



## Regional Working Group Meeting 1

# WELCOME

# OPENING REMARKS

## Opening Remarks

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Name	Title	Region	Workshop
Amit Bose	Administrator, Federal Railroad Administration	Southwest	2/15/2023
		Northwest	2/14/2023 (Virtual)
		Midwest	2/9/2023 (Virtual)
		Central	2/7/2023 (Virtual)
Jennifer Mitchell	Deputy Administrator, Federal Railroad Administration	Northeast	2/3/2023
Michael Lestingi	Executive Director, Federal Railroad Administration	Southeast	1/31/2023
Peter Schwartz	Acting Director, FRA Office of Railroad Planning & Engineering	Midwest	2/9/2023
		Central	2/7/2023

# AGENDA AND MEETING OBJECTIVES

# Agenda

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- Welcome & Introductions
- Long-Distance Service 101 and Study Overview
- Current Long-Distance Network and Routes
- Pre-1971 and Discontinued Routes
- Baseline and Market Conditions
- Potential New Market Connections and Opportunities
- Evaluation Factors Review and Discussion
- Amtrak and Communities Working Together
- Closing and Next Steps

## Meeting Objectives

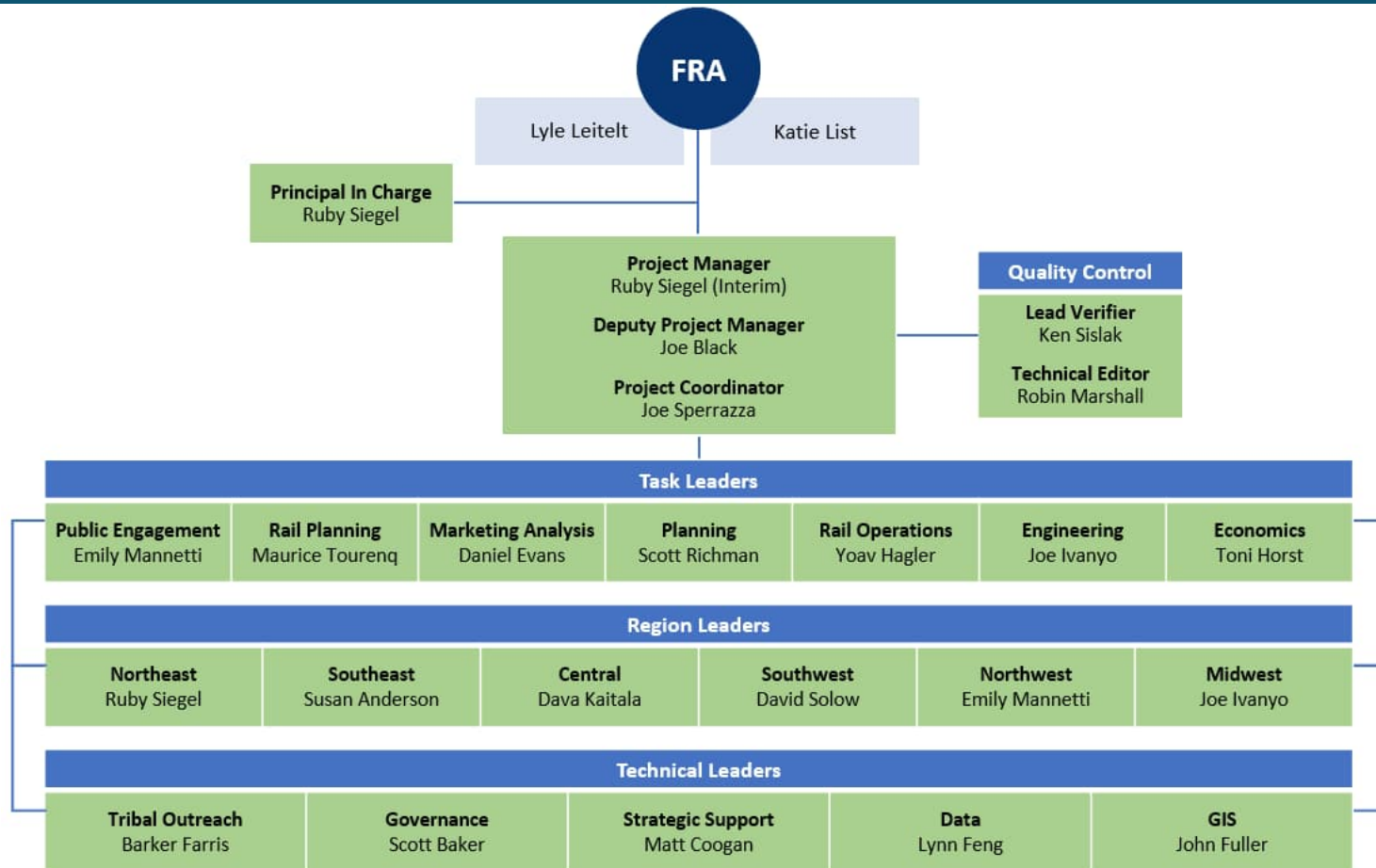
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- Inform stakeholders about Long-Distance passenger rail service
- Inform stakeholders about the FRA-Led Amtrak Daily Long-Distance Service Study
- Brief stakeholders about progress on the study's analysis of current routes, discontinued routes, and travel market assessments
- Receive input from stakeholders on:
  - Existing and planned rail infrastructure and services in the region
  - Potential new routes, communities, frequencies, or service changes for the study to consider
  - Evaluation factors
  - Recommendations on how Amtrak and communities can engage to support Long-Distance passenger rail services

# INTRODUCTIONS

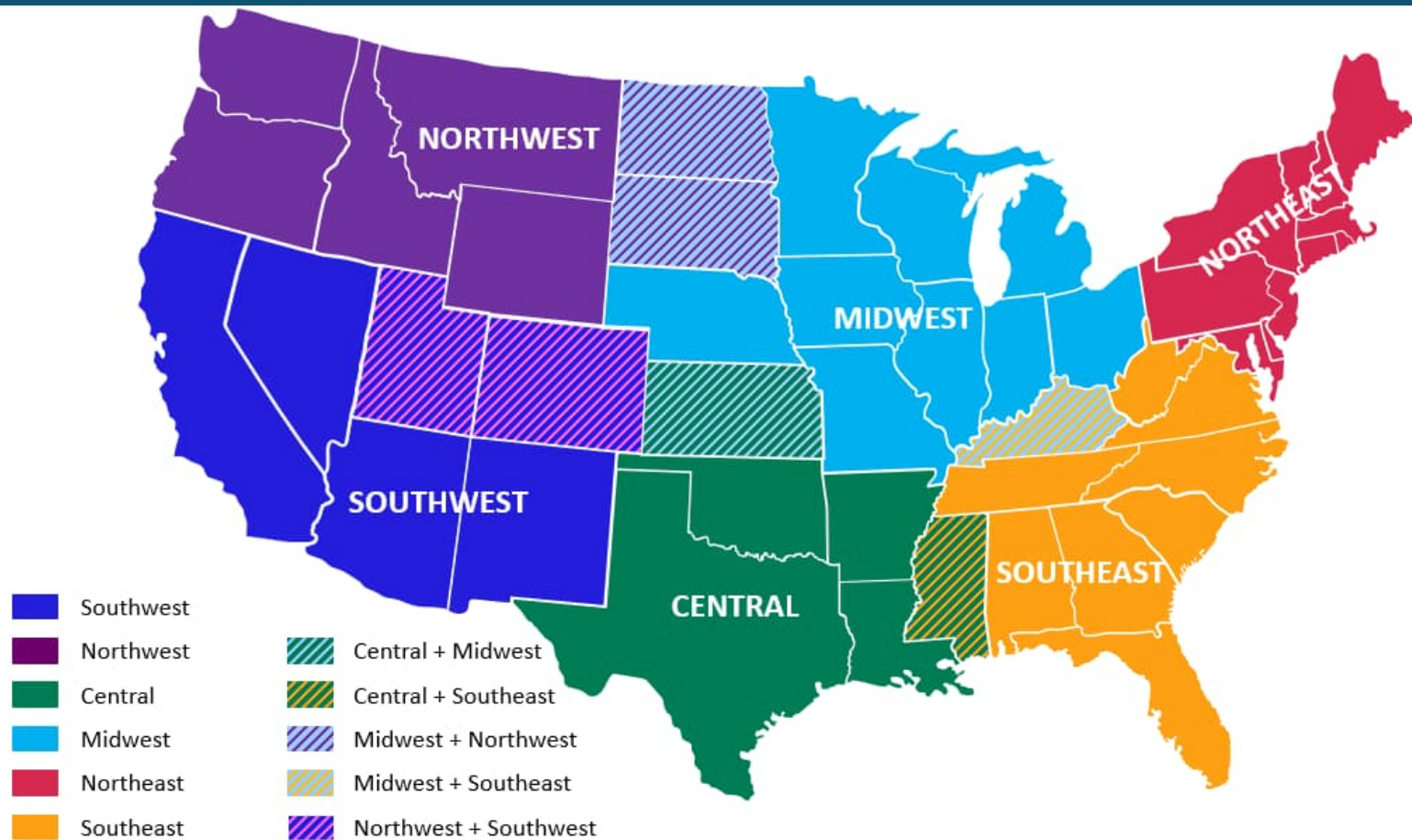


# Study Team



# WORKING GROUP PARTICIPANT INTRODUCTIONS

# Long-Distance Service Study Regional Working Groups



# LONG- DISTANCE SERVICE 101

# What are Long-Distance Routes?

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- Long-Distance Routes Statutorily Defined
  - Routes over 750 miles, between endpoints that Amtrak operates (defined in the Passenger Rail Investment and Improvement Act of 2008)
- Long-Distance Routes Practically Applied
  - Amtrak currently operates 15 Long-Distance routes, ranging from approximately 760 to 2,500 miles
  - Long-Distance routes:
    - ✓ Serve nearly half of the more than 500 train stations in the Amtrak system
    - ✓ Are part of Amtrak's National Network, which includes all routes outside of the Northeast Corridor – including state-supported routes
    - ✓ Operate almost entirely over host railroad tracks (not owned by Amtrak)
  - The federal government currently provides operating financial assistance for Long-Distance routes via an annual grant to Amtrak

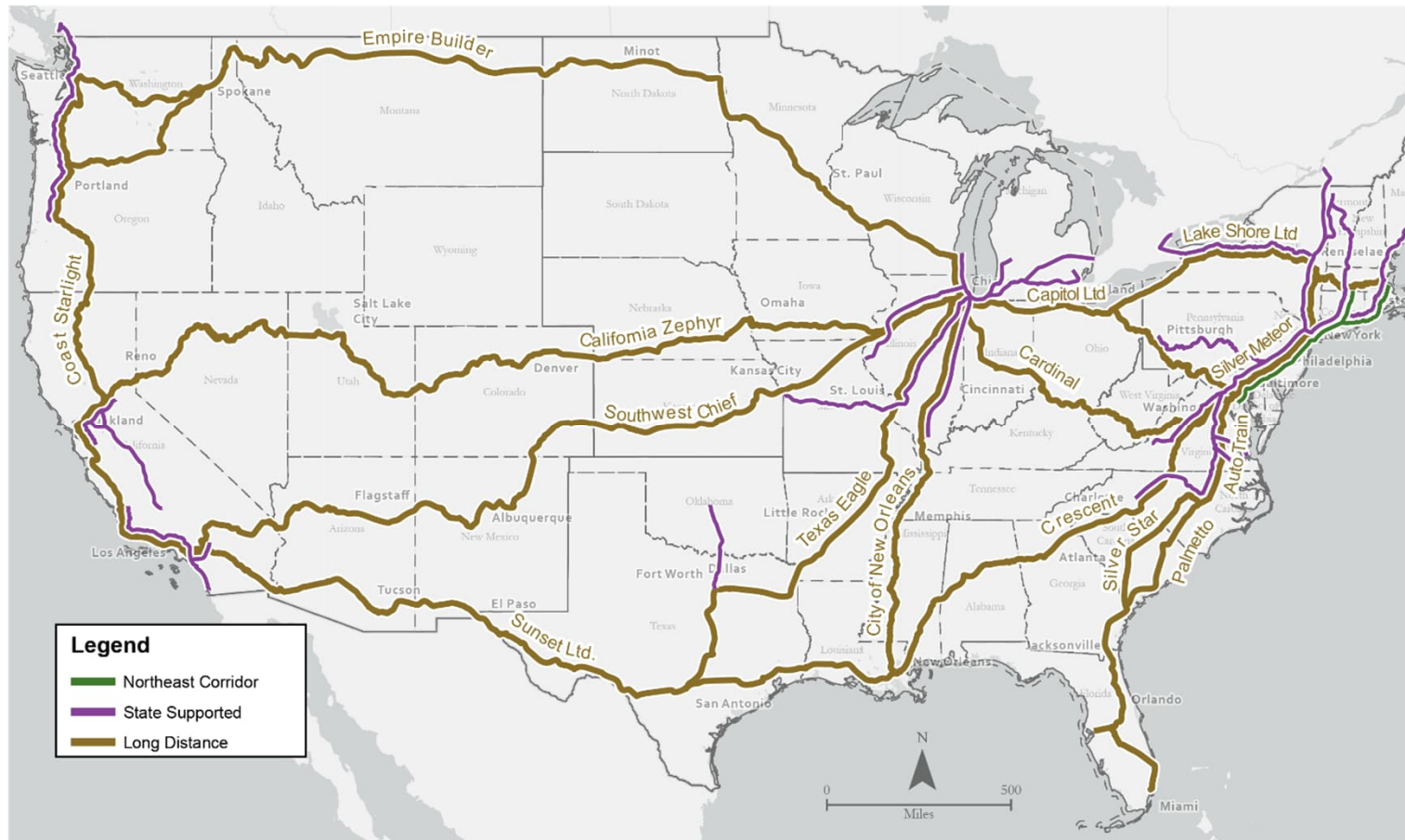
## Current Amtrak Long-Distance Routes

Route	Endpoints	Frequency	Travel Period
Auto Train	Sanford, FL and Lorton, VA	Daily	One night
California Zephyr	Emeryville, CA and Chicago	Daily	Two nights
Capitol Limited	Chicago and Washington, D.C.	Daily	One night
Cardinal	Chicago and New York, via Cincinnati	3X per week	One night
City of New Orleans	New Orleans and Chicago	Daily	One night
Coast Starlight	Los Angeles and Seattle	Daily	One night
Crescent	New Orleans and New York	Daily	One night
Empire Builder	Portland/Seattle and Chicago	Daily	Two nights
Lake Shore Limited	Chicago and New York/Boston, via Cleveland and Buffalo	Daily	One night
Palmetto	Savannah, GA and New York	Daily	Daytime
Silver Meteor	Miami and New York, via Charleston, SC	Daily	One night
Silver Star	Miami and New York, via Columbia SC	Daily	One night
Southwest Chief	Los Angeles and Chicago	Daily	Two nights
Sunset Limited	Los Angeles and New Orleans	3X per week	Two nights
Texas Eagle	San Antonio and Chicago	Daily	One night

# Amtrak Long-Distance Routes



# All Amtrak Routes (Long-Distance, State-Supported, NEC)

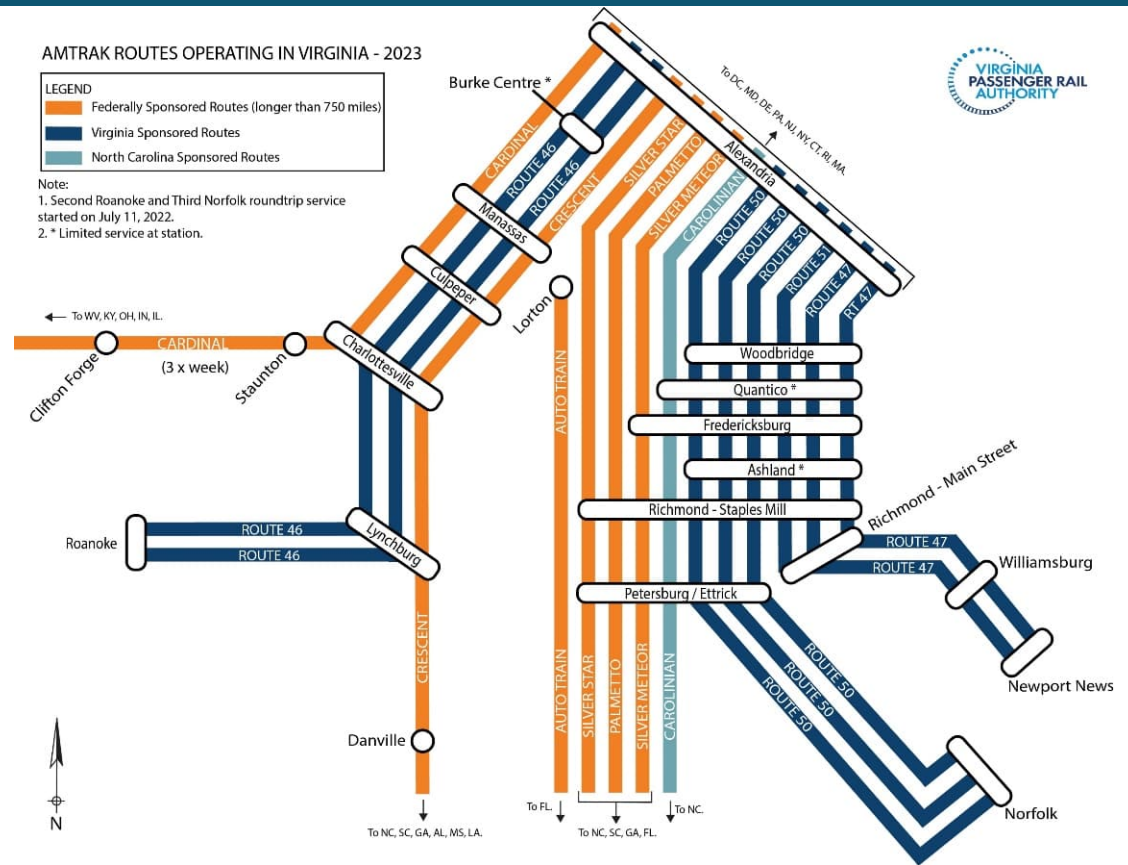




# Operating Environments

## NEC/State-Supported Connections

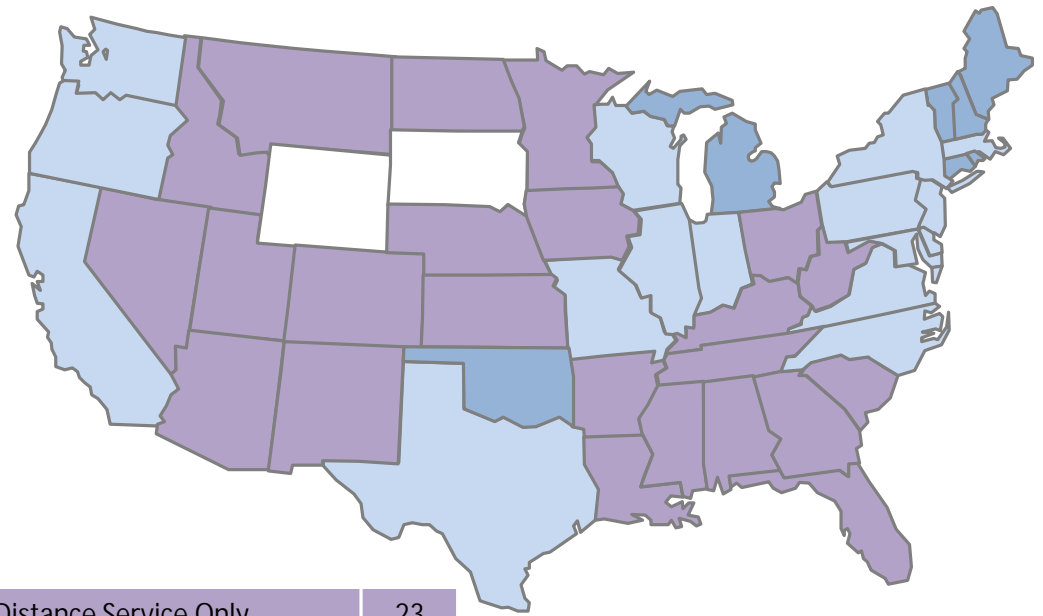
- In some states, Long-Distance service is adjacent or connected to state-supported and/or Northeast Corridor services, which generally run more frequently.



# Operating Environments

## Only Amtrak Service

- Long-Distance routes are the only Amtrak trains in 23 of the 46 states in the nationwide network.
- Long-Distance routes typically serve small and rural communities, in addition to metropolitan areas.
- Long-Distance routes generally run one time per day, in each direction – which leads to inconvenient arrival and departure times in some locations.



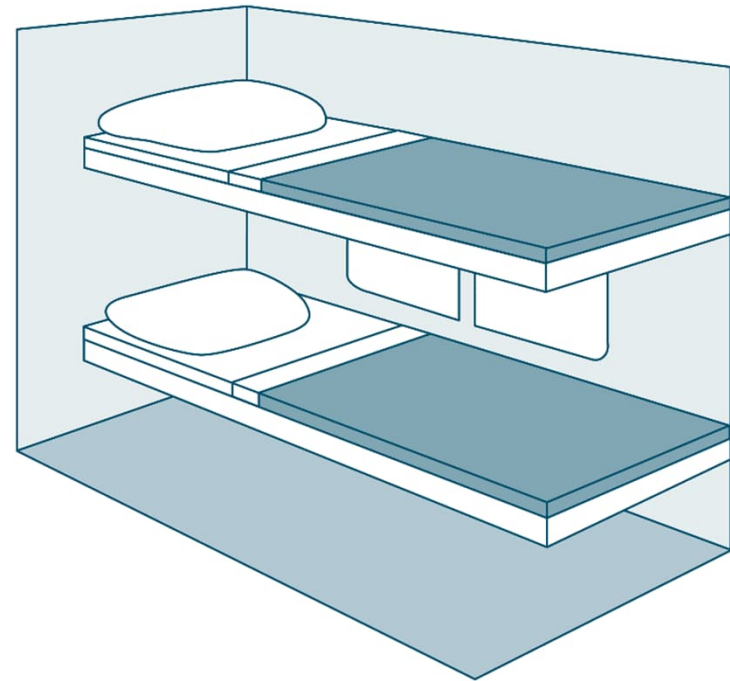
Long-Distance Service Only	23
Long-Distance & State-Supported	16
State-Supported Service Only	7
Total	46

# Host Railroads for Amtrak Routes



## Long-Distance Ticket Types

- **Coach Class:** Available on all Long-Distance routes
- **Sleeper Class:** Private rooms, includes meals, available on all Long-Distance routes except *Palmetto* (NYC - Savannah, GA)
- **Business Class:** Available on two routes – *Coast Starlight* (Los Angeles - Seattle) and *Palmetto*
- **Auto Train:** Transportation for passengers and their vehicles nonstop from the Washington, DC area to Florida (includes Coach Class and Sleeper Class)



## Customers and Trips

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### Ridership (FY 2019)

- Total Annual Ridership: 4.5 million
  - ✓ Coach Class: 82% of total Long-Distance route trips
  - ✓ Sleeper Class: 15% (represents 38% of Long-Distance ticket revenue)

### Connections

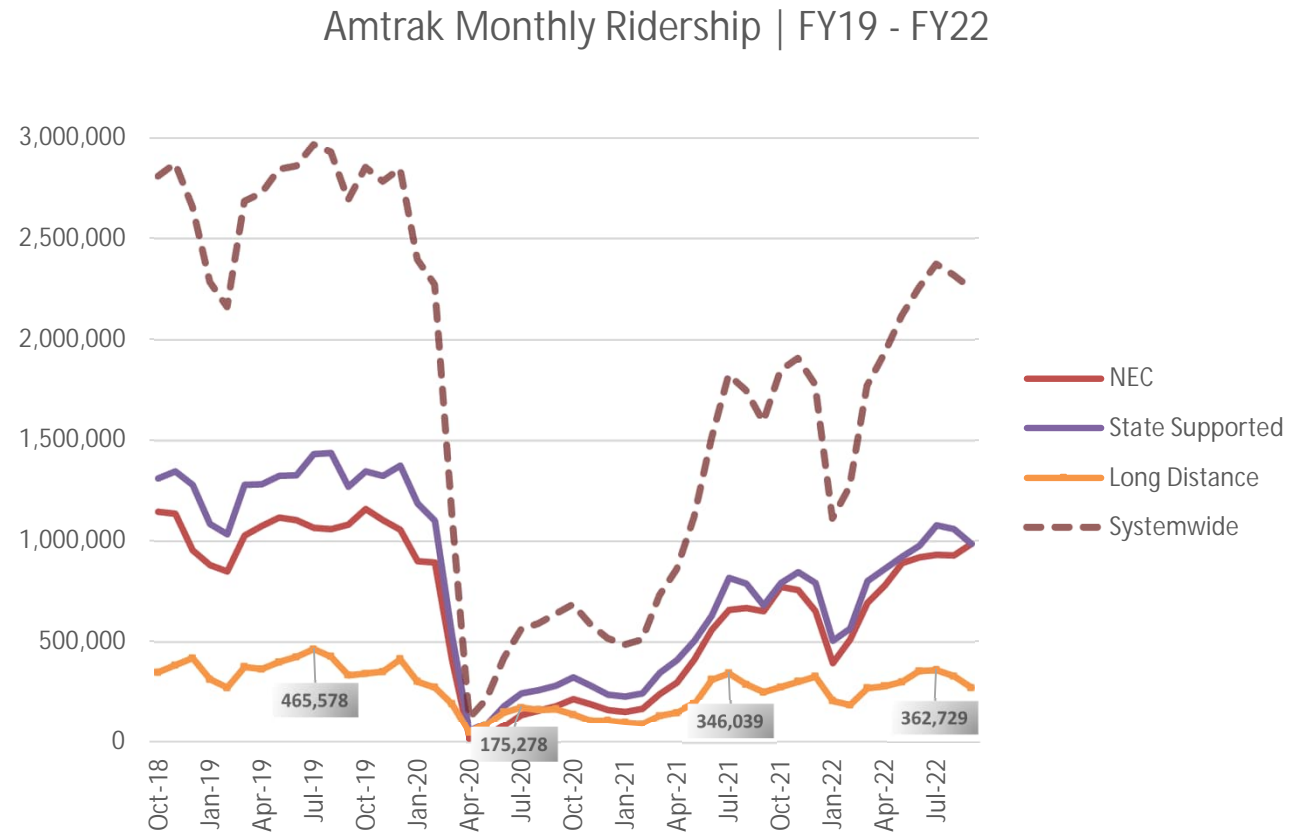
- 20% of Long-Distance passengers connect to another Amtrak service

### Average Trip Length (excludes *Auto Train*)

- Coach Class: 446 miles
- Sleeper Class: 1,015 miles
- Only 10% of Long-Distance customers travel from the route origin to route destination

# COVID Impacts & Recovery

- Long-Distance routes depart daily in each direction except the tri-weekly *Sunset Limited* and *Cardinal*
- From 2020 through October 2022, Long-Distance service experienced reduced frequencies due to COVID-19 impacts
- Frequencies restored on all routes in October 2022



# FRA LONG-DISTANCE SERVICE STUDY OVERVIEW

## Previous Long-Distance Studies

### 1971: Final Report on Basic National Rail Passenger System (USDOT)

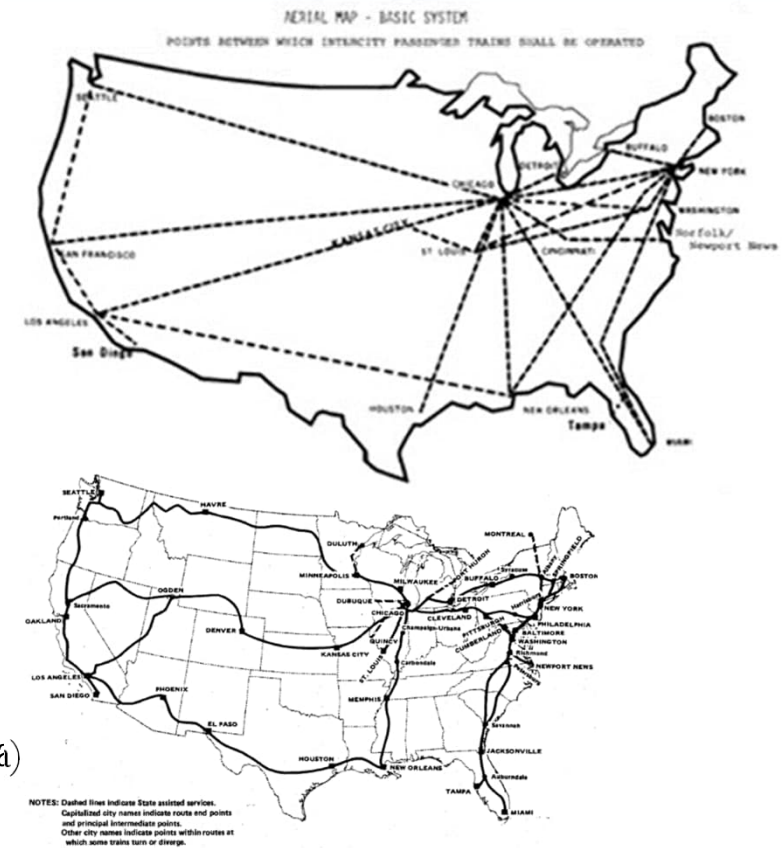
- Designated 21 city pairs between which Amtrak trains should operate

### 1978: Amtrak Improvement Act Studies (USDOT)

- Recommended eliminating 40% of Amtrak route mileage
- In response, Congress adopted criteria for route discontinuance that preserved some routes; Amtrak route system was reduced by 20%

### 2009: PRIIA 224 and 226 Studies (Amtrak)

- Pioneer* (Seattle - Chicago, via Denver and SLC/Ogden, UT)
- North Coast Hiawatha* (Chicago - Seattle, via Southern Montana)
- Gulf Coast Service (New Orleans - Sanford, FL)





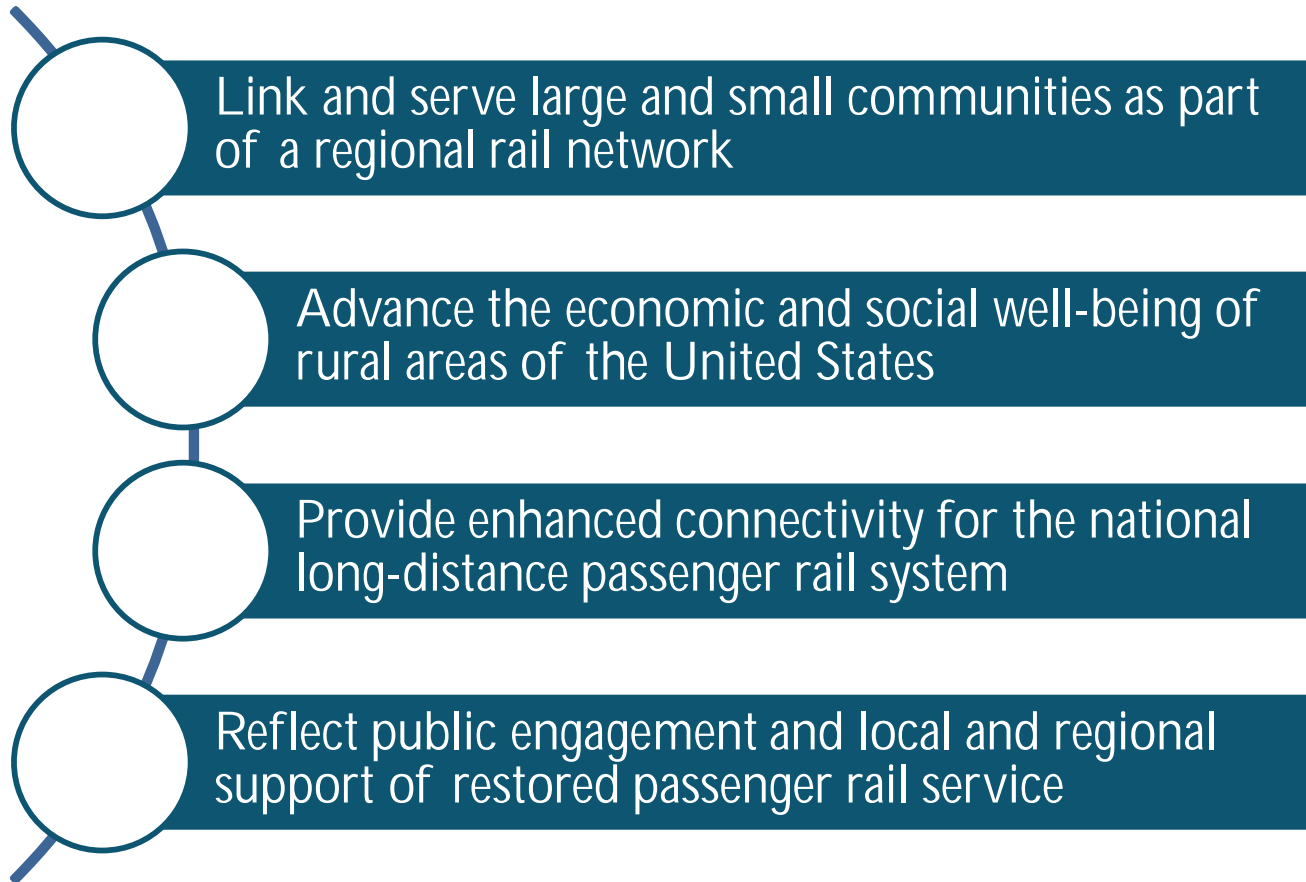
## About the FRA Long-Distance Service Study

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- The Infrastructure Investment and Jobs Act (IIJA) of 2021 requires FRA to conduct a study to evaluate the restoration of daily intercity rail passenger service along —
  - any Amtrak long-distance routes that have been discontinued
  - any Amtrak long-distance routes that occur on a nondaily basis
- FRA may also evaluate potential new Amtrak long-distance routes, including routes in service as of April 1971 but not continued by Amtrak

# Considerations for Potential New or Restored Long-Distance Routes

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# FRA Long-Distance Service Study – Report to Congress

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Preferred options for restoring or enhancing Long-Distance service

Prioritized inventory of capital projects to restore or enhance service

Federal and non-federal funding sources

Estimated costs and public benefits of restoring or enhancing intercity rail passenger transportation in the region impacted for each relevant Amtrak route

## FRA Long-Distance Service Study – FRA’s Preliminary Vision

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Common long-term vision for Long-Distance passenger rail service, and capital projects needed to implement that vision, based on existing conditions, future travel demand, and the role of long-distance services in linking communities across the country.

