



Amtrak Fact Sheet, Fiscal Year 2005

State of Illinois

Amtrak Service & Ridership

Amtrak serves Illinois with 50 daily trains including corridor services between Chicago, Milwaukee, St. Louis, Detroit, and many other major Midwest destinations. In addition, Amtrak operates the following long-distance trains through Illinois, all originating in Chicago:

- The *California Zephyr* (daily Chicago-Oakland via Denver-Salt Lake City)
- The *Capitol Limited* (daily Chicago-Cleveland-Pittsburgh-Washington, D.C.)
- The *Cardinal* (three-times-weekly Chicago-Cincinnati-Washington, D.C.)
- The *City of New Orleans* (daily Chicago-Memphis-New Orleans)
- The *Empire Builder* (daily Chicago-St. Paul-Seattle/Portland)
- The *Lake Shore Limited* (daily Chicago-Cleveland-Buffalo-Boston/New York)
- The *Southwest Chief* (daily Chicago-Kansas City-Los Angeles)
- The *Texas Eagle* (daily Chicago-St. Louis-Dallas-San Antonio, tri-weekly through car service to Los Angeles via the *Sunset Limited*)

The *Three Rivers* (Chicago-Akron-Pittsburgh-Philadelphia-New York) was discontinued on 3/7/05.

During FY05 Amtrak served the following Illinois locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alton	33,344
Bloomington/Normal	93,885
Carbondale	75,274
Carlinville	5,611
Centralia	11,706
Champaign-Urbana	81,672
Chicago*	2,451,293
Du Quoin	4,976
Dwight	4,652
Effingham	10,917
Galesburg	73,412
Gilman	1,162
Glenview	40,726
Homewood	21,556
Joliet	23,858
Kankakee	8,780
Kewanee	7,610

La Grange Road	6,533
Lincoln	15,475
Macomb	39,061
Mattoon	16,079
Mendota	12,271
Naperville	33,737
Plano	2,149
Pontiac	7,693
Princeton	19,843
Quincy	29,900
Rantoul	1,008
Springfield	110,182
Summit	3,540
Total Illinois Station Usage:	3,247,905

*Chicago is the 4th busiest station in the Amtrak System.

Amtrak is upgrading equipment and amenities on selected long-distance trains, and the first train to be re-launched with these upgrades was the *Empire Builder*, in August 2005.

Procurement/Contracts

Amtrak expended \$69,748,620 for goods and services in Illinois in FY05. Much of this money was spent in the following locations:

City	Amount
Bellwood	\$ 2,445,562
Chicago	\$ 5,354,839
Crete	\$ 1,247,488
Elgin	\$ 3,405,456
Frankfort	\$ 17,917,282
Hanover Park	\$ 5,621,019
Itasca	\$ 1,579,759
Lisle	\$ 18,277,565
Marion	\$ 1,414,320
South Holland	\$ 1,126,541

Employment

During fiscal year 2005, Amtrak employed 1,807 Illinois residents. Total wages of Amtrak employees living in Illinois were \$82,899,912 during this period.

State-Assisted Services

The State of Illinois supports the operation of these three services—Chicago-St. Louis (the *State House*); Chicago-Carbondale (the *Illini*); and Chicago-Quincy (the *Illinois Zephyr*). In addition, the State of Illinois, jointly with the State of Wisconsin, supports the daily *Hiawatha* service operating between Chicago and Milwaukee. The *Hiawathas* provide seven daily frequencies between the two cities.

Ridership on the Chicago-St. Louis service (including the *State House*) was up 13.7% in FY05 over FY04. It was up 12.8% on the *Illini*, up 8.9% on the *Illinois Zephyr*, and up 14.1% on the *Hiawathas*.

High-speed Rail

The Association of American Railroads, the Federal Railroad Administration, and the Illinois Department of Transportation are funding a comprehensive track improvement, signal enhancement and grade-crossing improvement project between Mazonia (between Joliet and Dwight) and Springfield on a 120-mile segment of Union Pacific-owned track. Amtrak is furnishing test trains and technical expertise for the project, which has been tested at 110 mph successfully. This project, when completed, will allow Amtrak's current six daily trains to travel at speeds as high as 110 mph, up from the current 79 mph, with the ultimate goal being a reduction in travel time between Chicago and St. Louis from the current five and a half hours to approximately four hours.

The advanced signaling system is an enhanced version of Amtrak's radio-based train communication system, the Incremental Train Control System (ITCS), that is currently in high-speed revenue service on Amtrak-owned track in Michigan and works to prevent train-to-train collisions, train overspeed conditions, and protect on-track roadway workers.

Major Facilities

Chicago Union Station: Chicago Union Station is owned by an Amtrak subsidiary, the Chicago Union Station Company (CUSCO). The station was designed by famed Chicago architect Daniel Burnham and opened in May 1925 after ten years of construction at a cost of \$75 million dollars. The main physical attraction of Amtrak's Great Hall at Chicago Union Station is the 300-foot-long barrel-vaulted skylight that soars 115 feet over the room.

In 1991, work was completed on a \$32 million passenger facilities improvement project that included renewal of the station's waiting areas, new ticket windows, baggage handling system and the removal of the blackout paint from the Great Hall's skylight. Also included are plans for the completion of 26-story office towers envisioned by the original station Headhouse Building design in 1918, but never built. The current office space and station façade rises eight stories and occupies a full city block on Canal, Adams and Clinton Streets, with Jackson Boulevard to the south.

Brighton Park: Chicago's Brighton Park Maintenance Facility was revived in late September 2003 as part of Amtrak's plan to restore equipment to a state of good repair. The facility, which had been closed in 2001, provides preventive maintenance on trains operating from Chicago on a 92- and 365-day cycle.

Switching Yard: South of Amtrak's Chicago Union Station, Amtrak operates a switching yard that is responsible for maintaining Amfleet, Superliner, Horizon, Heritage, and Viewliner cars, as well as P42 locomotives that are in use throughout the Amtrak system.

Central Division: Chicago is the headquarters of Amtrak's Central Division. It is responsible for the operation of all Amtrak trains in 18 Midwestern states.