



Amtrak Fact Sheet, Fiscal Year 2004

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* (daily Chicago-Akron-Pittsburgh-Philadelphia-New York)*

*Service to be discontinued 3/7/05.

During FY04 Amtrak served the following Illinois locations:

<u>City</u>	<u>Ridership</u>
Alton	30,221
Bloomington/Normal	82,905
Carbondale	67,664
Carlinville	5,177
Centralia	9,666
Champaign-Urbana	76,633
Chicago*	2,346,748
Du Quoin	4,442
Dwight	4,610
Effingham	9,297
Galesburg	63,826
Gilman	995
Glenview	32,708
Homewood	21,217
Joliet	22,466

Kankakee	8,897
Kewanee	6,345
La Grange Road	6,679
Lincoln	13,871
Macomb	36,630
Mattoon	14,249
Mendota	11,997
Naperville	30,845
Plano	1,921
Pontiac	7,462
Princeton	16,648
Quincy	28,843
Rantoul	965
Springfield	98,623
Summit	3,130
Total Illinois Ridership	3,065,680

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

Procurement/Contracts

Amtrak expended \$56,759,840 for goods and services in Illinois in FY04. Much of this money was spent in the following locations:

City	Amount
Bellwood	\$ 4,790,566
Carol Stream	\$ 2,099,705
Chicago	\$ 20,470,588
Crete	\$ 2,315,113
Elgin	\$ 5,502,424
Frankfort	\$ 2,500,000
Hanover Park	\$ 5,039,213
Itasca	\$ 1,537,632
Lisle	\$ 4,272,145
South Holland	\$ 988,536

Employment

During fiscal year 2004, Amtrak employed 2,016 Illinois residents. Total wages of Amtrak employees living in Illinois were \$83,493,489 during this period.

State-Assisted Services

The State of Illinois supports the operation of the following three daily train 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.

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 in 2005, 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 ("Make no small plans: they have no magic to stir men's blood") and opened in May 1925 after ten years of construction at a cost of \$75 million dollars. That would equal more than \$810 million in 2004 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 (nearly \$45 million in 2004 dollars) 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 was 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.