Potential institutional arrangements, financial requirements, and planning and development activities needed to implement the vision.

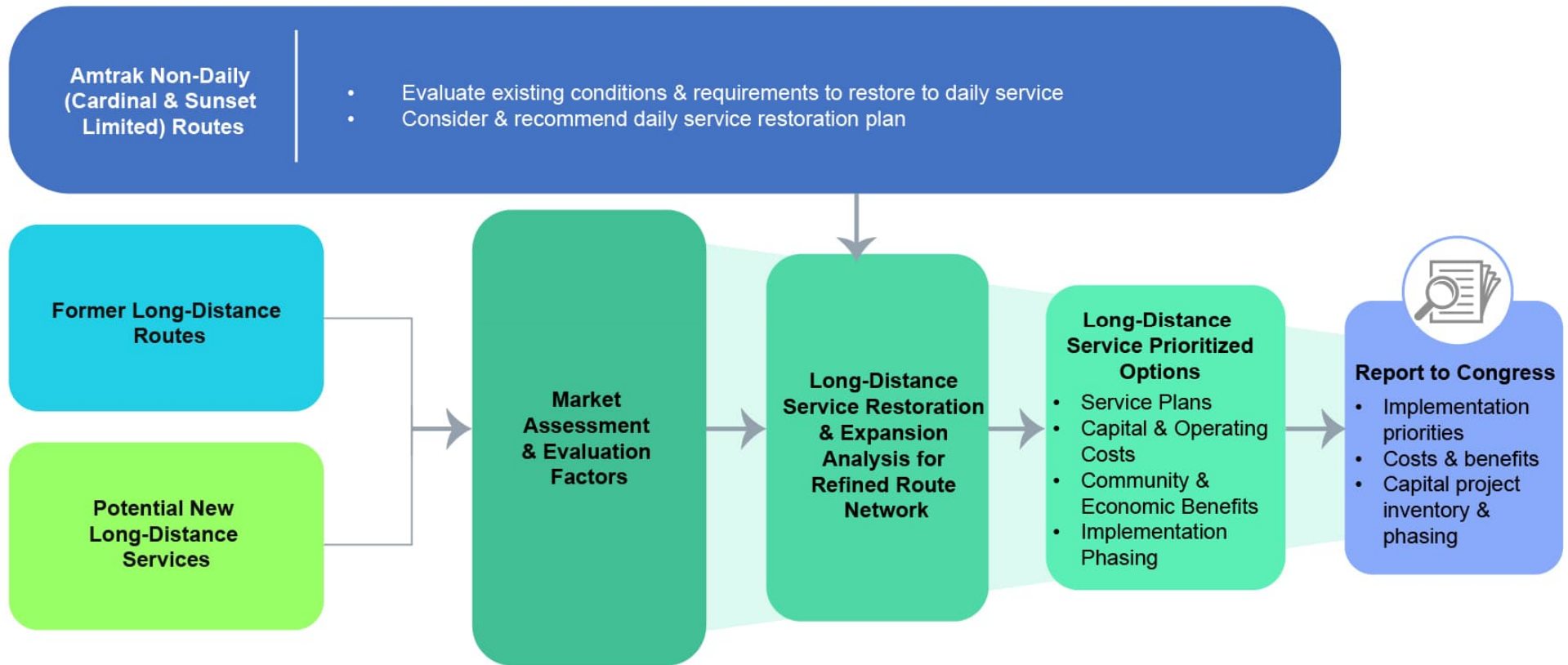
Strategies for Amtrak and other key stakeholders for implementation and coordination in development of long-distance routes, including potential opportunities and efficiencies in Amtrak’s management and implementation of long-distance services.

## Overview of Long-Distance Service Study Scope

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- Plan and execute agency, stakeholder, and public engagement
- Review previous long-distance services
- Assess current long-distance services and travel market
- Develop study methods and tools
- Develop restoration and expansion concepts
- Identify preferred options and prioritization
- Develop costs, benefits, and financing information
- Identify final recommendations and implementation strategies
- Issue final report

# Long-Distance Service Study Approach



# Long-Distance Service Study Expectations

<u>What this Study IS</u>	<u>What this Study IS NOT</u>
Focused on long-distance network	A “National Rail Plan”
An assessment of routes over 750 miles	An assessment of state-supported routes
Focused on Amtrak as service provider	Identifying other service providers
Service frequencies to meet long-distance markets	High-frequency service
Utilization of existing rail corridors	Identifying new “greenfield” alignments
Conventional rail/technology	High-speed or other emerging technologies

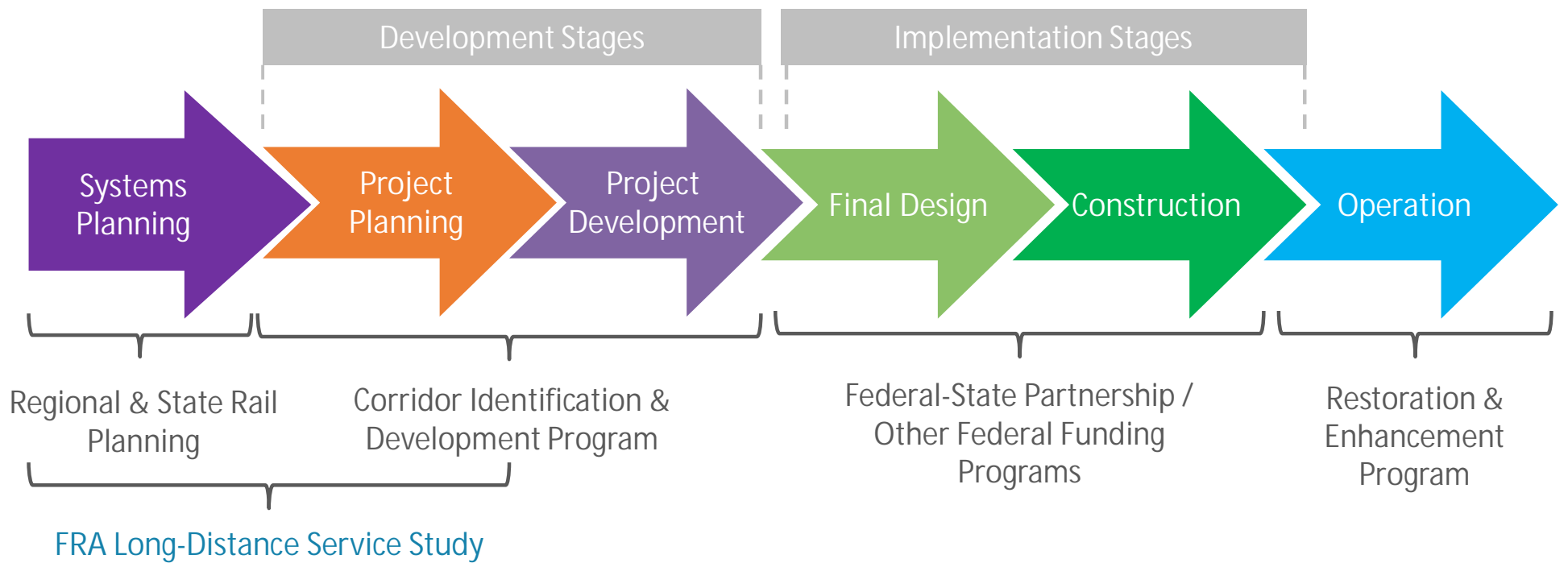
## Long-Distance Service Study Technical Outputs

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- Market and operations and maintenance (O&M) cost assessments that emphasize the benefits and costs of both the existing and an expanded long-distance network
  - Includes developing demand, revenue, and O&M cost estimates for specific routes under consideration
- All non-capacity-related capital projects for routes under consideration, which includes:
  - Passenger-specific capital projects (i.e., stations, rolling stock, passing sidings for passenger-on-passenger train meets)
  - Asset condition-related host railroad infrastructure improvements (e.g., upgrading track class, upgrading signaling, applying or enhancing positive train control [PTC])
- Sketch-level capacity-related improvements
  - Would not result in the identification of specific projects for inclusion in the “prioritized inventory”



# Long-Distance Service Study in FRA Project Lifecycle Stages

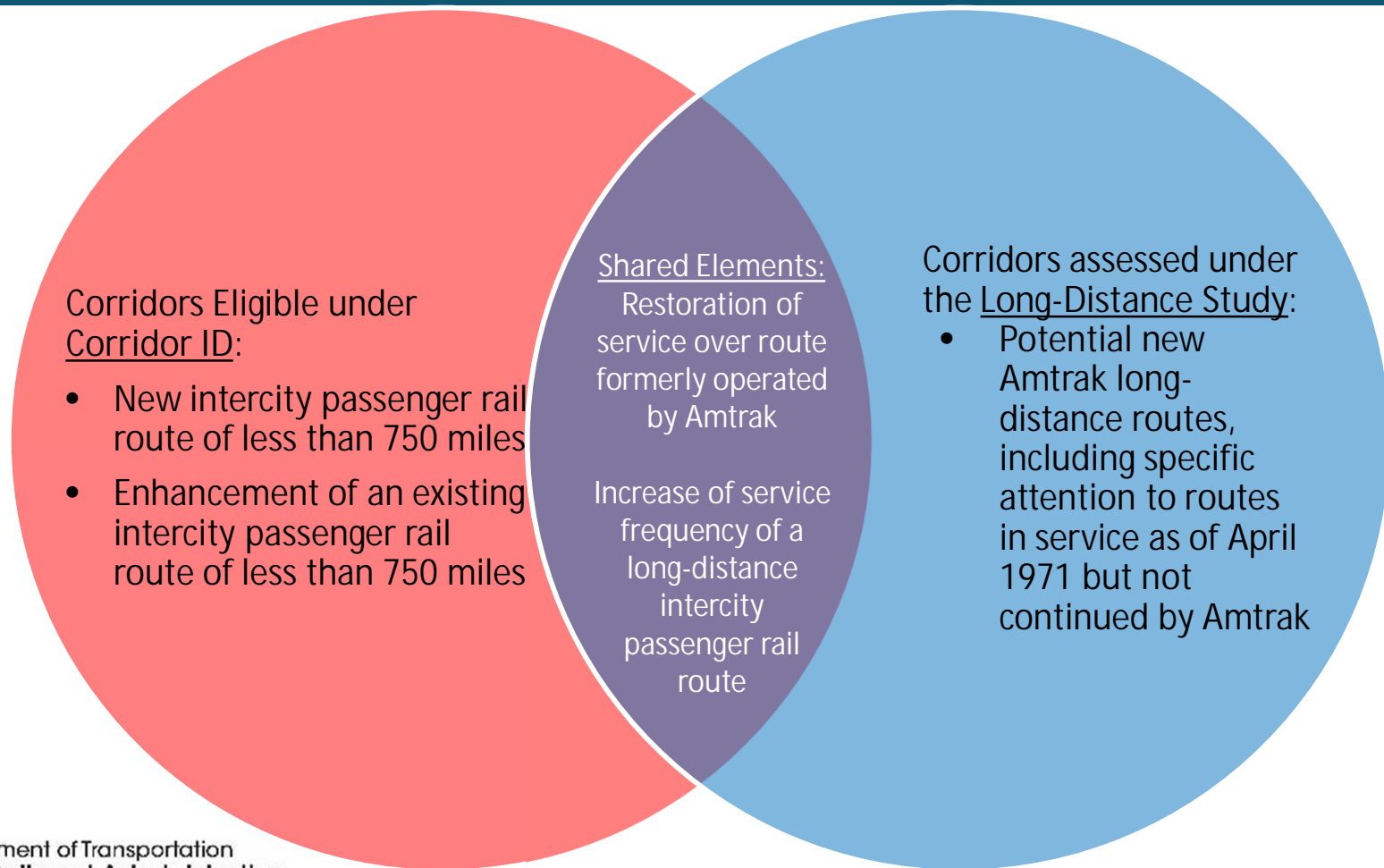


## Corridor Identification and Development Program Overview

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- The IIJA established the Corridor ID Program to facilitate the development of intercity passenger rail corridors and create a foundational framework for identifying and developing new or improved intercity passenger rail services
- Requires FRA to:
  1. Solicit proposals for implementing new or improving existing intercity passenger rail service
  2. Select proposals for development under the Program
  3. For each selected proposal, partner with the entity that submitted the proposal to prepare or update an existing Service Development Plan (SDP), which must include a corridor project inventory
  4. Establish a prioritized pipeline of projects that may be implemented with funding provided under FRA's (and potentially other federal) capital investment financial assistance programs
- Eligibility includes both short-distance (less than 750 miles) services, along with increasing the frequency of long-distance service, and restoring service over any route formerly operated by Amtrak

# Long-Distance Service Study & Corridor ID Nexus



## Congressional Support - IIJA

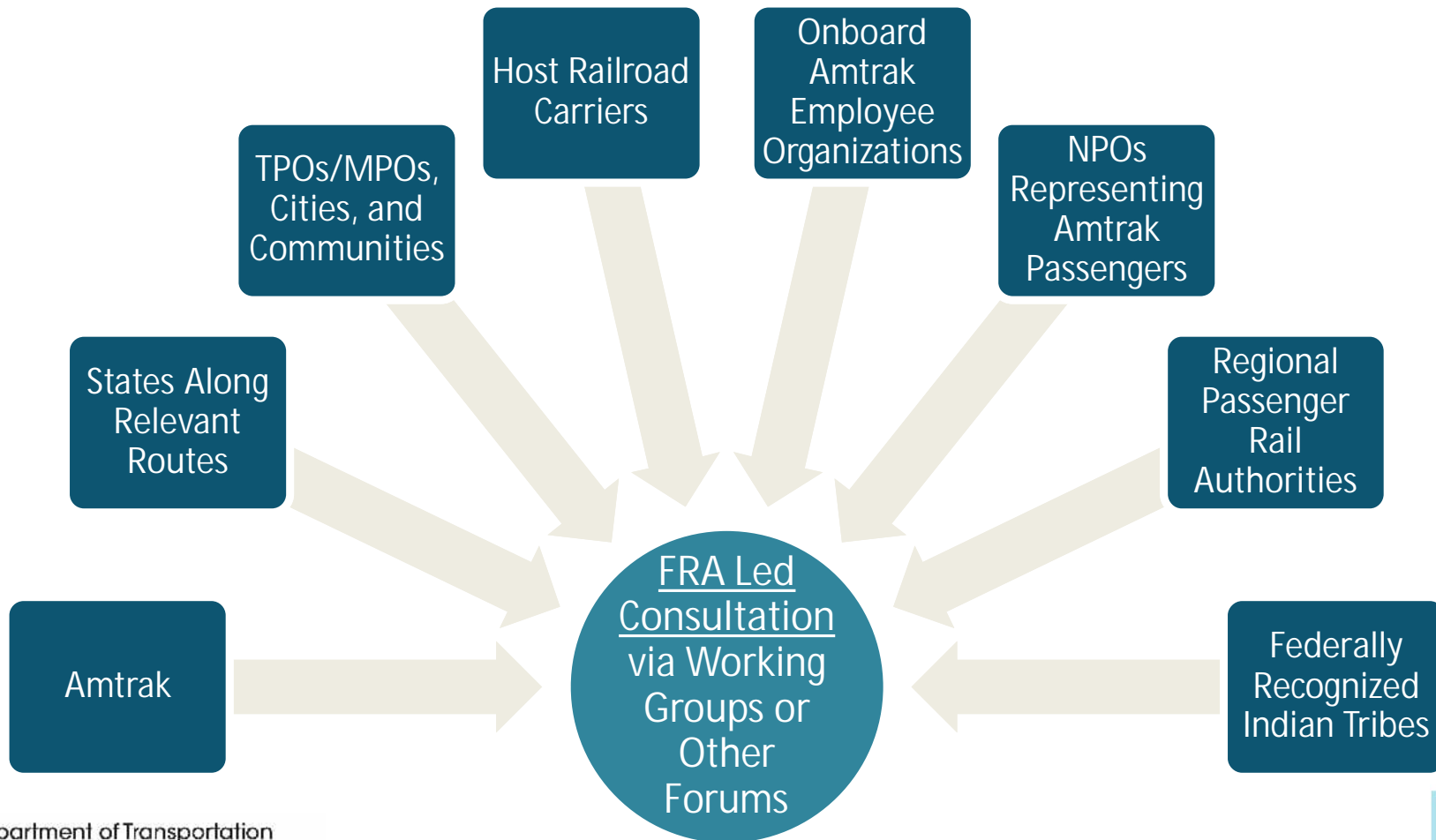
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Section 22210(b) – Protecting Amtrak Routes Through Rural Communities limits the discontinuance or substantial alteration of existing long-distance routes:

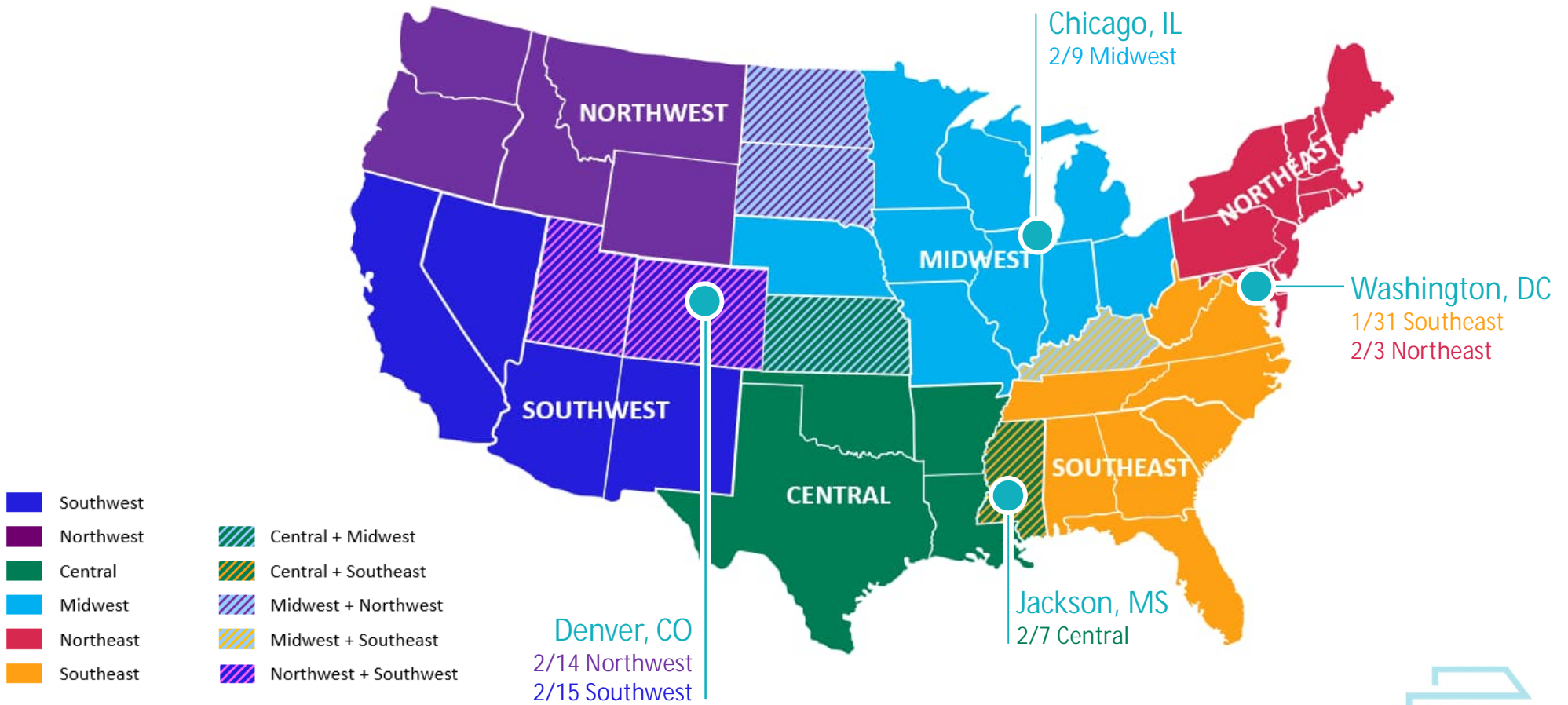
Amtrak may not discontinue, reduce the frequency of, suspend, or substantially alter the route of rail service on any segment of any long-distance route in any fiscal year in which Amtrak receives adequate federal funding for such route on the national network.

# ENGAGEMENT

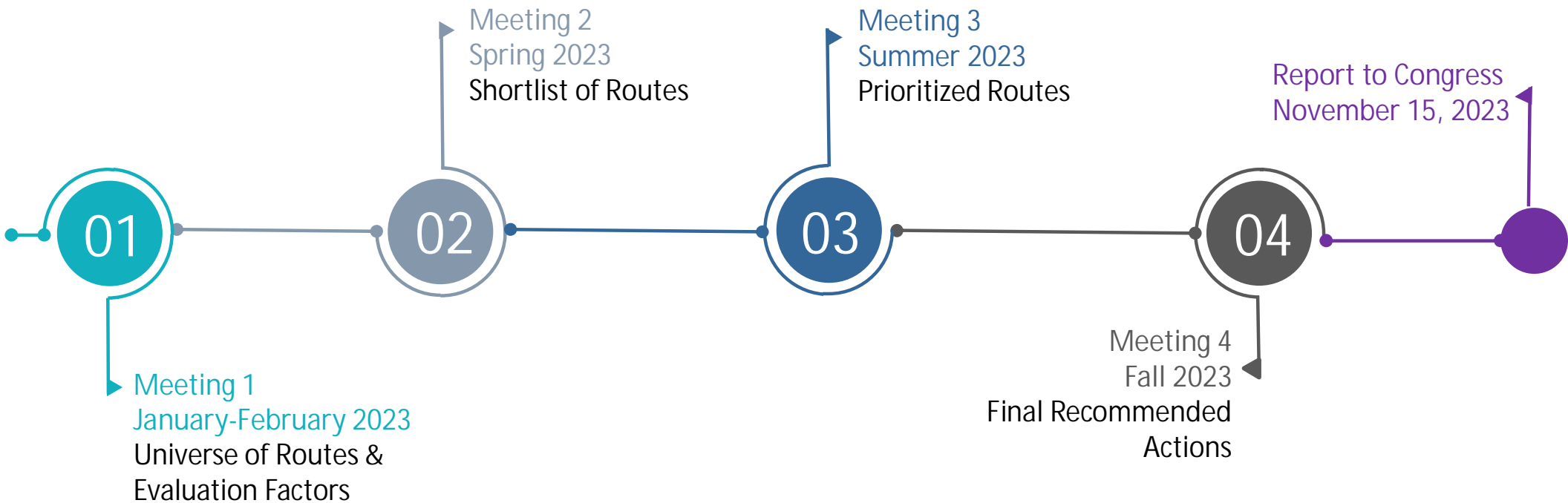
# Long-Distance Service Study Stakeholders



# Long-Distance Service Study: Working Group Meeting 1

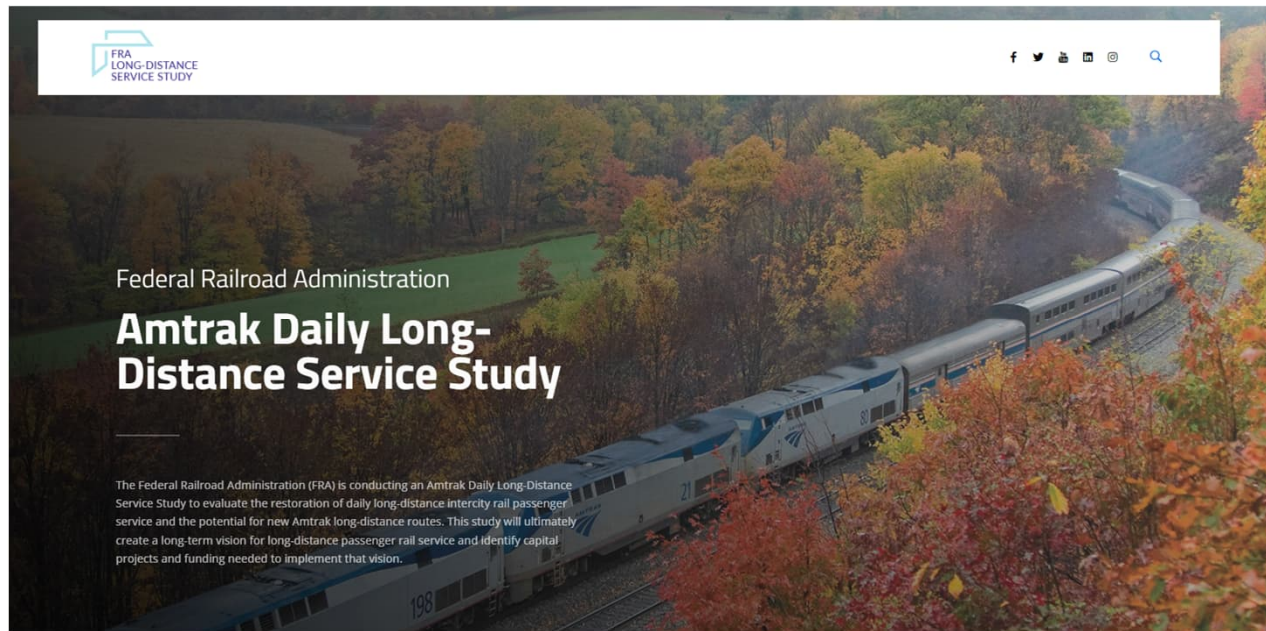
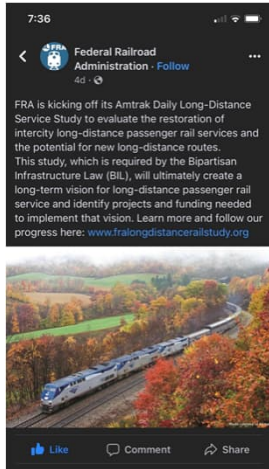


# Long-Distance Service Study Engagement Schedule





# Long-Distance Service Study Website and Social Media



[www.fralongdistancerailstudy.org](http://www.fralongdistancerailstudy.org)

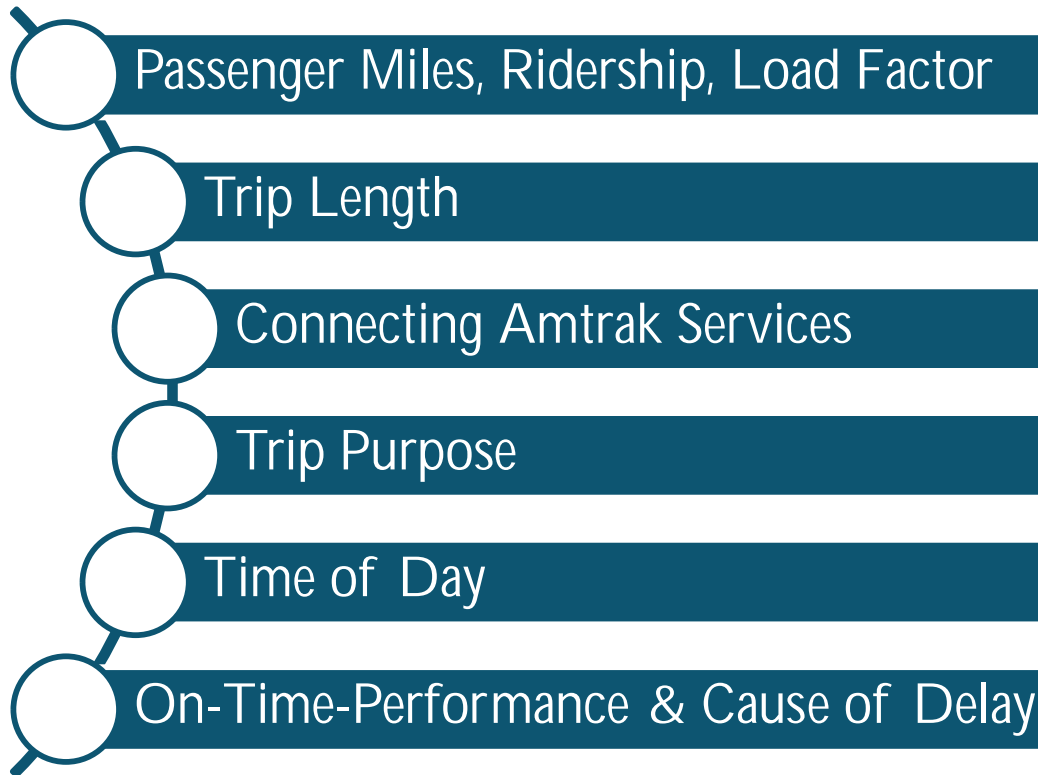


# CURRENT LONG- DISTANCE NETWORK & ROUTES – NATIONWIDE

# Amtrak Long-Distance Routes



# Long-Distance Network Service and Performance Characteristics

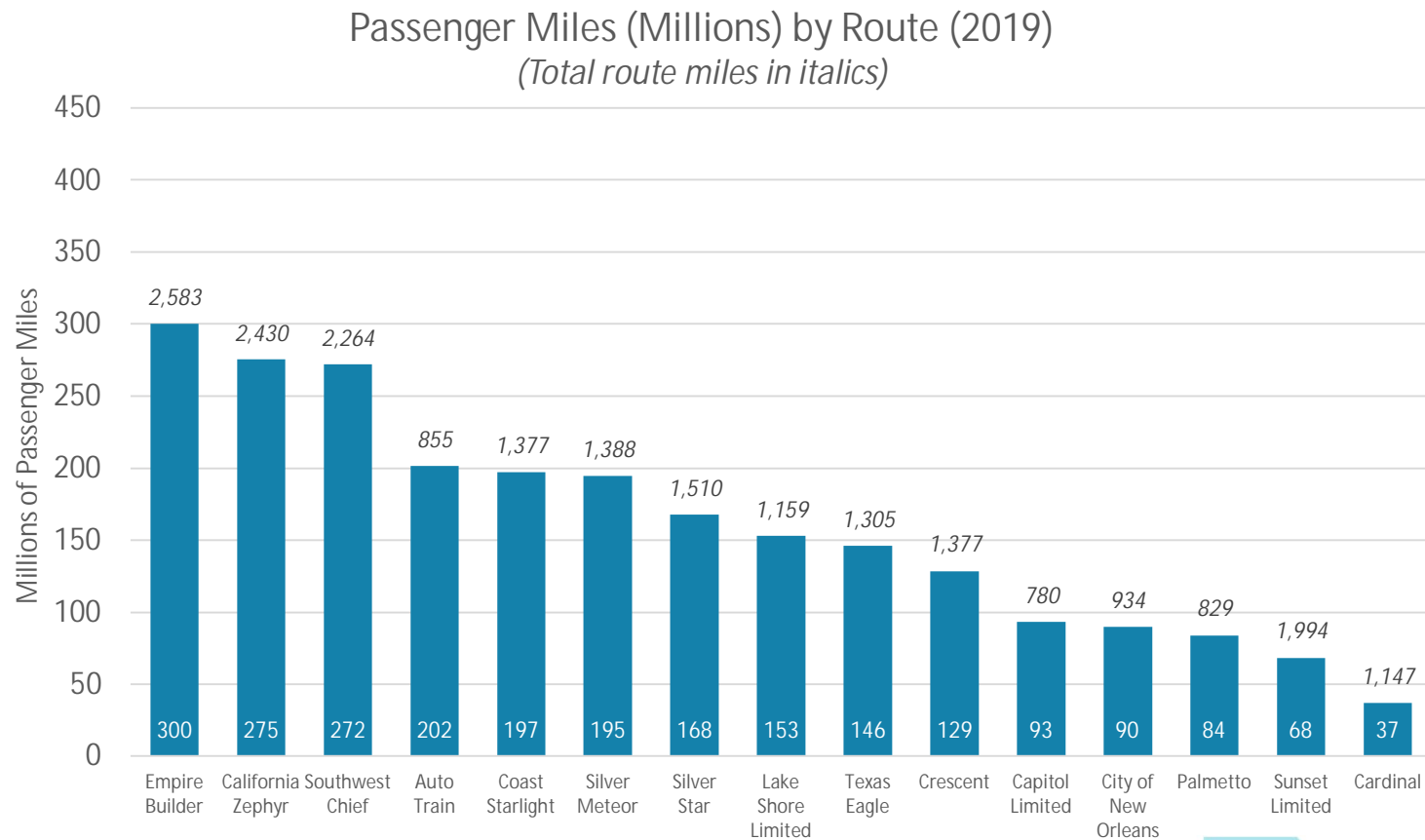


- Unless otherwise noted, data on the following slides are from FY 2019
- Due to long-distance service reductions from 2020 through October 2022, much of the data from that time are not necessarily representative of current conditions

