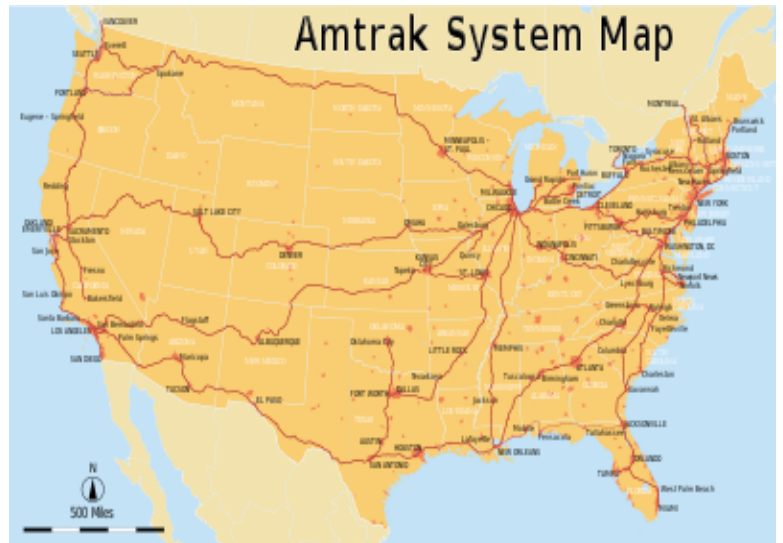


Amtrak Routes

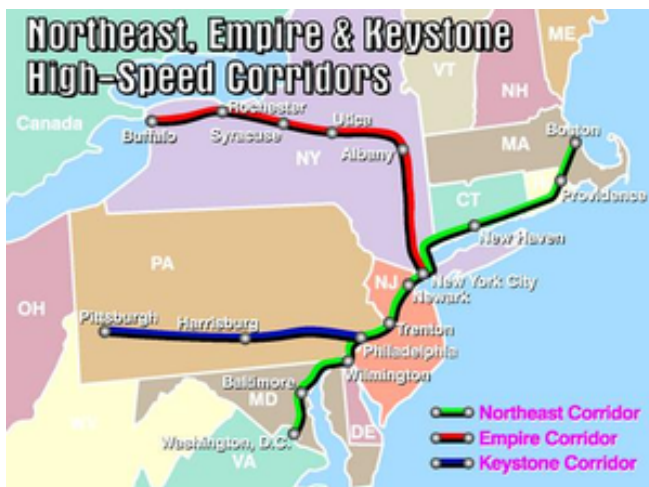
Amtrak operates inter-city rail service in 46 of the 48 contiguous U.S. states and three Canadian provinces. *Amtrak* is a portmanteau of the words *America* and *trak*, the latter itself a sensational spelling of *track*. Amtrak service is divided into three categories of routes: Northeast Corridor routes, state-supported routes, and long distance routes. These types indicate how the service is funded. Northeast Corridor service is directly subsidized by federal appropriations. Federally-supported long distance services are subsidized by appropriations under a separate line item from the NEC in federal budgets. Additionally, Amtrak partners with 17 states to provide additional short- and medium-distance services desired by those states. They are subsidized by periodic payments to Amtrak from the state partners. Three routes – the *Carolinian*, *Northeast Regional*, and *Vermont* – are state-subsidized only on the sections of their routes off the Northeast Corridor (north of New Haven, and south of Washington).



The *Northeast Regional* and *San Joaquin* have branches served by different trips, while the *Empire Builder* and *Lake Shore Limited* split into two sections to serve branches. On the *Capitol Corridor*, *Cascades*, *Empire Service*, *Keystone Service*, *Northeast Regional*, and *Pacific Surfliner*, some or all trips do not run the full length of the route.

Empire Corridor

The *Empire Corridor* is a 461-mile (742 km) passenger rail corridor in New York State running between *Penn Station* in New York City and *Niagara Falls*, New York. Major cities on the route include *Poughkeepsie*, *Albany*, *Schenectady*, *Amsterdam*, *Utica*, *Syracuse*, *Rochester*, and *Buffalo*. Much of the corridor was once part of the New York Central Railroad's main line.



Trains operating over the Empire Corridor (the former New York Central Railroad Water Level Route) are now collectively known as the *Empire Service*. The name was used by the New York Central beginning in 1967, but dropped by Amtrak in 1971. Amtrak restored the *Empire Service* brand with the June 11, 1972, timetable, and added individual train names on the May 19, 1974, timetable. As was done on the Northeast Corridor with *NortheastDirect*, individual train names for New York-Albany and New York-Niagara Falls service were dropped on October 28, 1995, and replaced with *Empire*. The individual names were re-added in November 1996, but dropped in favor of *Empire Service* in May 1999.

