

STATEMENT OF DAVID W. KENDALL, CHAIRMAN
OF THE NATIONAL RAILROAD PASSENGER CORPORATION
AT A PRESS CONFERENCE IN WASHINGTON, D.C.,
MONDAY, MARCH 22, 1971

Good afternoon ladies and gentlemen. On behalf of the Incorporators I want to thank you for attending this press conference.

First off, let me introduce the other seven Incorporators who with myself have been working on almost a non-stop schedule since January 1.

Today we are here to announce the details of a new, unified railroad passenger system for the United States. We believe this is one of the most significant developments in the history of American transportation -- one that offers great promise not only to provide modern, attractive, efficient rail transportation, but also to provide an offset to the mounting problems of pollution and congestion afflicting our urban areas.

We are announcing today the selection of routes and schedules which we have made after a detailed appraisal of the conditions prevailing between 21 pairs of cities throughout the United States.

Congress and the Secretary of Transportation directed us to do the best possible job of eliminating uneconomic and duplicating service and on May 1 to start operating a unified national passenger service offering the most convenient schedule feasible and utilizing the best equipment available.

Essentially, our decisions were based on the following criteria:

1. Current train ridership and number of trains per week.
2. Current operating costs on each route.
3. Adequacy of other travel modes.
4. Total population of cities along the route.
5. The physical characteristics of track and equipment.

During the past few months we have received some strong pleas from Congressional delegations, representatives of state and municipal governments, civic groups, and individuals to continue operating certain passenger runs.

What we are announcing today represents our best judgment. We realize that others may take issue with us. We hope that they will realize that we were confronted with enormous problems of money, track conditions, inadequate equipment, and lack of apparent potential for future passenger growth. Given existing conditions, we think we have made the best possible decisions.

In effect, we have tackled an extremely complex situation and converted it into the beginnings of an efficient system. We are taking the best equipment -- some 1,500 out of 3,300 existing railroad passenger cars -- operated by 22 different railroads, with a mass of schedules that for the most part are not coordinated with one another and losing more than \$235 million annually.

Initially, our objective is to cut these losses by over 50 per cent and we believe we have started a turn-around that will eventually provide the American people with a highly desirable service that can be profitable and which will appeal to an ever increasing number of travelers.

This system will, we hope, attract hundreds of thousands of people who have not recently -- or ever -- relied on railroad transportation. We think it will be increasingly attractive to those who travel for business and for pleasure. We think it will attract young people and older people, families and travel groups. We think this new system will gradually evolve to the point where it finds its natural place along with all the other modes in the overall transportation picture.

To summarize:

1. We believe the integrated network that we are announcing today provides a solid base upon which to build and expand the scope and quality of intercity passenger service for the American people.

2. We believe that this new service can succeed because, for the first time, it unifies all the operations of the nation's railroad passenger service. This means a single top management devoted exclusively to passenger operations. It means centralized and efficient reservations, ticketing, food and other on-train facilities, taking the best that has been developed by the airlines and other agencies of transportation and adapting them so that they are most attractive to the traveling public.

3. The new corporation will utilize the creative ingenuity and power of modern marketing, promotion and merchandising -- so that we will be using advertising and public relations aggressively to promote rail travel in an attractive and compelling way, nationwide and market by market.

4. To start out, we are selecting the best equipment, the best road beds and trackage and we are applying the techniques of modern design to refurbishing and updating equipment as quickly as possible. Centralized maintenance and services will enable us to cut costs and raise the level of cleanliness, courtesy and quality, on-train and in terminals and ticket offices.

5. It cannot be emphasized too strongly that Section 403 of the Rail Passenger Service Act allows the Corporation to add service where a state, regional or local agency feels strongly enough to reimburse the corporation for at least two-thirds of the cost of this service. We are exploring a number of such situations.

6. We will be working closely with the travel industry to provide travel packages and special promotions that we think will help to bring more and more people to the pleasures and benefits of railroad travel.

One last word: I speak for all the Incorporators in saying that we expect that this system will change and grow over the next few years. We pledge to everyone concerned that we will be open-minded and receptive to all constructive suggestions and ideas. We sincerely thank the president, the Department of Transportation, the Congress, the railroads, and all the others who have helped evolve this new system. We believe that this is a good plan, and we urge all of the American people to support it.

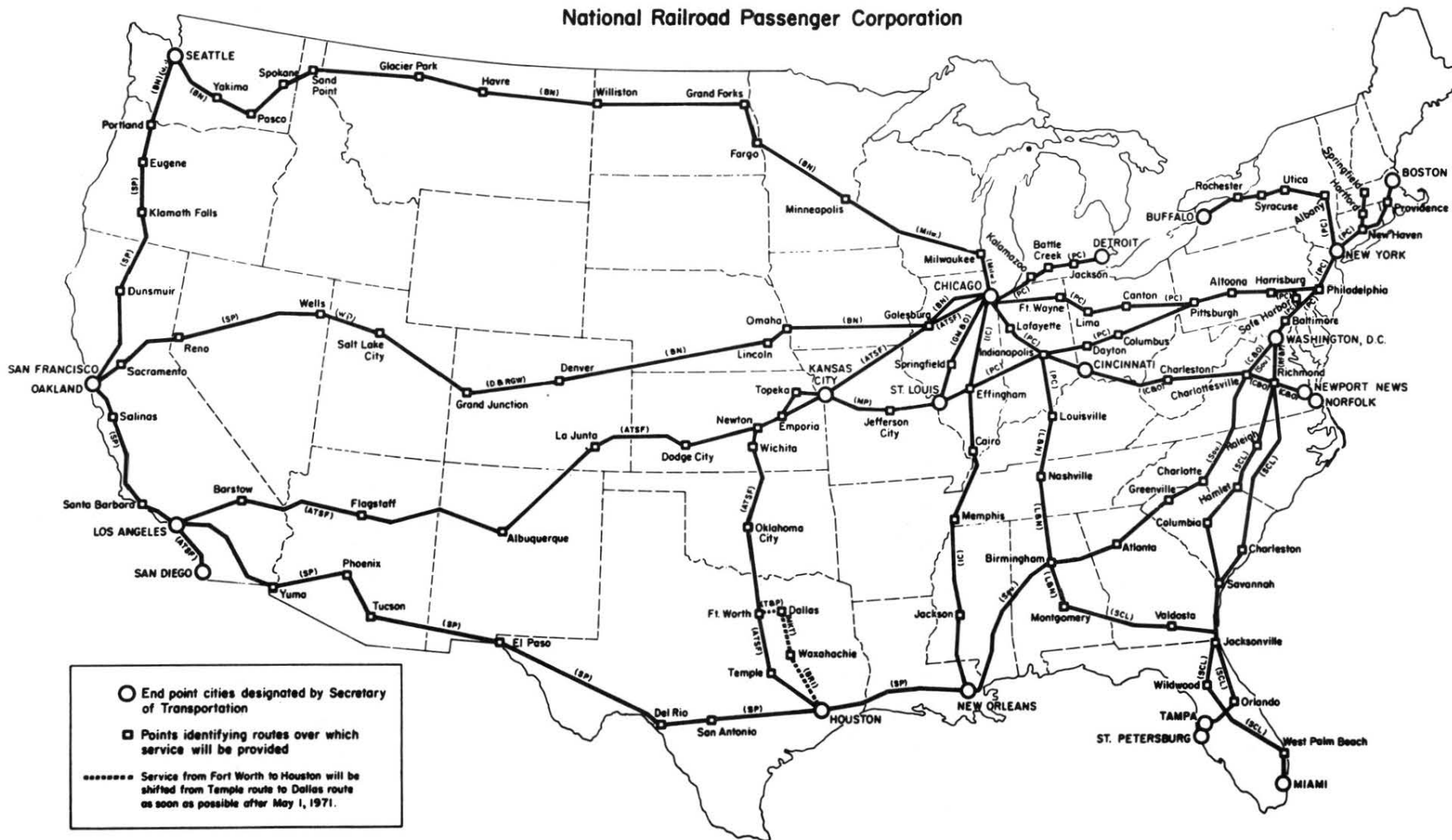
In your press kits are the maps and data on all of the route selections. We will now deal with any general questions you may have. Following that, individual Incorporators will be available to go into more detail on route selections in the four major sections of the country. When you may have questions for which we don't have answers, we will try to get them for you.

Thank you.

#

INTERCITY PASSENGER ROUTES

National Railroad Passenger Corporation



NEW YORK - BOSTON

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

New York - Boston Segment

via - New Haven, Providence

New York - New Haven - Springfield Spur

II. FREQUENCY

Present through service will be continued except that the unprofitable overnight train, which has very low ridership, will be retired. The present frequency and schedule of service will be continued on the New York - New Haven - Springfield route.

III. REASONS FOR SELECTIONS:

The Providence route was selected because it has a shorter running time, current ridership is almost 50% greater, and Turbo-trains are now operating on it.

The New York - New Haven - Springfield Spur service will continue at the present frequency; it serves a large population and current ridership is high.

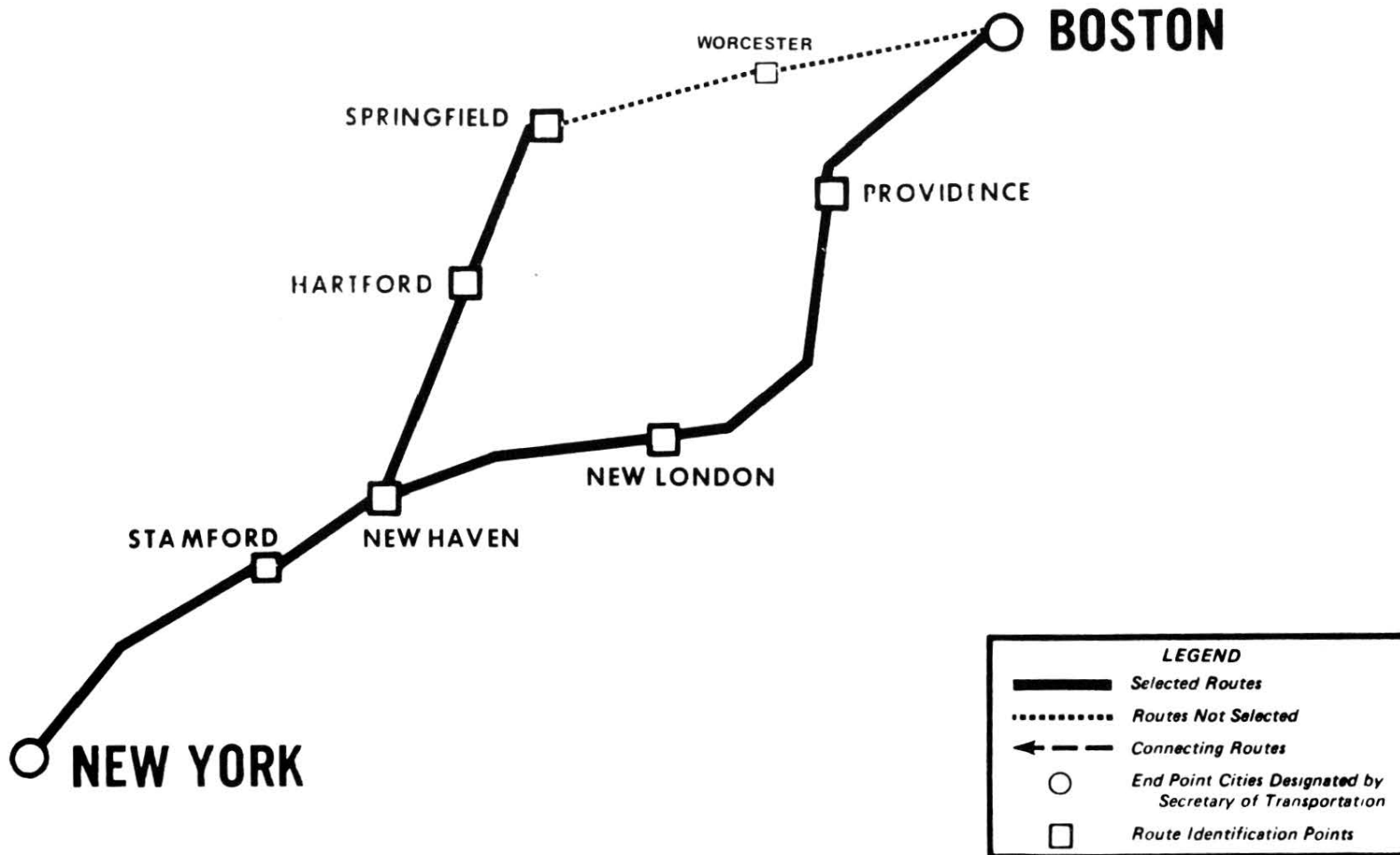
IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

Springfield - Boston Segment

Service on the Springfield - Boston segment was not chosen because there is no present through service between Boston and New Haven via Springfield; current ridership on intermediate trains between Springfield and Boston is very low; Worcester, the largest city between Springfield and Boston, is within commuting distance of Boston (44 miles); Springfield and Boston, only 98 miles apart, are connected by Interstate Highway I-90.

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NEW YORK - BOSTON



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Center for Transportation

New York - Boston

New York (Pennsylvania Station)

Stamford

Bridgeport

New Haven

Old Saybrook (L)

New London

Westerly (L)

Kingston (L)

Providence

Rt. 128

Back Bay

Boston

New Haven)

)

Wallingford)

)

Meriden)

)

Berlin)

)

Hartford)

)

Windsor Locks)

)

Springfield)

Springfield Spur

(L) designates a local train stop.