# Long-Distance Network Service and Performance Characteristics

## Annual Passenger Miles

- Non-daily routes *Cardinal* and *Sunset Limited* have the lowest number of annual passenger miles
- Longest routes have the most annual passenger miles



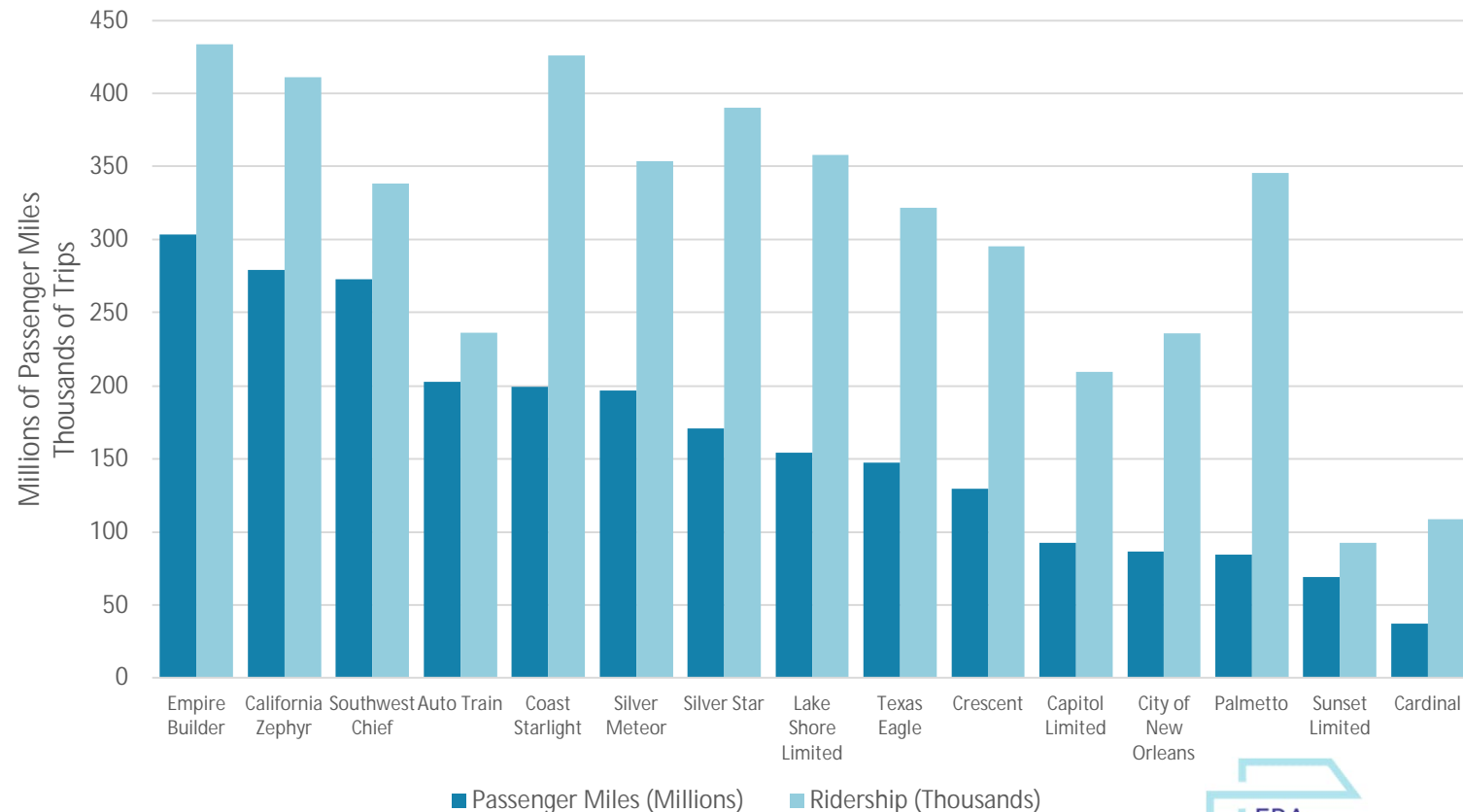
Source: Amtrak, Fiscal Year 2019. Data on boardings and average trip distance by route, station, and service class.

# Long-Distance Network Service and Performance Characteristics

## Annual Passenger Miles & Annual Ridership

- *Empire Builder, Coast Starlight, and California Zephyr* have the highest ridership

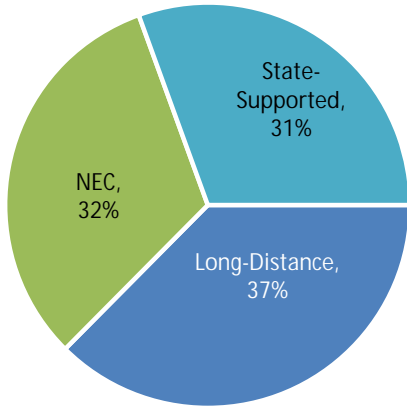
Passenger Miles and Ridership (2019)



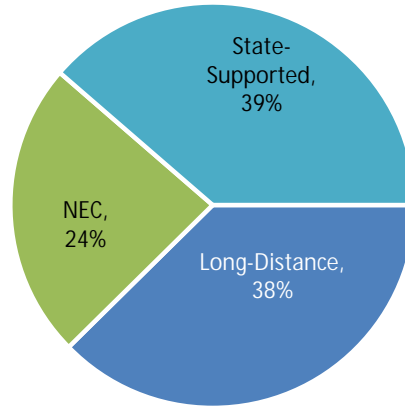
Source: Amtrak, Fiscal Year 2019. Data on boardings and average trip distance by route, station, and service class.

# Long-Distance Network Service and Performance Characteristics

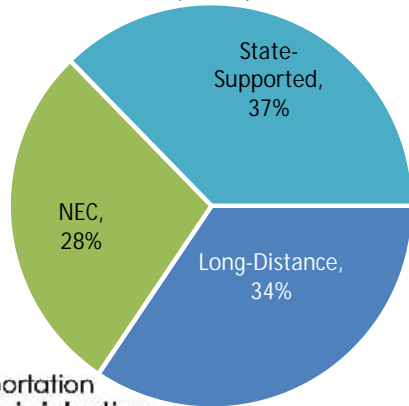
Share of Annual Passenger Miles (2019)



Share of Annual Train Miles (2019)



Share of Annual Seat Miles (2019)



Fiscal Year 2019	Long-Distance	Northeast Corridor (NEC)	State Supported
Annual Passenger Miles (Millions)	2,429	2,076	1,983
Annual Seat Miles (Millions)	4,375	3,593	4,735
Average Load Factor	56%	58%	42%
Annual Train Miles (Millions)	14.3	9.0	14.7
Average Passenger Miles per Train Mile	169	230	135

Source: Amtrak Monthly Performance Reports (FY 2019)

- Long-Distance has the greatest share of Annual Passenger Miles in FY2019

# Long-Distance Network Service and Performance Characteristics



## Passenger Load Factor on Long-Distance Trains

- Passenger load relative to capacity for Coach and Business Class service, expressed as a percent
- Higher load factors:
  - Near Chicago
  - Along the East Coast
  - On *Coast Starlight* north of Oakland
  - On *Southwest Chief* between Los Angeles and Albuquerque
- Lower load factors on non-daily services



## Auto Train – Special Case

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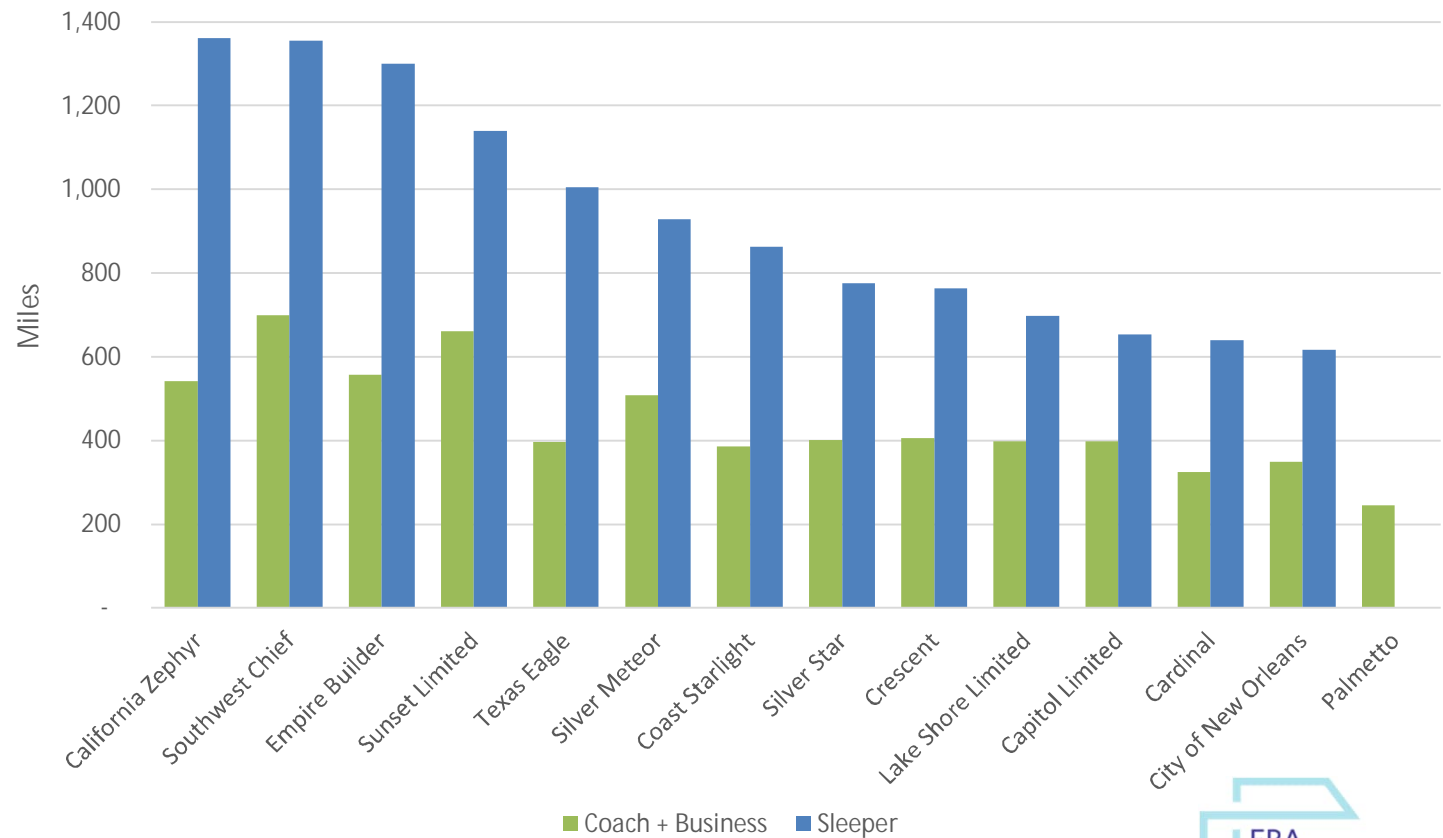
- *Auto Train* is excluded from some of the analyses - while it meets the statutory definition of Long-Distance passenger rail service (being over 750 miles in length, and offering service between endpoints that Amtrak operates), it is unique in several ways:
  - *Auto Train* only serves two stations – Lorton, VA and Sanford, FL; there are no intermediate stations on the route
  - *Auto Train* is a specialized and unique service offering in that it is designed to transport passengers *and* their vehicles between Virginia and Florida; Amtrak will ticket only passengers with vehicles
  - The catchment areas for this route are also unique – for example, the catchment area for the Lorton, VA station extends north and west from the station for considerable distances (roughly within a 6- to 8-hour drive)
  - There are no Amtrak connections available at the two endpoint stations

# Long-Distance Network Service and Performance Characteristics

## Average Trip Length

- Combined Coach and Business Class service
- Average trip length on Coach Class service is 446 miles, Sleeper Class is 1,015 miles (not including *Auto Train*)
- Coach Class makes up 82% of trips
- Business Class is only offered on a few routes, and makes up 3% of trips

Average Trip Length by Route and Service Class (2019)



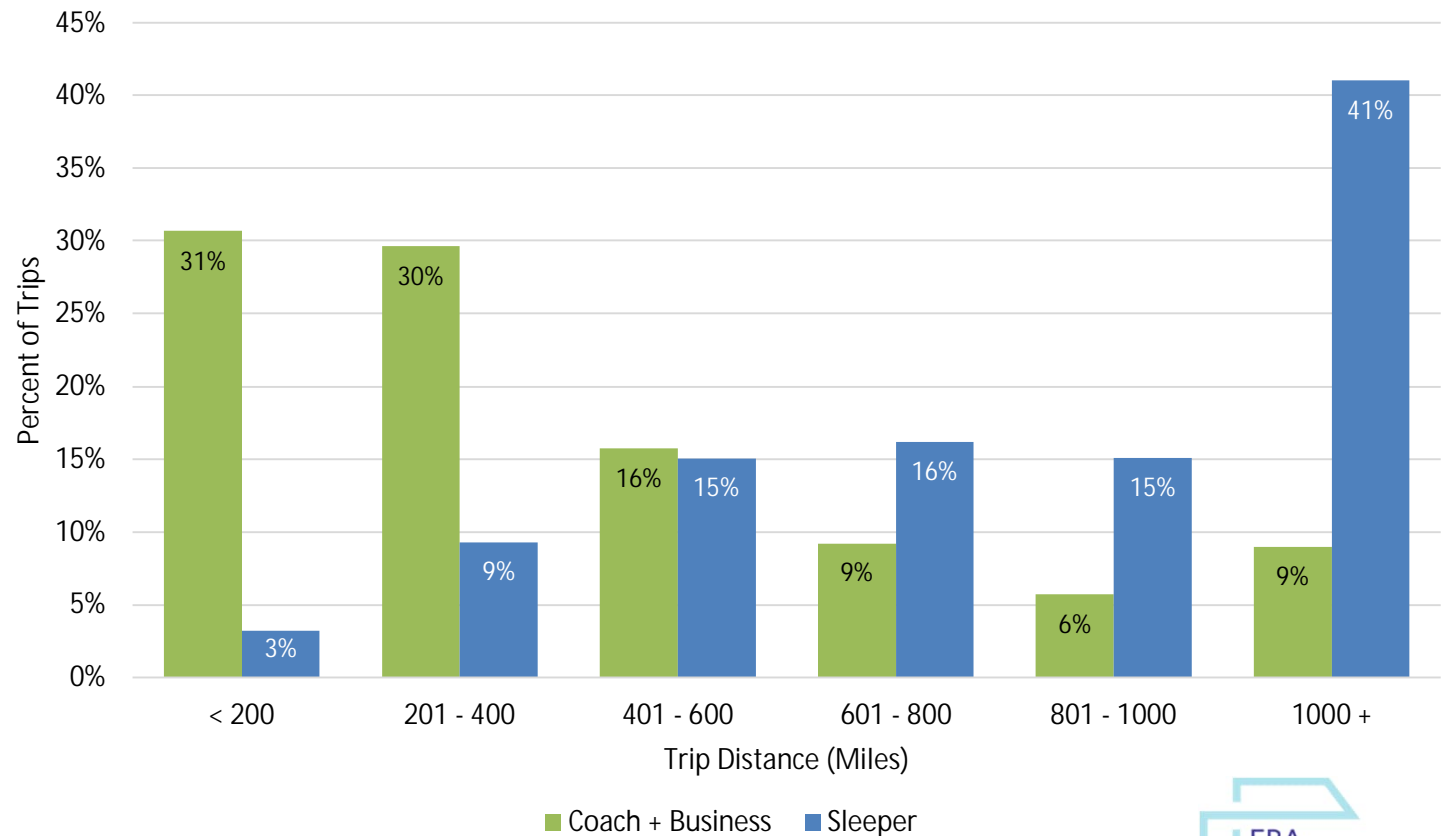
Source: Amtrak, Fiscal Year 2019. Data on boardings and average trip distance by route, station, and service class.  
 Note: Does not include Auto Train.

# Long-Distance Network Service and Performance Characteristics

## Average Trip Length

- 61% of Coach and Business Class trips are less than 400 miles
- 88% of Sleeper Class trips are over 400 miles
- 41% of Sleeper Class trips are over 1,000 miles

Distribution of Trips by Distance (2019)

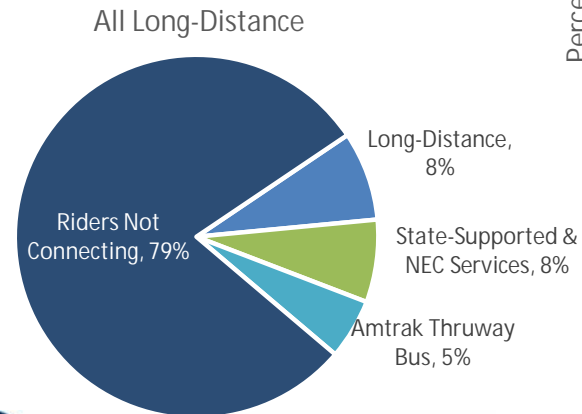


Source: Amtrak, Fiscal Year 2019. Data on boardings and average trip distance by route, station, and service class.  
Note: Does not include Auto Train.

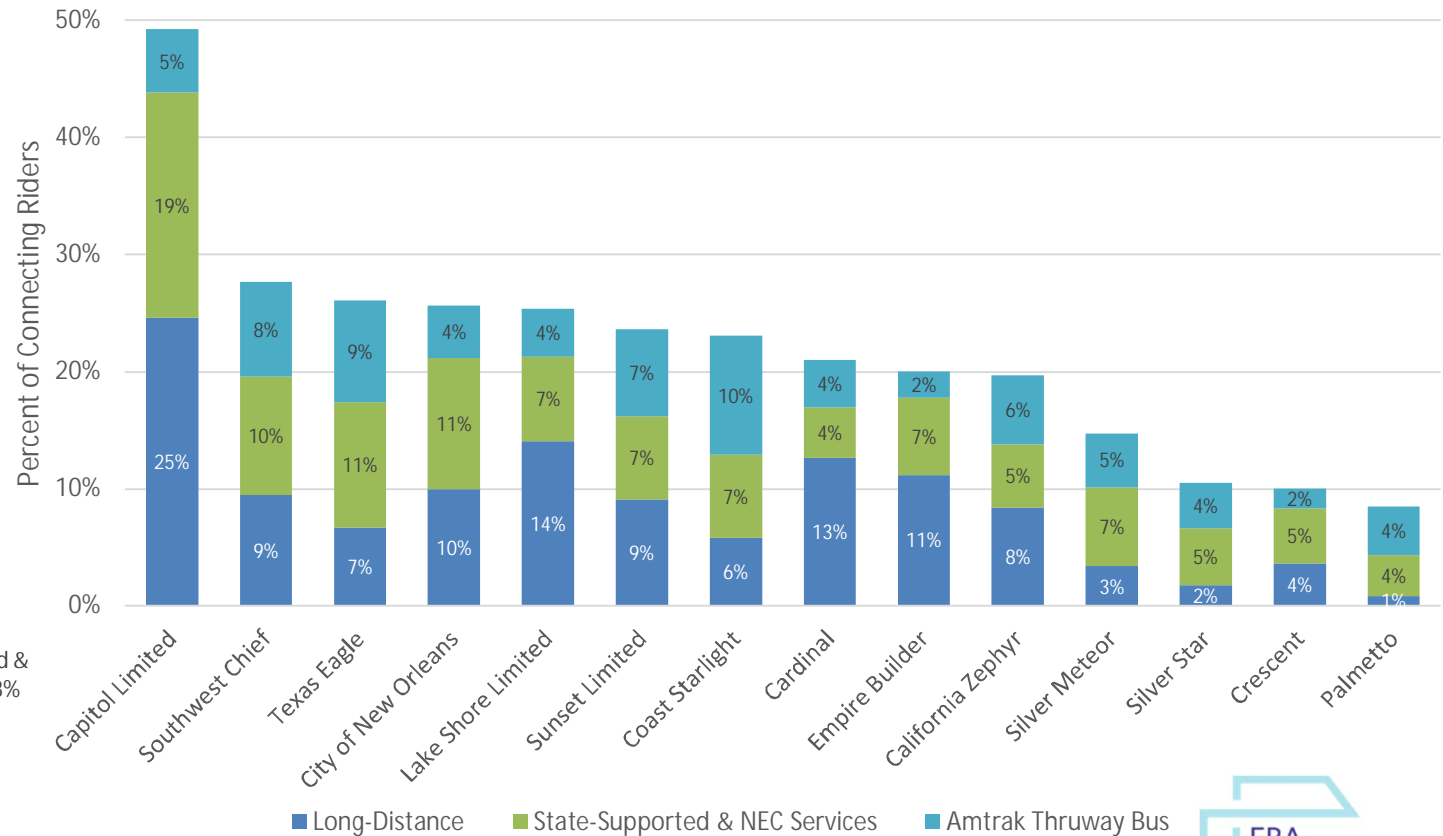
# Long-Distance Network Service and Performance Characteristics

## Connecting Amtrak Services

- Approximately 20% of Long-Distance riders connect to another Amtrak service
- Nearly 50% of *Capitol Limited* riders connect to another Amtrak service



Percent of Connecting Riders by Route and Type of Connection (2019)



Source: Amtrak, Fiscal Year 2019. Data on long-distance passenger transfers.

Note: Does not include Auto Train. Riders connecting between two long-distance routes are counted on each route.

# Long-Distance Network Service and Performance Characteristics

## Long-Distance Passenger Transfers: Top 25 Stations in 2019

- 27% (213K) of all transfers are at Chicago
- WAS and LAX each exceed 50K transfers
- Non-terminal stations with significant transfers:
  - Sacramento (20K)
  - Pittsburgh (19K)
  - Longview, TX (18K)
  - Toledo, OH (16K)



## Amtrak Customer Survey Data

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- Amtrak Customer “New Return” Survey administered from January to October 2022
- 24,000 responses
- Does not include *Silver Meteor* since this route did not operate while the survey was open
- Amtrak Survey trip purpose response categories:
  - Visiting Family and Friends
  - Vacation where you’re away for about a week or more
  - Seasonal Travel
  - Short-term personal or family business such as a wedding or funeral
  - Weekend trip
  - Short-term recreation such as dining, sporting events, theater
  - Curiosity about train travel
  - Exploring the country by riding the train
  - Business travel
  - Regular commute to or from work
  - Regular commute to or from school
  - Other

# Amtrak Customer Survey Data

Amtrak Survey trip purpose response categories organized into three groups:

## Personal

Four sub-groups

- ✓ Visiting Family/Friends
  - Visiting Family and Friends
- ✓ Longer-Term
  - Vacation where you're away for about a week or more
  - Seasonal Travel
- ✓ Shorter-Term
  - Short-term personal or family business such as a wedding or funeral
  - Weekend trip
  - Short-term recreation such as dining, sporting events, theater
- ✓ Train-Specific
  - Curiosity about train travel
  - Exploring the country by riding the train

## Business + Education

- ✓ Business travel
- ✓ Regular commute to or from work
- ✓ Regular commute to or from school

## Other

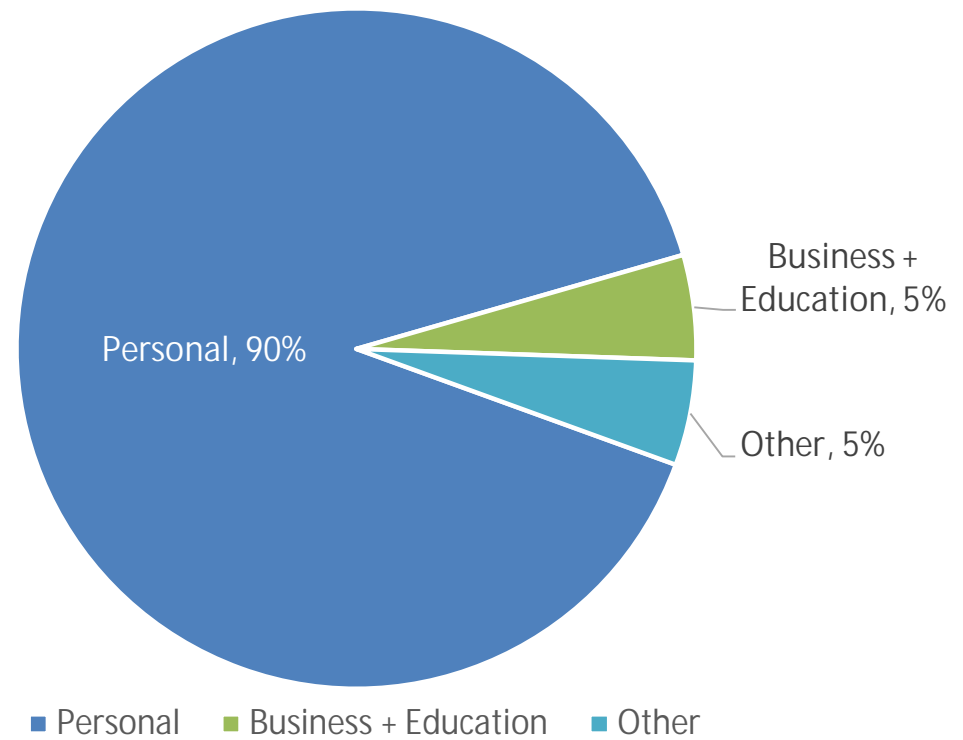
- ✓ Other

# Amtrak Customer Survey Data

## Survey Respondents' Trip Purpose

- Personal trip purposes account for 90% of trips
- Business + Education trip purposes account for 5% of trips
- *Capitol Limited, Palmetto, and Crescent* have the highest share of Business + Education trip purpose responses

Trip Purpose (2022)

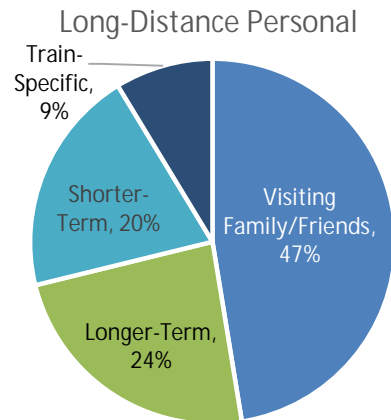




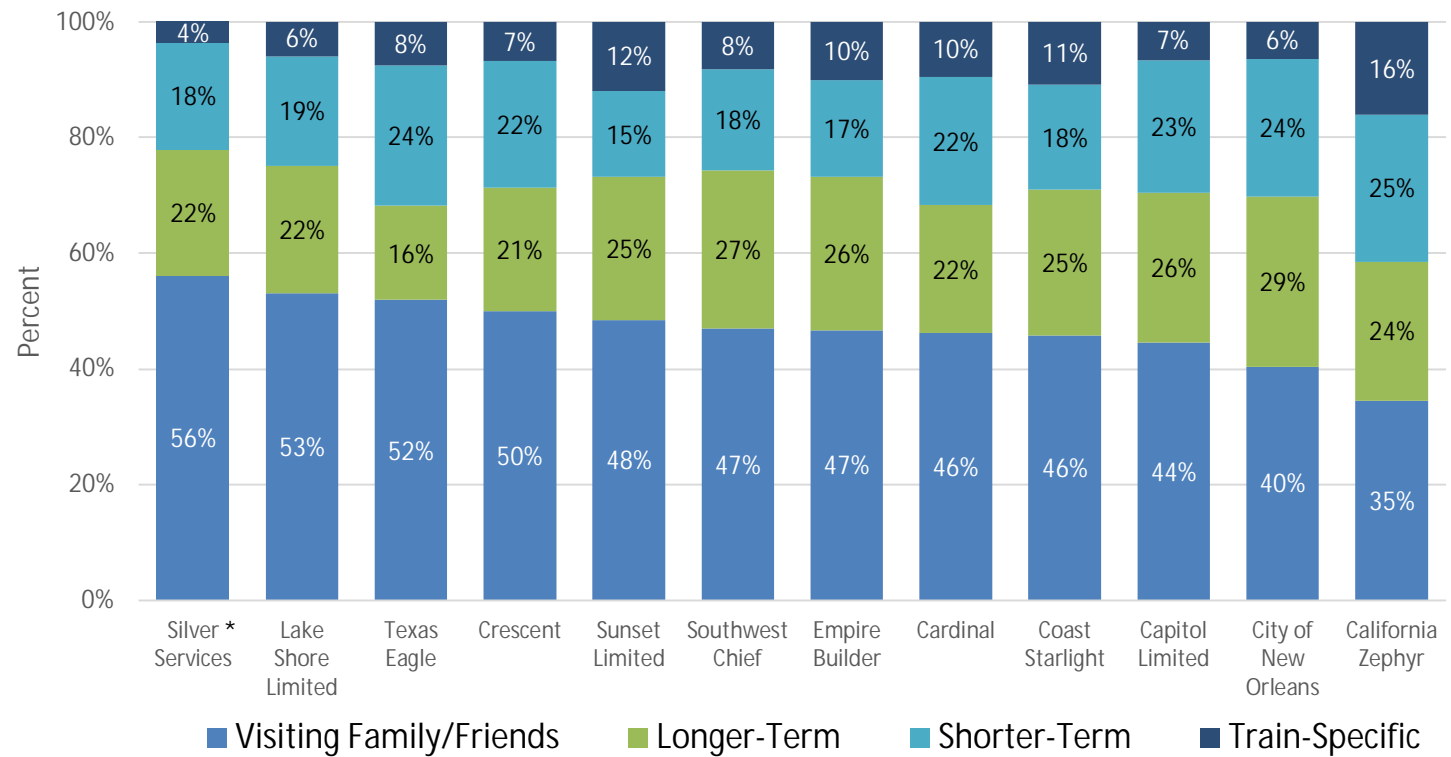
# Long-Distance Network Service and Performance Characteristics

## Survey Respondents' Trip Purpose by Route: Personal Trip Purpose

- Personal, as a share of trip purpose, is relatively consistent across routes
- Train-Specific is highest for the *California Zephyr*, *Coast Starlight*, and *Sunset Limited* routes
- Visiting Family/Friends accounts for the greatest share of trips for all routes



Trip Purpose: Personal (2022)

