AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

Publications The following documents are available for public distribution: *Determinations of the National Mediation Board* and annual reports of the National Mediation Board.

Reading Room Copies of collective-bargaining agreements between labor and management of various rail and air carriers are available for public inspection at the Board's headquarters in Washington, DC, by appointment.

For further information, contact the Chief of Staff, National Mediation Board, Suite 250 East, 1301 K Street NW., Washington, DC 20572. Phone, 202–523–5920. Fax, 202–523–1494. Internet, www.nmb.gov.

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

60 Massachusetts Avenue NE., Washington, DC 20002
Phone, 202–906–3000. Internet, www.amtrak.com.

Board of Directors:

Chairman	JOHN ROBERT SMITH
Members	SYLVIA DE LEON, MICHAEL DUKAKIS, LINWOOD HOLTON, DAVID LANCY, AMY ROSEN
Member *ex officio* (Secretary of Transportation)	NORMAN Y. MINETA

Officers:

President and Chief Executive Officer	DAVID L. GUNN
Chief Financial Officer	DENO BOKAS
Vice President, Labor Relations	JOSEPH M. BRESS
Senior Vice President, Operations	WILLIAM L. CROSBIE
Chief, System Safety and Security	ERNEST R. FRAZIER
Vice President, Human Resources	LORRAINE A. GREEN
Vice President, Business Diversity	GERRI MASON HALL
Chief Engineer	DAVID HUGHES
Chief Mechanical Officer	JONATHAN KLEIN
Vice President, Planning and Business Development	GILBERT O. MALLERY
Vice President, Government Affairs and Policy	JOSEPH H. MCHUGH
Vice President, Marketing and Sales	BARBARA J. RICHARDSON
Vice President, Procurement and Materials Management	MICHAEL J. RIENZI
General Counsel and Corporate Secretary	ALICIA M. SERFATY
Vice President, Operations	EDWARD V. WALKER
Inspector General	FRED E. WEIDERHOLD

[For the National Railroad Passenger Corporation statement of organization, see the *Code of Federal Regulations,* Title 49, Part 700]

The National Railroad Passenger Corporation was established to develop the potential of modern rail service in meeting the Nation's intercity passenger transportation needs.

The National Railroad Passenger Corporation (Amtrak) was created by the Rail Passenger Service Act of 1970, as amended (49 U.S.C. 241), and was

incorporated under the laws of the District of Columbia to provide a balanced national transportation system by developing, operating, and improving U.S. intercity rail passenger service.

Amtrak operates an average of 212 trains per day, serving over 540 station locations in 46 States, over a system of approximately 22,000 route miles. Of this route system, Amtrak owns less than 1,000 track miles in the Northeast Corridor (Washington-New York-Boston; New Haven-Springfield; Philadelphia-Harrisburg), and several other small track segments throughout the country.

Amtrak owns or leases its stations and owns its own repair and maintenance facilities. The Corporation employs a total work force of approximately 22,205 and provides all reservation, station, and on-board service staffs, as well as train and engine operating crews. Outside the Northeast Corridor, Amtrak has historically contracted with privately or publicly owned railroads for the right to operate over their track and has compensated each railroad for its total package of services. Under contract, these railroads are responsible for the condition of the roadbed and for coordinating the flow of traffic.

In fiscal year 2001, Amtrak transported 23.4 million people with 64,000 passengers traveling via Amtrak per day. In addition, under contracts with several transit agencies, Amtrak carried over 61 million commuters.

Although Amtrak's basic route system was originally designated by the Secretary of Transportation in 1971, modifications have been made to the Amtrak system and to individual routes that have resulted in more efficient and cost-effective operations. Currently, in the face of ongoing budget constraints, new service will only be added if a State agrees to share any operating losses associated with the new service or if the new service demonstrates satisfactory market support.

Amtrak began operation in 1971 with an antiquated fleet of equipment inherited from private railroads; some cars were nearly 30 years old. Since then, the fleet has been modernized and new state-of-the-art single- and bi-level passenger cars and locomotives have been added.

Ridership is steadily rising, and Amtrak is finding it increasingly difficult to meet the demands of increased travel patterns with its limited passenger fleet. To ease these equipment constraints, the Corporation is working to identify innovative funding sources in order to acquire additional passenger cars and locomotives.

Although no rail passenger system in the world makes a profit, Amtrak has made significant progress in reducing its dependence on Federal support, while at the same time improving the quality of service. Every year Amtrak moves closer to increasing the ratio of its earned revenue to total costs.

For further information, contact the Public Affairs Department, Amtrak, 60 Massachusetts Avenue NE., Washington, DC 20002. Phone, 202–906–3860. Internet, www.amtrak.com.

NATIONAL SCIENCE FOUNDATION

4201 Wilson Boulevard, Arlington, VA 22230
Phone, 703–292–5111. Internet, www.nsf.gov.

National Science Board

Chairman	EAMON M. KELLY
Vice Chairman	ANITA K. JONES