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

NEW YORK - WASHINGTON

I. ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

New York - Washington Segment

via - Newark, Trenton, Philadelphia, Wilmington, Baltimore

II. FREQUENCY:

Service is to be provided at the present frequency except that two unprofitable trains will be retired -- the night train from Washington to Boston and the connecting train to the "Gulf Coast Special" and the "Palmland," which will no longer be running.

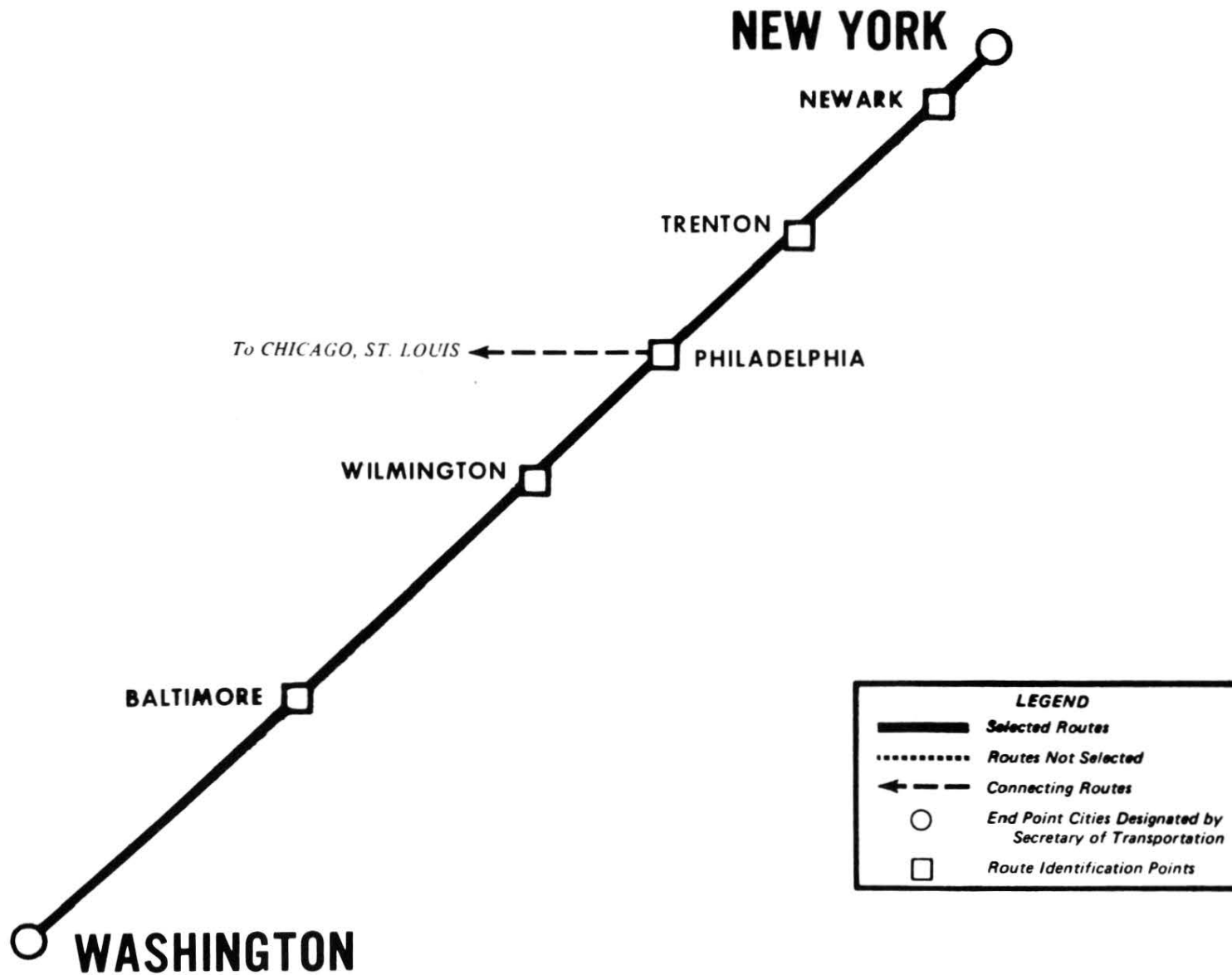
No changes are planned in the intermediate service between New York and Philadelphia.

III. ANALYSIS OF ROUTE ALTERNATIVES:

As designated by the Secretary of Transportation there are no alternative routes for Washington - New York service.

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NEW YORK - WASHINGTON





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New York - Washington

New York

Newark

Rahway (L)

Metuchen (L)

New Brunswick (L)

Princeton Junction (L)

Trenton

N. Philadelphia
30th Street

Penn Central (Philadelphia)

Wilmington

Baltimore

Capital Beltway

Washington

(L) designates a local train stop.

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NEW YORK - BUFFALO

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

New York - Albany - Rochester - Buffalo

II. FREQUENCY OF NEW YORK TO BUFFALO THROUGH SERVICE WILL BE THREE TRAINS A DAY IN EACH DIRECTION AND IN ADDITION FOUR TRAINS A DAY IN EACH DIRECTION BETWEEN NEW YORK AND ALBANY.

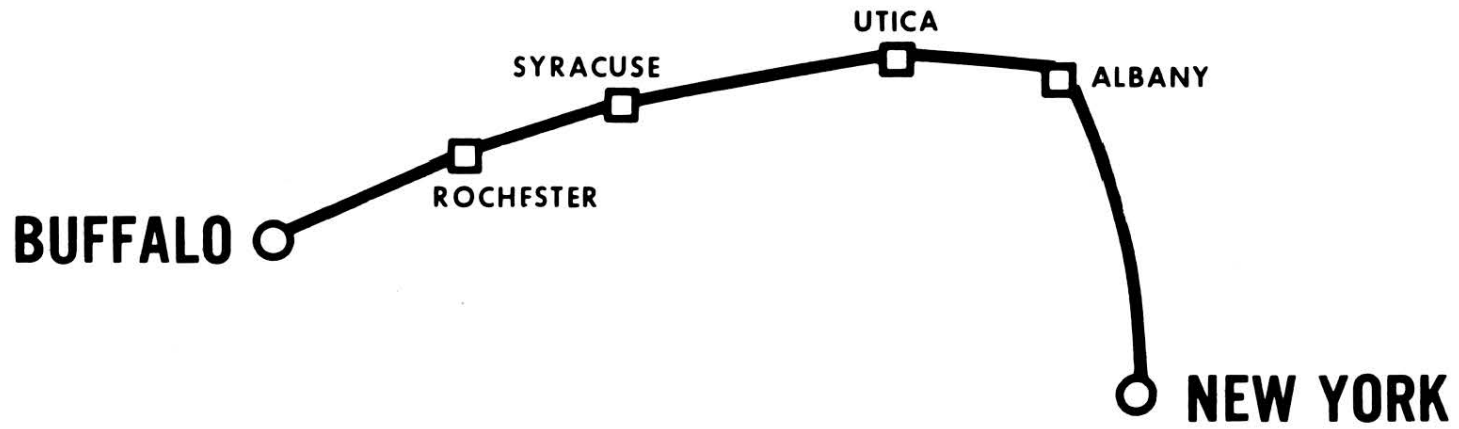
III. REASONS FOR ROUTE SELECTION:

Service will be as designated by the Secretary of Transportation with no route alternatives to be considered.

Of the current frequency of five trains a day between New York and Buffalo, two are night trains with low ridership. The three trains to be continued have relatively good ridership.

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NEW YORK - BUFFALO



LEGEND

- Selected Routes
-** Routes Not Selected
- ←** Connecting Routes
- End Point Cities Designated by Secretary of Transportation
- Route Identification Points

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New York - Buffalo

New York (Grand Central)

Croton-Harmon

Poughkeepsie

Rhinecliff (L)

Hudson

Albany-Rensselaer

Colonie-Schenectady

Amsterdam (L)

Utica

Rome (L)

Syracuse

Rochester

Buffalo

(L) designates a local train stop.

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NEW YORK - CHICAGO

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

New York - Pittsburgh - Fort Wayne - Chicago

II. FREQUENCY:

Through service will be provided at a frequency of one train per day each way. The "Broadway Limited," which has the highest ridership, will continue service. The Washington - Chicago train will be combined with the Broadway at Harrisburg for the trip into Chicago at considerable operating savings. One train per day in each direction, "The Duquesne," will provide intermediate service between New York and Pittsburgh.

III. REASONS FOR ROUTE DECISIONS:

New York - Pittsburgh - Fort Wayne - Chicago was chosen over other alternatives because of the following considerations: 1) Population served is second only to the Cleveland route (6.5 million for Pittsburgh - Fort Wayne versus 7.5 million for Pittsburgh - Cleveland and 2.6 million for Buffalo - Cleveland); 2) Running time is one hour faster than the Buffalo - Cleveland route and two hours faster than the estimated running time on the Pittsburgh - Cleveland route; 3) Current ridership is highest by far. Also, it should be noted that there is no existing service between Pittsburgh and Cleveland.

Current ridership is extremely low on the Buffalo - Cleveland - Chicago route and has consistently produced sizeable losses in the past.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

Two other route segments were considered but not chosen. Buffalo - Detroit was ruled out principally because: 1) Current ridership is very low; 2) It is more than two hours longer than route through Buffalo and Cleveland.

The second alternative Pittsburgh - Deshler - Chicago, was ruled out principally because: 1) Soft-sprunged passenger cars cannot be run on this route because tracks are too close together (danger of sideswiping passing trains); and 2) Connection to B&O tracks from Penn Central tracks in Pittsburgh takes about 30 minutes.



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New York-Chicago

Philadelphia	Lima/Ft. Wayne
Ardmore (L)	Englewood
Malvern (L)	Chicago
Whitford (L)	
Downingtown (L)	
Coatesville	
Lancaster	
Mount Joy (L)	
Elizabethtown (L)	
Harrisburg	
Lewistown (Penn State University)	
Huntington	
Altoona	
Johnstown	
Latrobe	
Pittsburgh	
Canton	
Crestline	

(L) designates a local train stop.

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

NEW YORK - KANSAS CITY

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

New York - St. Louis Segment

via - Philadelphia, Harrisburg, Pittsburgh,
Indianapolis

St. Louis - Kansas City Segment

via - Jefferson City

II. ONE TRAIN PER DAY EACH WAY WILL PROVIDE THROUGH SERVICE NEW YORK TO KANSAS CITY BY THE EXTENSION TO KANSAS CITY OF "THE SPIRIT OF ST. LOUIS"

III. REASONS FOR ROUTE SELECTION:

The Jefferson City alternative was chosen on the basis of population served and projections of more reliable service.

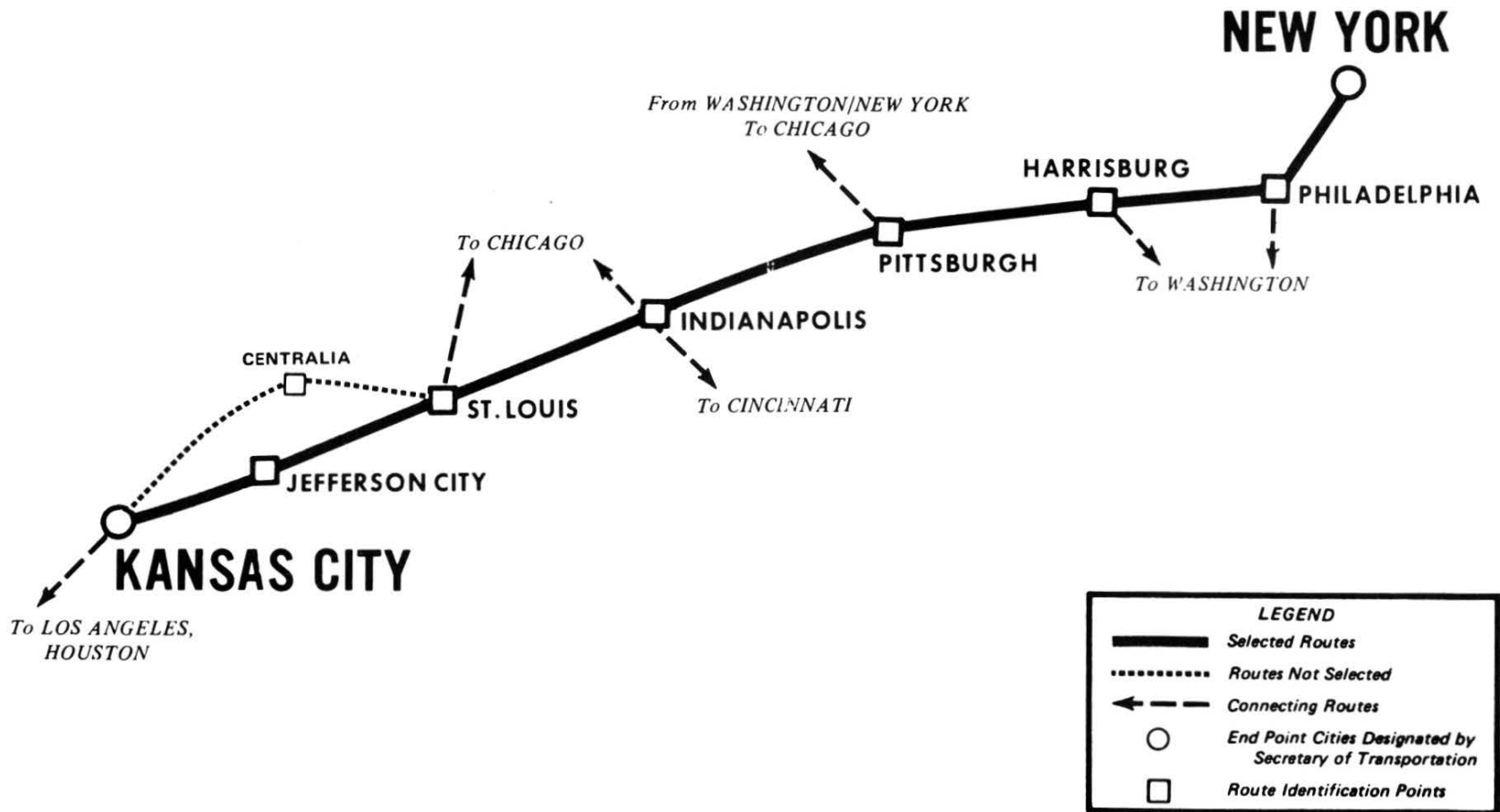
IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The route from New York to St. Louis was designated by the Secretary of Transportation with no alternatives.