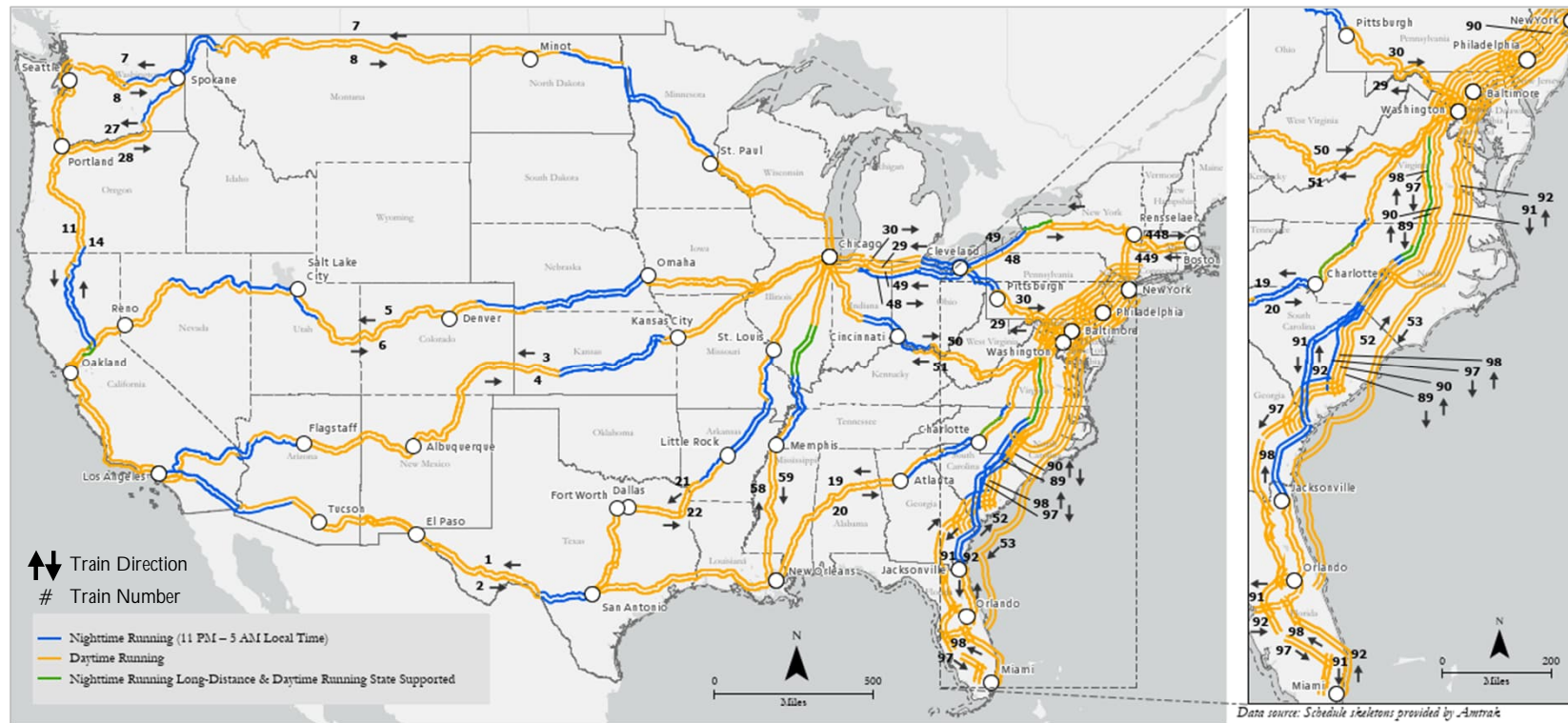


\* Silver Services includes *Silver Star* and *Palmetto*

# Long-Distance Network Service and Performance Characteristics

## Time of Day Analysis: Daytime and Nighttime Service

- Nighttime defined as 11 p.m. to 5 a.m. local time
- The map indicates whether boarding time is scheduled during the day or night
- Nighttime service often occurs along the same part of a route in both directions
- The *California Zephyr*, *Empire Builder*, *Southwest Chief*, and *Sunset Limited* are two-night trips and therefore serve more markets at night

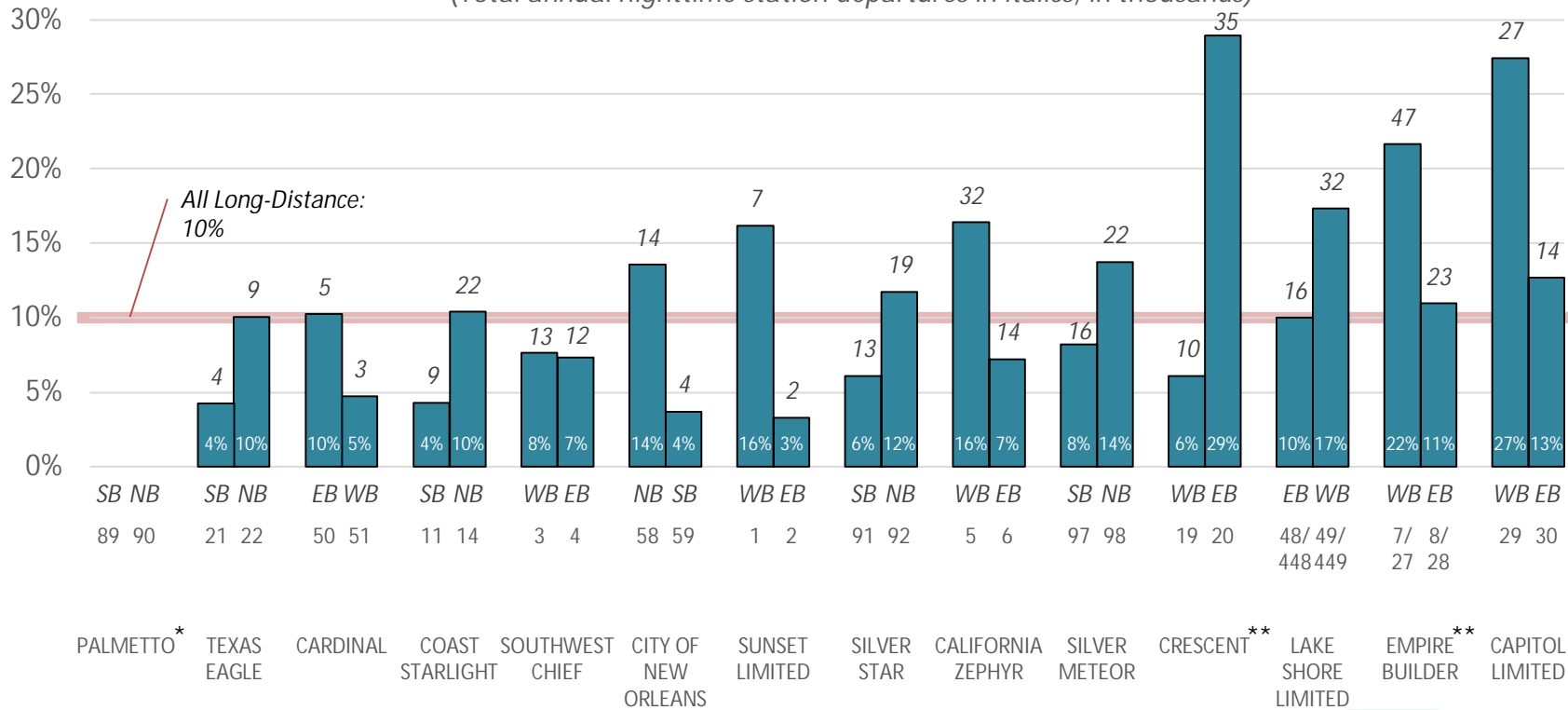


# Long-Distance Network Service and Performance Characteristics

## Time of Day Analysis: Nighttime Departures

- Shows the share and volume of nighttime departures of passengers on Long-Distance trains by route
- The greatest share of nighttime departures occur on the *Lake Shore Limited*, *Empire Builder*, and *Capitol Limited*

Share of Riders by Nighttime DEPARTURES (2019)  
 (Total annual nighttime station departures in italics, in thousands)



PALMETTO\*

TEXAS EAGLE

CARDINAL

COAST STARLIGHT

SOUTHWEST CHIEF

CITY OF NEW ORLEANS

SUNSET LIMITED

SILVER STAR

CALIFORNIA ZEPHYR

SILVER METEOR

CRESCENT\*\*

LAKE SHORE LIMITED

EMPIRE BUILDER\*\*

CAPITOL LIMITED

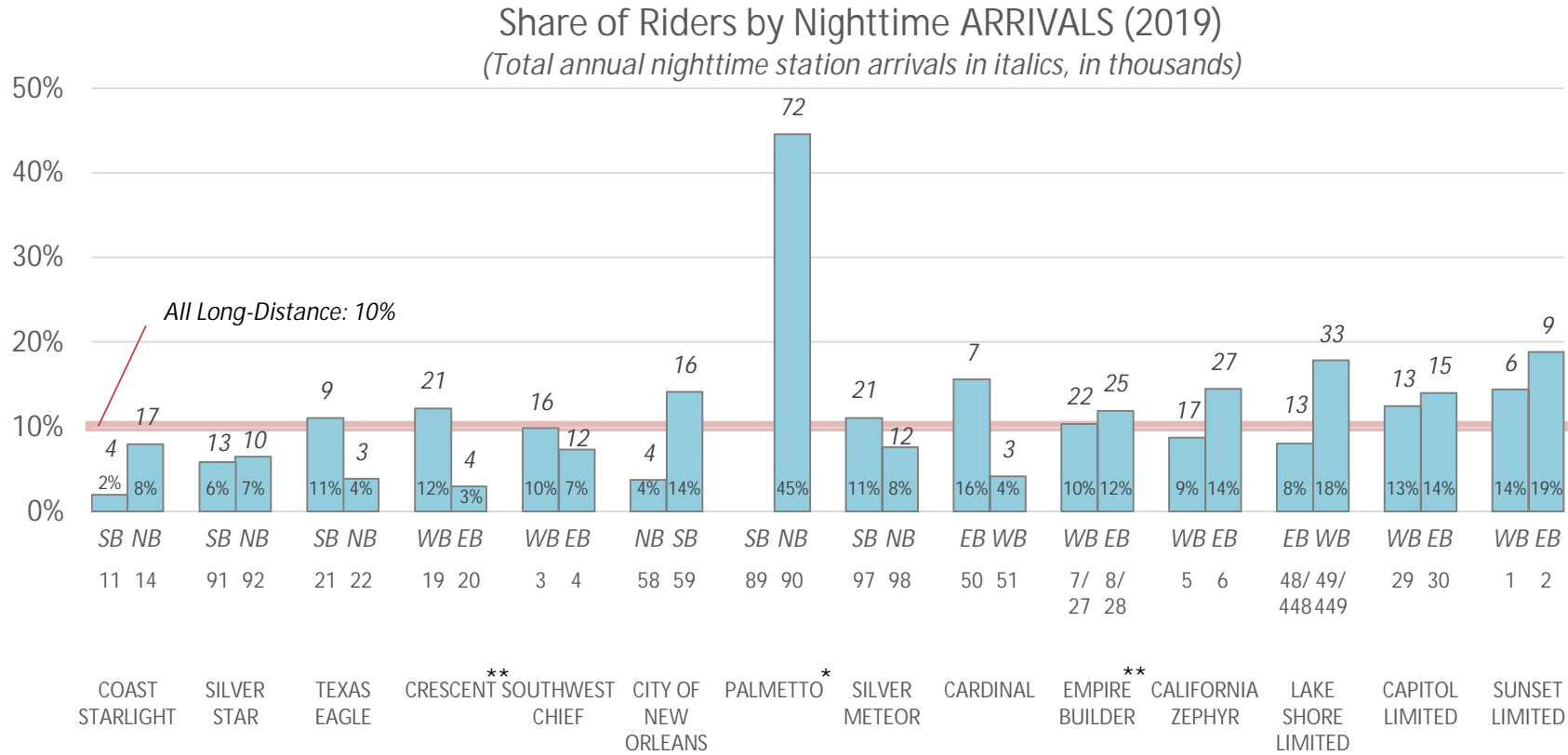
\* *Palmetto* does not have nighttime departures

\*\* *Crescent* and *Empire Builder*: 2022 schedule update changed nighttime service

# Long-Distance Network Service and Performance Characteristics

## Time of Day Analysis: Nighttime Arrivals

- Shows the share and volume of nighttime arrivals of passengers on Long-Distance trains by route
- The greatest share of nighttime arrivals occur on the *Lake Shore Limited*, *Capitol Limited*, and *Sunset Limited*

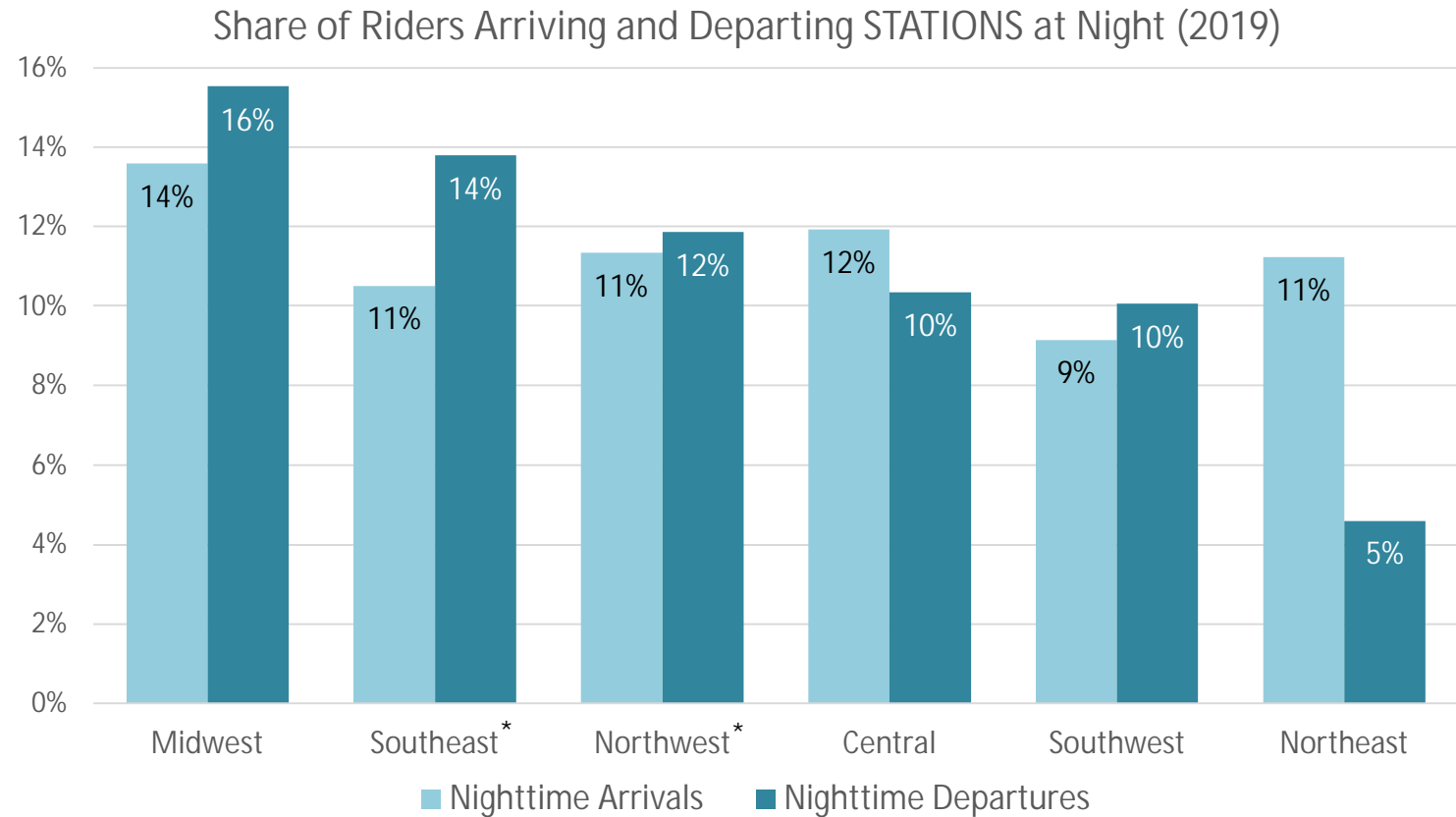


\* Northbound *Palmetto* nighttime arrivals due to train arriving at Newark Penn and New York Penn between 11 p.m. and midnight  
 \*\* *Crescent* and *Empire Builder*: 2022 schedule update changed nighttime service

# Long-Distance Network Service and Performance Characteristics

## Time of Day Analysis

- Stations in the Midwest Region have the highest share of nighttime arrivals and departures
- Stations in the Northeast Region have the lowest share of nighttime departures

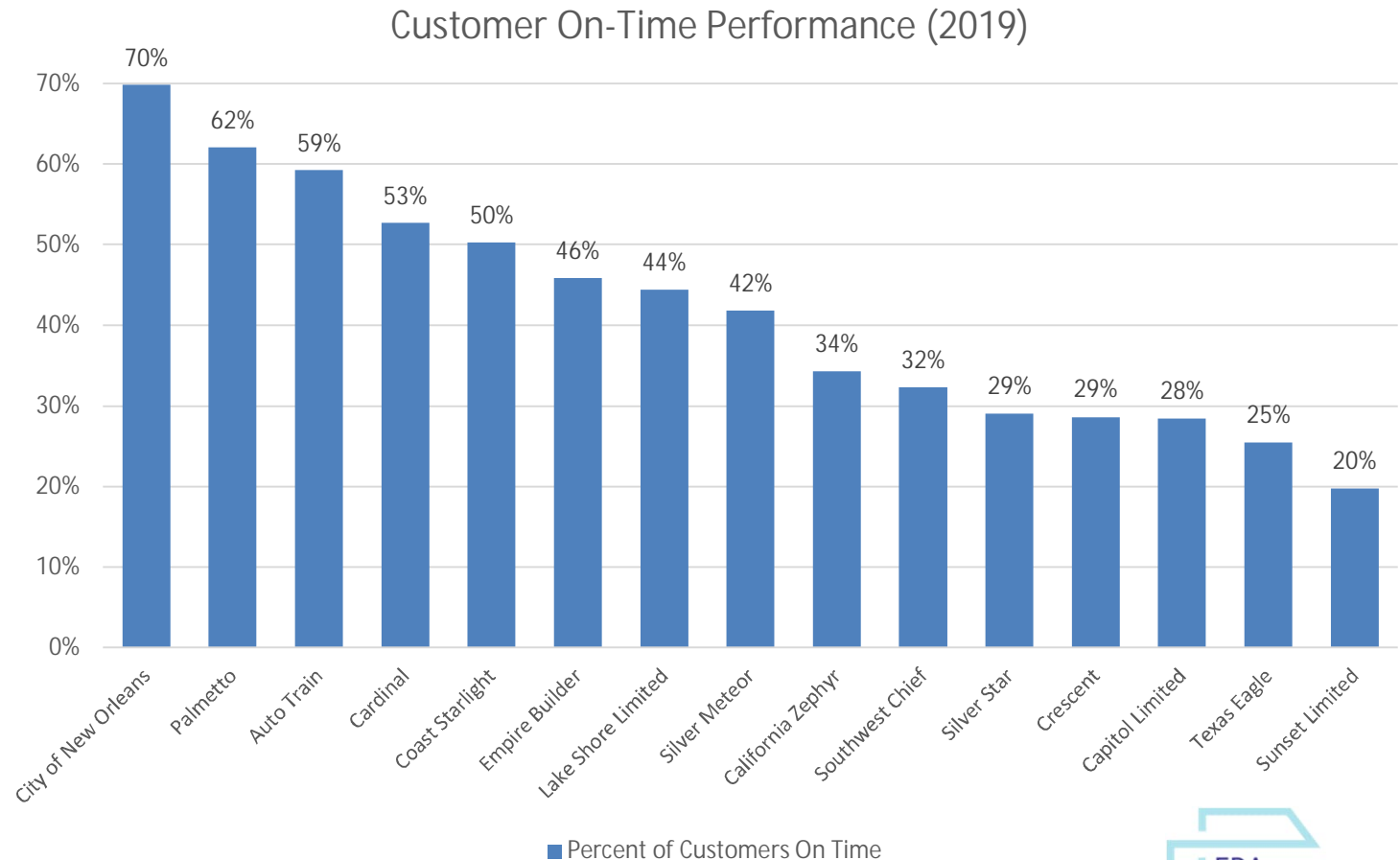


\* Southeast and Northwest: *Crescent and Empire Builder*  
2022 schedule update changed the nighttime service

# Long-Distance Network Service and Performance Characteristics

## Customer On-Time Performance

- Percentage of customers arriving at their destination station no later than 15 minutes after their published scheduled arrival time by route
- 42% of Long-Distance customers arrive on-time
- *City of New Orleans* has the highest percentage of customers arriving on-time



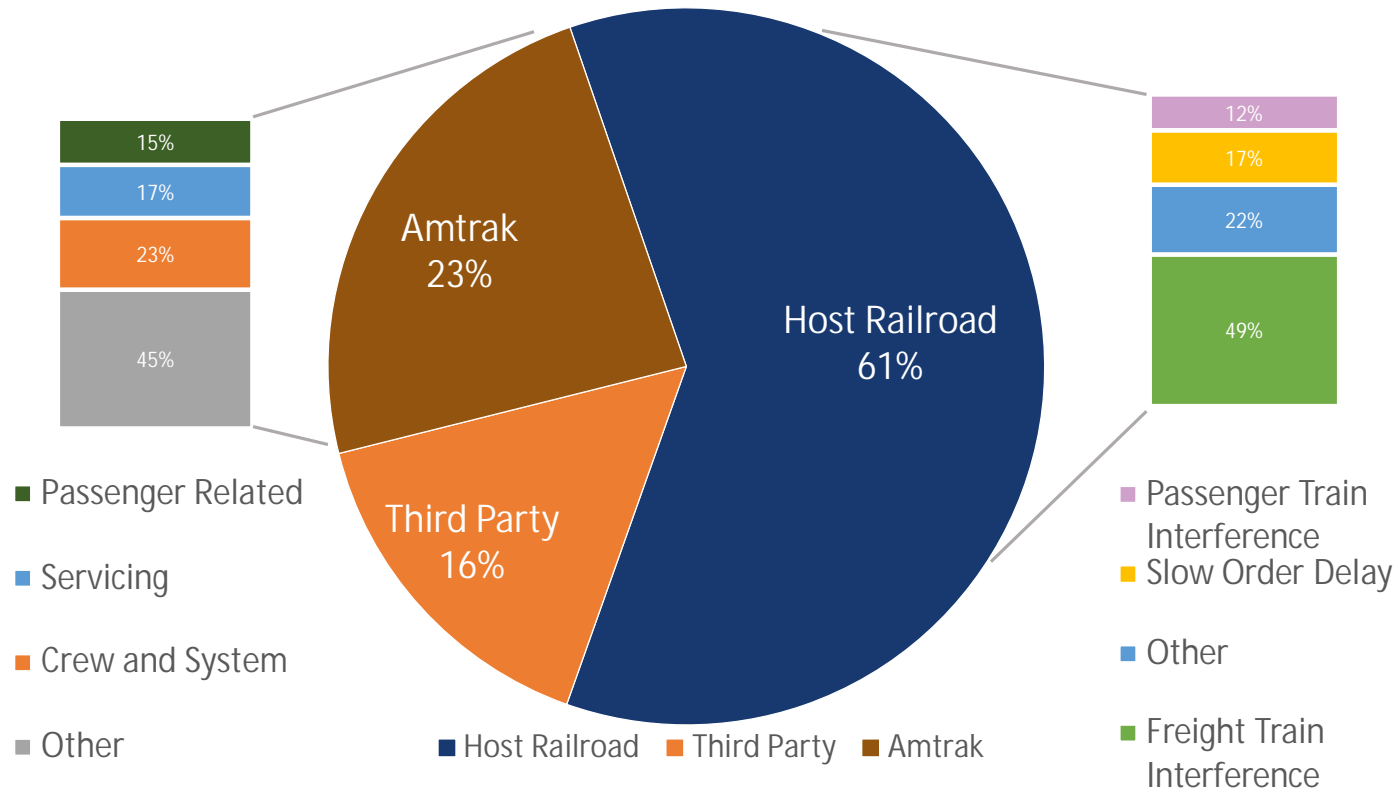
Source: Amtrak, Fiscal Year 2019 Annual Reports.

# Long-Distance Network Service and Performance Characteristics

## Amtrak-Reported Delay Minutes: Reason for Delay

- Delay minutes are measured by Amtrak for each train
- Three types of delay minute responsibility: Amtrak-responsible, Host Railroad-responsible, and third-party
- Freight train interference accounts for nearly half (49%) of all Host Railroad delay minutes

Percentage of Delay Minutes by Responsible Party (2022)



## Current Long-Distance Network & Routes – National Summary

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- Average trip length on Coach Class service is 446 miles, Sleeper Class service is 1,015 miles (not including *Auto Train*)
- Approximately 20% of Long-Distance riders connect to another Amtrak service
- Personal accounts for 90% of Long-Distance trip purposes
- Stations in the Midwest Region have the highest share of nighttime arrivals and departures
- Chicago connects Long-Distance routes in the East with those in the West



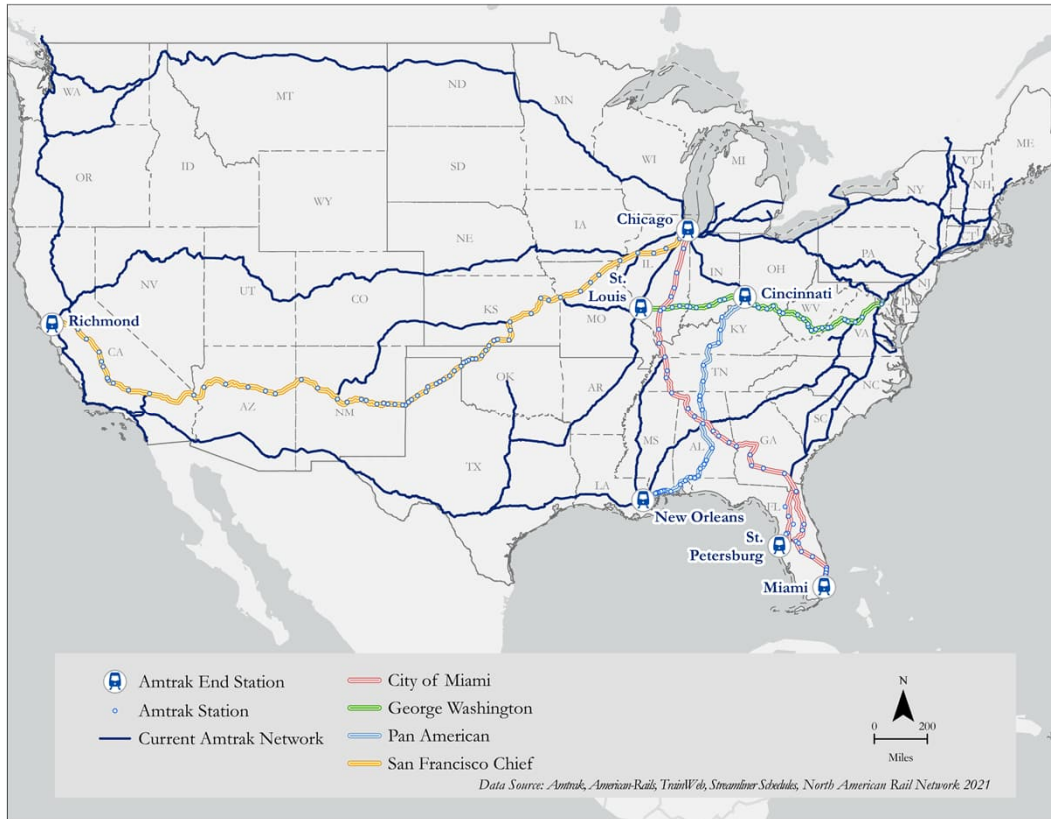
# PRE-1971 & DISCONTINUED ROUTES – NATIONAL

## Discontinued Routes – History of Evaluations and Cuts

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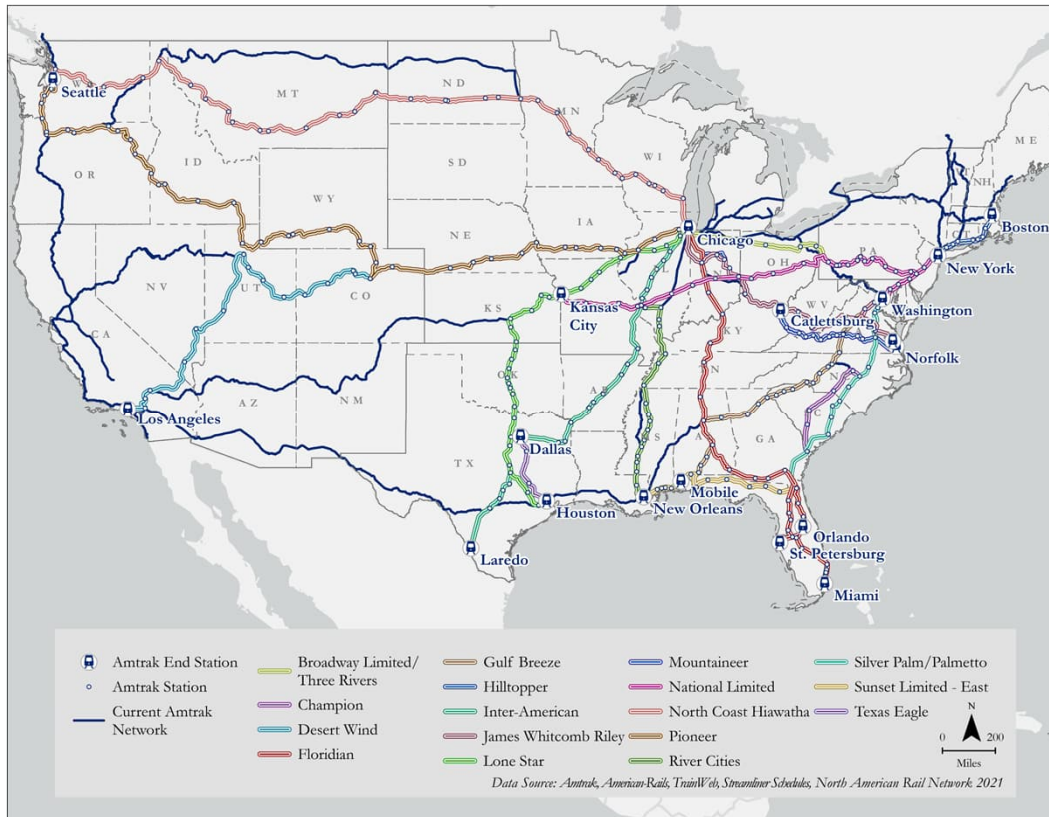
- Examination of Long-Distance routes occurred during the formation of Amtrak in 1970
  - USDOT evaluated the passenger rail network and recommended a system to be continued by Amtrak
  - Criteria considered: national transportation need (available alternative modes), demand, cost competitiveness, population of endpoint cities, profitability, and required capital investment
- The Amtrak Improvement Act of 1978 required USDOT to evaluate Amtrak's network based on financial performance, resulting in removal of several routes
  - Two primary metrics for evaluating route performance were ridership density (passenger-mile/train mile) and loss per passenger-mile
- In 1996, the Amtrak Intercity Strategic Business Unit (Amtrak Intercity SBU) performed another review of its Long-Distance network, resulting in the removal of additional routes
  - Criteria considered included financial performance, costs saved by elimination, route interconnectivity, and long-term growth and profit opportunities

# Pre-1971 Routes Summary



Route	Endpoints	Disc.
City of Miami	Chicago, IL and Miami/St. Petersburg, FL	1971
George Washington	St. Louis, MO and Washington, D.C.	1971
Pan American	New Orleans, LA and Cincinnati, IN	1971
San Francisco Chief	Richmond, CA and Chicago, IL	1971

