

Routes & Services

Report- April 3, 2019

**PURPOSE: TO ADD TO CURRENT
NATIONAL SYSTEM**

NO EXISTING ROUTE TO BE REMOVED

**NORTHEAST CORRIDOR TO BE
DEVELOPED BY THE NORTHEAST
CORRIDOR TASK FORCE**

NOT US

CRITERIA USED TO ESTABLISH PRIORITIES:

INTRINSIC VALUE: What is the stand alone projection for the new service

SHARED COSTS: How much of the existing costs of other trains are shared by the new service

INDUCED RIDERSHIP: How many additional riders on existing trains are generated by the new service

Limitations

Hudson Tunnels: For the immediate term will not allow additional Amtrak frequencies-limited exceptions.

Equipment shortage: Until sufficient new equipment obtained, unable to add trains.

Limited track capacity.

Current Administrations: At Amtrak and at the White House not favorable to expansion

Political Support: At the local, state and Congress is not constant

Freight Railroads: May not want new service.

But when we have a favorable Congress
A favorable White House
Sufficient new equipment in the White House
And an Amtrak Administration that wants to expand
rather than contract.

**We need to have proposals on hand for
our organization to give during the limited
time that these conditions exist.**

SELECTING IMPROVEMENTS TO BE STUDIED

New Routes

Increased Frequencies

Faster Train (Track Improvements)

Additional Stops

Committee Members were asked to select up to five Long-Distance and five Shorter-Distance Improvements
And then to rank them.

Using a scale of 5 points for most important, 4 points for the next, etc; The Top Longer Distance Improvements were:

Daily Chicago-Miami (<i>the Floridian</i>)	50	Weighted	Votes
Daily New Orleans-Jacksonville-(Orlando) (<i>the Gulf Wind</i>)	37	“	“
Daily Seattle-Portland-Ogden-Laramie-Denver (<i>The Pioneer</i>)	25	“	“
Daily NY-Pittsburgh-Chicago (<i>The Broadway Ltd</i>)	19	“	“
Daily <i>Cardinal</i>	17	“	“
Daily <i>Sunset</i>	11	“	“
Run Boston Section of Lake Shore Separately (<i>The New England States</i>)	11	“	“
Daily Denver-Cheyenne-Salt Lake City-Los Angeles (<i>Desert Wind</i>)	10	“	“
Daily Seattle-Yakima-Spokane-Missoula-Fargo-St. Cloud- -St. Paul-Milwaukee-Chicago (<i>North Coast Ltd</i>)	10	”	“

