatching delays including diversions, late track bulletins, etc.
	SMW	Scheduled M/W work	Scheduled maintenance of way work
	TCD	Third party contractor delays	Unplanned Contractor delays that affect service
Third-party delays	BSP	Bridge strike	Delay due to train striking an overhead bridge
	CUI	Customs and immigration	U.S. and Canadian customs delays; immigration-related delays
	DBS	Debris strike, damage, set outs	Debris strikes
	MBO	Movable bridge opening	Movable bridge openings for marine traffic where no bridge failure is involved
	NOD	Unused recovery time	Waiting for scheduled departure time at a station
	POL	Police-related delay	Police/fire department holds on right-of-way or on board trains
	TRS	Trespasser incident	Trespasser incidents including road crossing accidents, trespasser/animal strikes, vehicle stuck on track ahead, bridge strikes
	UTL	Utility company failure	Failure due to utility company issue
	WTR	Weather-related	All severe-weather delays, landslides or washouts, earthquake-related delays, heat or cold orders