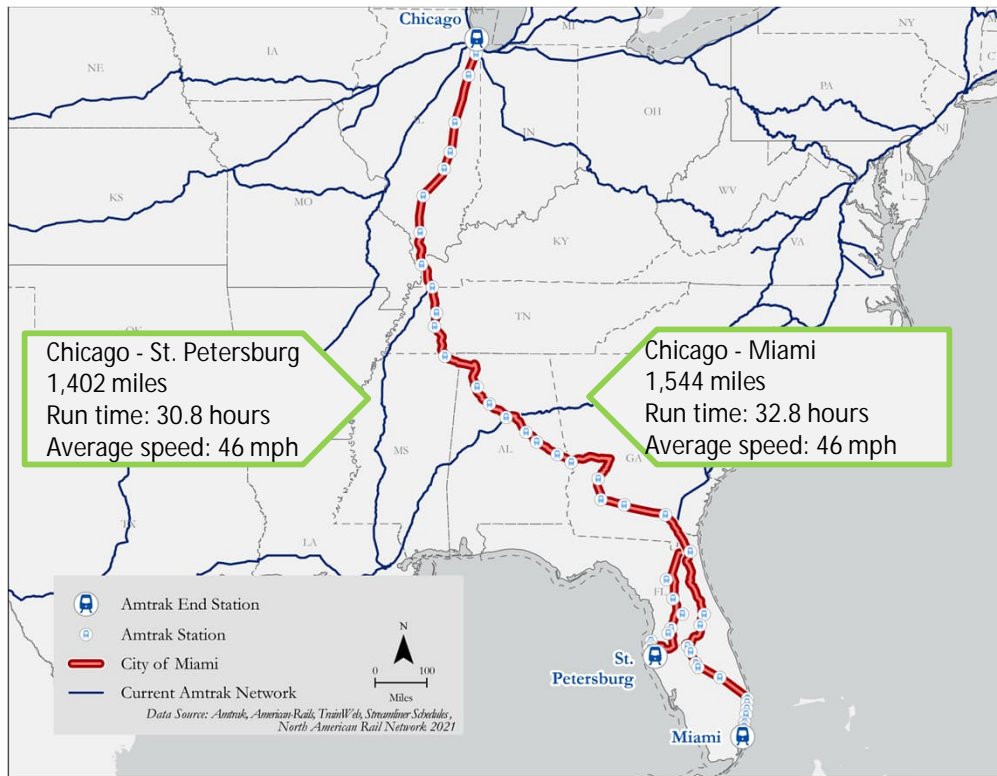
# Amtrak Discontinued Routes Summary



Route	Endpoints	Disc.
James Whitcomb Riley	Chicago, IL and Washington/Newport News	1977
Mountaineer	Chicago, IL and Norfolk, VA	1977
Champion	St. Petersburg, FL and New York, NY	1979
Florianian	Chicago, IL and St. Petersburg/Miami, FL	1979
Hilltopper	Catlettsburg, KY and Boston, MA	1979
Lone Star	Dallas/Houston, TX and Chicago, IL	1979
National Limited	Kansas City, MO and New York/Washington	1979
North Coast Hiawatha	Seattle, WA and Chicago, IL	1979
Inter-American	Laredo/Houston, TX and Chicago, IL	1981
River Cities	New Orleans, LA and Kansas City, MO	1993
Gulf Breeze	Mobile, AL, and New York, NY	1995
Texas Eagle - Houston	Houston, TX and Chicago, IL	1995
Sunset Limited - West	Los Angeles, CA and New Orleans, LA	1996
Desert Wind	Los Angeles, CA and Chicago, IL	1997
Pioneer	Seattle, WA and Chicago, IL	1997
Silver Palm/Palmetto	Miami, FL and New York, NY	2004
Sunset Limited - East	New Orleans, LA and Miami, FL New Orleans, LA and Orlando, FL	1996 2005
Broadway Limited/Three Rivers	Chicago, IL and New York, NY	2005

# PRE-1971 DISCONTINUED ROUTES

## City of Miami Route (1940 – 1971)



- Chicago - Miami/St. Petersburg
- Current service overlaps:
  - *Brightline*
    - ✓ West Palm Beach - Miami
  - *City of New Orleans*
    - ✓ Chicago - Fulton
  - *Silver Service*
    - ✓ Winter Haven - Miami
- Rationale for discontinuing:
  - 1970 USDOT analysis chose the *South Wind* route (later renamed *Floridian*), which went through more populated areas including Nashville and Louisville, to serve Chicago - Miami endpoints

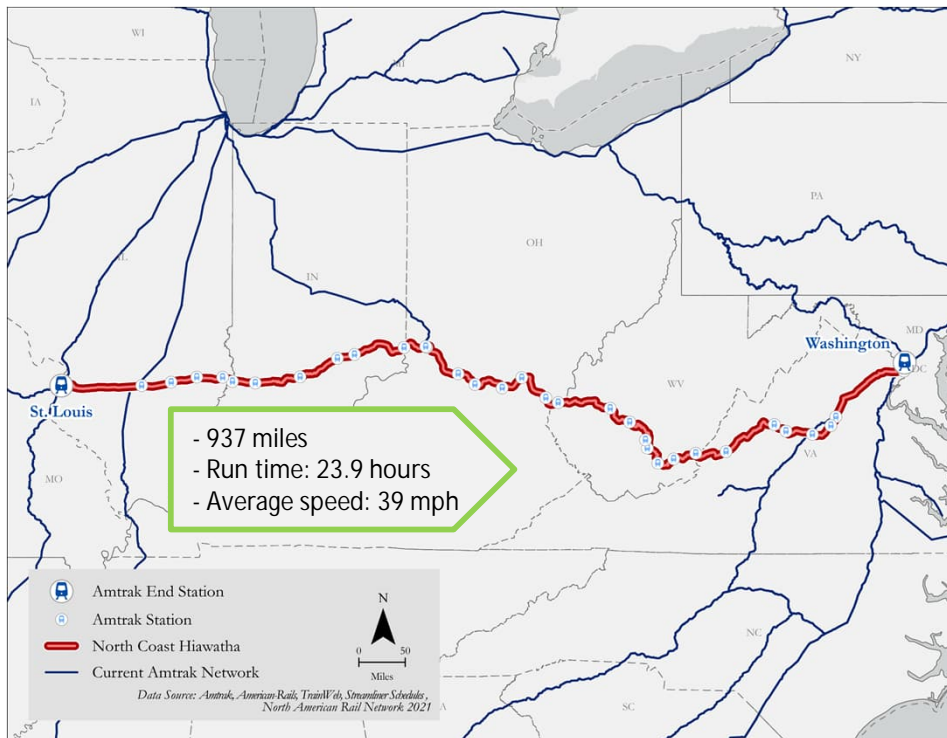
## City of Miami Route Cities Served

City	State	City	State	City	State
Chicago	IL	Alexander City	AL	Del Ray	FL
63rd St.	IL	Opelika	AL	Dearfield Beach	FL
Homewood	IL	Columbus	GA	Ft. Lauderdale	FL
Kankakee	IL	Americus	GA	Hollywood	FL
Champaign	IL	Albany	GA	Miami	FL
Mattoon	IL	Tifton	GA	Miami Airport	FL
Effingham	IL	Waycross	GA	<b>To St. Petersburg</b>	
Centralia	IL	Jacksonville	FL	Gainesville	FL
Carbondale	IL	<b>To Miami</b>		Ocala	FL
Mounds	IL	Sanford	FL	Leesburg	FL
Fulton	KY	Orlando	FL	Dade City	FL
Milan	TN	Winter Haven	FL	San Antonio	FL
Jackson	TN	Winter Haven	FL	Tarpon Springs	FL
Corinth	MS	Lake Wales	FL	Dunedin	FL
Haleyville	AL	Sebring	FL	Clearwater	FL
Jasper	AL	Okeechobee	FL	Saint Petersburg	FL
Birmingham	AL	West Palm Beach	FL		
Sylacauga	AL	Lake Worth	FL		

Source: Streamliner Schedules (streamlinerschedules.com)

Cities no longer served are highlighted in yellow

## George Washington Route (1932 – 1971)



- St. Louis - Washington, DC
- Current service overlaps:
  - *Cardinal*
    - ✓ Washington - Cincinnati
  - *Crescent*
    - ✓ Washington - Charlottesville
  - *Silver Service, Palmetto*
    - ✓ Washington - Alexandria
  - *Northeast Regional*
    - ✓ Washington - Charlottesville
- Rationale for discontinuing:
  - 1970 USDOT analysis chose the *National Limited's* route over the *George Washington* to serve Washington - St. Louis endpoints



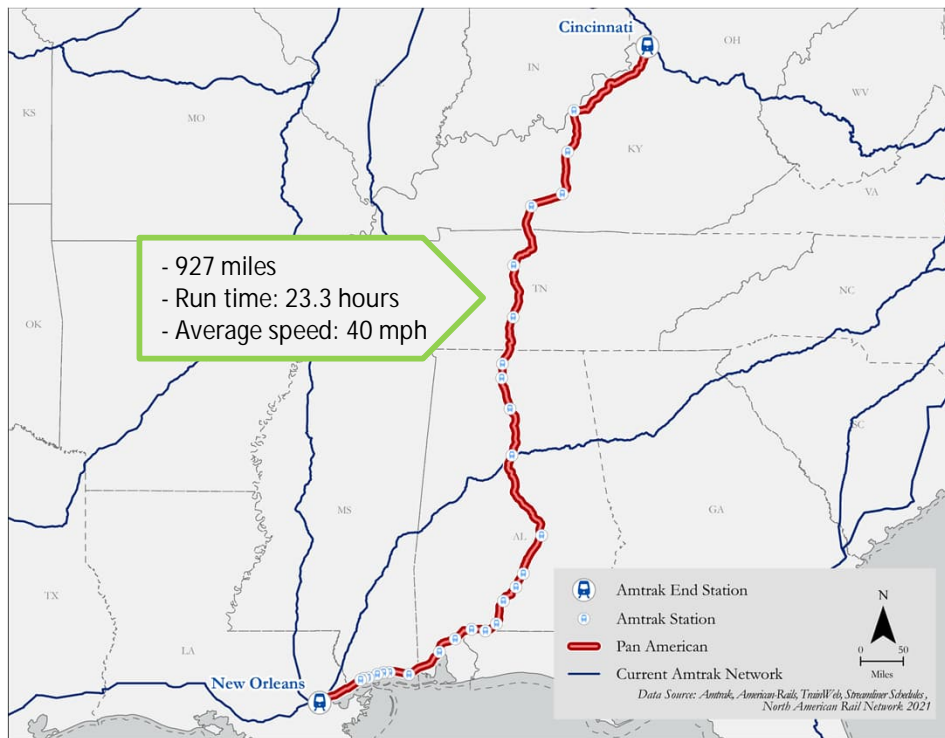
## George Washington Route Cities Served

City	State	City	State	City	State
Washington	DC	Prince	WV	Lawrenceburg	IN
Alexandria	VA	Thurmond	WV	North Vernon	IN
Orange	VA	Montgomery	WV	Seymour	IN
Gordonsville	VA	Charleston	WV	Mitchell	IN
Charlottesville	VA	Huntington	WV	Washington	IN
Waynesboro	VA	Ashland	KY	Vincennes	IN
Staunton	VA	South Shore	KY	Lawrenceville	IL
Clifton Forge	VA	Vanceburg	KY	Olney	IL
Covington	VA	Maysville	KY	Flora	IL
White Sulphur Spring	WV	Augusta	KY	Salem	IL
Alderson	WV	Newport	KY	E. St. Louis	IL
Hinton	WV	Cincinnati	OH	St. Louis	MO

Source: American-Rails.com

Cities no longer served are highlighted in yellow

## Pan American Route (1921 – 1971)



- New Orleans - Cincinnati
- Current service overlaps:
  - None
- Rationale for discontinuing
  - Steadily declining ridership throughout the 1960s led to the route's exclusion from Amtrak's basic system during the USDOT's 1970 analysis

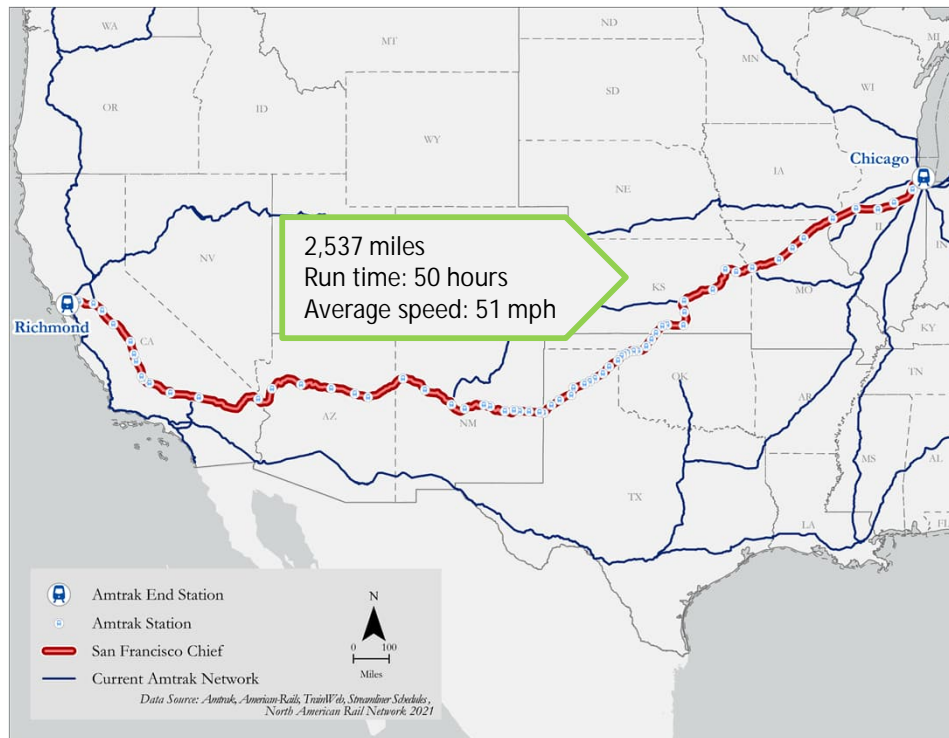
## Pan American Route Cities Served

City	State	City	State	City	State
Cincinnati	OH	Cullman	AL	Mobile	AL
Latonia	KY	Birmingham	AL	Pascagoula	MS
Louisville	KY	Montgomery	AL	Biloxi	MS
Elizabeth	KY	Greenville	AL	Edgewater Park	MS
Cave City	KY	Georgiana	AL	Gulfport	MS
Bowling Green	KY	Evergreen	AL	Pass Christian	MS
Nashville	TN	Brewton	AL	Bay St. Louis	MS
Lewisburg	TN	Flomaton	AL	Waveland	MS
Athens	AL	Atmore	AL	New Orleans	LA
Decatur	AL	Bay Minette	AL		

Source: American-Rails.com

Cities no longer served are highlighted in yellow

# San Francisco Chief Route (1954 – 1971)



- Richmond, CA - Chicago
- Current service overlaps:
  - *California Zephyr*
    - ✓ Chicago - Galesburg
  - *Texas Eagle*
    - ✓ Chicago - Joliet
  - *Southwest Chief*
    - ✓ Chicago - Topeka
    - ✓ Gallup - Barstow
  - *San Joaquins*
    - ✓ Bakersfield - Merced
  - *Lincoln Service*
    - ✓ Chicago - Joliet
- Rationale for discontinuing:
  - 1970 USDOT analysis favored the *California Zephyr* route to serve Chicago - San Francisco endpoints, which USDOT recommended instead of the *San Francisco Chief*

## San Francisco Chief Route Cities Served

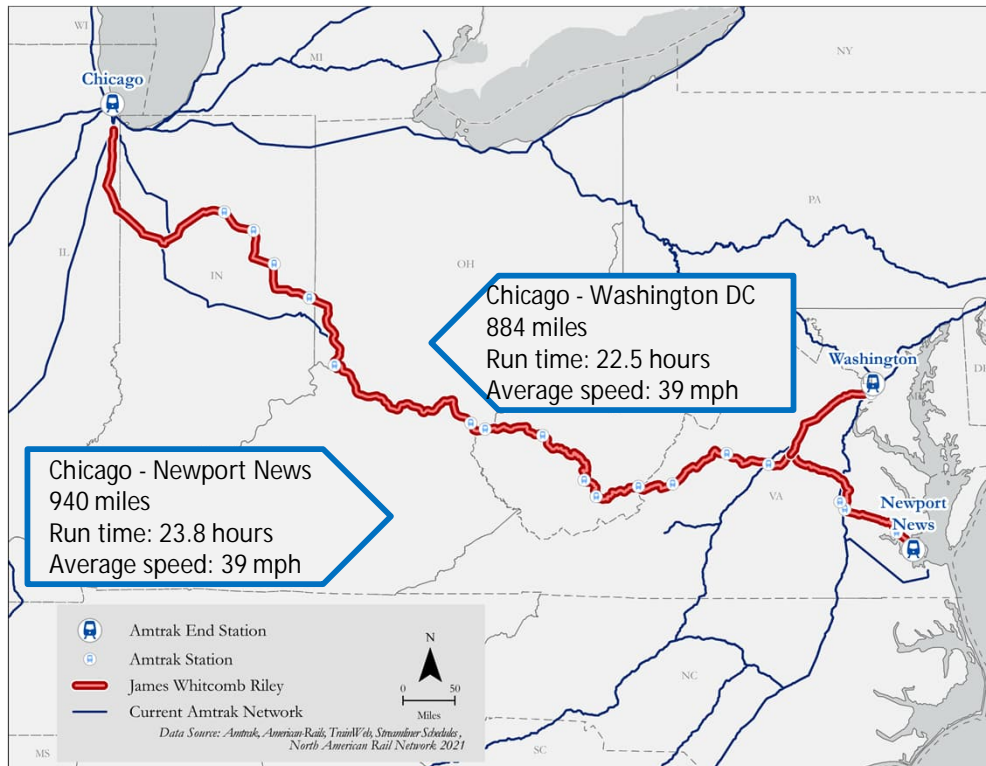
City	State	City	State	City	State	City	State
Chicago	IL	Kiowa	KS	Bovina	TX	Needles	CA
Joliet	IL	Alva	OK	Texico	NM	Barstow	CA
Streator	IL	Waynoka	OK	Clovis	NM	Mojave	CA
Chillicothe	IL	Mooreland	OK	Melrose	NM	Bakersfield	CA
Galesburg	IL	Woodward	OK	Taiban	NM	Shafter	CA
Fort Madison	IA	Fargo	OK	Fort Sumner	NM	Wasco	CA
La Plata	MO	Gage	OK	Yeso	NM	Corcoran	CA
Marceline	MO	Shattuck	OK	Vaughn	NM	Hanford	CA
Carrollton	MO	Higgins	TX	Encino	NM	Fresno	CA
Kansas City	MO	Canadian	TX	Mountainair	NM	Merced	CA
Lawrence	KS	Miami	TX	Belen	NM	Riverbank	CA
Topeka	KS	Pampa	TX	Grants	NM	Stockton	CA
Emporia	KS	White Deer	TX	Gallup	NM	Antioch	CA
Newton	KS	Panhandle	TX	Holbrook	AZ	Pinole	CA
Wichita	KS	Amarillo	TX	Winslow	AZ	Richmond	CA
Wellington	KS	Canyon	TX	Flagstaff	AZ		
Harper	KS	Hereford	TX	Seligman	AZ		
Attica	KS	Friona	TX	Kingman	AZ		

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow

# AMTRAK DISCONTINUED ROUTES

# James Whitcomb Riley Route (1971 – 1977)



- Chicago - Newport News/Washington DC
  - Combined with *Mountaineer* between Ashland and Chicago 1975 - 1977
- Current service overlaps:
  - *Cardinal*
    - ✓ Washington - Cincinnati
  - *Crescent*
    - ✓ Washington - Charlottesville
  - *Northeast Regional*
    - ✓ Richmond - Newport News
    - ✓ Washington - Charlottesville
  - *Silver Service/Palmetto*
    - ✓ Washington - Alexandria
- Rationale for discontinuing
  - Charlottesville - Newport News segment was discontinued June 1976, replaced by the *Colonial* service
  - *James Whitcomb Riley's* remaining route was renamed the *Cardinal* in October 1977, and its alignment changed between Chicago and Cincinnati. The *Cardinal* currently operates 3X per week.

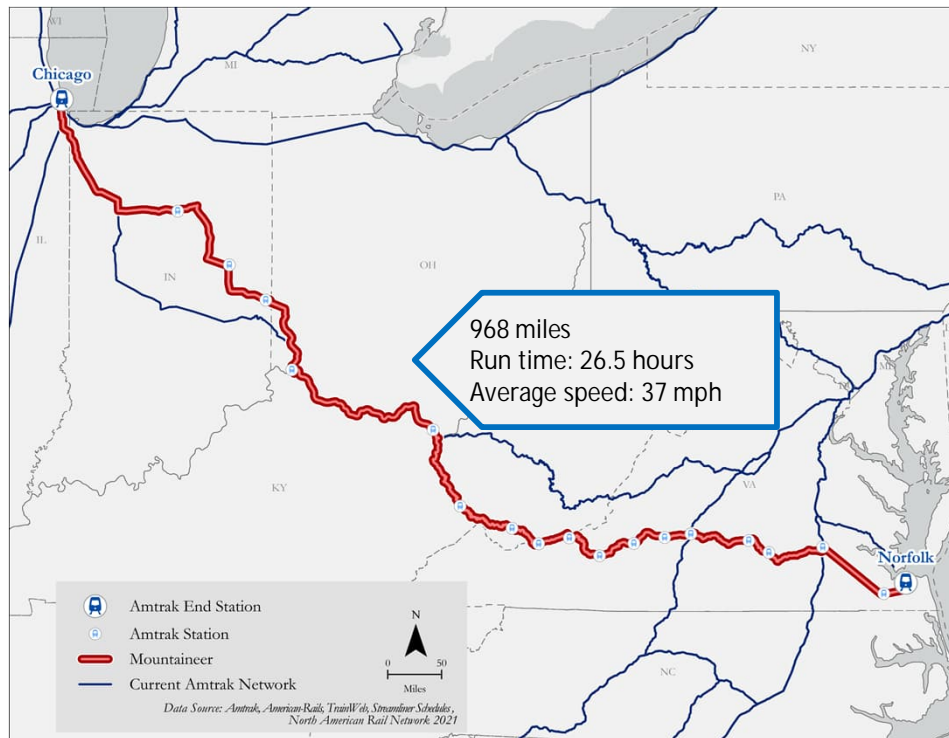
## James Whitcomb Riley Route Cities Served

City	State	City	State	City	State
<b>From Washington</b>		Charlottesville	VA	Ashland	KY
Washington	DC	Staunton	VA	Cincinnati	OH
Alexandria	VA	Clifton Forge	VA	Richmond	IN
<b>From Newport News</b>		White Sulphur Spring	WV	Muncie	IN
Newport News	VA	Hinton	WV	Marion	IN
Williamsburg	VA	Prince	WV	Peru	IN
Richmond	VA	Charleston	WV	Chicago	IL
Richmond (Staples Mill)	VA	Huntington	WV		

Cities no longer served are highlighted in yellow



## Mountaineer Route (1975-1977)



- Chicago - Norfolk
  - Combined with *James Whitcomb Riley* between Ashland and Chicago
- Overlaps with current routes:
  - *Cardinal*
    - ✓ Cincinnati - Ashland
  - *Northeast Regional*
    - ✓ Norfolk - Petersburg
- Route discontinuing:
  - Dwindling ridership through the 1970s resulted in Amtrak cancelling this service in May 1977

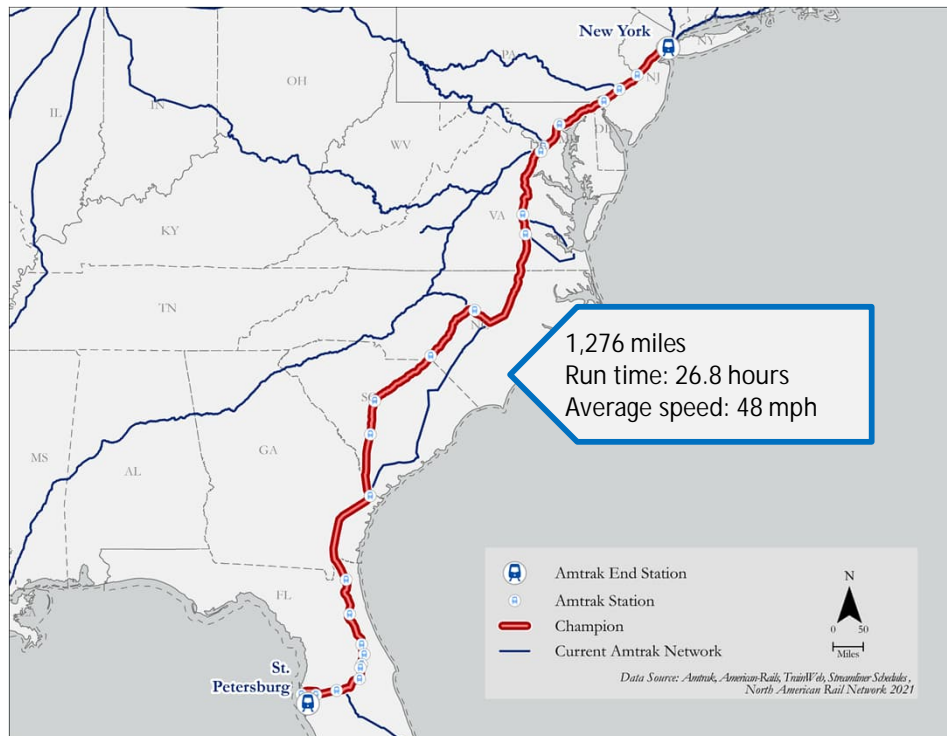
## Mountaineer Route Cities Served

City	State	City	State	City	State
Norfolk	VA	Roanoke	VA	Cincinnati	OH
Suffolk	VA	Christiansburg	VA	Richmond	IN
Petersburg	VA	Narrows	VA	Muncie	IN
Crewe	VA	Bluefield	WV	Peru	IN
Farmville	VA	Welch	WV	Chicago	IL
Lynchburg	VA	Williamson	WV		
Bedford	VA	Ashland	KY		

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow

# Champion Route (1971-1979)



- St. Petersburg - New York
- Current service overlaps:
  - *Acela*
    - ✓ New York - Washington
  - *Northeast Regional*
    - ✓ New York - Richmond
    - ✓ New York - Petersburg
  - *Cardinal, Crescent*
    - ✓ New York - Alexandria
  - *Carolinian*
    - ✓ New York - Raleigh
  - *Palmetto*
    - ✓ New York - Petersburg
  - *Silver Service*
    - ✓ New York - Tampa
- Rationale for discontinuing:
  - 1978 USDOT analysis recommend a consolidation of New York - Florida routes, leading to consolidation of *Champion* and *Silver Meteor* service in October 1979

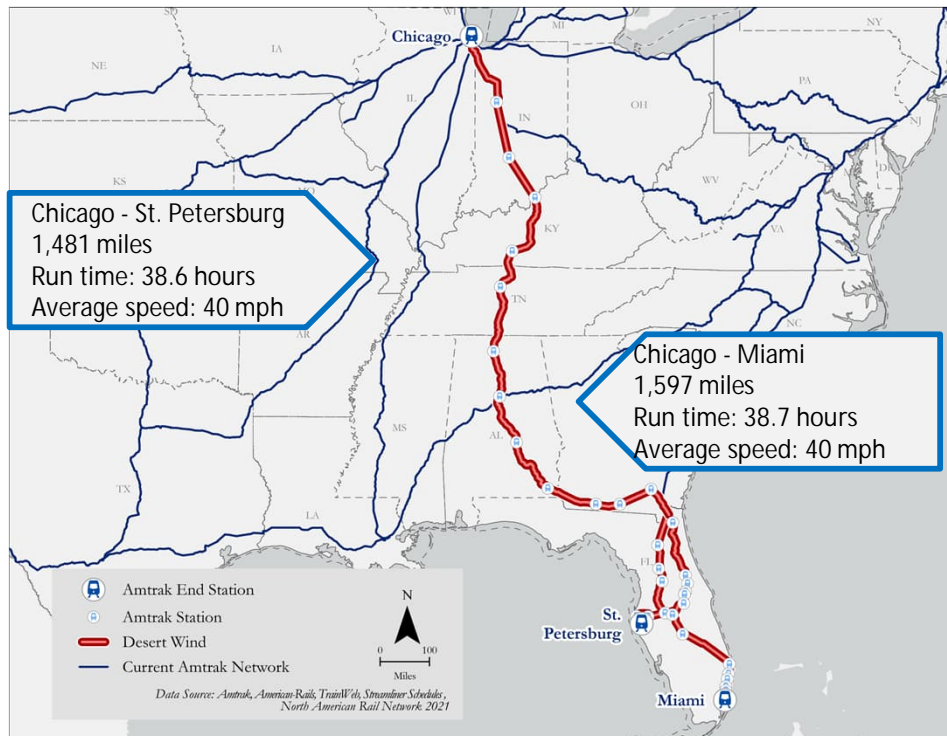
## Champion Route Cities Served

City	State	City	State	City	State
New York	NY	Petersburg	VA	Sanford	FL
Newark	NJ	Raleigh	NC	Winter Park	FL
Trenton	NJ	Hamlet	NC	Orlando	FL
Philadelphia	PA	Columbia	SC	Kissimmee	FL
Wilmington	DE	Denmark	SC	Lakeland	FL
Baltimore	MD	Savannah	GA	Tampa	FL
Washington	DC	Jacksonville	FL	Clearwater	FL
Alexandria	VA	Palatka	FL	Saint Petersburg	FL
Richmond	VA	Deland	FL		

Source: The Museum of Railway Timetables ([timetables.org](http://timetables.org))

Cities no longer served are highlighted in yellow

## Floridian Route (1971 – 1979)



- Chicago - Miami/St. Petersburg
  - Named *South Wind* pre-Amtrak
  - Between 1974-1977, combined with privately operated *Auto Train* service between Louisville and Sanford
- Current service overlaps:
  - *Brightline*
    - ✓ West Palm Beach - Miami
  - *Cardinal*
    - ✓ Chicago - Lafayette
  - *Silver Service*
    - ✓ Winter Haven - Miami
    - ✓ Jacksonville - Tampa
- Rationale for discontinuing:
  - 1978 USDOT review concluded that the Floridian route suffered poor on-time performance due to track conditions on the route resulting in delays, a lengthy schedule and low ridership

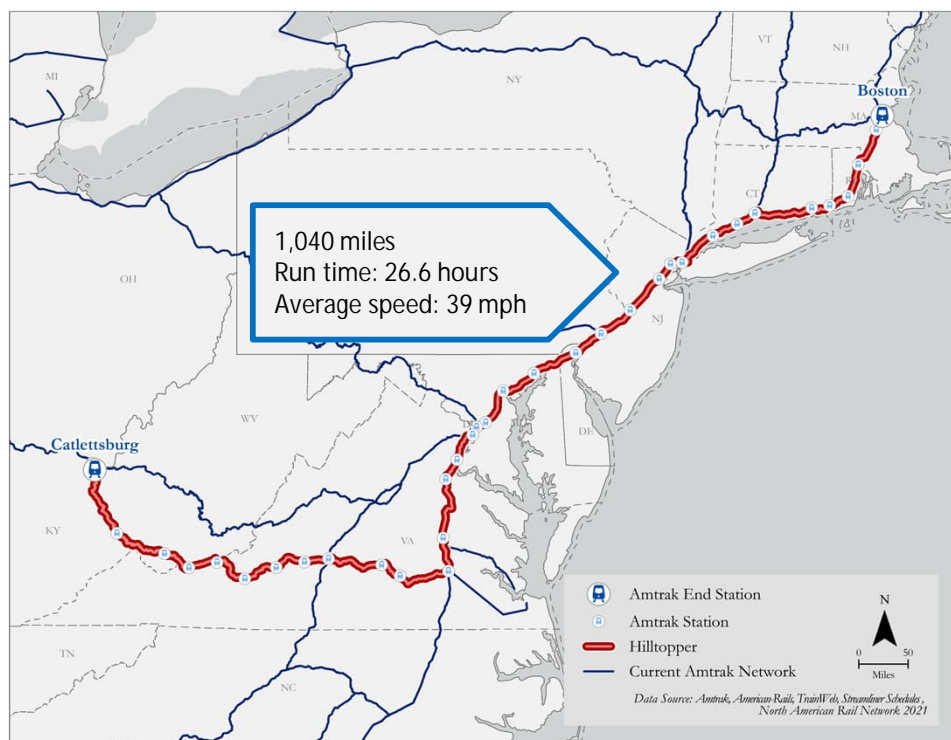
## Floridian Route Cities Served

City	State	City	State	City	State
Chicago	IL	Waycross	GA	To Miami	
Lafayette	IN	Jacksonville	FL	Waldo	FL
Bloomington	IN	To St. Petersburg		Ocala	FL
Louisville	KY	Deland	FL	Wildwood	FL
Bowling Green	KY	Sanford	FL	Winter Haven	FL
Nashville	TN	Winter Park	FL	Sebring	FL
Decatur	AL	Orlando	FL	West Palm Beach	FL
Birmingham	AL	Kissimmee	FL	Del Ray	FL
Montgomery	AL	Lakeland	FL	Dearfield Beach	FL
Dothan	AL	Tampa	FL	Ft. Lauderdale	FL
Thomasville	GA	Clearwater	FL	Hollywood	FL
Valdosta	GA	Saint Petersburg	FL	Miami	FL