For Shorter Distance Proposals

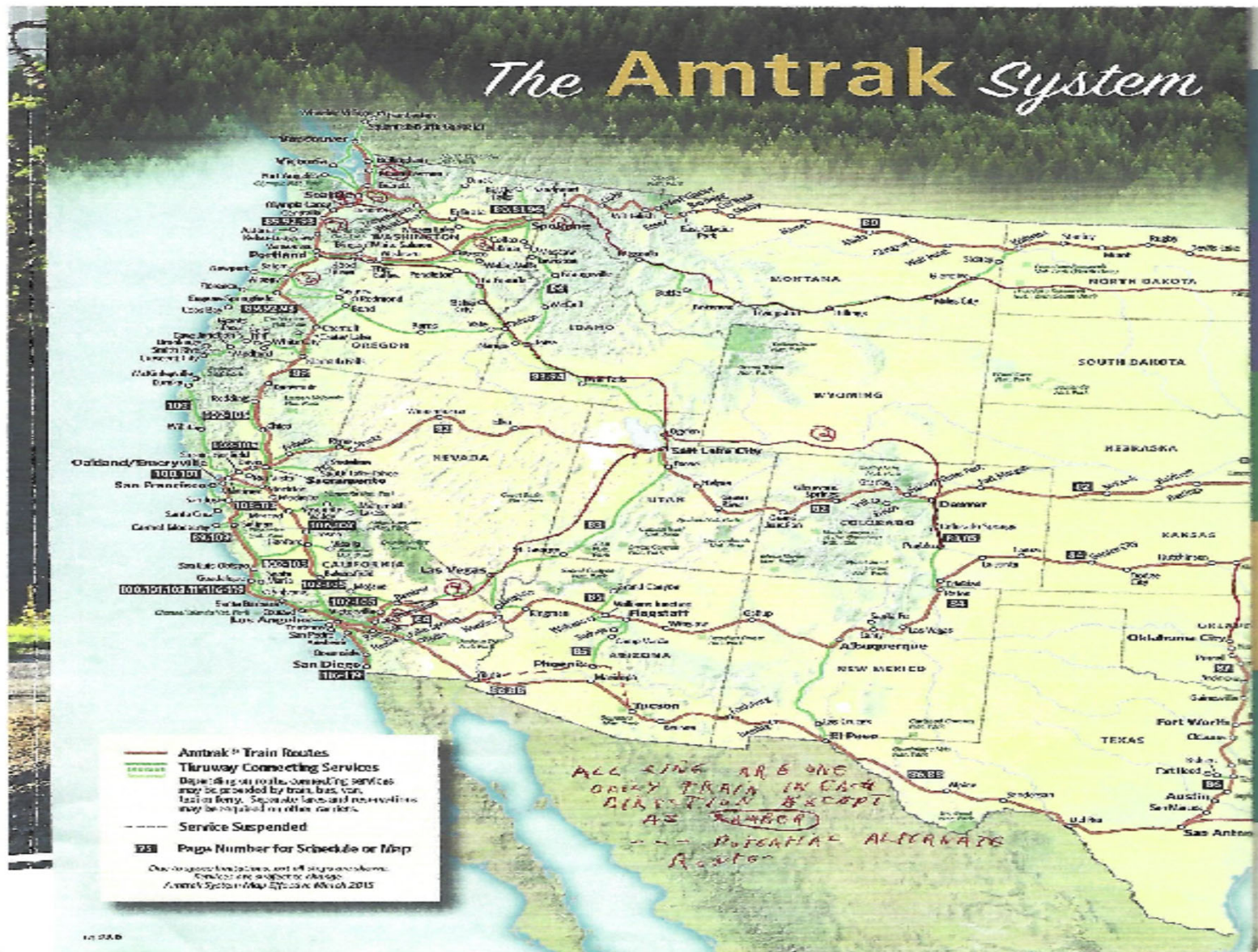
Denver-Pueblo Corridor Service	19	Weighted	Votes
Extended Hiawatha to Minneapolis/St. Paul	18	“	“
Daily Los Angeles- Las Vegas	16	“	“
Cleveland-Columbus-Dayton & Cincinnati	15	“	“
Extending <i>Vermont</i> to Montreal	14	“	“
Second (<i>and third</i>) Frequencies Pittsburg-Philadelphia	13	“	“
Extension of Heartland Flyer to Newton, Kansas	12	“	“
Additional Frequencies on Chicago-Detroit	11	“	“

Lots of other recommendations scattered among the committee members

Eastern Half of
the Country



Western Half
of Country



Translating the map shown:

Most of the lines would be one daily train in both directions. Where currently there are multiple frequencies, the number of frequencies would stay the same. The following segments would have multiple frequencies beyond what is currently available:

Between Seattle and Tukwila the existing four daily trains in each direction would be augmented for a total of Eight Frequencies.

Between Tukwila and Portland, Oregon there would be seven daily frequencies.

Between Los Angeles and Barstow, there would be the existing SW Chief, plus 3 daily Las Vegas Trains and the Dessert Wind for a total of 5.

Between Barstow and Las Vegas there would be a total of 4.

(It is likely that a Private Company like Virgin Brightline would run the Corridor Service)

Between Pasco, Washington and Sand Point, Idaho the North Coast Ltd and the Empire Builder would make two daily trains in each direction.

Between Denver and Pueblo there would be three daily trains each direction.

Between Fargo, North Dakota and Midway Station on Minneapolis/St. Paul line there would be two daily frequencies.

Between Midway Station on Minneapolis/St. Paul Line and Milwaukee, a Twin Cities Hiawatha would join the Empire Builder and North Coast Ltd for three daily frequencies.

Between Milwaukee and Chicago the current seven Hiawathas plus the daily Empire Builder would be augmented by the North Coast Ltd., the Twin Cities Hiawatha and two additional Hiawathas in each direction for a total of

12. Glenview, Illinois will appreciate this.

Between Chicago and Battle Creek, the existing three Wolverines and one Blue Water would be increased to six Wolverines and one Blue Water for a total of seven frequencies in each direction.

Between Battle Creek and Pontiac there would be six Wolverines in each direction.