Two options were available for the route between St. Louis and Kansas City; the Centralia route and the Jefferson City route. The Jefferson City route was chosen principally because: 1) Population is substantially greater along Jefferson City route; 2) Fewer anticipated delays along Jefferson City segment because that route has only half as much freight traffic and substantially greater proportion of double track; 3) There is no existing passenger service on Centralia segment, and 4) Jefferson City segment serves state capital.

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NEW YORK - KANSAS CITY





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New York - Kansas City

Pittsburgh

Columbus

Dayton

Richmond

Indianapolis

Terre Haute

Effingham

St. Louis

Kirkwood

Jefferson City

Sedalia

Warrensburg

Kansas City

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

New York - Richmond Segment

via - Philadelphia, Washington

Richmond - Jacksonville Segment

via - Raleigh, Columbia, Savannah

via - Charleston, Savannah

Jacksonville - Miami - Tampa/St. Petersburg Segment

via - Orlando

via - Wildwood

II. FREQUENCY OF THROUGH SERVICE WILL CONTINUE UNCHANGED AT THREE TRAINS PER DAY IN EACH DIRECTION -- THE "SILVER METEOR", THE "CHAMPION" AND THE "SILVER STAR".

III. REASONS FOR ROUTE DECISIONS:

The routes from New York to Richmond and Savannah to Jacksonville were designated by the Secretary of Transportation with no alternatives.

Between Richmond and Jacksonville service has been designated for both the Charleston, Savannah and the Raleigh - Columbia - Savannah routes. Between Jacksonville and Miami - Tampa/St. Petersburg, service has been designated for both the Orlando and Wildwood routes.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

Two alternative route segments within the state of Florida were not chosen. The route through Gainesville between Jacksonville to Wildwood was not chosen principally because: 1) Routing through Gainesville adds one hour to running time from Jacksonville to Wildwood; 2) Ridership on route segment through Gainesville is low; 3) Gainesville is only 10 miles from the Jacksonville - Wildwood - Miami direct segment and can be served by that route. The route through Daytona Beach from Jacksonville to West Palm Beach was not chosen principally because of operating problems; 2) There is no existing passenger service on the Daytona Beach segment, and 3) Daytona Beach, the largest city along the route, is only 20 miles from the Jacksonville - Orlando - Miami segment.

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New York - Miami/St. Petersburg

Washington	Waldo (L)
Alexandria	Ocala (L)
Quantico (L)	Wildwood
Fredericksburg (L)	Winter Haven
Richmond	Sebring
Petersburg (L)	W. Palm Beach
Rocky Mount	Delray Beach
Wilson	Deerfield Beach
Fayetteville	Ft. Lauderdale
Florence	Hollywood
Charleston	Miami
Yemassee	Deland
Raleigh	Sanford
Hamlet	Winter Park
Camden	Orlando
Columbia	Lakeland
Savannah	Tampa
Jacksonville	Clearwater
	St. Petersburg

(L) designates a local train stop.

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

NEW YORK - NEW ORLEANS

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

New York - Washington Segment

Washington - Atlanta Segment

via - Lynchburg, Charlotte

Atlanta - New Orleans Segment

via - Birmingham

II. FREQUENCY

Daily service will be provided between New York and Atlanta with through service continuing on to New Orleans on a tri-weekly basis. Current ridership to Atlanta is high, but ridership is very low in the Atlanta - Birmingham segment.

III. REASONS FOR ROUTE SELECTIONS:

The segment from New York to Washington was designated by the Secretary of Transportation with no alternatives.

The Lynchburg, Charlotte route was chosen over the Columbia route principally because it has substantially higher population, is shorter and faster; has higher current ridership; and the track on the Columbia route between Columbia and Atlanta is in poor condition (with difficult track connections at Columbia).

For the Atlanta to New Orleans segment, the route through Birmingham was chosen principally because it is 45 minutes faster than the estimated running time along the Montgomery route; there is no existing service between Atlanta and Montgomery on the coastal route; the track between Atlanta and Montgomery is in poor condition; and trains along the Birmingham route are currently operated by the same railroad as those along the Washington-Charlotte - Atlanta route.

- MORE -

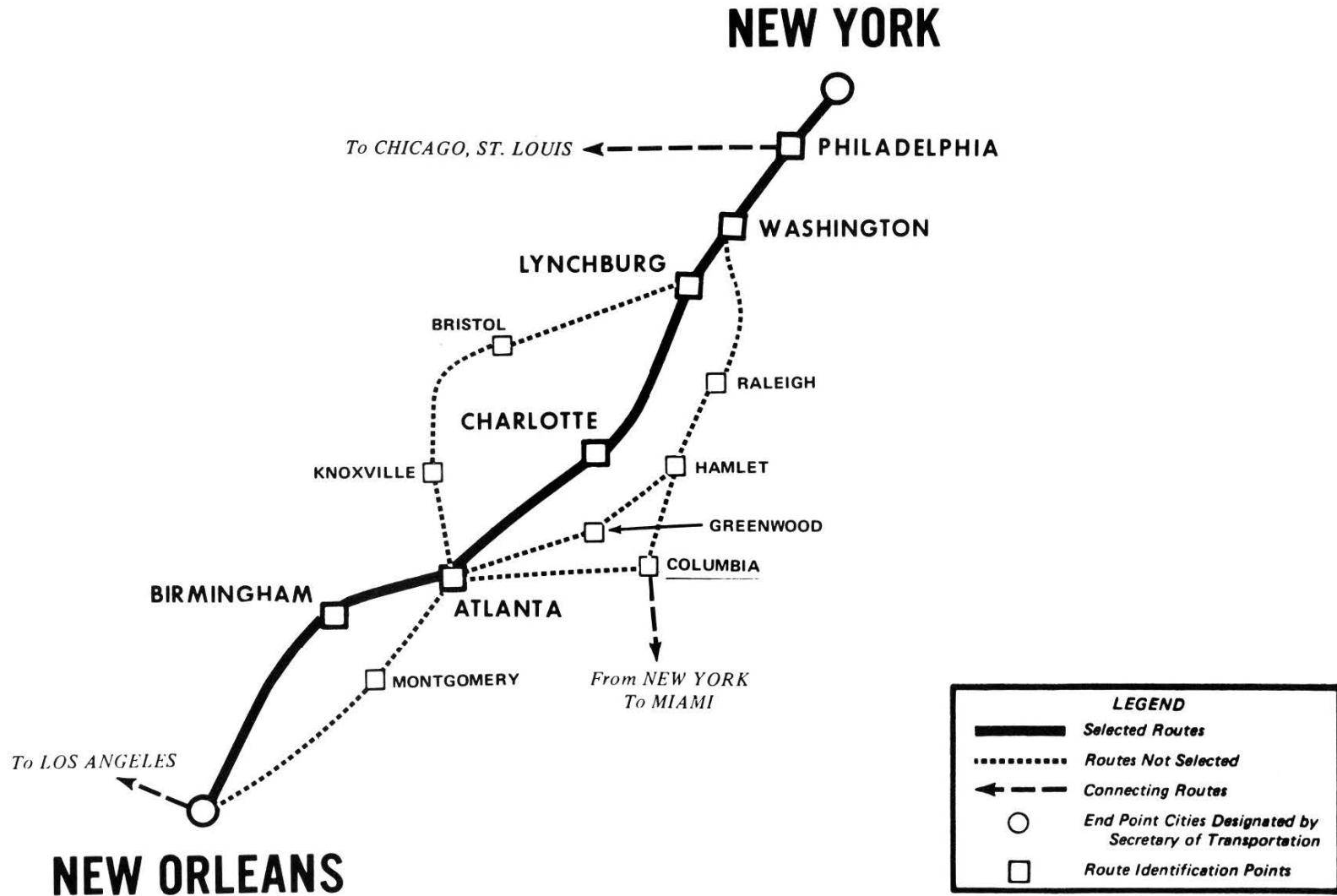
IV. ANALYSIS OF ROUTE ALTERNATIVES:

The route from Lynchburg through Bristol and Knoxville to Atlanta was not chosen principally because: 1) Population along the Bristol route is less than half as great as population along the Charlotte route; 2) Bristol route is 65 miles longer than Charlotte route; 3) Bristol route track is very circuitous and slow; and 4) there is no existing passenger service between Bristol and Atlanta.

The route from Hamlet through Greenwood to Atlanta was not chosen principally because: 1) the Greenwood route has less than half the population of the Columbia route; and 2) there is no existing passenger service along the Greenwood route.

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NEW YORK - NEW ORLEANS





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New York - New Orleans

Washington

Alexandria

Charlottesville

Monroe

Lynchburg

Danville

Greensboro

High Point

Salisbury

Charlotte

Gastonia

Spartanburg

Greenville

Gainesville

Atlanta

Anniston

Birmingham

Tuscaloosa

Meridian

Laurel

Hattiesburg

New Orleans

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WASHINGTON - CHICAGO

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Washington - Pittsburgh Segment

via - Baltimore, Harrisburg

Pittsburgh - Chicago Segment

via - Fort Wayne

II. FREQUENCY OF THROUGH SERVICE WILL CONTINUE UNCHANGED AT ONE TRAIN PER DAY IN EACH DIRECTION.

III. REASONS FOR ROUTE SELECTION:

The Baltimore and Harrisburg route was chosen principally because the population served is approximately five times greater than the alternate Cumberland route and the track is in better condition.

The Fort Wayne route was preferred because operating time is one hour faster than the Cleveland route and current ridership is greater. Further, there is no operative passenger service between Pittsburgh and Cleveland.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

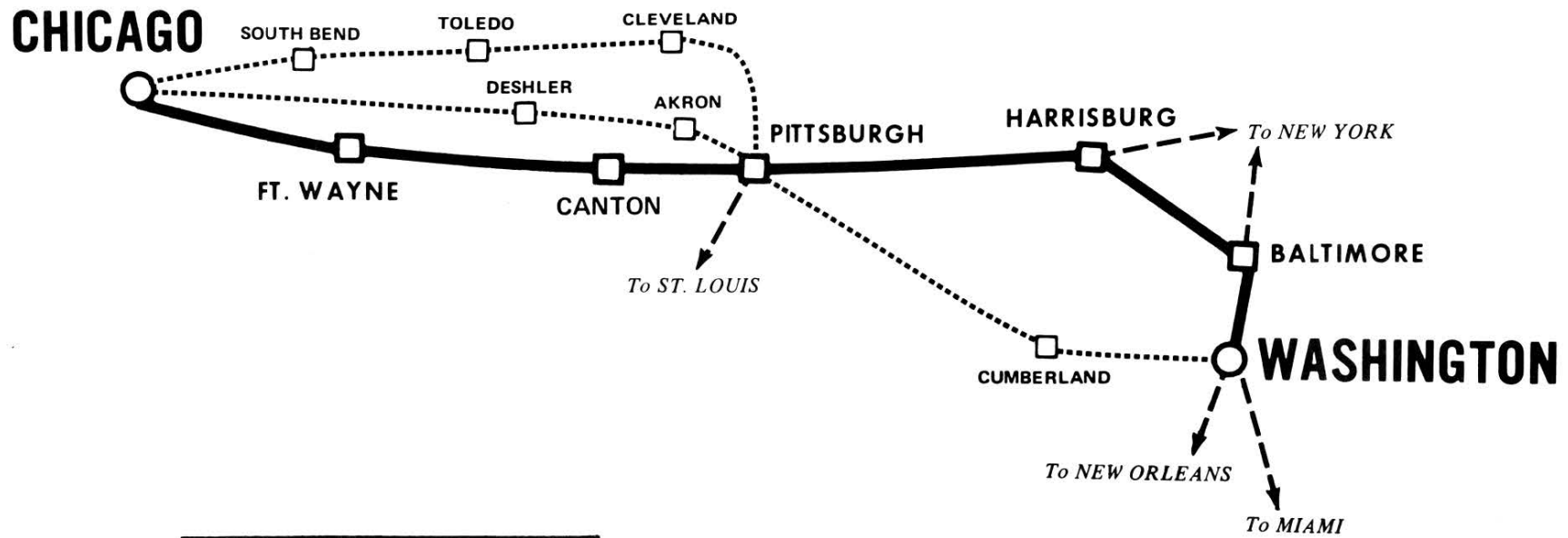
Washington - Pittsburgh Segment

The route via Cumberland was not chosen principally because: 1) Specially suspended cars are required because of severe curvature track, and because tracks in some areas are so close together that soft-sprung cars run the danger of side-swiping trains on other tracks; 2) Population along the Baltimore route is five times as high; 3) A difficult connection at Pittsburgh requires at least 30 minutes; 4) train could not be consolidated with the premier "Broadway Limited" at Harrisburg unless operated over the recommended route.

Pittsburgh - Chicago Segment

The route through the switchpoint of Deshler was not chosen principally because: 1) Soft-sprung passenger cars cannot be used because track centers are too close together; 2) Connection from the Penn Central tracks in Pittsburgh takes about 30 minutes; 3) Population centers along or near the Deshler line are also within 50 miles of the alternative route through Fort Wayne.