Full list of current and discontinued *Empire Corridor* routes operated by Amtrak since May 1, 1971

Name	Route	Service began	Service ended	Notes
<i>Adirondack</i>	New York City – Montreal	August 6, 1974	April 1, 1995	Joint operation with <i>Empire State Express/DeWitt Clinton</i> until April 1975
	Washington, D.C. – Montreal	April 2, 1995	April 13, 1996	
	New York City – Montreal	April 14, 1996	present	
<i>Bear Mountain</i>	New York City – Albany	February 15, 1977	April 29, 1978	
		August 3, 1980	October 25, 1980	
		April 26, 1981		Renamed from <i>Henry Hudson</i>
<i>Catskill</i>	New York City – Albany	October 27, 1991	October 30, 1993	
	New York City – Schenectady	October 31, 1993	May 4, 1994	
	New York City – Syracuse	May 5, 1994	October 29, 1994	
	New York City – Albany	August 6, 1974	April 1, 1995	Joint operation with <i>Empire State Express/DeWitt Clinton</i> until April 1975
	New York City – Niagara Falls	April 2, 1995	April 13, 1996	

Full list of current and discontinued *Empire Corridor* routes operated by Amtrak since May 1, 1971

(continued from Page 2)

Name	Route	Service began	Service ended	Notes
<i>Cayuga</i>	New York City – Schenectady	October 28, 1984	April 4, 1987	
<i>Central Park</i>	New York City – Albany	April 2, 1995	October 27, 1995	Merged into <i>Empire Service</i>
<i>DeWitt Clinton</i>	New York City – Albany	May 19, 1974	April 25, 1981	Previously unnamed; replaced by <i>Rip Van Winkle</i>
<i>Electric City Express</i>	New York City – Schenectady	April 26, 1981		Replaced <i>Salt City Express</i>
<i>Empire Service</i>	New York City – Buffalo	May 1, 1971	May 18, 1974	Inherited from PC <i>Empire Service</i> ; unnamed until June 11, 1972. Individual names applied on May 19, 1974.
	New York City – Niagara Falls	October 28, 1995	present	Merged from various individual train names. Individual names restored under the <i>Empire Service</i> brand from November 1996 to May 1999.
<i>Empire State Express</i>	New York City – Buffalo	May 19, 1974	October 30, 1974	Previously unnamed
	New York City – Detroit	October 31, 1974	April 24, 1976	Renamed <i>Niagara Rainbow</i>
	New York City – Buffalo	January 8, 1978	October 28, 1978	Renamed from <i>Water Level Express</i>
	New York City – Niagara Falls	October 29, 1978		

Full list of current and discontinued *Empire Corridor* routes operated by Amtrak since May 1, 1971

(continued from Page 3)

Name	Route	Service began	Service ended	Notes
<i>Ethan Allen Express</i>	New York City – Rutland	December 2, 1996	July 28, 2022	
	New York City – Burlington	July 29, 2022	present	
<i>Half Moon</i>	New York City – Albany	May 1, 1994	October 27, 1995	
<i>Hendrick Hudson</i>	New York City – Albany			
<i>Henry Hudson</i>	New York City – Albany	May 19, 1974	April 25, 1981	Previously unnamed; renamed <i>Bear Mountain</i>
<i>Hudson Highlander</i>	New York City – Albany	April 26, 1981	October 27, 1995	Replaced <i>Washington Irving</i> ; merged into <i>Empire Service</i>
<i>Hudson River Express</i>	New York City – Albany			
<i>Hudson Valley Express</i>	New York City – Schenectady			
<i>Hudson Valley Service</i>	New York City – Albany			
<i>Knickerbocker</i>	New York City – Albany	April 7, 1991	April 1, 1995	
<i>Lake Shore</i>	New York City – Chicago	May 10, 1971	January 6, 1972	Unnamed until November 14, 1971.

Full list of current and discontinued *Empire Corridor* routes operated by Amtrak since May 1, 1971

(continued from Page 4)

Name	Route	Service began	Service ended	Notes
<i>Maple Leaf</i>	New York City – Toronto	April 26, 1981	present	
<i>Mohawk</i>	New York City – Niagara Falls	April 26, 1981	April 28, 1984	
	New York City – Syracuse	April 29, 1984	October 27, 1984	
	New York City – Niagara Falls	October 28, 1984		
<i>Niagara Rainbow</i>	New York City – Detroit	April 25, 1976	January 30, 1979	Renamed from <i>Empire State Express</i>
	New York City – Niagara Falls	January 31, 1979		
	New York City – Toronto	June 1994	September 10, 1995	Once-weekly additional frequency of the <i>Maple Leaf</i>
<i>Nieuw Amsterdam</i>	New York City – Albany			
<i>Oneida</i>	New York City – Syracuse			
<i>Palisades</i>	New York City – Albany			
<i>Patroon</i>	New York City – Albany			

Full list of current and discontinued *Empire Corridor* routes operated by Amtrak since May 1, 1971

(continued from Page 5)

Name	Route	Service began	Service ended	Notes
<i>Salt City Express</i>	New York City – Syracuse	May 19, 1974	April 25, 1981	Previously unnamed; replaced by <i>Electric City Express</i>
<i>Saratogian</i>	New York City – Saratoga Springs			
<i>Sleepy Hollow</i>	New York City – Albany			
<i>Spa Express</i>	New York City – Saratoga Springs			
<i>Spuyten Duyvil</i>	New York City – Albany			
<i>Storm King</i>	New York City – Albany	April 26, 1981		
	New York City – Schenectady			
<i>Washington Irving</i>	New York City – Albany	November 15, 1974	January 31, 1981	
	New York City – Schenectady	February 1, 1981	April 25, 1981	Replaced by <i>Hudson Highlander</i>
<i>Water Level Express</i>	New York City – Buffalo	May 19, 1974	January 7, 1978	Previously unnamed; renamed <i>Empire State Express</i>
	New York City – Niagara Falls			