Between Chicago and Indianapolis there would be at least 11 trains **a week** with a daily Cardinal and the quad-weekly Hoosier State running on a new schedule. (*Most likely to be increased to daily operations*). If the Floridian were to run via Indianapolis then there would be a minimum of 18 trains **a week** (or 2 1/2 trains daily) in each direction.

If the Floridian were to run via Savannah then there would be three trains daily between Savannah and Jesup in both directions.

In all cases there would be an additional frequency between Jesup and Jacksonville.

If the Floridian were to run via Orlando, then there would be four trains daily between Jacksonville and Orlando and three trains daily between Orlando and West Palm Beach.

If the Floridian were to run via Daytona, then there would be only three trains daily in each direction between Jacksonville and Orlando.

In all cases, there would be three trains daily between West Palm Beach and Hialeah. (*All three could easily be extended to Miami Airport Station*).

Between Chicago and Cleveland there would be three daily trains in both directions (Capitol, Lake Shore and New England States).

Between Cleveland and Buffalo-Depew there would be two daily trains in each direction.

Between Buffalo-Depew and Schenectady there would be six daily trains in both directions.

From Albany to Schenectady there would be eight daily frequencies in both directions with the inclusion of the existing Ethan Allen and Adirondack.

Between Pittsburgh and Harrisburg the existing Pennsylvanian would be joined by a restored Broadway Limited and a Pittsburgh-Philadelphia Duquesne for a total of 3 frequencies in each direction.

From Harrisburg to Philadelphia, there would be a total of 16 frequencies. *There would be less on Weekends.*

From Philadelphia to New York City there would be an increase of 11 frequencies as the Cardinal becomes daily and the Broadway runs to Penn Station New York.

3C&D service between Cleveland and Cincinnati could be anywhere from one daily round trip to three daily round trips based on how the committee voted.

The Floridian

The Committee felt that any service between Chicago and Florida had to serve Atlanta

We examine five major routings:

Via Memphis

Via Jackson, TN

Via Evansville

Via Indianapolis & Louisville

Via Cincinnati

We also looked at variations :

Going via Savannah or directly to Jesup GA

Going via Orlando or via Daytona Beach

The Routing via Jackson, TN was eliminated first because much of the trackage used by the old "City of Miami" has been removed.

The Routing via Memphis, TN was dropped because it did not serve Nashville or Chattanooga

Committee felt that negotiations between Amtrak and the various Freight RRs would determine the ultimate route

The Three remaining routes would all serve Chicago, Nashville, Chattanooga, Atlanta, Macon GA, Jacksonville and Miami.

Subsequently, we were informed that a key piece of track in Louisville had been removed that made using the old L&N route between Cincinnati and Louisville ineffective. (*See discussion on the Pan-American*).

This left only two feasible routes: Via Evansville or Via Indianapolis and Louisville

The Evansville routing would be faster : Approximately 33 ½ hours to 36 hours 5 minutes. Using the latest census estimates, the population of the cities and towns served would be from 6,759,273 to 7,122,040 depending on the specific route served. For the Metropolitan Area the estimates would be from 27,068,233 to 27,494,380.

The Indianapolis routing would add a frequency to Chicago to Indianapolis but would be slower: 35 ½ hours to 38 and 35 minutes. Using the latest census estimates the population of the cities and towns served would be from 8,342,440 to 8,705,207 again depending on the specific route served. For the Metropolitan Area, the estimates would be from 29,972,607 to 30,398,754.

Both Trains would require five sets of equipment, probably single level viewliners.

Both routes would require a new station in Atlanta to serve both the Floridian and the Crescent. But the Peachtree Station currently in Atlanta needs to be replace anyways.

Either Floridian would have strong intrinsic value: Large Population, 2-3 State Capitols, huge (yuge) number of destination cities.

It would share costs at Chicago with all trains using Union Station. It would also share costs with the Crescent in Atlanta, and the Silver Fleet in Florida.

The amount of induced ridership on other trains would be limited. The timing in Chicago would probably not connect well with the western trains if the new train were to leave in the morning. But it would offer a different option for intrastate travel in Florida which could improve ridership on the two other trains. But if the train left in the afternoon, the third frequency in Florida would duplicate the running times of the Meteor and the Star(vation) even though it would connect with the Western Transcons.