WASHINGTON - CHICAGO



LEGEND	
	Selected Routes
	Routes Not Selected
	Connecting Routes
	End Point Cities Designated by Secretary of Transportation
	Route Identification Points

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Washington-Chicago

Washington

Baltimore

Harrisburg

Lewistown (Penn State U.)

Huntington

Altoona

Johnstown

Latrobe

Pittsburgh

Canton

Crestline

Lima

Ft. Wayne

Englewood

Chicago

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WASHINGTON - ST. LOUIS

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Washington - Pittsburgh Segment

via - Baltimore, Harrisburg

Pittsburgh - St. Louis Segment

via - Columbus, Indianapolis, Terre Haute

II. FREQUENCY OF THROUGH SERVICE WILL CONTINUE UNCHANGED AT ONE TRAIN PER DAY EACH WAY.

III. REASONS FOR ROUTE DECISIONS:

The route through Baltimore and Harrisburg was chosen principally because it serves significantly more population than either of the other alternative routes and is faster. Further, the route permits the consolidation of the Washington - St. Louis train with the New York - Kansas City train at Harrisburg.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES

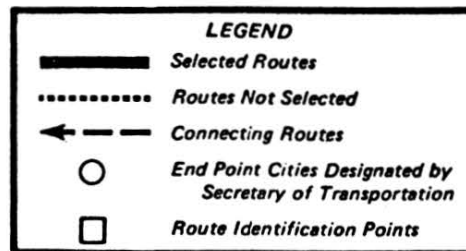
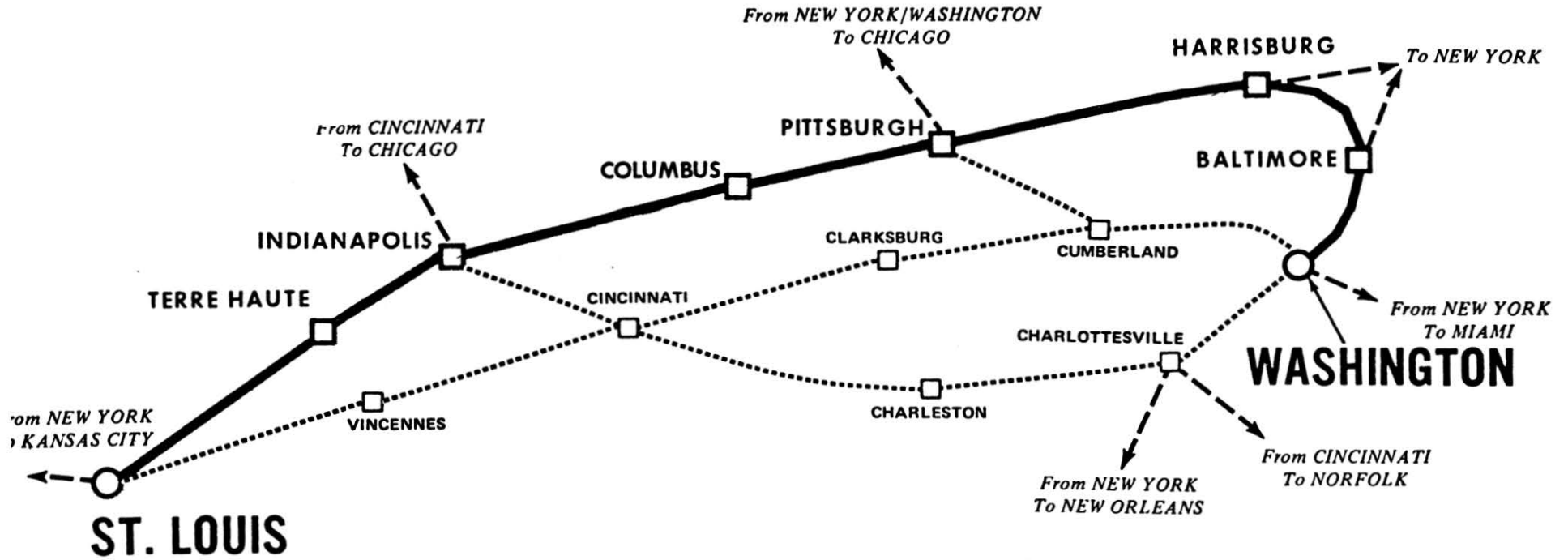
The route from Washington to Pittsburgh through Cumberland was not chosen principally because: 1) Specially suspended cars are required because tracks are too close together; 2) The track is slow and circuitous; 3) Population along the Harrisburg route is approximately five times that of the Cumberland route; 4) A difficult, time-consuming connection would be required at Pittsburgh, and 5) The use of the Baltimore - Harrisburg route will reduce costs through train consolidation and permit better on-train services.

The segment between Washington and Cincinnati through Clarksburg was not chosen principally because: 1) The Clarksburg route has very low current ridership; 2) The population along the Clarksburg route is very low, and; 3) The running time is slower.

The segment between Cincinnati and St. Louis through Vincennes was not chosen principally because: 1) The Vincennes route has very low current ridership; 2) The population through Vincennes is only one-sixth of the population through Indianapolis, and; 3) A consolidation of route mileage and costs on the Indianapolis route is possible with the New York - Kansas City service.

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WASHINGTON - ST. LOUIS





Center

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Washington - St. Louis

Washington

Baltimore

Harrisburg

Lewiston

Huntington

Altoona

Johnstown

Latrobe

Pittsburgh

Columbus

Dayton

Richmond

Indianapolis

Terre Haute

Effingham

St. Louis

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

NORFOLK/NEWPORT NEWS - CINCINNATI

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Norfolk/Newport News - Cincinnati

via - Richmond, Charlottesville, Clifton Forge, Charleston, Kenova (with through cars from both Washington and Newport News to Cincinnati)

II. FREQUENCY OF THROUGH SERVICE WILL CONTINUE UNCHANGED AT ONE TRAIN PER DAY IN EACH DIRECTION.

III. REASONS FOR ROUTE DECISIONS:

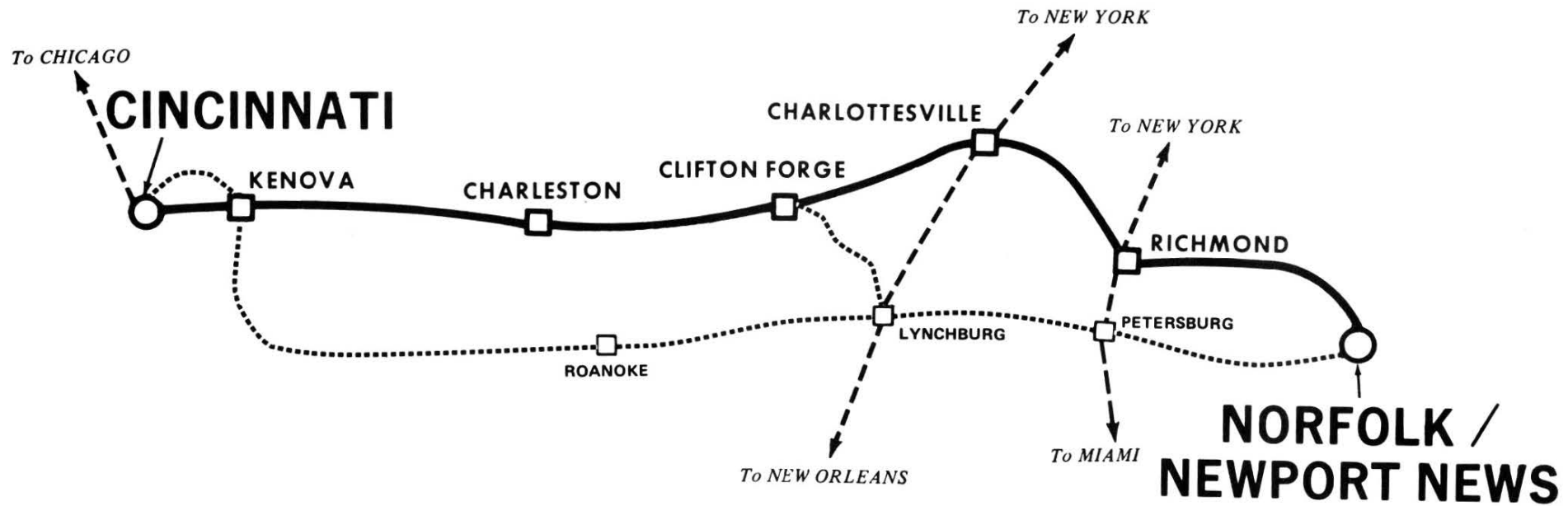
The northern route (Charlottesville - Charleston) was chosen principally because population served is almost twice that of the southern route; and is shorter; Washington to Charlottesville connecting train retained because a significant amount of current ridership to Cincinnati comes from Washington.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The route between Lynchburg and Clifton Forge was not chosen principally because the track is slow; population is limited. Population along the northern (Charlottesville) route to Clifton Forge is substantially greater than through Petersburg, Lynchburg to Clifton Forge. There is no current passenger service between Lynchburg and Clifton Forge.

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NORFOLK/NEWPORT NEWS-CINCINNATI



LEGEND	
	Selected Routes
	Routes Not Selected
	Connecting Routes
	End Point Cities Designated by Secretary of Transportation
	Route Identification Points



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Newport News/Norfolk - Cincinnati

Newport News/Norfolk

Williamsburg

Richmond

Charlottesville

Clifton Forge

White Sulphur Springs

Hinton

Charleston

Huntington

Ashland

Cincinnati

Connecting service from Washington will be provided as follows:

Washington

Alexandria

Orange

Charlottesville

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/ --- Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

CHICAGO - ST. LOUIS

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Chicago - St. Louis

via - Bloomington, Springfield

II. FREQUENCY OF THROUGH SERVICE WILL BE TWO TRAINS PER DAY IN EACH DIRECTION.

III. REASONS FOR THE ROUTE SELECTED:

The Bloomington - Springfield route has a larger market potential and better current ridership.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The route between Chicago and St. Louis that runs through Forrest, Gibson City and Decatur was not chosen because track condition and running time is not as good as that offered by the alternative routes; the population along this route is 30 percent less than the other alternatives, and past ridership is only ten percent of the other alternatives.

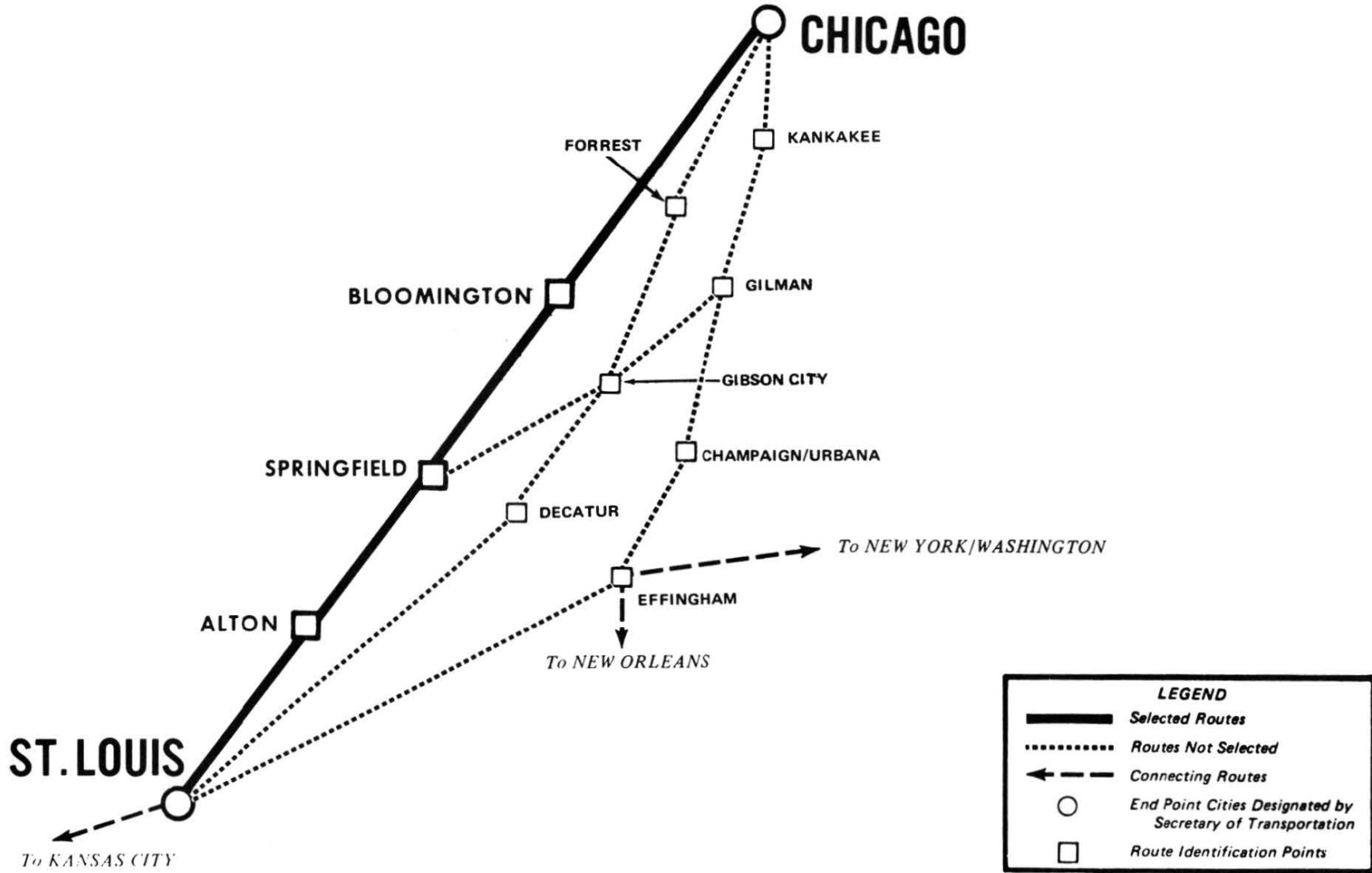
The Gilman - Gibson City - Springfield route was not chosen because population is only 40 percent of that served by the Bloomington - Springfield route, and the track condition and running time are slightly inferior to the Bloomington route.

