



Amtrak Fact Sheet State of Illinois

Amtrak Service & Ridership

Amtrak serves Illinois with 52 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)

During FY03 Amtrak served the following Illinois locations:

<u>City</u>	<u>Ridership</u>
Alton	26,995
Bloomington/Normal	74,399
Carbondale	62,998
Carlinville	5,023
Centralia	9,384
Champaign-Urbana	75,682
Chicago*	2,179,255
Du Quoin	3,547
Dwight	4,616
Effingham	9,124
Galesburg	58,129
Gilman	747
Glenview	24,456
Homewood	18,140
Joliet	21,268
Kankakee	7,655

Kewanee	5,882
La Grange Road	5,990
Lincoln	12,655
Macomb	35,351
Mattoon	13,055
Naperville	28,872
Plano	2,078
Pontiac	8,092
Princeton	14,539
Quincy	27,704
Rantoul	923
Springfield	92,379
Summit	2,722
Total Illinois Ridership	2,842,108

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

Procurement/Contracts

Amtrak expended \$42,614,889 for goods and services in Illinois in FY03. Most of this money was spent in the following locations:

City	Amount
Chicago	\$8,046,802
Frankfort	\$12,682,300
Hanover Park	\$1,791,763
Rosemont	\$1,145,027
South Holland	\$1,442,553

Employment

As of December 2003, Amtrak employed 2129 Illinois residents. Total wages of Amtrak employees living in Illinois were \$66,155,987 in calendar year 2003.

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 *Hiawatha*'s provide seven daily frequencies between the two cities.

Amtrak Mayor's Advisory Council

Mayor Charles W. Scholz of Quincy, Illinois is an active member of Amtrak's national Mayor's Advisory Council. The council was formed in 1999 to strengthen and build public/private partnerships, to raise national and local levels of awareness regarding the importance of passenger rail -- as a tool for economic development, mobility and congestion relief, to inform mayors as to the local initiatives that benefit Amtrak, and to serve as an advisory board to Amtrak on passenger rail issues.

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, IL and Springfield, IL 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

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 also the home of one of the six National Divisions, the Central Division, located at 525 W. Van Buren Street and Chicago Union Station. This division is responsible for over 50 trains each day that use Chicago Union Station.