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow

## Hilltopper Route (1977 -1979)



- Catlettsburg - Boston
- Current service overlaps:
  - *Acela*
    - ✓ Boston - Washington
  - *Northeast Regional*
    - ✓ Boston - Petersburg
  - *Cardinal, Crescent*
    - ✓ New York - Alexandria
  - *Silver Service, Palmetto*
    - ✓ New York - Petersburg
- Rationale for discontinuing:
  - 1978 USDOT analysis concluded that the *Hilltopper* suffered poor ridership and farebox recovery, particularly outside of the Northeast Corridor
  - Route was discontinued by Amtrak in October 1979

## Hilltopper Route Cities Served

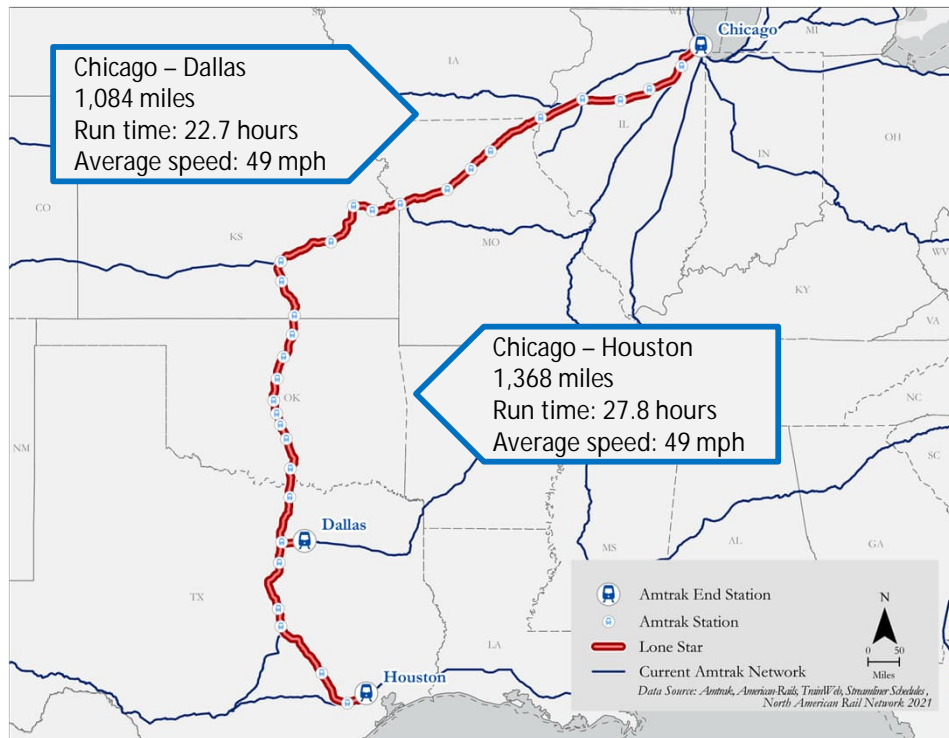
City	State	City	State	City	State
Boston	MA	Iselin	NJ	Petersburg	VA
Back Bay	MA	Trenton	NJ	Crewe	VA
Westwood	MA	Philadelphia	PA	Farmville	VA
Providence	RI	Wilmington	DE	Lynchburg	VA
West Kingston	RI	Aberdeen	MD	Bedford	VA
Westerly	RI	Baltimore	MD	Roanoke	VA
New London	CT	New Carrollton	MD	Christiansburg	VA
New Haven	CT	Washington	DC	Narrows	VA
Bridgeport	CT	Alexandria	VA	Bluefield	WV
Stamford	CT	Quantico	VA	Welch	WV
New York	NY	Fredericksburg	VA	Williamson	WV
Newark	NJ	Richmond	VA	Ashland	KY

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow



## Lone Star Route (1974 – 1979)



- Chicago - Dallas/Houston
- Current service overlaps:
  - *Heartland Flyer*
    - ✓ Oklahoma City - Ft. Worth
  - *Southwest Chief*
    - ✓ Chicago - Newton
  - *Texas Eagle*
    - ✓ Chicago - Joliet
    - ✓ Dallas - Temple
  - *Lincoln Service*
    - ✓ Chicago – Joliet
- Rationale for discontinuing:
  - Poor ridership at the time of 1978 USDOT analysis led to discontinuation in October 1979
  - Texas stops were added to Inter-American until Ft. Worth-San Antonio segment served by the Texas Eagle starting in 1981

## Lone Star Route Cities Served

City	State	City	State	City	State
Chicago	IL	Emporia	KS	Gainesville	TX
Joliet	IL	Newton	KS	Fort Worth	TX
Streator	IL	Wichita	KS	<b>To Dallas</b>	
Chillicothe	IL	Arkansas City	KS	Dallas	TX
Galesburg	IL	Ponca City	OK	<b>To Houston</b>	
Fort Madison	IA	Perry	OK	Cleburne	TX
La Plata	MO	Guthrie	OK	McGregor	TX
Marceline	MO	Oklahoma City	OK	Temple	TX
Carrollton	MO	Norman	OK	Brenham	TX
Kansas City	MO	Purcell	OK	Rosenberg	TX
Lawrence	KS	Pauls Valley	OK	Houston	TX
Topeka	KS	Ardmore	OK		

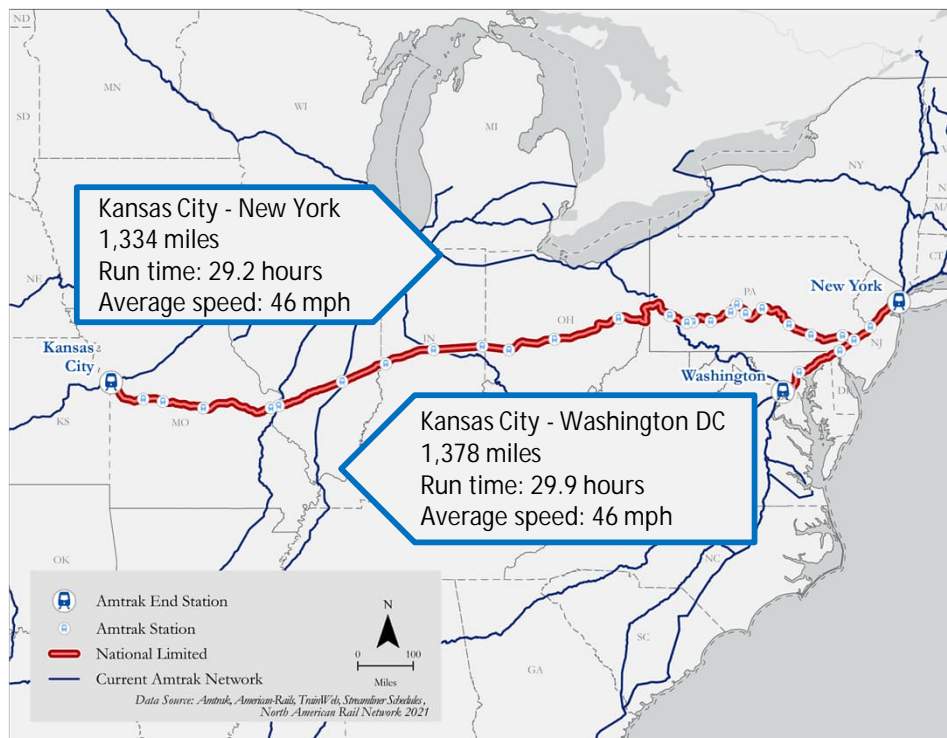
Source: The Museum of Railway Timetables (timetables.org)

Note: Subsequent *Southwest Chief* reroute in 1996 led to additional loss of service at Streator and Chillicothe

Note: Marceline and Emporia no longer served by *Southwest Chief* as of 1997 due to station conditions

Cities no longer served are highlighted in yellow

## National Limited Route (1971 – 1979)



- Kansas City - New York/Washington, DC
- Current service overlaps:
  - *Cardinal, Crescent, Northeast Regional, Acela, Palmetto, Silver Service*
    - ✓ New York/Washington - Philadelphia
  - *Keystone Service*
    - ✓ New York - Harrisburg
  - *Pennsylvanian*
    - ✓ Pittsburgh - Philadelphia
  - *Missouri River Runner*
    - ✓ St. Louis - Kansas City
- Rationale for discontinuing:
  - 1978 USDOT analysis concluded that route suffered poor on-time performance due to track conditions on the route resulting in delays, a lengthy schedule and low ridership
  - Route was discontinued in October 1979

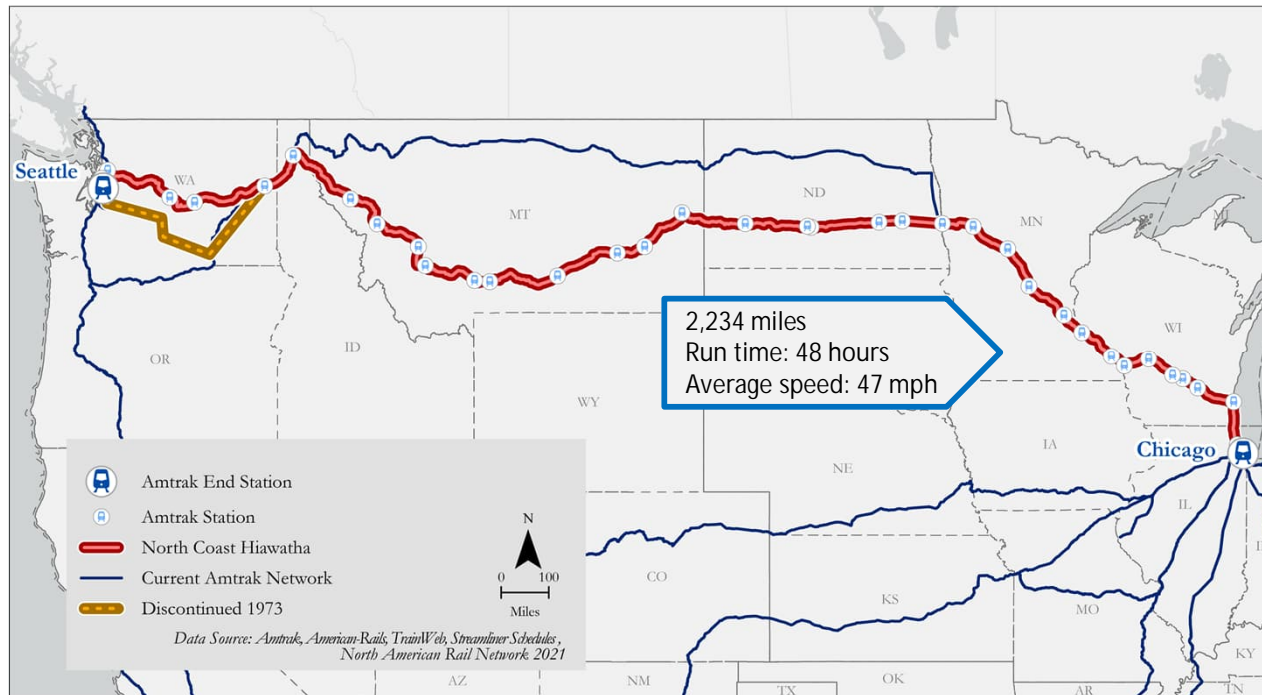
## National Limited Route Cities Served

City	State	City	State	City	State
<b>From New York</b>		Harrisburg	PA	Richmond	IN
New York	NY	Lewistown	PA	Indianapolis	IN
Newark	NJ	Huntingdon	PA	Terre Haute	IN
Trenton	NJ	Tyrone	PA	Effingham	IL
<b>From Washington</b>		Altoona	PA	St. Louis	MO
Washington	DC	Johnstown	PA	Kirkwood	MO
New Carrollton	MD	Latrobe	PA	Jefferson City	MO
Baltimore	MD	Greensburg	PA	Sedalia	MO
Wilmington	DE	Pittsburgh	PA	Warrensburg	MO
Philadelphia	PA	Dennison	OH	Kansas City	MO
Paoli	PA	Columbus	OH		
Lancaster	PA	Dayton	OH		

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow

# North Coast Hiawatha Route (1971 – 1979)



- Seattle - Chicago
  - In 1973, the Pasco-Seattle segment was rerouted to follow the existing *Empire Builder* route
- Current service overlaps:
  - *Empire Builder*
    - ✓ Chicago - Fargo
    - ✓ Sandpoint - Seattle
  - *Hiawatha*
    - ✓ Milwaukee - Chicago
- Rationale for discontinuation:
  - 1978 USDOT analysis examined both Chicago - Seattle routes (the other being the *Empire Builder*) and concluded the *North Coast Hiawatha* paralleled the interstate highway system and more bus lines
  - Existence of these alternative transportation options were the rationale for discontinuing the route in October 1979

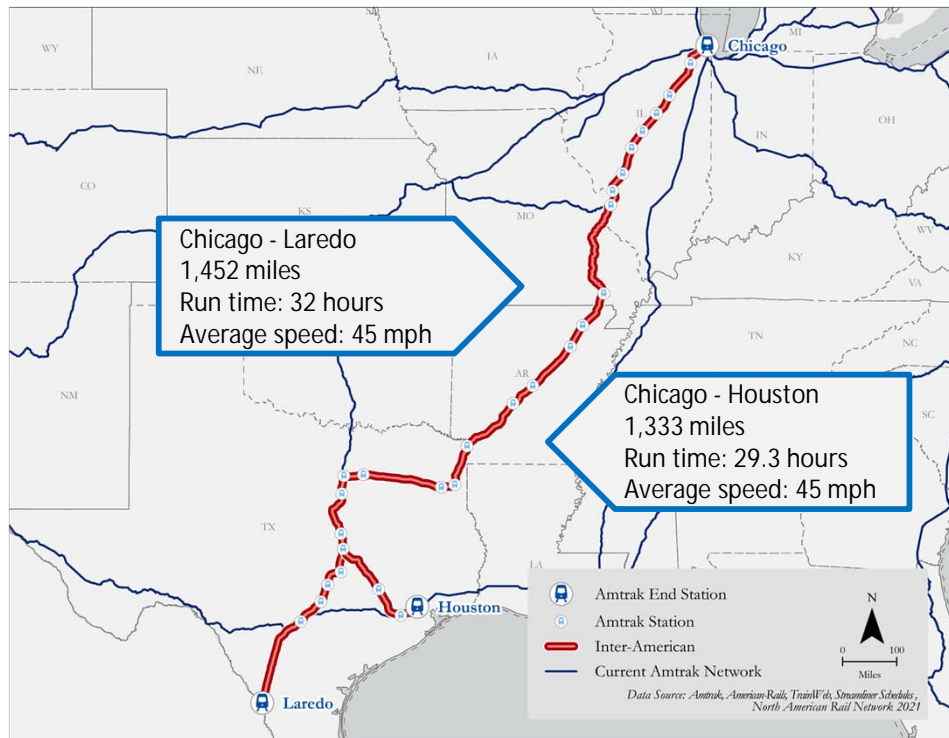
## North Coast Hiawatha Route Cities Served

City	State	City	State	City	State
Chicago	IL	Fargo	ND	Missoula	MT
Glenview	IL	Valley City	ND	Paradise	MT
Milwaukee	WI	Jamestown	ND	Sandpoint	ID
Columbus	WI	Bismarck	ND	Spokane	WA
Portage	WI	Mandan	ND	Ephrata	WA
Wiconsin Dells	WI	Dickinson	ND	Wenatchee	WA
Tomah	WI	Glendive	MT	Everett	WA
La Crosse	WI	Miles City	MT	Edmonds	WA
Winona	MN	Forsyth	MT	Seattle	WA
Red Wing	MN	Billings	MT	<b>Discontinued 1973</b>	
St Paul	MN	Livingston	MT	Pasco	WA
St Cloud	MN	Bozeman	MT	Yakima	WA
Staples	MN	Butte	MT	Ellensburg	WA
Detroit Lakes	MN	Deer Lodge	MT	East Auburn	WA

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow

## Inter-American Route (1973 – 1981)



- Chicago - Laredo/ Houston
  - Predecessor to *Texas Eagle*
- Current service overlaps:
  - *Texas Eagle*
    - ✓ Chicago - San Antonio
  - *Lincoln Service*
    - ✓ Chicago - St. Louis
- Rationale for discontinuing:
  - Amtrak combined *Inter-American* with *Lone Star* in October 1979, adding a Houston segment splitting in Temple
  - In October 1981, *Inter-American* was truncated to San Antonio, the Houston segment was removed, and the route was renamed *Texas Eagle*

## Inter-American Route Cities Served

Station	State	Station	State	Station	State
Chicago	IL	Newport	AR	To Laredo	
Joliet	IL	Little Rock	AR	Taylor	TX
Pontiac	IL	Malvern	AR	Austin	TX
Normal	IL	Texarkana	AR	San Marcos	TX
Lincoln	IL	Marshall	TX	San Antonio	TX
Springfield	IL	Longview	TX	Laredo	TX
Carlinville	IL	Dallas	TX	To Houston	
Alton	IL	Fort Worth	TX	Brenham	TX
St. Louis	MO	Cleburne	TX	Rosenberg	TX
Poplar Bluff	MO	McGregor	TX	Houston	TX
Walnut Ridge	AR	Temple	TX		

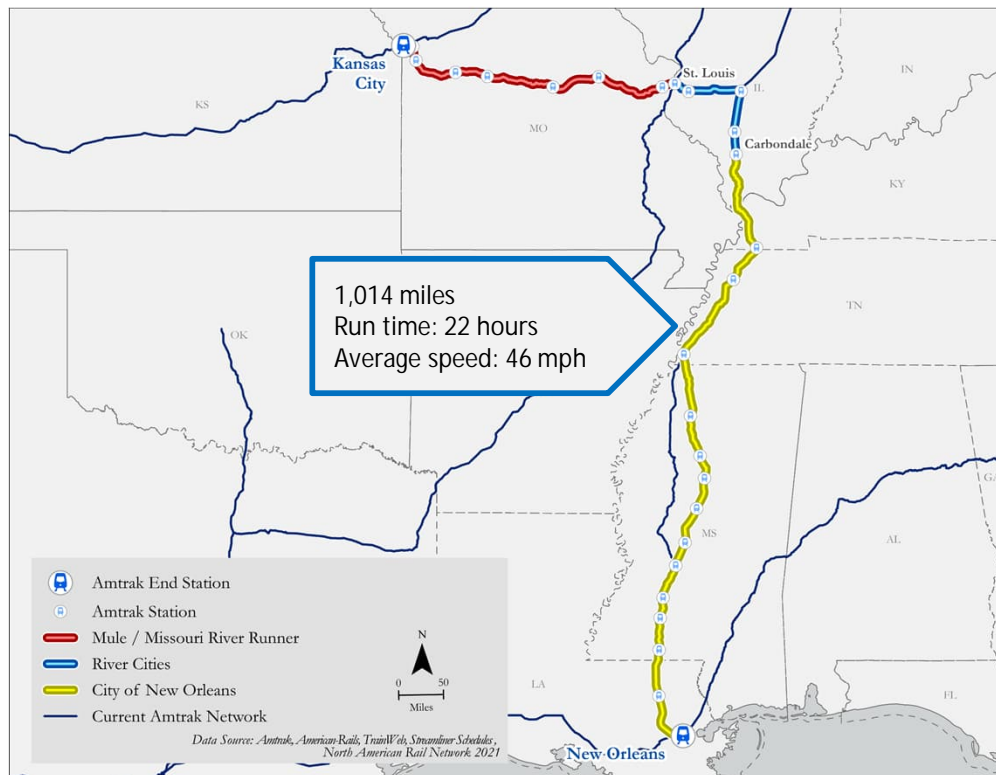
Source: The Museum of Railway Timetables (timetables.org)

Note: the *Texas Eagle* discontinued the Newport, AR stop in 1996

Cities no longer served are highlighted in yellow



## River Cities Route (1984 -1993)



- New Orleans - Kansas City
  - Combined with *Mules* (later *Missouri River Runners*) between Kansas City and St. Louis
  - Ran as a single coach train, generally, between St. Louis and Carbondale
  - Combined with *City of New Orleans* between Carbondale and New Orleans
- Current service overlaps:
  - *City of New Orleans*
    - ✓ Centralia - Memphis
    - ✓ Jackson - New Orleans
  - *Missouri River Runner*
    - ✓ Kansas City - St. Louis
- Rationale for discontinuing:
  - Consist normally included just one through coach car combined with other trains along most of route
  - Route was eliminated November 1993 due to reduction in Amtrak's budget
    - ✓ St. Louis – Carbondale segment replaced by Amtrak Thruway Bus (van) service

## River Cities Route Cities Served

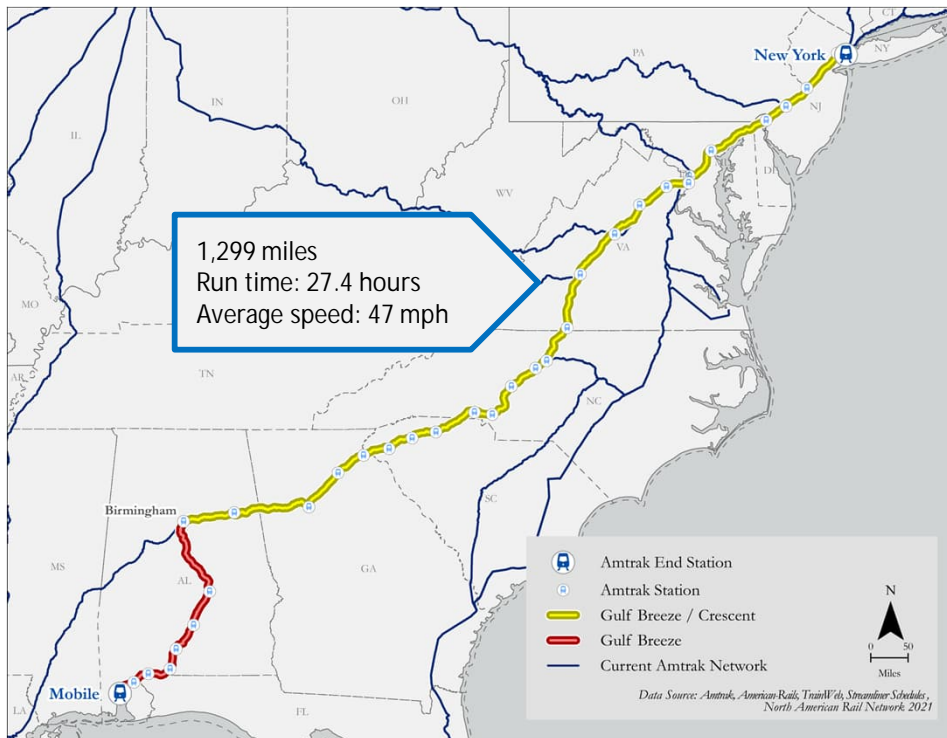
City	State	City	State	City	State
Kansas City	MO	Belleville	IL	Winona	MS
Independence	MO	Centralia	IL	Durant	MS
Lee's Summit	MO	Du Quoin	IL	Canton	MS
Warrensburg	MO	Carbondale	IL	Jackson	MS
Sedalia	MO	Fulton	KY	Hazlehurst	MS
Jefferson City	MO	Newbern	TN	Brookhaven	MS
Hermann	MO	Memphis	TN	McComb	MS
Kirkwood	MO	Batesville	MS	Hammond	LA
St. Louis	MO	Grenada	MS	New Orleans	LA

Source: The Museum of Railway Timetables (timetables.org)

Note: Subsequent *City of New Orleans* reroute after discontinuance of *River Cities* led to additional loss of service at the five highlighted stations in Mississippi

Cities no longer served are highlighted in yellow

# Gulf Breeze Route (1989 – 1995)



- Mobile - New York
  - Through service combined with *Crescent* between Birmingham and New York
- Current service overlaps:
  - *Acela*
    - ✓ New York - Washington
  - *Cardinal*
    - ✓ New York - Charlottesville
  - *Crescent*
    - ✓ New York - Birmingham
  - *Northeast Regional*
    - ✓ New York - Lynchburg
  - *Palmetto*
    - ✓ New York - Alexandria
  - *Silver Service*
    - ✓ New York - Tampa
- Rationale for discontinuing:
  - Reduction in Amtrak's budget and Alabama's unwillingness to increase its contribution to the route being discontinued in April 1995

## Gulf Breeze Route Cities Served

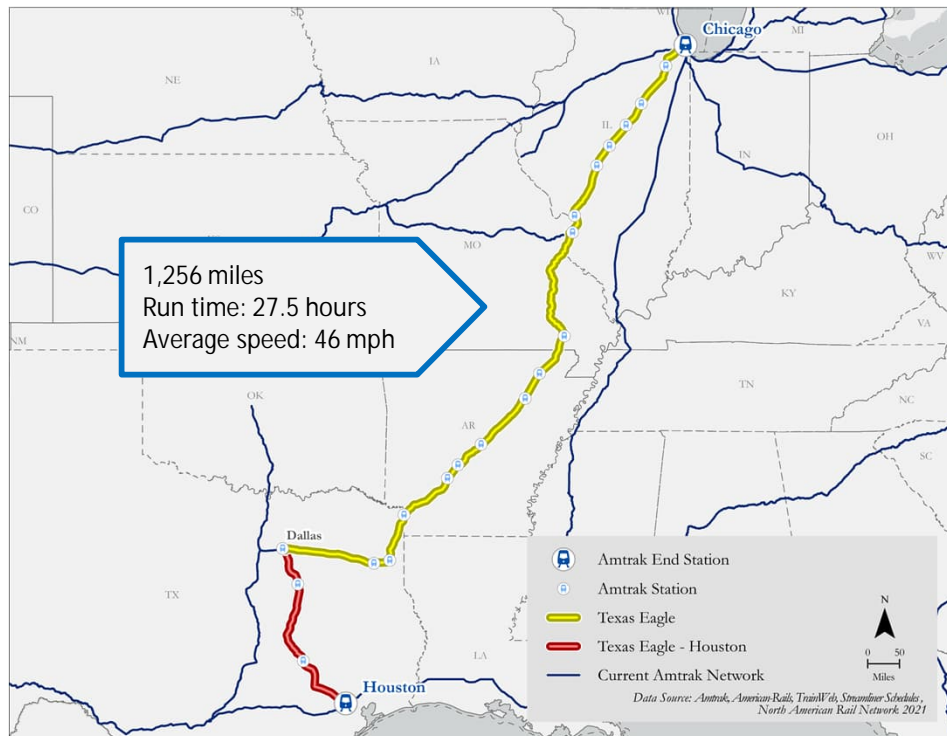
City	State	City	State	City	State
New York	NY	Lynchburg	VA	Gainesville	GA
Newark	NJ	Danville	VA	Atlanta	GA
Trenton	NJ	Greensboro	NC	Anniston	AL
Philadelphia	PA	High Point	NC	Birmingham	AL
Wilmington	DE	Salisbury	NC	Montgomery	AL
Baltimore	MD	Charlotte	NC	Greenville	AL
Washington	DC	Gastonia	NC	Evergreen	AL
Alexandria	VA	Spartanburg	SC	Brewton	AL
Manassas	VA	Greenville	SC	Atmore	AL
Culpeper	VA	Clemson	SC	Bay Minette	AL
Charlottesville	VA	Toccoa	GA	Mobile	AL

Source: The Museum of Railway Timetables (timetables.org)

Note: Mobile to regain Amtrak with state-sponsored service in 2023

Cities no longer served are highlighted in yellow

## Texas Eagle – Houston Route (1988 – 1995)



- Houston - Chicago
  - Former through service on *Texas Eagle* - section went from Dallas to Houston
- Current service overlaps:
  - *Texas Eagle*
    - ✓ Chicago - Dallas
  - *Lincoln Service*
    - ✓ Chicago - St. Louis
- Rationale for discontinuing:
  - While the route between Dallas and Houston was more direct than the previous *Lone Star/Inter-American* routing through Temple, the six-hour runtime and daily frequency was not competitive with other modes
  - Through service to Houston ended in September 1995
    - ✓ Amtrak Thruway bus now connects Houston daily with the *Texas Eagle* at Longview

## Texas Eagle – Houston Route Cities Served

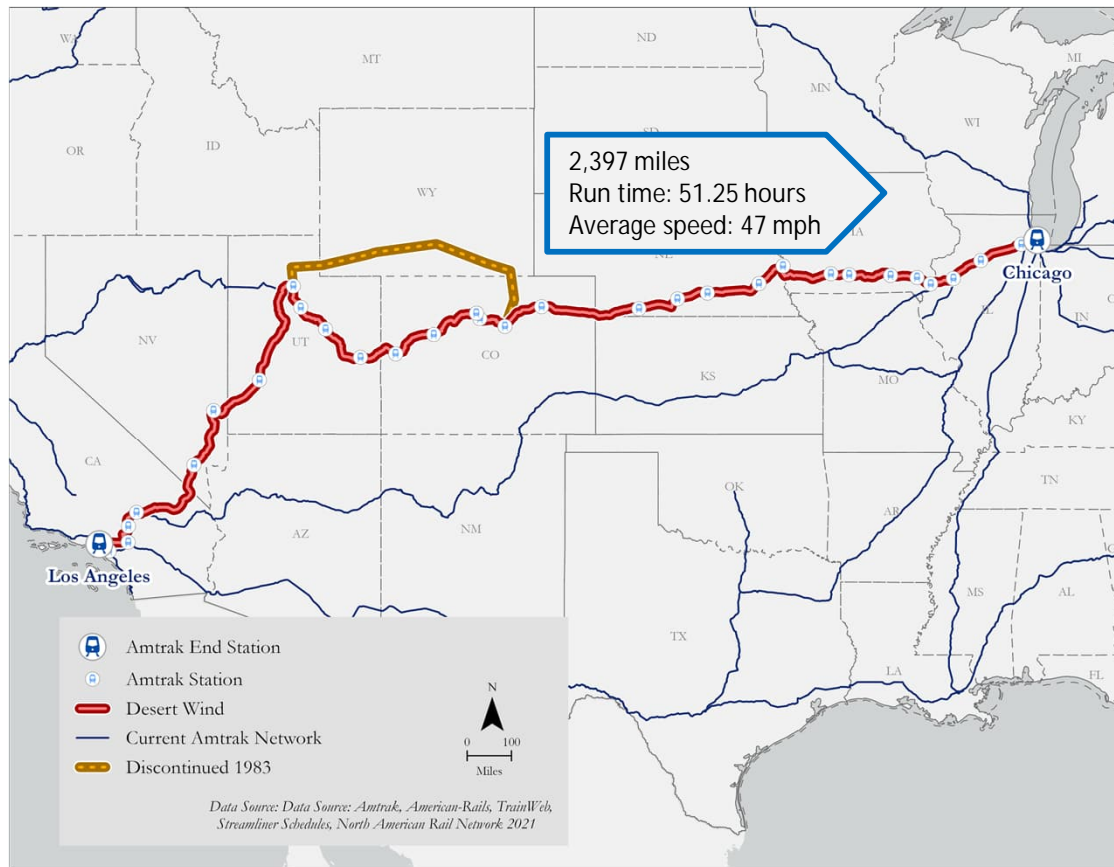
City	State	City	State	City	State
Chicago	IL	St. Louis	MO	Texarkana	AR
Joliet	IL	Poplar Bluff	MO	Marshall	TX
Pontiac	IL	Walnut Ridge	AR	Longview	TX
Normal	IL	Newport	AR	Dallas	TX
Lincoln	IL	Little Rock	AR	Corsicana	TX
Springfield	IL	Malvern	AR	Hearne	TX
Alton	IL	Arkadelphia	AR	Houston	TX

Source: The Museum of Railway Timetables (timetables.org)