A comparison of the two remaining alternative routes (through Bloomington and Springfield, or through Kankakee and Champaign) shows that the physical characteristics of both routes are nearly equal, with comparable running time and signal systems, but that the Bloomington route has a slight mileage advantage. The population along the Bloomington route is 50 percent greater than that for the Kankakee-Champaign route; however, past ridership is relatively equal for either route.

The route through Bloomington and Springfield was chosen for the through Chicago - St. Louis service principally because the market potential is larger; and portions of the route not chosen will be served by Chicago - Carbondale/ New Orleans, New York - Kansas City, and Washington - St. Louis trains.

Current frequency of service is three trains per day; the average passenger load of the night train has been very low. The current day trains each lose money.

CHICAGO - ST. LOUIS





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Chicago - St. Louis

Chicago

Joliet

Pontiac

Bloomington

Lincoln

Springfield

Alton

St. Louis

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

CHICAGO - MIAMI/TAMPA/ST. PETERSBURG

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Chicago - Nashville Segment

via - Lafayette, Indianapolis, Louisville

Nashville - Jacksonville Segment

via - Birmingham, Montgomery, Bainbridge, Waycross

Jacksonville - Miami and Tampa/St. Petersburg Segments

via - Orlando (train splits at Auburndale
to serve both Miami and Tampa areas)

II. FREQUENCY OF THROUGH SERVICE WILL CONTINUE UNCHANGED AT ONE TRAIN PER DAY IN EACH DIRECTION.

III. REASONS FOR ROUTE SELECTION:

The selected route segments primarily follow either the best ridership figures or the areas with a population edge, which indicates potential. On some segments, running times are also better.

The route through Atlanta has high desirability because of potential ridership, but service over this route could not be initiated by the May 1 start-up date.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The route segment between Chicago and Indianapolis through Logansport was not chosen principally because the alternative through Lafayette has a faster running time and current ridership is 65 percent greater via Lafayette. (See Chicago - Cincinnati end points for greater detail).

The route segment between Chicago and Nashville through Evansville was not chosen principally because that route serves only a third of the number of people compared to the alternative route; there is no present passenger service on that part of the segment between Danville and Evansville, and existing ridership between Evansville and Nashville is poor.

Of the three major route alternatives, the over-all route via Indianapolis - Nashville - Birmingham - Montgomery - Waycross was selected basically because the lack of existing through service on the two alternatives through Atlanta makes it impossible to begin operations through Atlanta by May 1. Further, routing through Atlanta would require either the use of a second terminal in Atlanta or a one-hour backing movement to get the train out of Peachtree Station and refueling in Atlanta would cause a 30-minute delay.

In light of these considerations further evaluation is being given to the costs and prospects for establishing intermediate service between Chicago and Atlanta, and the longer-term operating and economic feasibility of providing service between Chicago and Miami/Tampa/St. Petersburg through Atlanta.

The route segment between Chicago and Birmingham via Indianapolis was chosen primarily because population along the Indianapolis route is nearly eight times that along the alternative Fulton route; ridership is slightly better along the Indianapolis route, and although the present schedule via Indianapolis is 45 minutes longer, track conditions and mileage are essentially equal, which suggests that running time could be improved.

The route between Fulton and Birmingham through Memphis was not chosen principally because it would take two hours longer to reach Birmingham via Memphis, and there is no existing service between Birmingham and Memphis.

The route between Tifton and Valdosta was not chosen principally because the Tifton - Valdosta - Jacksonville segment is 11 miles longer than the Tifton - Waycross - Jacksonville segment and has a lower maximum authorized speed. Also, there is no existing passenger service between Tifton and Valdosta.

The segment between Bainbridge and Jacksonville through Tallahassee was not chosen principally because it is operationally infeasible to switch trains from the Montgomery - Bainbridge tracks to the Bainbridge - Tallahassee tracks by May 1.

The route segment between Valdosta and Jacksonville was not chosen principally because this route serves less population than the alternative route via Waycross. Also, there is no existing passenger service on this segment.

The segment between Macon and Jacksonville through Savannah was not chosen principally because it is 100 miles (and one and one-half hours) longer than the alternative through Tifton and Waycross; the train now serving this route has low average ridership, and Savannah -- a city of 114,000 -- will be accommodated by the New York - Miami service.

The route segment between Birmingham and Waycross through Montgomery was chosen primarily because the Montgomery alternative has a high average allowable speed, ridership is better, and retains the opportunity to develop the Tallahassee and Gulf Coast resort markets in the future.

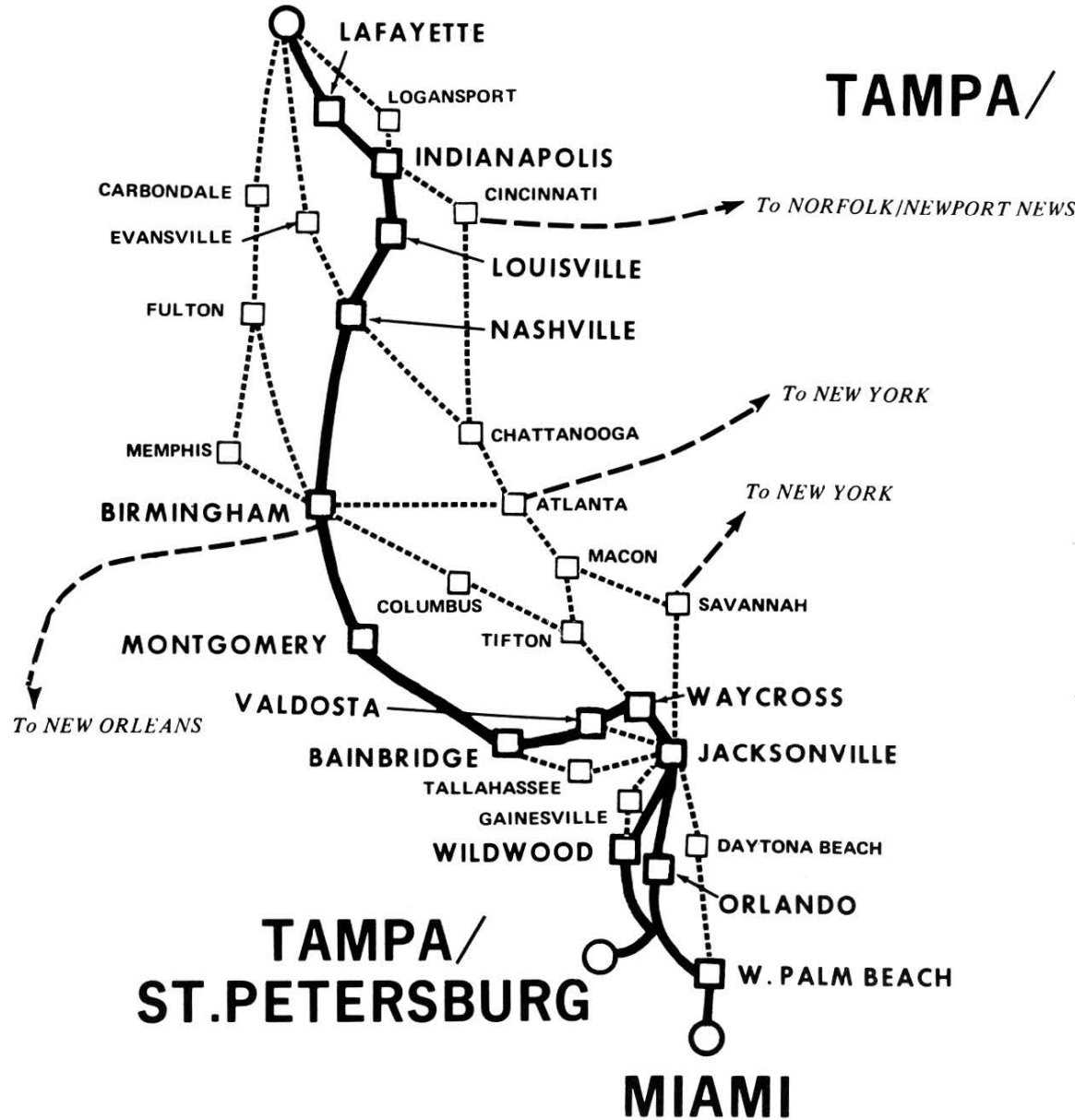
Two alternative route segments within the state of Florida were not chosen. The route through Gainesville between Jacksonville and Wildwood was not chosen principally because: 1) Routing through Gainesville adds one hour to running time from Jacksonville to Wildwood; 2) Ridership on route segment through Gainesville is low; 3) Gainesville is only ten miles from the Jacksonville - Wildwood - Miami direct segment and can be served by that route. The route through Daytona Beach from Jacksonville to West Palm Beach was not chosen principally because of operational problems; 2) There is no existing passenger service on the Daytona Beach segment, and 3) Daytona Beach is only 20 miles from the Jacksonville - Orlando - Miami segment.

Through service is to be provided at the present level of one train each day in each direction.

In order to serve both the Miami and Tampa/St. Petersburg metropolitan areas, trains will be split at Auburndale (not shown on map). Those cars operating into the Tampa/St. Petersburg area will continue through Tampa into St. Petersburg.

#####

CHICAGO-MIAMI AND TAMPA/ ST. PETERSBURG



LEGEND

- Selected Routes
-** Routes Not Selected
- ←——** Connecting Routes
- End Point Cities Designated by Secretary of Transportation
- Route Identification Points



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Chicago - Miami

Indianapolis

Louisville

Bowling Green

Nashville

Decatur

Birmingham

Montgomery

Dothan

Thomasville

Valdosta

Jacksonville

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

CHICAGO - LOS ANGELES

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Galesburg - Kansas City Segment

via - Fort Madison

Kansas City - Hutchinson Segment

via - Ottawa, Newton

Hutchinson - Los Angeles Segment

via - La Junta, Albuquerque, Flagstaff

II. THROUGH SERVICE WILL BE PROVIDED BY ONE TRAIN PER DAY IN EACH DIRECTION.

Operation of two trains per day during 1969 resulted in excessive losses. Additional local service over the route selected or added service over the Amarillo alternative would continue these heavy losses.

III. BASIC REASONS FOR ROUTE SELECTION:

The combination of segments chosen offer faster running times, better scenic values and enable present popular service to be continued without major adjustments.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The route alternative between Hutchinson and Los Angeles via Flagstaff was chosen principally because major cities along the alternative El Paso route will be served by the New Orleans - Los Angeles route, and because there is no present passenger service on 50 percent of the alternative route (between Hutchinson and El Paso).

The route segment between Topeka and Hutchinson was not chosen principally because there is no existing passenger service and the use of the route would require the interchange of existing service to the tracks of a second carrier.

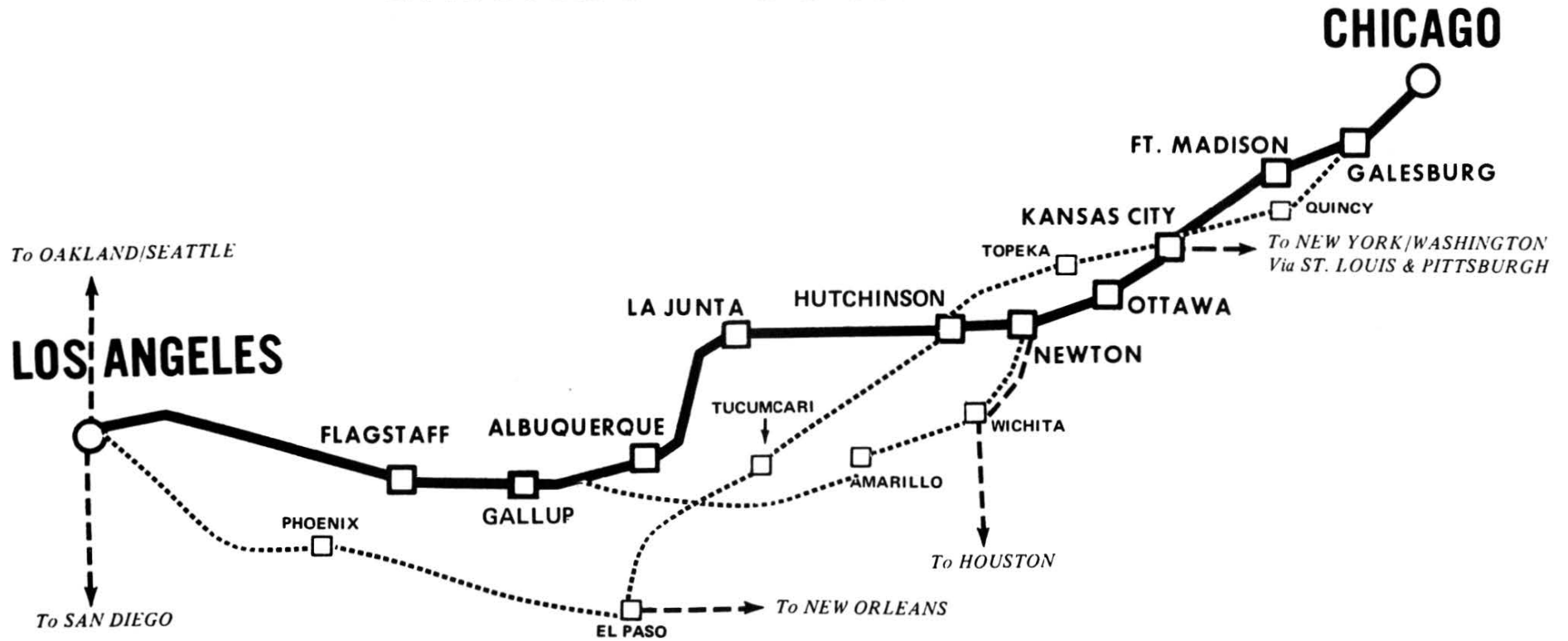
The Fort Madison alternative between Galesburg and Kansas City was chosen principally because the Fort Madison route is shorter and faster than the Quincy route and the Fort Madison segment is the present route of the "Super Chief."