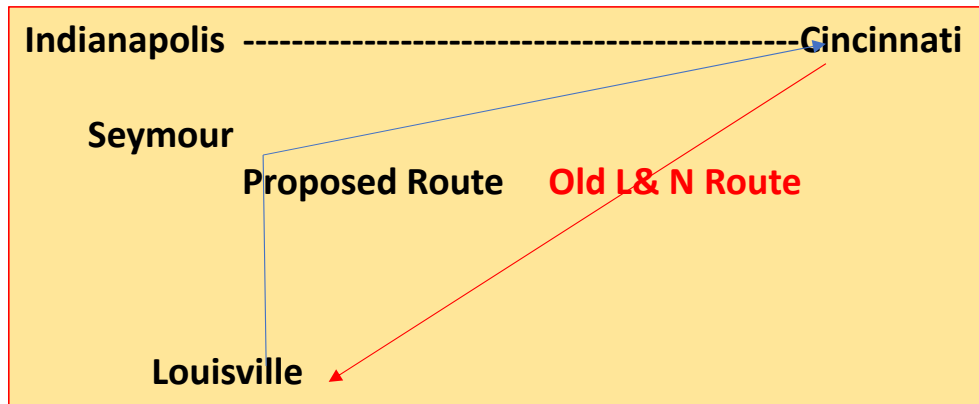
However, if the train ran via Indianapolis, there would be shared costs with the Cardinal and the Hoosier State if that train continues to run. It would help justify making some track improvements to Chicago-Indianapolis route that could speed up the running times along that route.

The conclusion is that overall reinstating the Floridian would plug a big hole in the National Network, serve a large number of potential riders and broaden the reach of Amtrak to a larger share of the American Public.

The Pan-American

John Owen felt that the Floridian omitted service to Alabama where he felt there was greater ridership and political support. We therefore considered a train that would begin in Cincinnati run through Louisville, Nashville, Birmingham, Montgomery, Mobile and connect in New Orleans with the Sunset. I asked him to work out a proposed schedule

Because of the lost track in Louisville, the best way to run a train from Cincinnati to Louisville would be via Seymour, Indiana. Seymour is also on the direct line between Indianapolis and Louisville. The routing would look something like this:



You can see why running the Floridian via Cincinnati became impossible.

Using the stations that John wanted to served and adapting the 1969 schedule of the Pan-American to connect with the Sunset Limited I came up with the following table:

Mileage	Dpt	CINCINNATI (EST)	Arr
0	08:26AM Dpt	301,301 City 2,137,406 Metro	11:22 PM Arr
22	08:55 AM Dpt	Lawrenceburg, IND 4,968 City Part of the Cincinnati Metro	10:47 PM Dpt
72	09:56 AM Dpt	North Vernon, IND 6,859 City 28,525 County	09:47 PM Dpt
87	10:10 AM Dpt	Seymour, IND (EST) 19,384 City 42,376 County	09:25 PM Dpt
107	Flag	Scottsburg, IND 6,684 City 24,181 County	Flag

135	12:10 PM Dpt	Jeffersonville, IND (CST)	09:25 PM Dpt
		47,124 City	
		Part of the Louisville Metro	
139	12:30 PM Arr	LOUISVILLE	09:10 PM Dpt
	12:50 PM Dpt	771,158 city	08:50 PM Arr
		1,293,953 Metro	
181	12:44PM Dpt	Elizabethtown (CST)	06:38 PM Dpt
	Flag	29,906 City	Flag
		113,433 Metro	
224	01:27PM Dpt	Cave City	05:57PM Dpt
		<i>(Mammoth Caves)</i>	
		2,422 City	
		51,810 Metro	
253	02:04PM Dpt	Bowling Green	05:28 PM Dpt
		67,067 City	
		165,732 Metro	
298	03:11 PM Dpt	Gallatin, TN	04:25 PM Dpt
	Flag	35,754 City	Flag
		Part of Nashville Metro	
326	03:40 PM Arr	NASHVILLE	03:55 PM Dpt
	04:00 PM Dpt	691,243 City	03:35 PM Arr
		1,903,027 Metro	