Note: The *Texas Eagle* discontinued the Newport, AR stop in 1996

Cities no longer served are highlighted in yellow

# Desert Wind Route (1979 – 1997)



- Los Angeles - Chicago
  - Ran combined with *California Zephyr* east of Salt Lake City and/or the *Pioneer* east of Denver
  - Reduced from daily to tri-weekly in 1995, running combined with the *California Zephyr* between Chicago and Salt Lake City
- Current service overlaps:
  - *California Zephyr*
    - ✓ Chicago - Salt Lake City
  - *Illinois Zephyr, Carl Sandberg*
    - ✓ Chicago - Galesburg
  - *Pacific Surfliner*
    - ✓ Los Angeles - Fullerton
  - *Southwest Chief*
    - ✓ Chicago - Galesburg
    - ✓ Barstow - Los Angeles
- Rationale for discontinuing:
  - Discontinued in May 1997 after Amtrak analysis concluded that restoring daily service to the *California Zephyr* and withdrawing the tri-weekly *Desert Wind* would result in better financial performance

## Desert Wind Route Cities Served

City	State	City	State	City	State
Chicago	IL	Hastings	NE	Provo	UT
Naperville	IL	Holdrege	NE	Salt Lake City	UT
Princeton	IL	McCook	NE	Milford	UT
Galesburg	IL	Fort Morgan	CO	Caliente	NV
Burlington	IA	Denver	CO	Las Vegas	NV
Mount Pleasant	IA	Fraser	CO	Barstow	CA
Ottumwa	IA	Granby	CO	Victorville	CA
Osceola	IA	Glenwood Springs	CO	San Bernardino	CA
Creston	IA	Grand Junction	CO	Fullerton	CA
Omaha	NE	Thompson	UT	Los Angeles	CA
Lincoln	NE	Helper	UT		

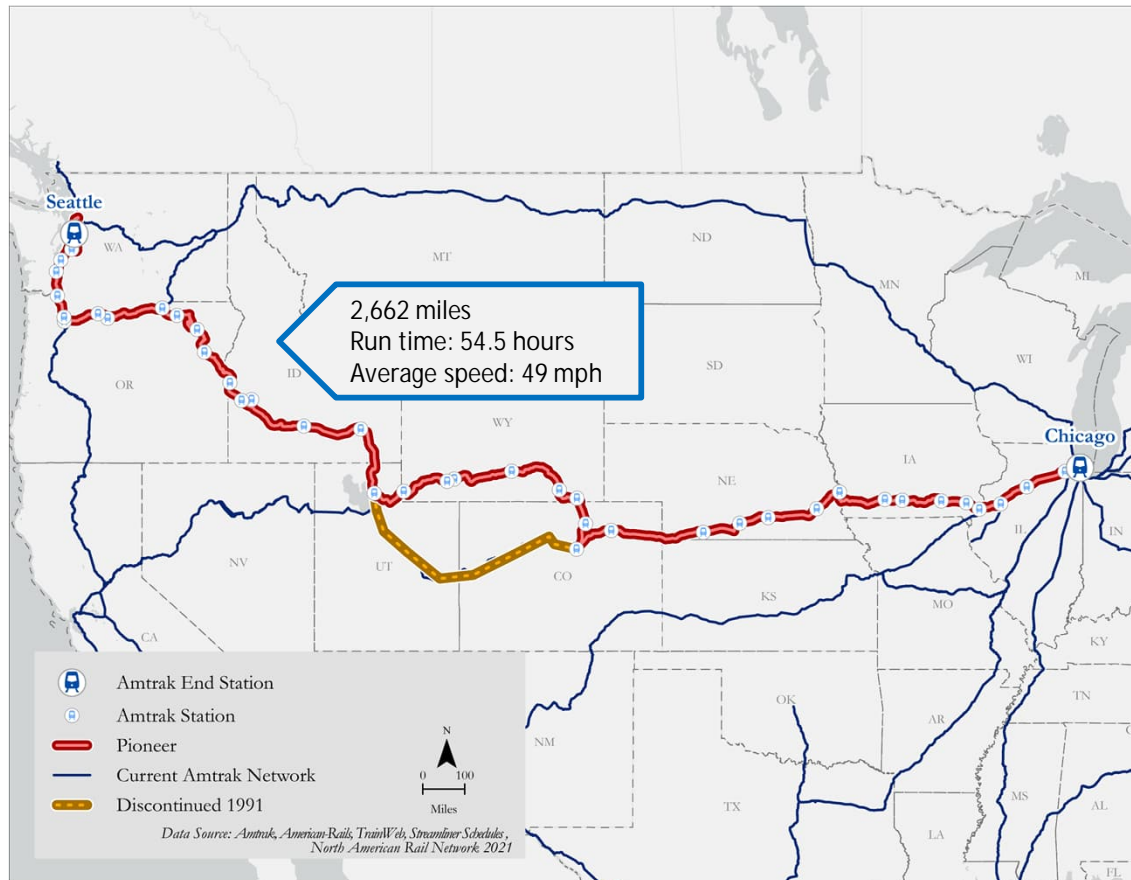
Source: The Museum of Railway Timetables (timetables.org)

Note: *Desert Wind* ended service to Akron, CO in 1987 due to station conditions

Cities no longer served are highlighted in yellow



## Pioneer Route (1977 – 1997)



- Seattle - Chicago
  - Service east of Utah to Chicago began in 1981 via a coach car attached to *San Francisco Zephyr* at Ogden
  - Sleeper service was added to Chicago in 1982
  - Rerouted in 1991 west of Denver through Wyoming, changing connection to Chicago trains to Denver
  - Reduced from daily to tri-weekly in 1993, running combined with the *California Zephyr* between Denver and Chicago
- Current service overlaps:
  - *California Zephyr*
    - ✓ Chicago - Denver
  - *Coast Starlight*
    - ✓ Portland - Seattle
  - *Southwest Chief*
    - ✓ Chicago - Galesburg
  - *Carl Sandburg / Illinois Zephyr*
    - ✓ Chicago - Galesburg
  - *Cascades*
    - ✓ Portland - Seattle
- Rationale for discontinuing:
  - Discontinued in May 1997 after Amtrak analysis concluded that restoring daily service to the *California Zephyr* and withdrawing the tri-weekly *Pioneer* would result in better financial performance

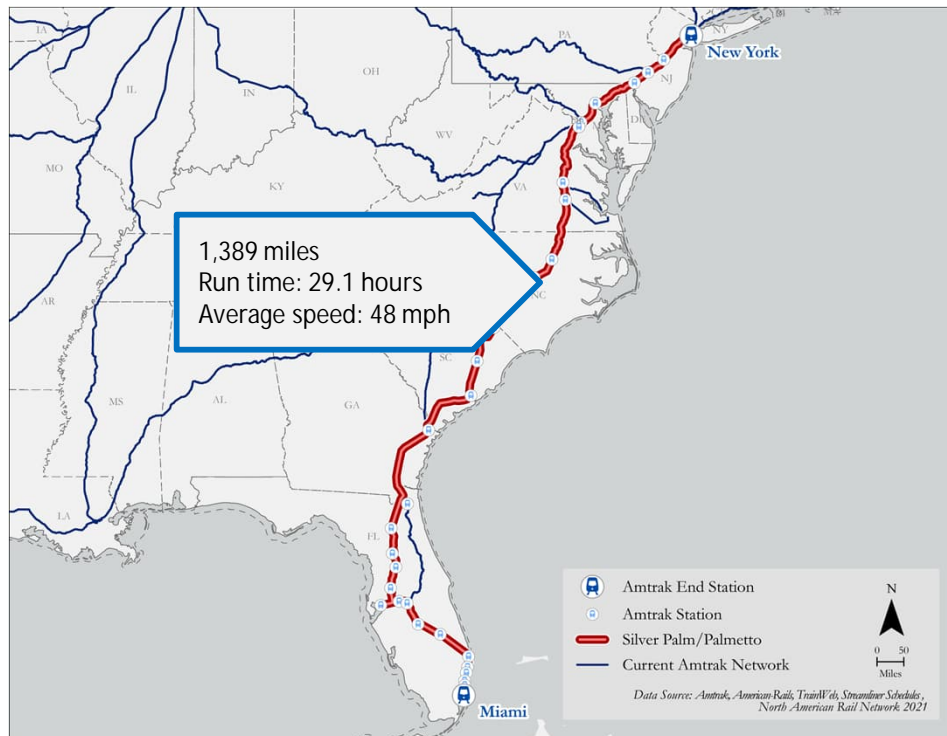
## Pioneer Route Cities Served

City	State	City	State	City	State
Chicago	IL	Borie (Cheyenne)	WY	Hood River	OR
Naperville	IL	Laramie	WY	Portland	OR
Princeton	IL	Rawlins	WY	Vancouver	WA
Galesburg	IL	Rock Springs	WY	Kelso	WA
Burlington	IA	Green River	WY	Centralia	WA
Mount Pleasant	IA	Evanston	WY	Lacey	WA
Ottumwa	IA	Ogden	UT	Tacoma	WA
Osceola	IA	Pocatello	ID	Seattle	WA
Creston	IA	Shoshone	ID	<b>Discontinued 1991</b>	
Omaha	NE	Boise	ID	Winter Park	CO
Lincoln	NE	Nampa	ID	Granby	CO
Hastings	NE	Ontario	OR	Glenwood Springs	CO
Holdrege	NE	Baker Station	OR	Grand Junction	CO
McCook	NE	La Grande	OR	Thompson	UT
Fort Morgan	CO	Pendleton	OR	Helper	UT
Denver	CO	Herminston	OR	Provo	UT
Greeley	CO	The Dalles	OR	Salt Lake City	UT

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow

## Silver Palm/Palmetto Route (1996 – 2004)



- Miami - New York
- Current service overlaps:
  - *Acela*
    - ✓ New York - Washington
  - *Brightline*
    - ✓ West Palm Beach - Miami
  - *Cardinal, Crescent*
    - ✓ New York - Alexandria
  - *Carolinian*
    - ✓ New York - Selma, NC
  - *Northeast Regional*
    - ✓ New York - Petersburg
  - *Palmetto*
    - ✓ New York - Savannah
  - *Silver Service*
    - ✓ New York - Jacksonville
    - ✓ Lakeland - Miami
- Rationale for change:
  - Cancellation of express and mail contracts reduced revenue and removal of dining and sleeper service by elimination of the duplicated Savannah-Miami segment resulted in Silver Palm again becoming the Palmetto November 2004

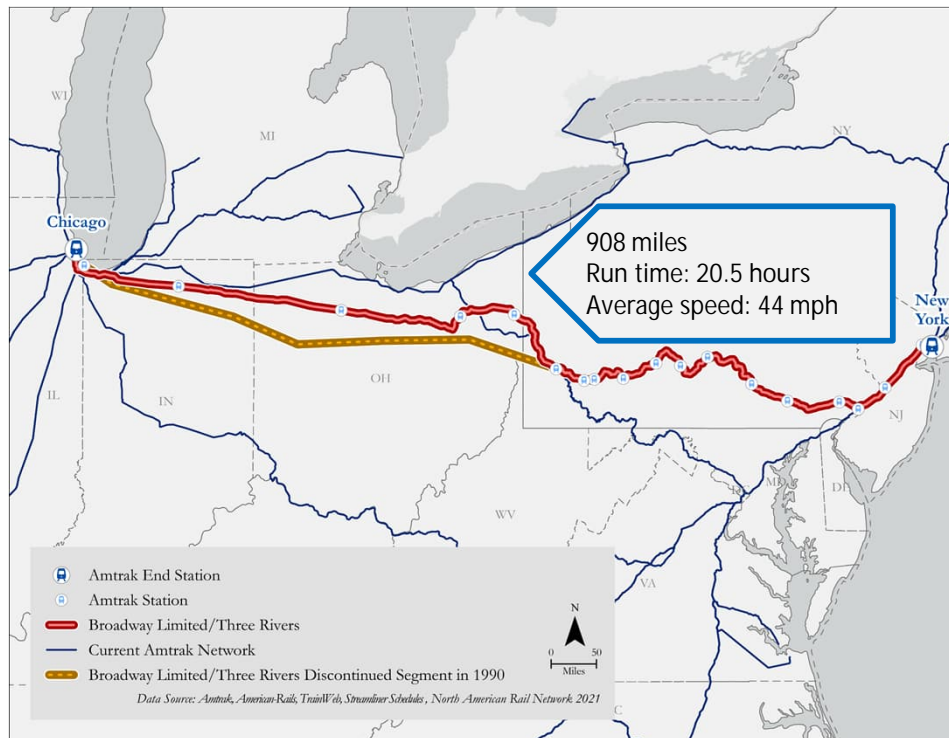
## Silver Palm/Palmetto Route Cities Served

City	State	City	State	City	State
New York	NY	Selma	NC	Tampa	FL
Newark	NJ	Fayetteville	NC	Lakeland	FL
Trenton	NJ	Dillon	SC	Winter Haven	FL
Philadelphia	PA	Florence	SC	Sebring	FL
Wilmington	DE	Kingstree	SC	Okeechobee	FL
Baltimore	MD	Charleston	SC	West Palm Beach	FL
Washington	DC	Savannah	GA	Del Ray	FL
Alexandria	VA	Jacksonville	FL	Dearfield Beach	FL
Richmond	VA	Waldo	FL	Ft. Lauderdale	FL
Petersburg	VA	Ocala	FL	Hollywood	FL
Rocky Mount	NC	Wildwood	FL	Miami	FL
Wilson	NC	Dade City	FL		

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow

## Broadway Limited/Three Rivers Route (1971 – 2005)



- Chicago - New York
  - Route change in 1990 led to five discontinued stations in Ohio and Indiana
  - Operated as the *Broadway Limited*, rebranded in 1995 as *Three Rivers* without sleeping or dining cars operating New York-Pittsburgh and in 1998 extended to Chicago
- Current service overlaps:
  - *Acela, Cardinal, Crescent, Northeast Regional, Palmetto, Silver Service*
    - ✓ New York - Philadelphia
  - *Pennsylvanian*
    - ✓ New York - Pittsburgh
- Rationale for discontinuing:
  - Cancellation of express and mail contracts resulted in major loss of revenue
  - Routes duplicating service (*Cardinal, Lake Shore Limited*) was used as further justification for Amtrak to discontinue route in March 2005

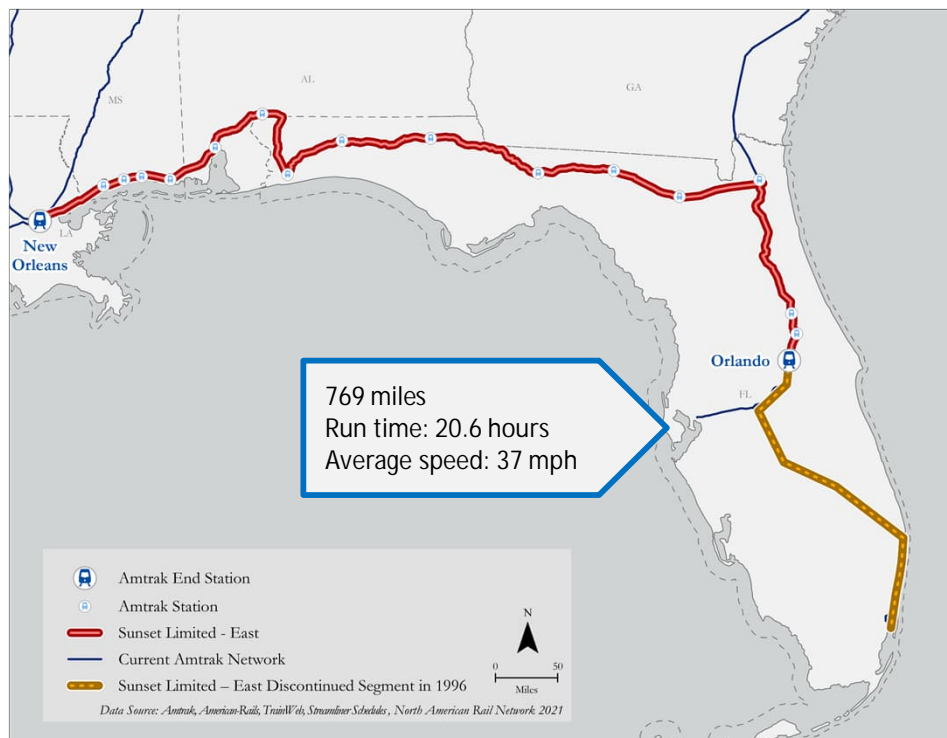
## Broadway Limited/Three Rivers Route Cities Served

City	State	City	State	City	State
New York	NY	Altoona	PA	Hammond	IN
Newark	NJ	Johnstown	PA	Chicago	IL
Trenton	NJ	Latrobe	PA	<b>Discontinued 1990</b>	
Philadelphia	PA	Greensburg	PA	Canton	OH
Paoli	PA	Pittsburgh	PA	Crestline	OH
Lancaster	PA	Youngstown	OH	Lima	OH
Harrisburg	PA	Akron	OH	Fort Wayne	IN
Lewistown	PA	Forstoria	OH	Valparaiso	IN
Huntingdon	PA	Nappanee	IN		

Source: The Museum of Railway Timetables (timetables.org)

Cities no longer served are highlighted in yellow

## Sunset Limited – East Route (1993 – 2005)



- New Orleans - Orlando/Miami
  - Route operated to Miami between 1993 and 1996, when it was changed to Sanford, FL, in 1996 and Orlando in 1997 to shorten the route to reduce exposure to schedule unreliability and duplication with other Amtrak services
- Current service overlaps:
  - *Silver Service*
    - ✓ Jacksonville - Orlando
- Rationale for suspending:
  - Route suspended in 2005 following Hurricane Katrina

## Sunset Limited – East Route Cities Served

City	State	City	State	City	State
Orlando	FL	Pensacola	FL	Winter Haven	FL
Winter Park	FL	Atmore	AL	Sebring	FL
Sanford	FL	Mobile	AL	Okeechobee	FL
Deland	FL	Pascagoula	MS	West Palm Beach	FL
Jacksonville	FL	Biloxi	MS	Delray Beach	FL
Lake City	FL	Gulfport	MS	Deerfield Beach	FL
Madison	FL	Bay St. Louis	MS	Ft. Lauderdale	FL
Tallahassee	FL	New Orleans	LA	Hollywood	FL
Chipley	FL	<b>Discontinued 1996</b>		Miami	FL
Crestview	FL	Kissimmee	FL		

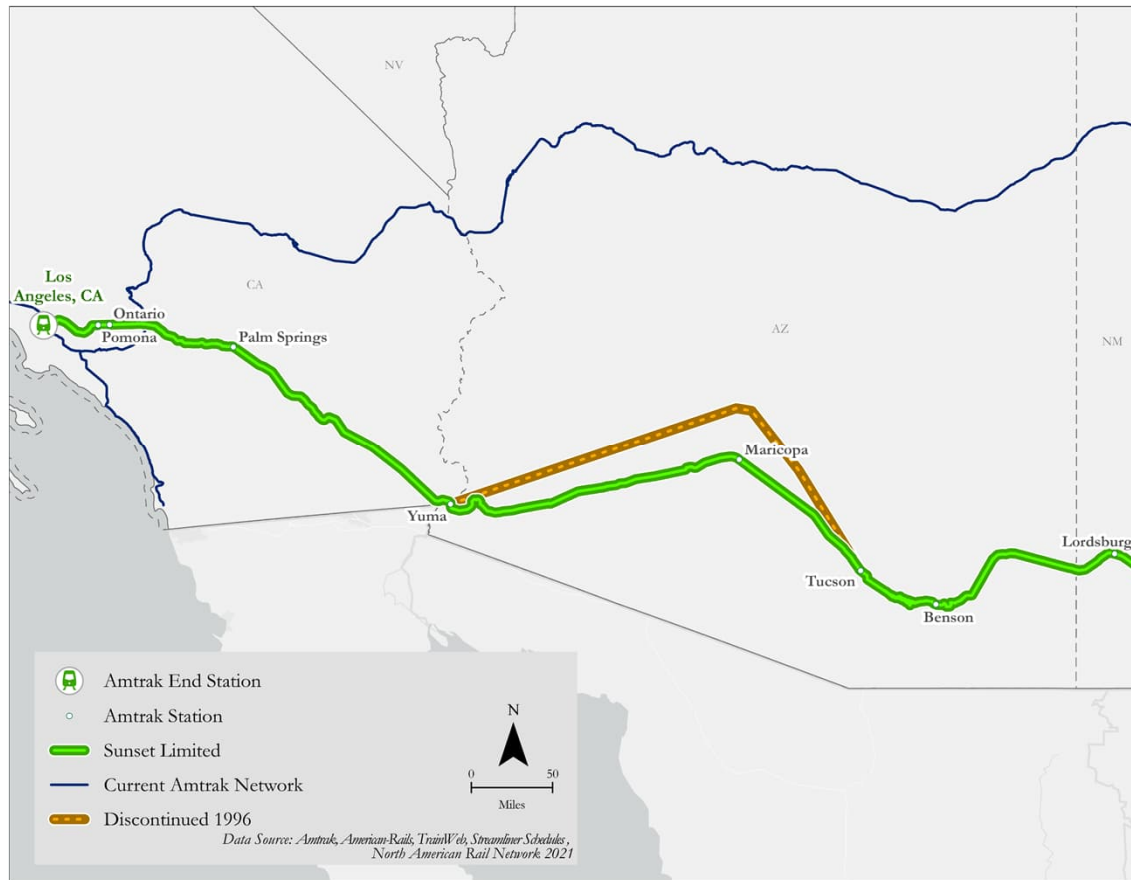
Source: The Museum of Railway Timetables (timetables.org)

Note: Mobile, Pascagoula, Biloxi and Gulfport to regain Amtrak with new state sponsored service in 2023

Cities no longer served are highlighted in yellow



## Sunset Limited – Phoenix Route (1971 – 1996)



- The discontinued segment included Phoenix, Tempe, and Coolidge station stops in Arizona
- Current service overlaps:
  - None
- Rationale for discontinuing:
  - After its acquisition of Southern Pacific (SP), Union Pacific removed from service SP's parallel line west of Phoenix
  - This resulted in Amtrak service to these stations being discontinued in June 1996

## Discontinued Routes – Summary

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- USDOT's recommended national passenger rail system in 1970 did not include *George Washington*, *City of Miami*, *Pan American*, or *San Francisco Chief*
- USDOT's review of Amtrak's network in response to the Amtrak Improvement Act of 1978 resulted in the discontinuation of *Champion*, *Hilltopper*, *Floridian*, *Lone Star*, *National Limited*, and *North Coast Hiawatha*
- In 1981, *Inter-American* was truncated to San Antonio, the Houston segment was removed, and the route was renamed *Texas Eagle*
- Poor ridership and Amtrak budget cuts resulted in the discontinuation of *Mountaineer*, *River Cities*, *Gulf Breeze*, and *Texas Eagle – Houston* through service
- Amtrak Intercity SBU analysis in 1996 resulted in the discontinuation of *Desert Wind* and *Pioneer*
- Cancellation of express and mail contracts resulted in the truncation of *Palmetto* and discontinuation of *Three Rivers*

# BASELINE AND MARKET CONDITIONS

## Overview of Sources and Methods

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- Trip Flow Data:
  - Total trips for all modes between MSAs from Federal Highway Administration's (FHWA) Next-Gen National Household Travel Survey National Passenger origin-destination (O-D) data (2020) (<https://nhts.ornl.gov/od/>)
  - Represents annual trips by the U.S. population throughout all of 2020
  - 2020 data impacted by COVID-19 conditions
  - Provides insights into travel demand between cities
- Amtrak O-D Pairs Data:
  - Volume of trips on Long-Distance passenger trains from Amtrak (2019) between station pairs
  - Provides insights into Long-Distance passenger train travel between stations
- Trips analyzed were at least 100 miles in length

## Definitions

### Market

- Trip making to or from a community (for example, a city or a larger geography such as an entire region)

### MSA

- Metropolitan Statistical Area: A standardized county or equivalent-based area having at least one urbanized area of 50,000 or more population

### Smaller MSA

- MSA with a population less than 250,000 residents

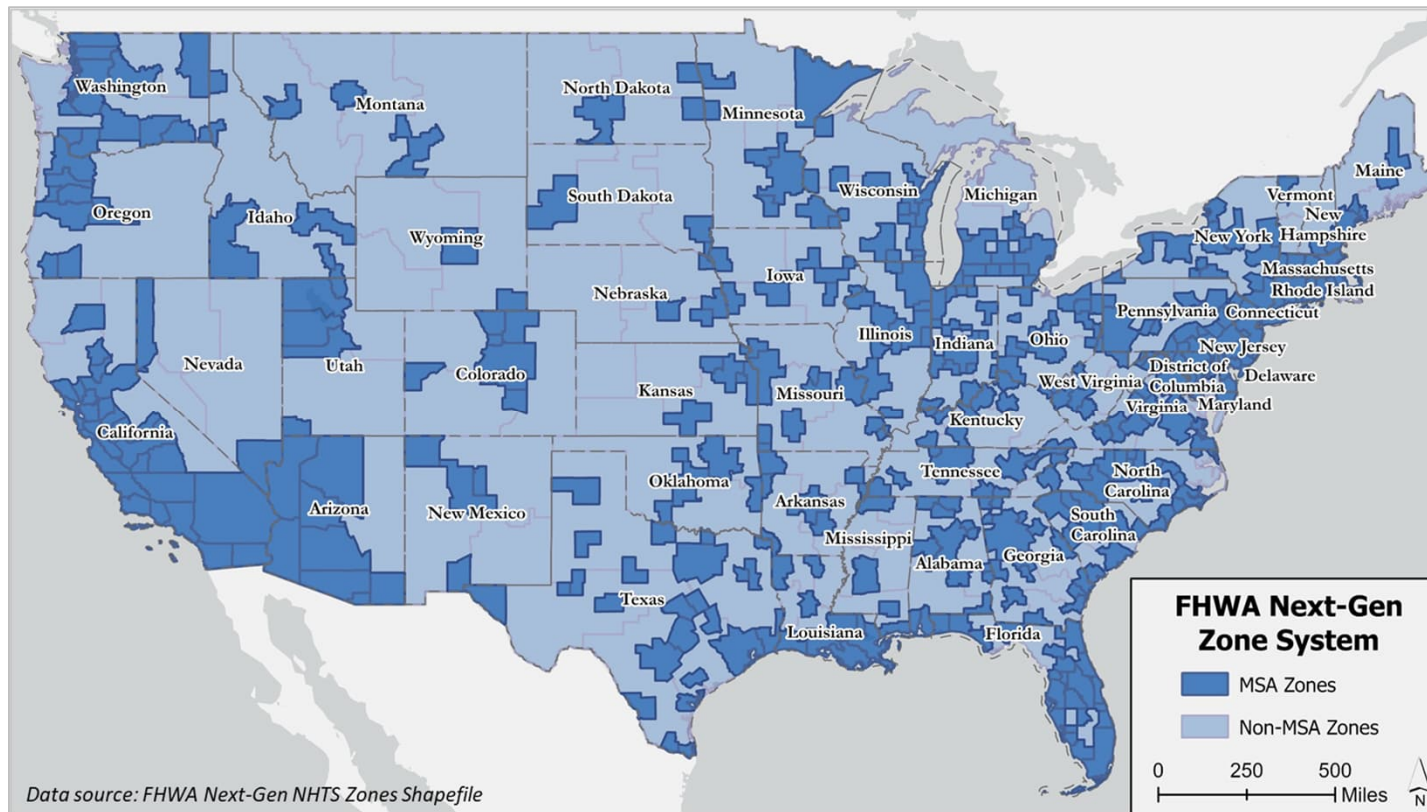
### Small Community

- Community served by an Amtrak station located outside an MSA

### Time of day

- Nighttime: 11:00 p.m. to 5:00 a.m.
- Daytime: 5:01 a.m. to 10:59 p.m.

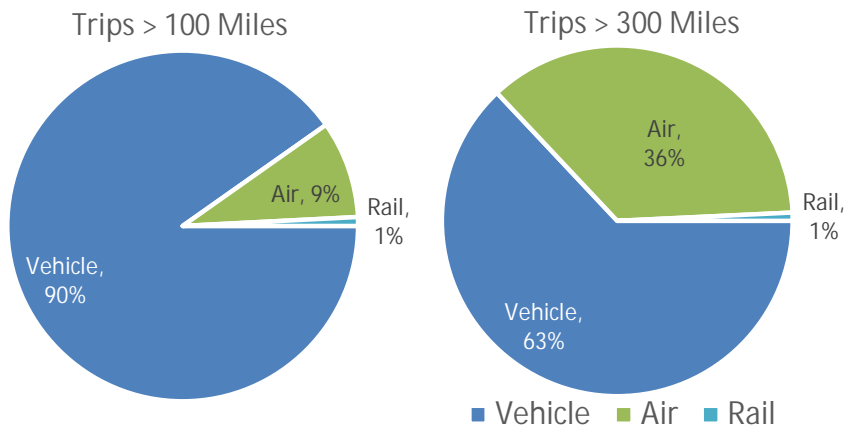
# FHWA Next-Gen Zones



- FHWA Next-Gen data represent trips between and within zones
- About 600 zones nationwide
- About 450 zones are either an MSA or part of an MSA
- Areas outside of MSAs are grouped into non-MSA zones. Non-MSA zones often are large in terms of land area

# Characteristics of National Travel

## Mode Share by Trip Length

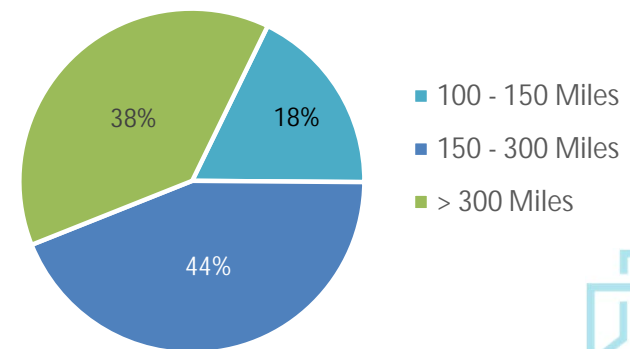


## Total Trips by Mode (Millions)

Trip Length	Vehicle	Air	Rail
>100 Miles	3,332	332	28
>150 Miles	1,795	325	19
>300 Miles	507	292	6

- Trip flow data: annual trips based on Next-Gen (2020) trip data
- Air Trips: 32% of trips between MSAs and non-MSAs are under 300 miles
- Rail Trips:
  - 62% of trips between MSAs and non-MSAs are under 300 miles
  - 38% of trips between MSAs and non-MSAs are over 300 miles

## Rail Trips Between MSAs and Non-MSAs (1.3M Total Trips)



## Amtrak Origin-Destination (O-D) Pairs

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- The next few slides are based on Amtrak FY 2019 origin-destination (O-D) ridership data for rail trips over 100 miles in length on Long-Distance passenger trains
- The slides focus on top station pairs overall and on trips made between small communities