The segment through Ottawa between Kansas City and Newton was chosen principally because the Ottawa route is shorter and almost one hour faster than the Topeka route. Also, while the Topeka route serves significantly more population, the faster Ottawa route is connected by superhighway to Topeka, and local ridership from Topeka is quite small compared to through ridership. Finally, the Topeka segment will be served by Chicago-Houston trains.

The alternative through La Junta between Newton and Gallup was chosen after data analysis determined that population served and running times would be approximately the same for either route, but that the La Junta route provides a much more scenic trip to the West than the southern route, and also that the La Junta route should provide the best on-time performance because of negligible freight interference.

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CHICAGO - LOS ANGELES



LEGEND	
	Selected Routes
	Routes Not Selected
	Connecting Routes
	End Point Cities Designated by Secretary of Transportation
	Route Identification Points

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Chicago-Los Angeles

Chicago	Albuquerque
Joliet	Gallup
Streator	Winslow
Chillicothe	Flagstaff
Galesburg	Seligman
Ft. Madison	Kingman
La Plata	Needles
Marceline	Barstow
Kansas City	San Bernadino
Emporia	Pomona
Newton	Pasadena
Hutchinson	Los Angeles
Dodge City	
Garden City	
La Junta	
Raton	
Las Vegas	
Lamy	

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Chicago - Omaha Segment

via - Ottumwa

Omaha - Denver Segment

via - Lincoln

Denver - Wells Segment

via - Grand Junction, Salt Lake City

Wells - Sacramento Segment

via - Reno

II. FREQUENCY OF THROUGH SERVICE WILL BE THREE TRAINS PER WEEK EACH WAY, WITH DAILY SERVICE CHICAGO TO DENVER.

III. REASONS FOR ROUTE SELECTIONS:

The basic route through Omaha was chosen because it is shorter in miles, faster in running time and contributes more passenger miles annually.

The route through Ottumwa from Chicago to Omaha was chosen because it has the fastest running time and best track conditions of the three alternate routes.

The Lincoln segment was chosen because it has a greater population. The line has more ridership now than the alternative.

The segment through Grand Junction and Salt Lake City was chosen because of somewhat greater population, past ridership and market potential.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

Two major corridor options are presented between Chicago and Denver, with variations for particular segments. The basic route through Omaha was chosen principally because the Omaha route is shorter and faster than the best alternative through Kansas City; despite greater population along the Kansas City route, the Omaha route contributes more passenger miles annually; the Kansas City alternative will be served by the Chicago - Los Angeles service.

Of the three alternative segments between Chicago and Omaha, the segment through Ottumwa was chosen, based principally on the following considerations: The Ottumwa segment has the fastest current running time because of more double track and 79 miles per hour authorized speed (the Marion segment is slower, and the Des Moines segment is more than two hours slower); while population along the Des Moines segment is twice that of the Ottumwa segment (and three times that of the Marion segment), historic ridership has been larger on the Ottumwa segment than on the Des Moines segment; the Des Moines segment track conditions are only fair, with a 60 mile per hour maximum authorized speed.

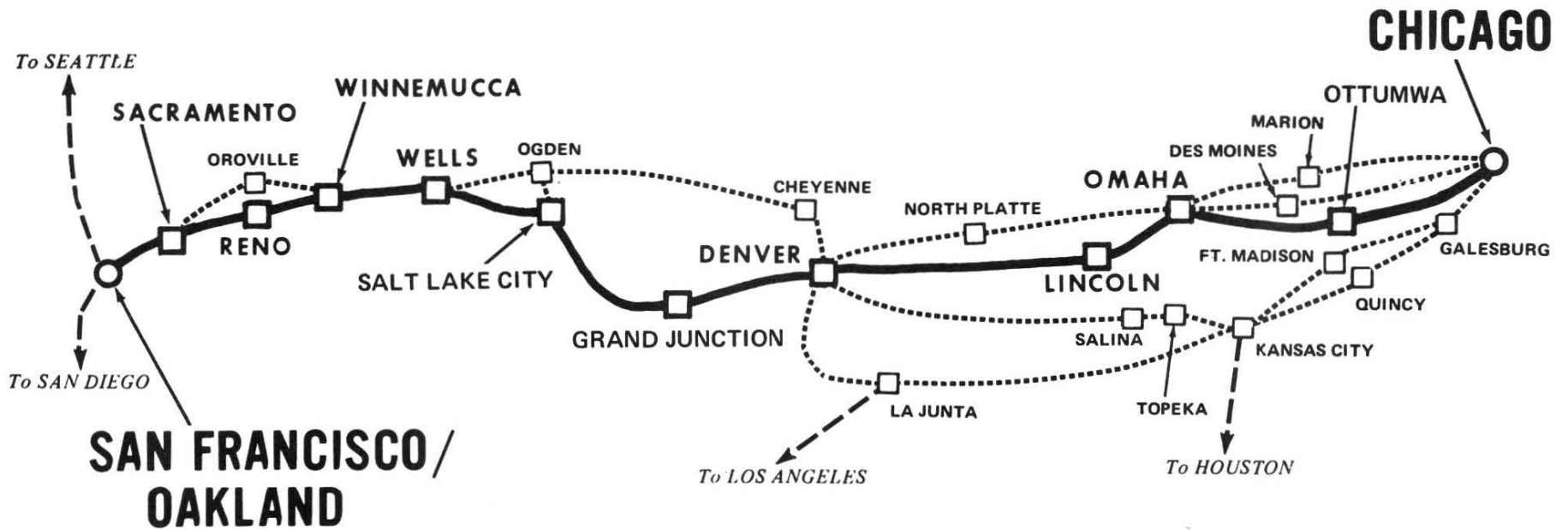
The route segment from Omaha to Denver through Lincoln was chosen principally because population along the Lincoln segment is nearly twice as large as that of the North Platte route. While the North Platte segment has more double track and higher maximum speeds, running times are equal, and ridership generated on the Lincoln segment is greater than that of the North Platte segment.

Of the two route alternatives between Denver and Wells, the Grand Junction - Salt Lake City route was chosen principally because of population, and market potential. Although the Cheyenne route is two - three hours faster, the market potential of the Grand Junction segment is seen as much greater than the Cheyenne segment because of outstanding scenery and world-famous ski resorts.






Consideration is to be given to the possibility of improving the Ogden passenger facility to permit future service to that city. Ogden is 37 miles from Salt Lake City.

The route segment between Winnemucca and Sacramento through Reno was chosen because of higher population, the potential of developing Reno traffic, and the feeling that the Donner Pass route was as scenic as the Feather River Canyon line.

CHICAGO - SAN FRANCISCO/OAKLAND



LEGEND

-  Selected Routes
-  Routes Not Selected
-  Connecting Routes
-  End Point Cities Designated by Secretary of Transportation
-  Route Identification Points

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Chicago-San Francisco

Chicago	Granby
Aurora	Bond
Mendota	Glenwood Springs
Princeton	Grand Junction
Galesburg	Helper
Monmouth	Provo
Burlington	Salt Lake City
Mt. Pleasant	Wells
Ottumwa	Carlin
Creston	Sparks
Omaha	Reno
Lincoln	Sacramento
Hastings	Oakland
McCook	
Denver	

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

CHICAGO - SEATTLE

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Chicago - Minneapolis/St. Paul

via - Milwaukee

Minneapolis/St. Paul - Fargo

via - Willmar

Fargo - Minot

via - Grand Forks

Minot - Spokane

via - Williston, Glacier Park, Sandpoint

Spokane - Seattle

via - Pasco, Yakima

II. FREQUENCY OF THROUGH SERVICE WILL BE ONE TRAIN PER DAY IN EACH DIRECTION, WITH THREE ADDITIONAL TRAINS EACH WAY, BETWEEN CHICAGO AND MILWAUKEE.

III. REASONS FOR ROUTE SELECTION:

In general, the route segments selected either covered the largest population or generated the greatest ridership. However, in choosing the northern route rather than the southern, between Fargo and Spokane, the relative absence of alternative modes of transportation along the northern route, and the higher ridership of the northern route, weighed significantly in the decision.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The route segment between Chicago and Minneapolis/St. Paul through Madison was not chosen principally because significantly higher population is served along the Milwaukee route, and no present rail passenger service exists between Madison and Minneapolis/St. Paul (and Madison can be served by bus connection to Milwaukee route -- 60 miles of super highway).

In addition, two other routes that do not appear on the map but were listed in the Secretary of Transportation's report were not chosen: The Chicago - Milwaukee route via the CNW line was not chosen because the Milwaukee Road is faster. No present service exists on that line to Minneapolis/St. Paul and heavy commuter train interference exists between Chicago and Milwaukee. Also this route segment serves essentially the same population as the Milwaukee Road line. The Chicago - East Dubuque line via the Illinois Central was not chosen because of lack of present service to Minneapolis/St. Paul.

Of the two remaining alternatives for service between Chicago and Minneapolis/St. Paul, the route through Milwaukee was chosen principally because: the Milwaukee route serves three times more population and contributes much higher ridership than the East Dubuque route; and the Milwaukee segment is 17 miles shorter and is entirely double track.

The choice of going through Willmar rather than Detroit Lakes between Minneapolis/St. Paul and Fargo was based on patronage. The Willmar route contributes 20 million more passenger miles annually.

The route segment between Minneapolis/St. Paul and Fargo through Fergus Falls was not chosen principally because the Willmar route-segment alternative is superior from the standpoint of tracks and scheduling, and patronage.

The key decision between Fargo and Spokane is whether to operate the northern route (through Minot, Williston and Glacier Park) or the southern route (through Bismarck, Billings and Missoula). The northern route contributes much higher ridership than the southern route (although the southern route has a 50 percent population advantage); it is shorter and more than one hour faster, and the intermediate cities (and Glacier Park) have little other transportation available to them, while the southern route is served by an interstate highway and good air service. The northern route serves Glacier Park directly.

For the basic northern route service the alternative through Grand Forks between Fargo and Minot was chosen although the New Rockford route is shorter, principally because the Grand Forks route covers more population and has more ridership.

The route segment between Billings and Shelby (where the line connects with the norther route) running through Great Falls was not chosen principally because the track condition and signaling system are not as good as the other alternatives, and the combination of longer track and lower maximum speeds would add eight hours to long-haul trips. Moreover there is no present passenger service on the segment.

The route segment between Missoula and Spokane (via the Milwaukee Road) was not chosen principally because although this segment is 29 miles shorter than the alternatives, it would require about one hour for switching in the Missoula freight yard, resulting in 30 minutes longer running time, and no present service exists on the segment.

The route between Sandpoint and Spokane through Athol (shown schematically on the map as the straight dashed line) was not chosen principally because the remaining alternate route is faster and has better population coverage.

The two routes shown for Spokane to Portland to Seattle (via Hinkle or via Pasco) were not chosen principally because either of the segments would add more than three hours to the long-haul schedules to Seattle, and the Portland - Seattle corridor will be served by the Seattle-San Diego route.

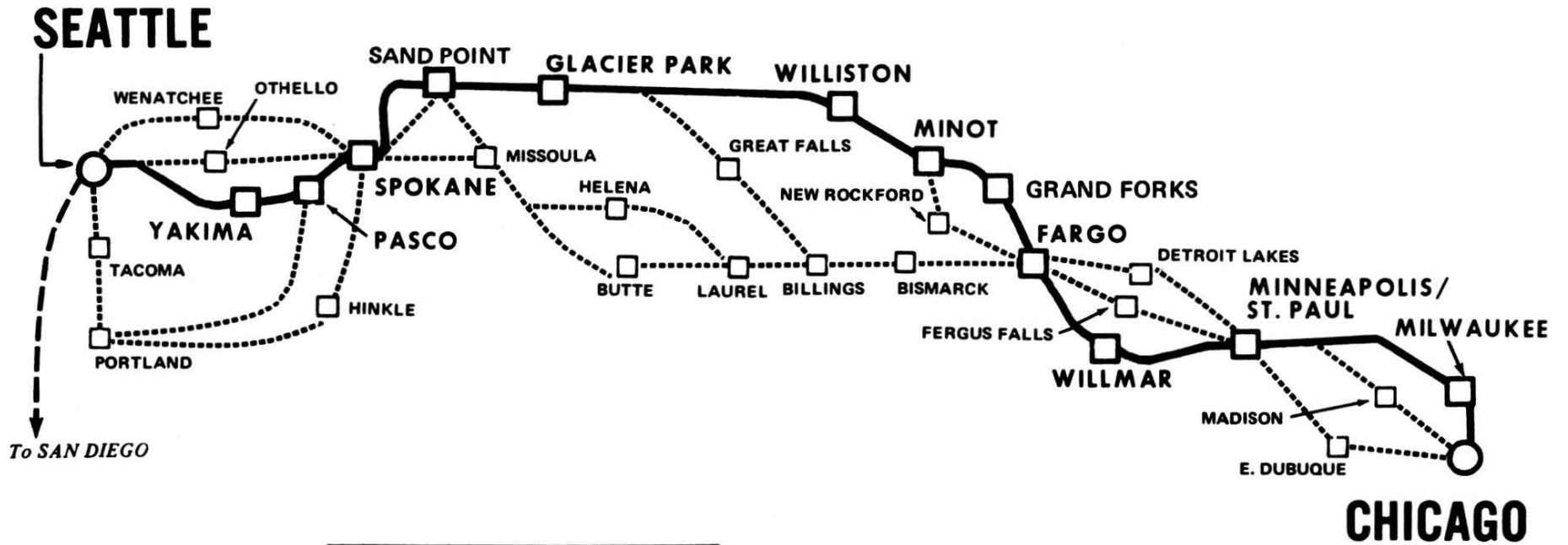
The segment through Yakima was chosen for the route from Spokane to Seattle although the alternative through Wenatchee is shorter and faster, principally because the Yakima segment serves more than twice as much non-suburban population as the Wenatchee segment and contributes 15 million more passenger miles annually.