378	05:05 PM Dpt 11,600 City 30,167 County	Lewisburg, Tenn	02:21 PM Dpt
433	06:01 PM Dpt 25,616 City 455,458 Metro	Athens, Ala	01:26 PM Dpt
446	06:22 PM Dpt 55,683 City 153,374 Metro	Decatur	01:06 PM Dpt
479	06:59 PM Dpt 15,385 City 82,755 Metro	Cullman, Ala	12:20 PM Dpt
533	08:15 PM Arr 08:30 PM Dpt 1,140,300 Metro	BIRMINGHAM 210,710 City	11:20 AM Dpt 11:00 AM Arr
567	09:20 PM Dpt Flag 13,979 City Part of Birmingham Metro	Calera, Ala	10:10 AM Dpt
629	10:40 PM Arr 11:10 PM Dpt 374,536 Metro	Montgomery 199,518 City	08:50 AM Dpt 08:20 AM Arr

673	12:03 AM Dpt	Greenville, Ala	07:06 AM Dpt
		7,632 City	
		19,825 County	
688	12:21 AM Dpt	Georgiana, Ala	06:48 AM Dpt
		1,632 Town	
		County same as Greenville	
709	01:05 AM Dpt	Evergreen, Ala	06:25 AM Dpt
		3,676 City	
		12,469 County	
734	01:30 AM Dpt	Brewton, Ala	05:57 AM Dpt
		5,236 City	
		Part of Escambia County	
747	01:55 AM Arr	Flomaton, Ala	05:40 AM Dpt
	02:25 AM Dpt	1,389 Town	05:20 AM Arr
		Part of Escambia County	
762	02:44 AM Dpt	Atmore, Ala	04:53 AM Dpt
		9,890 City	
		37,447 Escambia County	
783	03:17 AM Dpt	Bay Minette, Ala	04:30 AM Dpt
		9,169 City	
		212,628 Metro	

807	04:05 AM Arr	MOBILE	03:50 AM Dpt
	04:25 AM Dpt	190,265 City	03:30 AM Arr
		413,955 Metro	
847	05:17 AM Dpt	Pascagoula, Miss	02:33 AM Dpt
		21,733 City	
		150,564 Metro	
863	05:37 AM Dpt	Ocean Spring, Miss	02:11 AM Dpt.
		17,682 City	
		Part of Pascagoula Metro	
867	05:48 AM Dpt	Biloxi	02:01 AM Dpt
		45,908 City	
		Part of Gulfport Metro	
880	06:18 AM Dpt	Gulfport	01:37 AM Dpt
		71,822 City	
		246,190 Metro	
895	06:43 AM Dpt	Bay St. Louis	01:09 AM Dpt
		13,043 City	
		Part of Gulfport Metro	
952	07:55 AM Arr	NEW ORLEANS	11:45 PM Dpt.
		393,292 City	
		1,275,762 Metro	

Totals: City & Towns:	3,206,163
Metropolitan Pop.	10,365,873

The Station at Birmingham, Alabama is currently being used by the Crescent.

Stations at Athens, Decatur and Cullman have observed stations and platforms.

Bowling Green has a fully restored depot.

Stations between Montgomery and Mobile that were used for the Gulf Breeze and those in Mississippi by the Sunset are still there.

Station in Mobile would need to be rebuilt.

Facilities would also be needed at Elizabethtown, Cave City and Lewisburg.

Route would have a strong intrinsic value:

It would serve two state capitals and a number of important cities with a decent amount of destination cities

It would have strong political support both in Mississippi and Alabama.

Most of the proposed stations are still available, and the station at Birmingham is already being served by the Crescent. So Capital Costs would be low.

It does have a poor time arriving and leaving Cincinnati. Extending the Pan-American farther north would be serving those locations in the middle of the night and would low local Intrastate ridership in Ohio so extending farther north towards to Detroit/Toledo or to Cleveland was not considered.

It would share stations at Cincinnati, Birmingham and New Orleans, reducing costs of operations for the Cardinal, Crescent, City of New Orleans and Sunset.

If it were to run in conjunction with the Floridian, it would share the station in Nashville, and if the Floridian were to run via Indianapolis, the Pan Am would share stations between Seymour and Nashville.

It would induce ridership on the Sunset and possibly the Cardinal. While not likely to exchange traffic at Nashville with a Floridian if that train ran via Evansville. However if the Floridian ran via Indianapolis, there would be second train service between Seymour and Nashville with a good boost to Louisville-Nashville traffic.

Conclusion: While not as strong a train as the Floridian, it would complement it well.

NEXT STEPS: To compare these two trains to other potential additions, specifically:

The Pioneer- Seattle-Denver via Portland, Boise, Ogden and Laramie

A Daily Cardinal

An additional higher speed, more frequently served corridor

And to rank these in order of prioritization