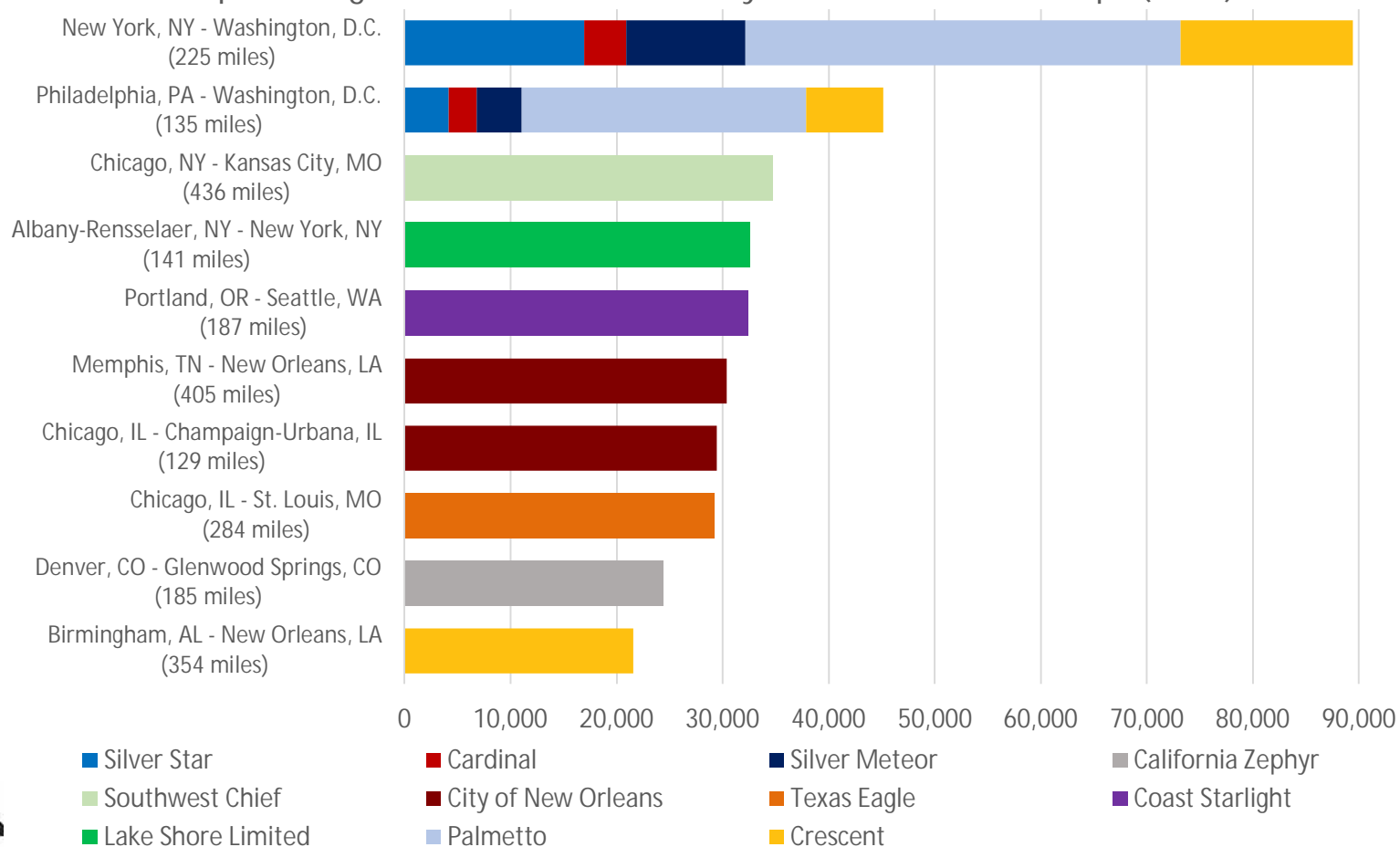


# Long-Distance Network – Current Amtrak O-D Pairs

## Amtrak Ridership: Top 10 Station Pairs

- The top two station pairs are in the NEC, served by five Long-Distance trains
- Long-Distance trains on the NEC (*Cardinal, Crescent, Palmetto, Silver Meteor, and Silver Star*) serve as additional frequencies to State-Supported and NEC services for trips in the NEC
- The largest stations in the top 10 are New York, Washington, D.C., and Chicago

Top 10 Long-Distance Station Pairs by Volume of Annual Trips (2019)

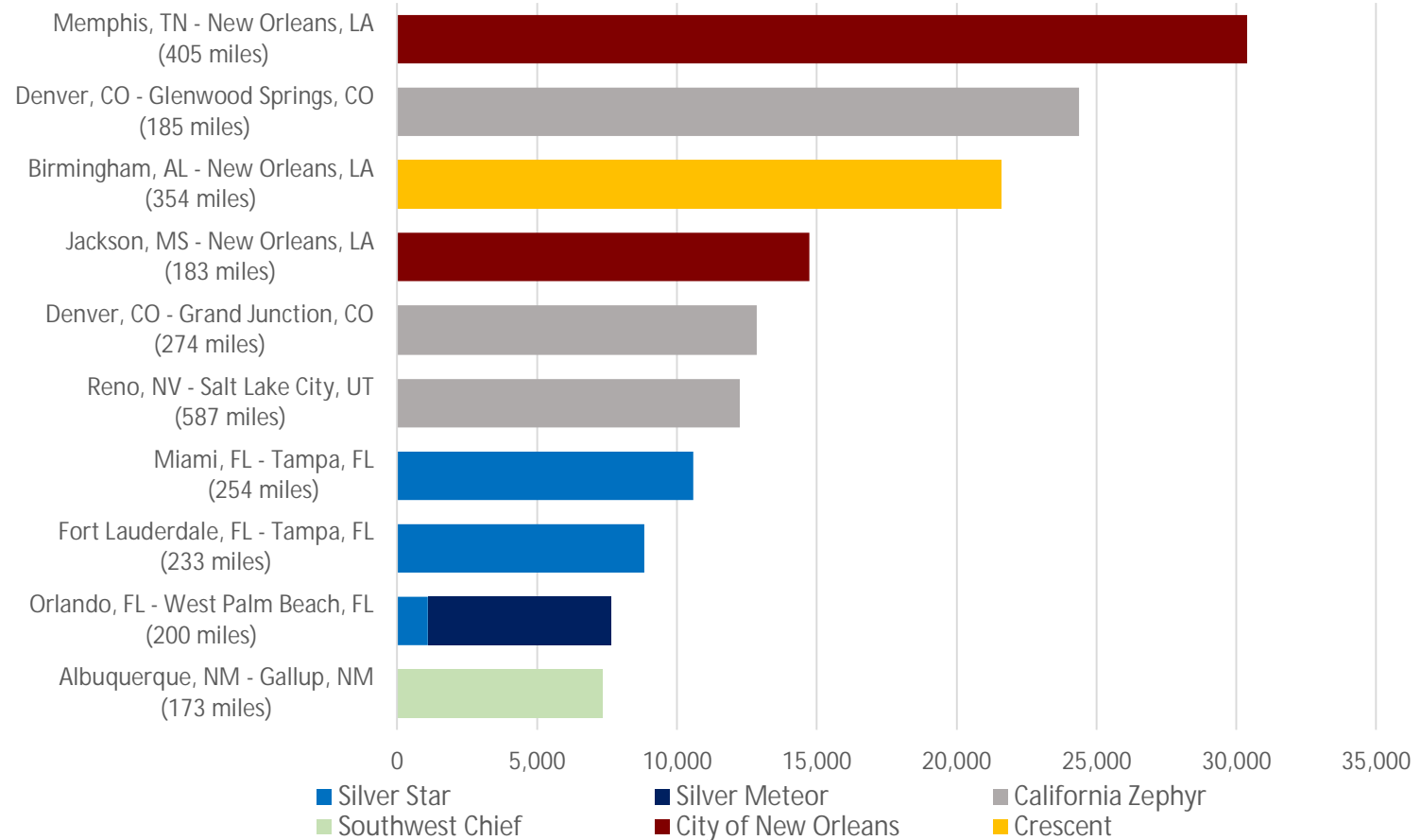


# Long-Distance Network – Current Amtrak O-D Pairs

## Amtrak Ridership: Top 10 Station Pairs

- Stations only served by Long-Distance trains
- The largest stations in the top 10 are Denver, New Orleans, and Memphis

Top 10 Long-Distance Station Pairs by Volume of Annual Trips (2019)  
Stations Served by Long-Distance Trains Only

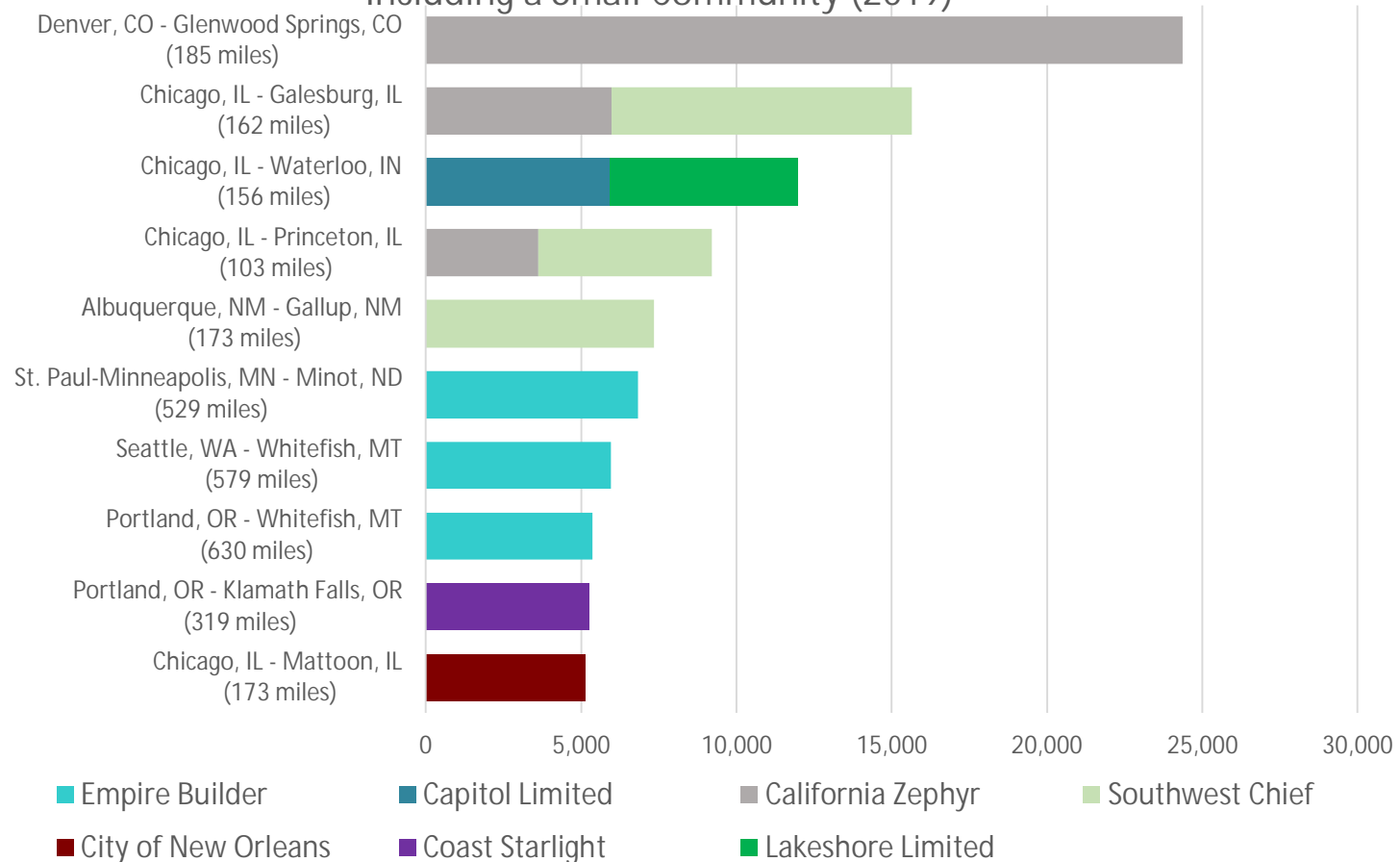


# Long-Distance Network – Current Amtrak O-D Pairs

## Amtrak Ridership: Top 10 Station Pairs Serving Small Communities

- Definition of “small community”: Community served by an Amtrak station located outside an MSA
- 7 Long-Distance trains serve these station pairs
- The largest stations are Denver and Chicago, connecting to five of the small communities in the top 10

Top 10 Long-Distance Station Pairs by Volume of Annual Trips Including a Small Community (2019)

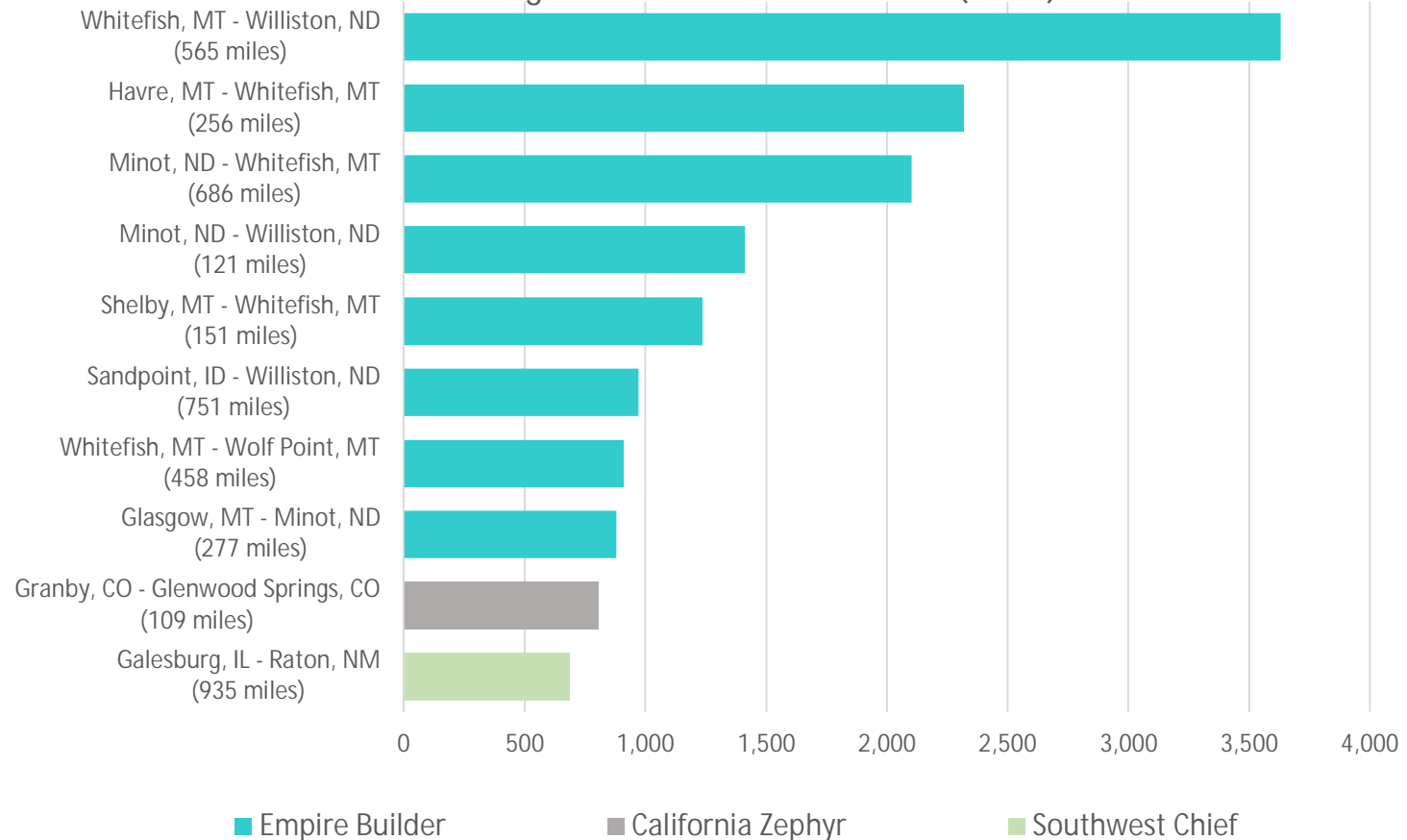


# Long-Distance Network – Current Amtrak O-D Pairs

## Amtrak Ridership: Top 10 Station Pairs Connecting Small Communities

- The top eight pairs between two small communities are served exclusively by *Empire Builder*
- Stations are located primarily within Montana or North Dakota
- The largest stations are Whitefish, MT and Williston, ND
- Whitefish connects to five of the small communities in the top 10

Top 10 Long-Distance Station Pairs by Volume of Annual Trips Connecting Two Small Communities (2019)



## National Baseline and Market Conditions Summary

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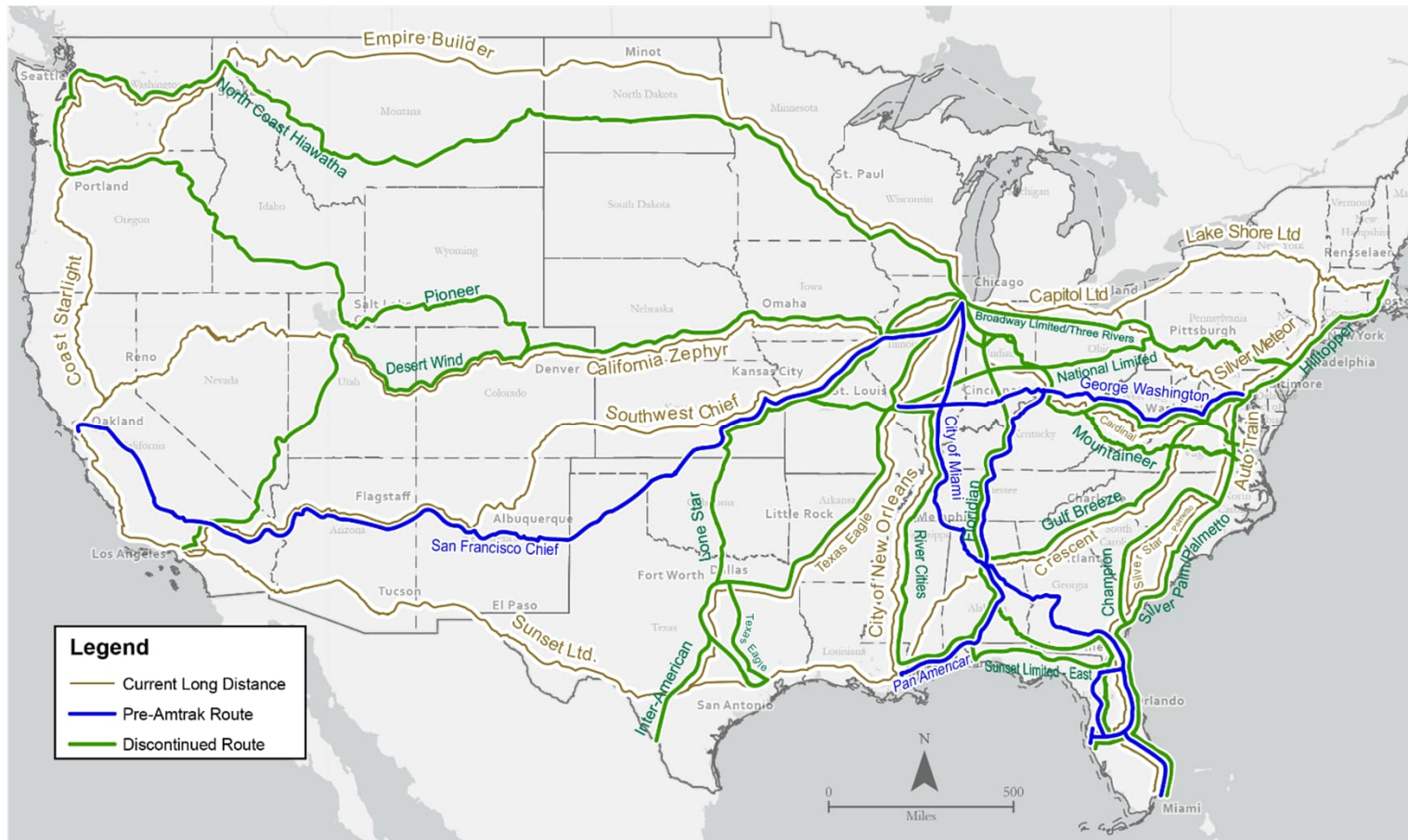
- The largest stations for passengers on Long-Distance trains are New York, Washington, D.C., and Chicago, which have the most Long-Distance services
- The largest stations served by Long-Distance trains only:
  - New Orleans: *Sunset Limited, City of New Orleans, Crescent*
  - Denver: *California Zephyr*
  - Memphis: *City of New Orleans*
- Denver and Chicago are key connections for small communities
  - Denver: 49% of trips that begin/end in Denver have a small community as the other trip end
  - Chicago: 20% of trips that begin/end in Chicago have a small community as the other trip end
- *Empire Builder* links many small communities: 31% of trips connect to a small community

# POTENTIAL NEW MARKET CONNECTIONS AND OPPORTUNITIES

# Current Amtrak Long-Distance Routes



# Current Amtrak and Discontinued Long-Distance Routes





## Considerations for New Long-Distance Routes

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Per IIJA Section 22214, FRA may evaluate new Amtrak Long-Distance routes, and whether those routes would:

- Link and serve large and small communities as part of a regional rail network
- Advance the economic and social well-being of rural areas of the United States
- Provide enhanced connectivity for the national Long-Distance passenger rail system
- Reflect public engagement and local and regional support for restored passenger rail service

## Brainstorming and Discussion: Routes, Service Changes, and Markets

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1. Are there state or local initiatives that could inform potential new or restored Long-Distance services?
2. What previously discontinued Long-Distance services should we consider and why?
3. What new routes or communities do you want to extend Long-Distance service to and why?
4. In thinking about existing Long-Distance routes – what new frequencies and service changes should we consider?

# EVALUATION FACTORS

## Initial Long-Distance Service Evaluation

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- Amtrak's current Long-Distance routes consist of 13 daily and 2 non-daily services
  - The legislation calls for studying the restoration of daily service on the two currently non-daily routes (*Cardinal* and *Sunset Limited*)
- Study team found 17 Amtrak discontinued Long-Distance routes and 4 Long-Distance routes that Amtrak (as directed by USDOT) did not carry forward upon Amtrak's inception in May 1971
- Study team identified a total of 36 routes to be considered for restored or expanded service

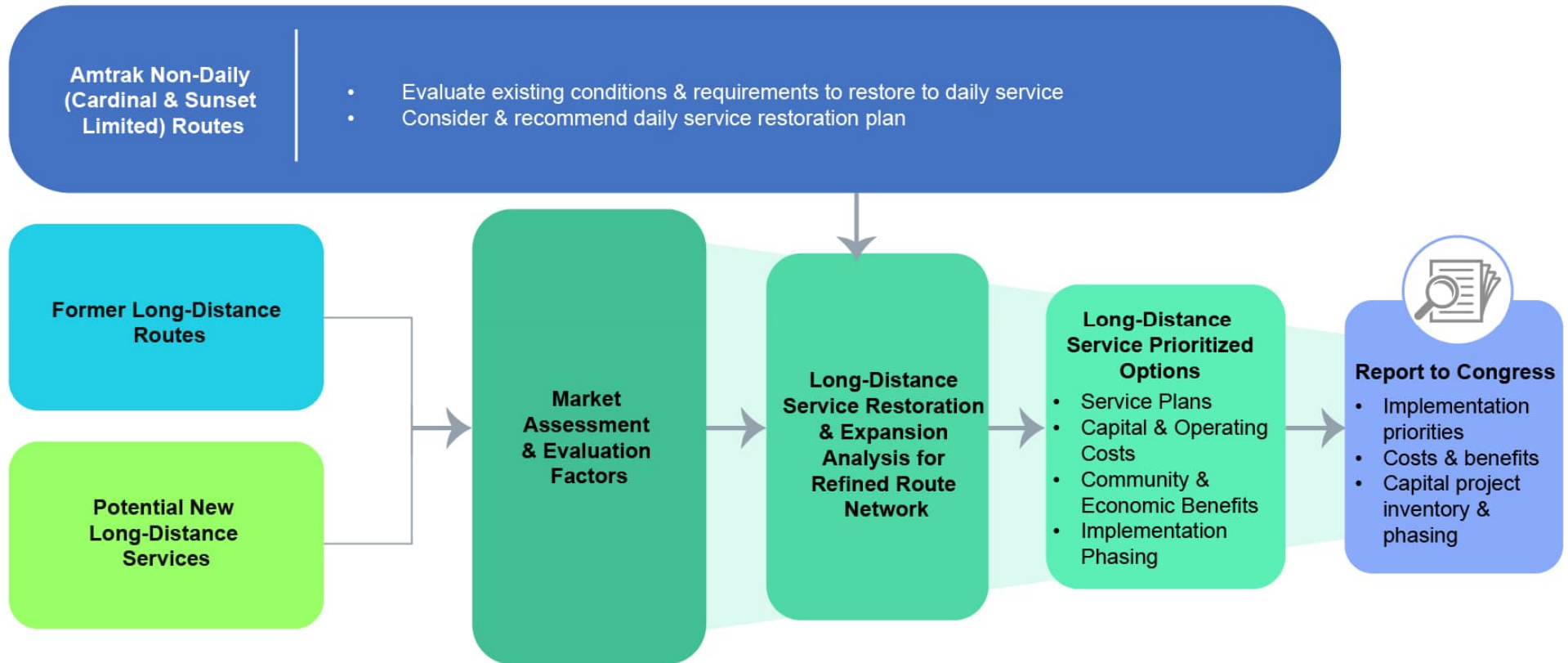
## Initial Long-Distance Service Evaluation

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The Long-Distance Service Study is developing evaluation factors to help guide development of new and restored Long-Distance routes that contribute to a viable future intercity passenger rail network

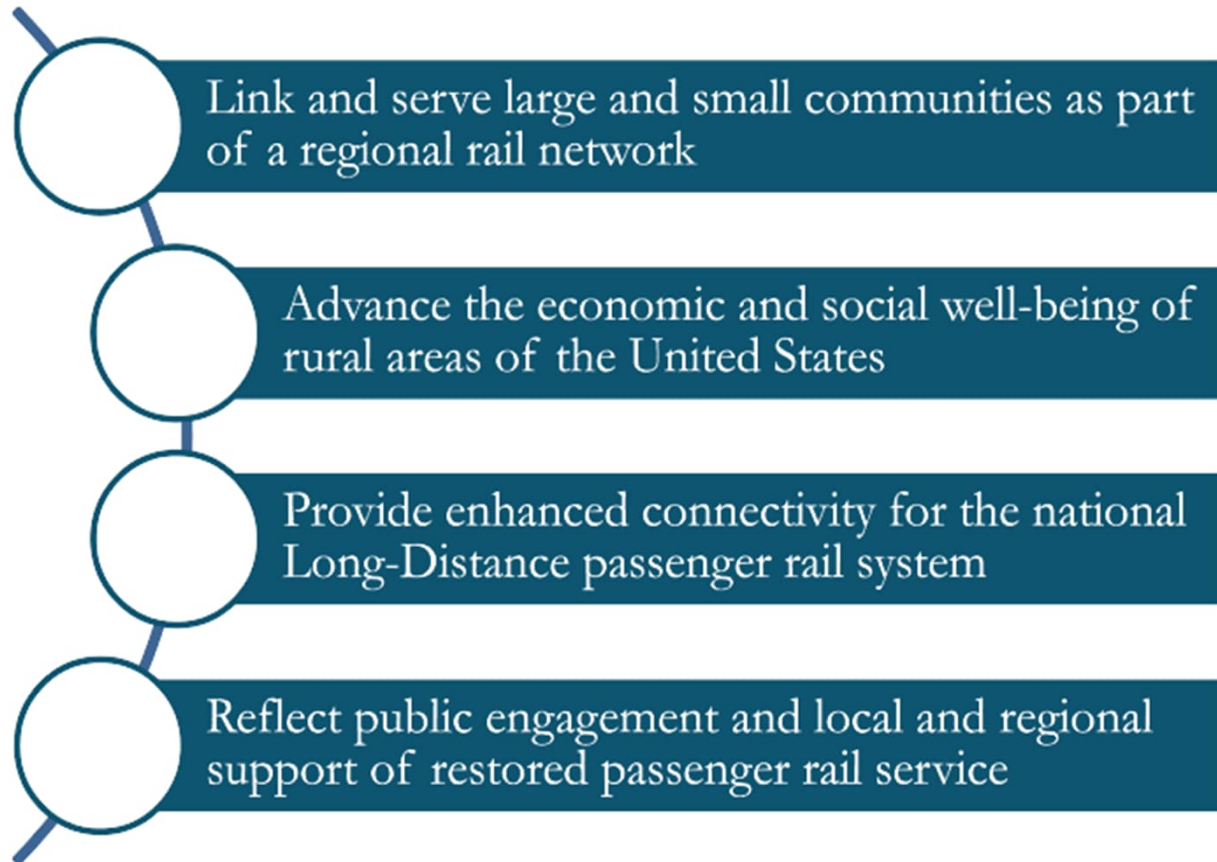
- Factors align with IIJA requirements plus additional considerations for route restoration and expansion that include:
  - Communities that do not have intercity rail or other public transportation
  - Areas with higher-than-average disadvantaged populations
  - City pairs with highest market potential
  - Implementation feasibility vs. known constraints
- The Study team seeks stakeholder input on the evaluation factors

# Steps to Long-Distance Service Network and Route Recommendations



# Long-Distance Network Development Evaluation Factors Ideas

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# Long-Distance Service Study Expectations

<u>What this Study IS</u>	<u>What this Study IS NOT</u>
Focused on long-distance network	A “National Rail Plan”
An assessment of routes over 750 miles	An assessment of state-supported routes
Focused on Amtrak as service provider	Identifying other service providers
Service frequencies to meet long-distance markets	High-frequency service
Utilization of existing rail corridors	Identifying new “greenfield” alignments
Conventional rail/technology	High-speed or other emerging technologies



## Discussion – Evaluation Factors Ideas

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- Discussion: Are there any evaluation factors that you think are missing or should be added?

# AMTRAK AND COMMUNITIES WORKING TOGETHER

## Amtrak and Communities Working Together

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- From Infrastructure Investment and Jobs Act:
  - Develop recommendations for methods by which Amtrak could work with local communities and organizations to develop activities and programs to continuously improve public use of intercity passenger rail service along each route

## Amtrak and Communities Working Together

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- How can Amtrak and communities work together to increase public use of intercity rail service?
  - Local advertising/marketing
  - Directional/wayfinding signage to stations
  - Connectivity to other services (intercity bus, local/last-mile, etc.)
  - Station area planning
  - Timetable schedules
  - Real-time schedule updates
- Are there other ideas, lessons learned, or examples from your areas that we should consider?

# NEXT STEPS

## Next Steps

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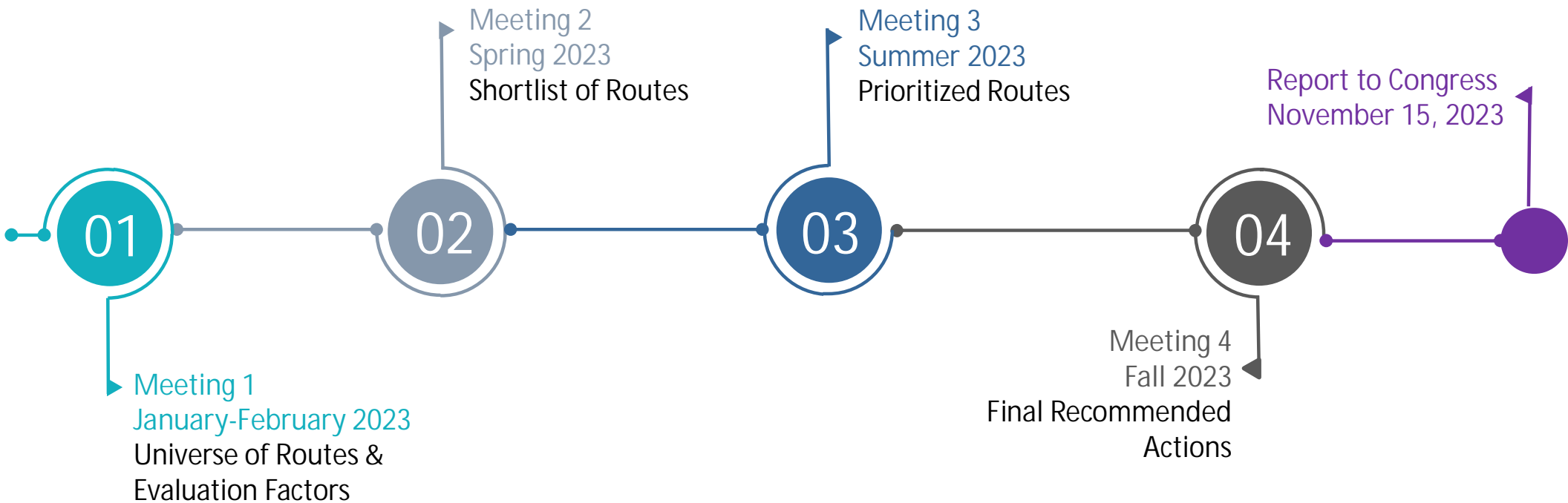
- Based on feedback received from the workshops:
  - Define evaluation factors
  - Develop restoration and expansion concepts
  - Identify preferred options and prioritization
- For future meetings:
  - Review costs, benefits, and financing information
  - Review draft recommendations and implementation strategies
- Post meeting materials and summaries on the project website

## Next Steps for Stakeholders

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- Encourage your communities and constituencies to review the meeting materials on the website
  - All presentations and summaries will be posted online after the completion of the meeting series
- Submit any feedback on the topics and materials from this meeting via the project website by March 17 for inclusion in our ongoing analysis and report
  - Due to the breadth of the study, it may not be possible to respond to all feedback, but all feedback will be reviewed by the team and captured in our report

# Long-Distance Service Study Engagement Schedule





# Stay Informed

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FRA Long-Distance Service Study

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Email: [contactus@fralongdistancerailstudy.org](mailto:contactus@fralongdistancerailstudy.org)