The route between Spokane and Seattle through Othello was not chosen principally because of low population and absence of existing through service. Also, use of this segment would require switching to a different carrier.

The current through-train frequency is two per day. Even the best train, the "Empire Builder," suffered substantial losses in 1969. Intermediate service will be provided between Chicago and Milwaukee at a rate of three trains per day each way (in addition to the through train).

#

CHICAGO - SEATTLE





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Chicago - Seattle

Chicago	Glacier Park
Glenview	Whitefish
Milwaukee	Libby
Columbus	Troy
Portage	Sandpoint
Wisconsin Dells	Spokane
Tomah	Pasco
La Crosse	Yakima
Winona	Ellensburg
Red Wing	E. Auburn
Minneapolis/St. Paul	Seattle
Willmar	Minot
Morris	Williston
Breckenridge	Wolf Point
Fargo	Glasgow
Grand	Havre
Devils Lake	Shelby

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Detroit - Battle Creek Segment

via - Jackson

Battle Creek - Chicago Segment

via - Kalamazoo

II. FREQUENCY OF THROUGH SERVICE IS TO BE TWO TRAINS PER DAY EACH WAY. THE PRESENT FREQUENCY IS FIVE TRAINS PER DAY, BUT CURRENT RIDERSHIP CANNOT JUSTIFY THIS FREQUENCY (EVEN THE BEST TRAIN HAS A LOW AVERAGE NUMBER OF RIDERS.) THE TWO TRAINS WILL OFFER CONVENIENT DEPARTURES FROM BOTH DETROIT AND CHICAGO.

III. REASONS FOR ROUTE DECISIONS:

The Jackson - Kalamazoo route was chosen principally because it is the shortest and fastest route and offers the greatest potential for high-speed corridor service.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

Through Fort Wayne

Although projected running time could be fastest through this route, there is no existing through train, existing ridership is low and the total population along the route is less than other alternatives.

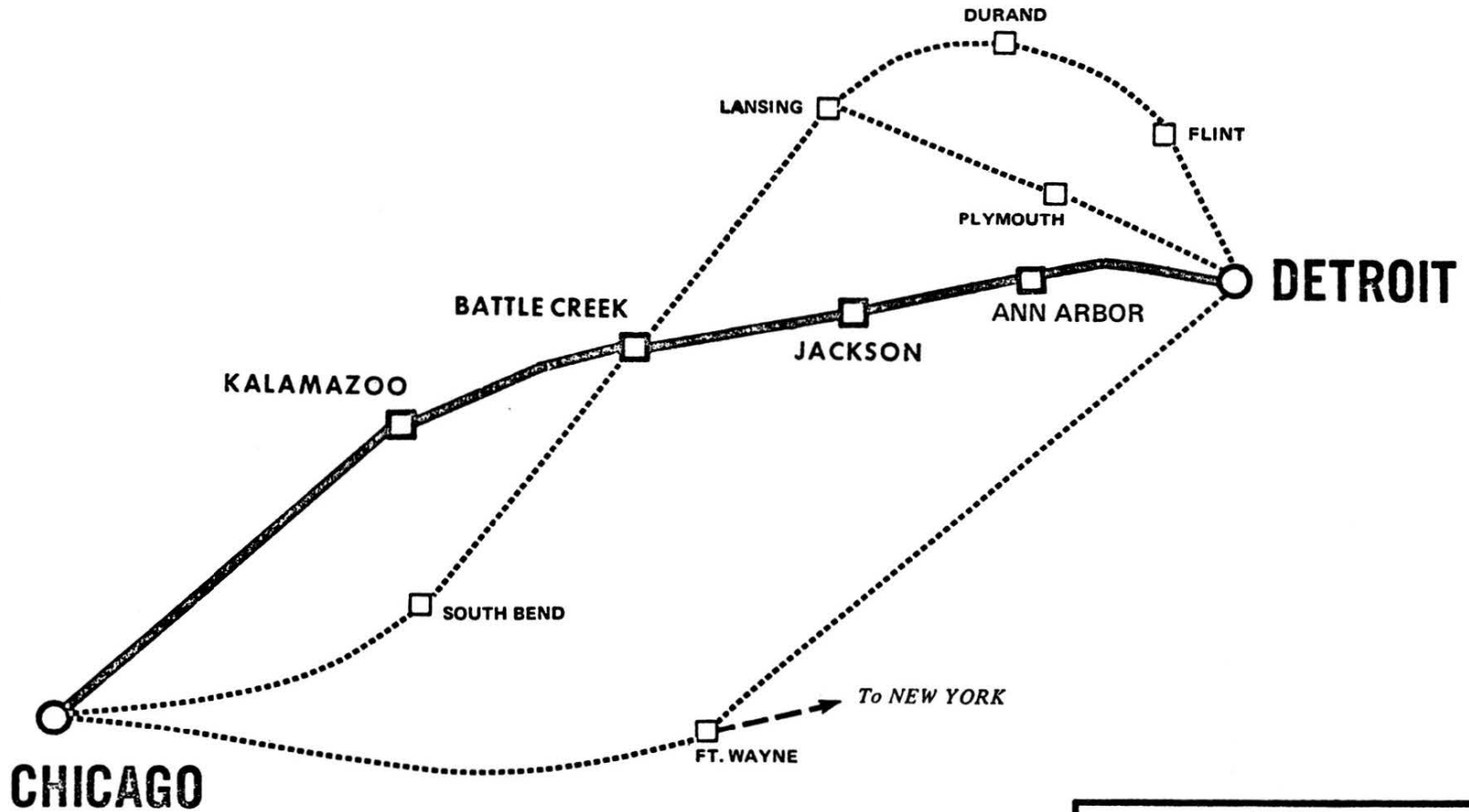
Durand - South Bend

Although the track along this route is in excellent condition, the route is 38 miles longer than the one selected. The segment from Battle Creek to Chicago through South Bend has significantly less population than the Kalamazoo route. Further, most of the population along the segment Battle Creek - South Bend - Chicago resides between Michigan City and Chicago which is already served by frequent commuter trains.

Lansing - Plymouth - Detroit

The route between Lansing and Detroit through Plymouth was not chosen principally because there is no existing track connection at Lansing; the track is slow; the population advantage is with the Jackson route, and existing trains over the segment (Detroit to Grand Rapids) have low ridership.

DETROIT - CHICAGO



LEGEND	
	Selected Routes
	Routes Not Selected
	Connecting Routes
	End Point Cities Designated by Secretary of Transportation
	Route Identification Points

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Detroit - Chicago

Detroit

Ann Arbor

Jackson

Battle Creek

Kalamazoo

Niles

Chicago (Union)

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CHICAGO - HOUSTON

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Chicago - Kansas City Segment

via - Fort Madison

Kansas City - Oklahoma City Segment

via - Wichita

Fort Worth - Houston Segment

via - Temple, to be shifted to Dallas as soon as possible after May 1, 1971

II. THROUGH SERVICE IS TO BE PROVIDED AT THE CURRENT FREQUENCY OF ONE TRAIN PER DAY EACH WAY.

III. REASONS FOR ROUTE SELECTION:

The route through Kansas City, Wichita and Fort Worth was chosen because of greater population and higher ridership (no existing through service on alternative routes).

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The route from Chicago through St. Louis to Houston was not chosen because the alternative route through Kansas City has nearly twice as much population; no current passenger service exists on the St. Louis route below Texarkana; and the "Texas Chief," which currently runs on the chosen route, has high ridership.

The route between Kansas City and Oklahoma City through Tulsa was not chosen principally because the alternative through Wichita serves a larger population; although estimated running time would be approximately the same for both segments, the Wichita segment has better track (higher maximum speeds and better signals); and there is no current passenger service south of Tulsa on this route alternative.

Of the two alternative routes between Galesburg and Kansas City (through Fort Madison or through Quincy), the Fort Madison route was chosen because the Fort Madison segment is shorter and faster; the Fort Madison route has higher authorized speed and more double track, although the

Quincy alternative has higher population, past ridership has been approximately equal; and the Chicago - Los Angeles route runs over the Fort Madison segment, which will permit cost consolidations (i.e., common track and stations).

Of the two alternative routes between Fort Worth and Houston (through Dallas or through Temple), the Dallas route was favored for service because of its much greater market potential, but a close examination disclosed that service through Dallas cannot be established by May 1. There is no present passenger service on the Dallas route; negotiations will involve four different railroads, and a new passenger station must be built to replace Dallas Union Station (which has been retired). The Temple Segment is the current route of the "Texas Chief" and can be used as the May 1 start-up route with minimal adjustments.

#

CHICAGO - HOUSTON





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Chicago - Houston

Chicago	Ardmore
Joliet	Gainesville
Streator	Fort Worth
Chillicothe	Cleburne
Galesburg	Temple
Fort Madison	Bellville Yard
La Plata	Houston
Marceline	
Kansas City	
Lawrence	
Topeka	
Emporia	
Newton	
Wichita	
Arkansas City	
Ponca City	
Perry	
Oklahoma City	
Norman	
Purcell	

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Chicago - Carbondale Segment

via - Centralia

Carbondale - New Orleans Segment

via - Memphis, Jackson

II. THROUGH SERVICE WILL BE PROVIDED BY ONE TRAIN PER DAY IN EACH DIRECTION. ONE ADDITIONAL TRAIN PER DAY WILL PROVIDE INTERMEDIATE SERVICE BETWEEN CHICAGO AND CARBONDALE.

III. REASONS FOR ROUTE SELECTION:

This route through Centralia was chosen because it is shorter and faster and has greater ridership.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

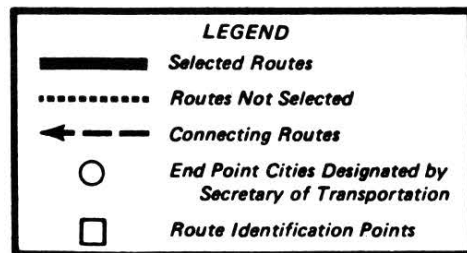
The Centralia route was preferred because it is much shorter and one and one-half hours faster than the alternative; also, past ridership on the Centralia route has been many times better; the St. Louis route will be served by Chicago-St. Louis trains as designated by the Secretary of Transportation (see separate map) and southbound passengers can connect with the selected route by bus to Carbondale (as is presently the case -- there is no existing rail passenger service from St. Louis to Carbondale); the Centralia route has more double track and a better signalling system, and the successful "City of New Orleans" train can remain in service.

Through service is to be provided at a frequency of one train per day each way (current frequency is two per day). The train to be retired ("The Panama Limited") is a night train that suffered large losses in 1968.

One additional train per day will provide intermediate service between Chicago and Carbondale. The additional trains operating only to Carbondale are unprofitable; retiring two of these will greatly reduce these losses.

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CHICAGO - NEW ORLEANS



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Chicago - New Orleans

Chicago

Homewood

Kankakee

Champaign-Urbana

Mattoon

Effingham

Centralia

Du Quoin

Carbondale

Cairo

Fulton

Memphis

Batesville

Grenada

Winona

Durant

Canton

Jackson

Brookhaven

McComb

Hammond

New Orleans

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

CHICAGO - CINCINNATI

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

Chicago - Cincinnati

via - Indianapolis and Lafayette

II. FREQUENCY OF THROUGH SERVICE WILL BE ONE TRAIN PER DAY
IN EACH DIRECTION.

III. REASONS FOR THE ROUTE SELECTED:

Passenger ridership is substantially higher, the population is greater, via Lafayette, and the track is in better condition.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

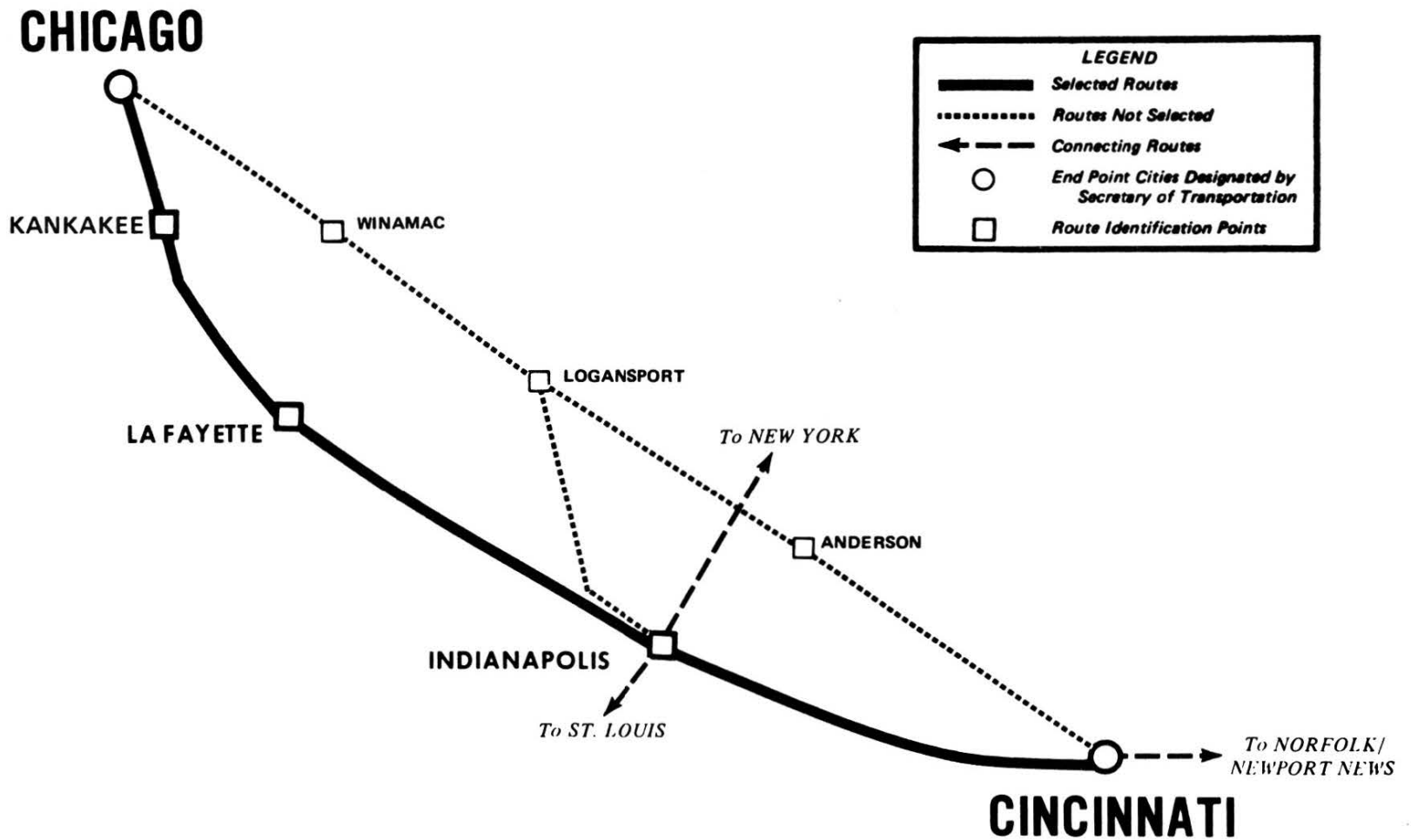
The route segment between Logansport and Cincinnati through Anderson was not chosen principally because the track is slow (50 mph maximum) so that running time is about one hour longer than the running time for the Lafayette route; the segment has low ridership, and the population along the Chicago - Cincinnati route that includes this segment is less than half of that of the other two alternative routes.

Of the remaining two alternative routes between Chicago and Indianapolis (via Winamac and Logansport or via Kankakee and Lafayette), the Lafayette route was chosen principally because that route has 40 percent greater population than the Logansport route; and the average number of passengers per train is much higher on the Lafayette route.

The present frequency of service is two trains a day, one via Lafayette and one via Logansport. However, only the "James Whitcomb Riley" will be continued because current ridership does not warrant an additional train at this time.

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CHICAGO - CINCINNATI





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Chicago - Cincinnati

Chicago (Central)

Homewood

Kankakee

Lafayette

Indianapolis

Cincinnati

Note: Because of connection service, not all stations are listed for each route. For example, on the New York/New Orleans route, only the stops after Washington, D.C. are indicated. For the stops North of Washington, D.C. on this route consult the New York/Washington, D.C. listing. Not all trains operating on the designated routes will necessarily stop at each station.

NEW ORLEANS - LOS ANGELES

I. THE ROUTES OVER WHICH SERVICE WILL BE PROVIDED:

New Orleans - Los Angeles

via - Beaumont, Houston, San Antonio, El Paso, Tucson,
Phoenix (The "Sunset Route")

II. FREQUENCY OF THROUGH SERVICE WILL CONTINUE UNCHANGED AT THREE TRAINS A WEEK IN EACH DIRECTION.

III. REASONS FOR ROUTE SELECTION:

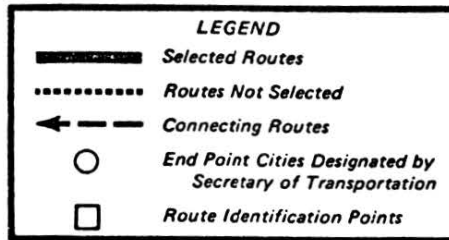
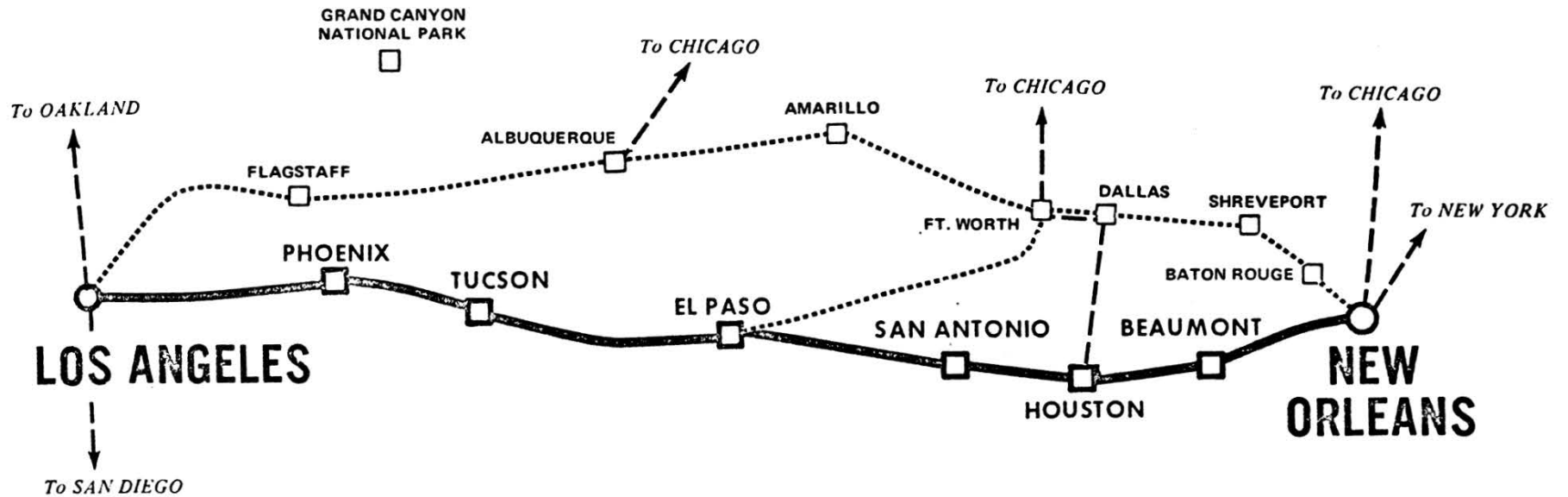
The "Sunset Route" was chosen primarily because it serves a larger population and has a faster running time.

IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The route segment between New Orleans and El Paso through Dallas/Ft. Worth was not chosen principally because there is no current passenger service connecting New Orleans - Fort Worth - El Paso; and rebuilding patronage levels would therefore be costly. The Ft. Worth - Amarillo alternative was rejected because it would add six hours to the New Orleans - Los Angeles service; there is passenger service on the Fort Worth route between New Orleans and Amarillo, and the Dallas/Fort Worth area will be connected to the southern route by the Chicago - Houston service.

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NEW ORLEANS - LOS ANGELES





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New Orleans - Los Angeles

New Orleans

New Iberia

Lafayette

Lake Charles

Beaumont

Houston

San Antonio

Del Rio

Sanderson

Alpine

El Paso

Lordsburg

Tucson

Phoenix

Yuma

Indio

Pomona

Pasadena

Los Angeles

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SEATTLE - SAN DIEGO

I. THE ROUTE OVER WHICH SERVICE WILL BE PROVIDED:

Seattle - San Diego

via - Santa Barbara

II. FREQUENCY OF THROUGH SERVICE IS TO BE THREE TRAINS PER WEEK IN EACH DIRECTION. THERE IS NO CURRENT THROUGH SERVICE.

III. REASONS FOR ROUTE DECISION:

The coast route south of San Francisco/Oakland through Santa Barbara to Los Angeles was chosen for several reasons: 1) it serves more population than the valley alternative through Fresno; 2) it is two hours faster; 3) it is more scenic; and 4) ridership is almost twice that of the valley route with much greater through ridership.

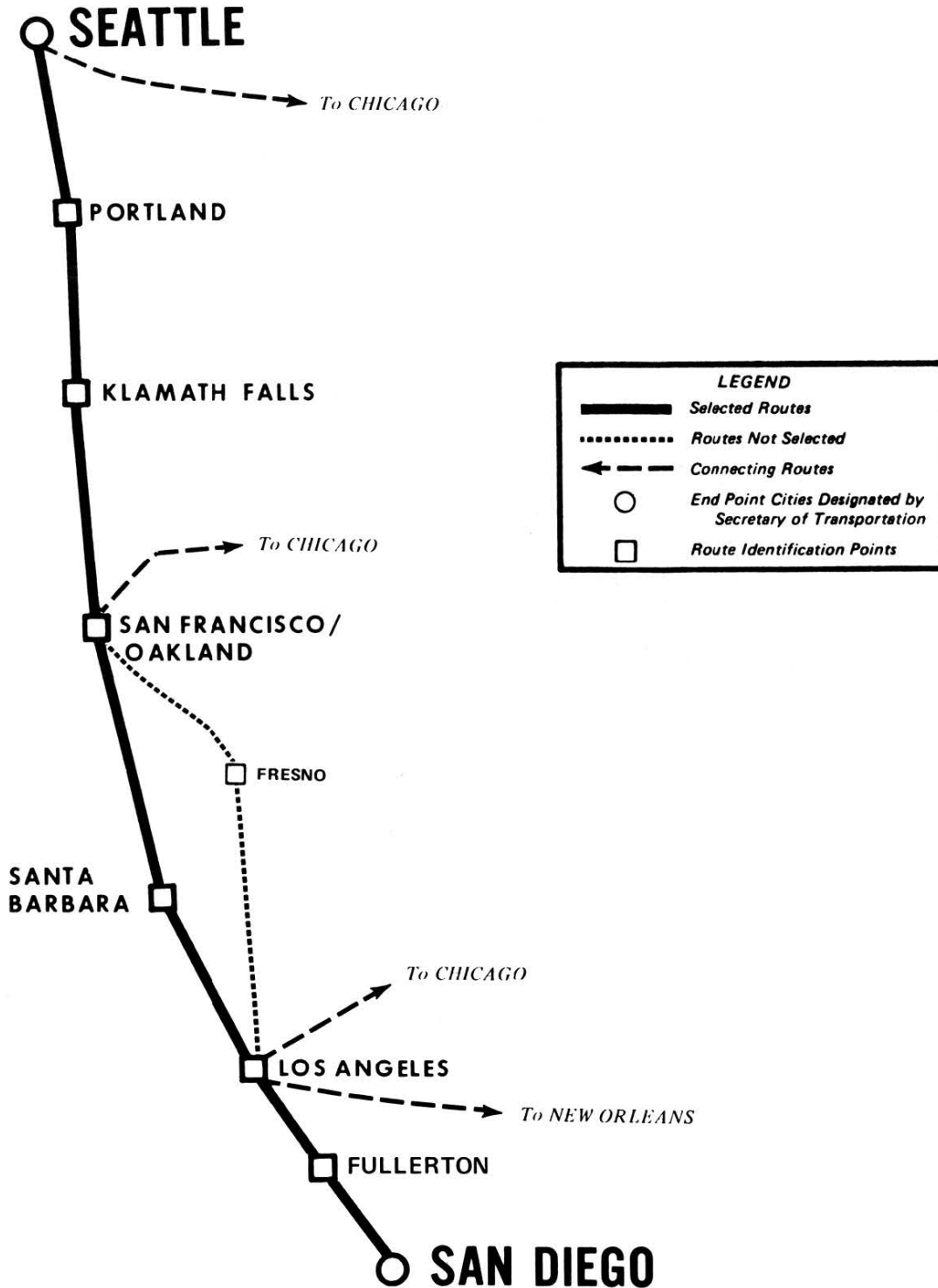
IV. DETAILED ANALYSIS OF ROUTE ALTERNATIVES:

The corridors between Seattle and Portland; Oakland and Los Angeles; and Los Angeles and San Diego will be served more frequently by intermediate trains. In addition to through service, two trains will be operated daily between Portland and Seattle service at the present frequency of three intermediate trains had substantial losses in 1969 and retiring the third intermediate train will reduce the losses significantly. One train per day will be operated between Oakland and Los Angeles. Intermediate service between Los Angeles and San Diego will be provided by two trains daily. Service at a three-train-daily level lost money in 1969, and retiring the third train will reduce these losses, while still providing convenient morning and afternoon service.

Present Portland - Oakland service is tri-weekly. This frequency of service will be continued unless market tests indicate greater potential.

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SEATTLE - SAN DIEGO





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Seattle - San Diego

Seattle	Santa Barbara
Tacoma	Oxnard
East Olympia	Los Angeles
Centralia	Fullerton
Kelso	Santa Anna
Vancouver	San Clemente (L)
Portland	Oceanside
Salem	Del Mar (L)
Eugene	San Diego
Klamath Falls	
Dunsmuir	
Gerber	
Davis	
Oakland	
San Jose	
Salinas	
San Luis Obispo	

(L) designates a local train stop.

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