

FINAL REPORT  
ON  
BASIC NATIONAL RAIL PASSENGER SYSTEM

SUBMITTED BY JOHN A. VOLPE  
Secretary of Transportation  
In Accordance With PL 91-518

Washington, D. C.  
January 28, 1971

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PART I

CRITERIA AND PROCEDURES

FOR

DESIGNATION OF THE BASIC SYSTEM

CRITERIA AND PROCEDURES FOR DESIGNATION OF THE BASIC SYSTEM

INTRODUCTION

The Rail Passenger Service Act of 1970 (P.L. 91-518, hereafter "the Act"), signed into law on October 30, 1970, requires the Secretary of Transportation to designate a "Basic System" of intercity rail passenger service. The service is to be provided by the National Railroad Passenger Corporation, creation of which is authorized by the Act.

On November 30, 1970, in compliance with Section 201 of the Act, a Preliminary Report containing the Secretary's recommendations for the Basic System was submitted to the Congress and the Interstate Commerce Commission, as well as State regulatory commissions, representatives of railroads, and railroad labor organizations. It was simultaneously made available to the public. Many comments were filed with the Department in response to the Preliminary Report, all of which have been reviewed with great care.

The present document is issued in compliance with Section 202 of the Act, which requires that the Secretary submit to the Congress a Final Report on the Basic System and summary of the recommendations received, together with his reasons for failing to adopt any recommendation which was not accepted.

If rail passenger service is to be a viable element in a national transportation system, it must reverse the severe decline in patronage experienced in recent years. Only major improvements in the quality of service can generate increased demand.

There is little doubt that much of the presently existing rail passenger service is uneconomic and is not required as part of a total transportation plan. Even if the continuance of all present service were desirable, operation of the total existing system would be far beyond the financial resources of the Corporation.

With these considerations in mind, final designation of a viable Basic System must be based on a careful identification of potential opportunities for the operation of improved passenger service, and the system must be operable by the Corporation within the limits of available capital. Available funds must, therefore, be channeled into a limited number of routes -- routes which show some promise of success -- in order to produce the changes that are necessary to attract a greater share of the traveling public.

CRITERIA AND PROCEDURES

The responsibilities of the Secretary in designating the Basic System are set forth in Section 201 of the Act. Specifically, the Secretary must:

- "specify those points between which intercity passenger trains shall be operated"
- "identify all routes over which service may be provided, and the trains presently operated over such routes"
- identify the "basic service characteristics of operations to be provided within the basic system . . . ."

Section 201 prescribes several broad considerations which the Secretary must "take into account" in designating the Basic System. Included are "the need for expeditious intercity rail passenger service within and between all regions of the continental United States" and "the need for such service within the States of Alaska and Hawaii and the Commonwealth of Puerto Rico." The Secretary is also required to "consider opportunities for provision of faster service, more convenient service, service to more centers of population, and service at lower cost, by the joint operation, for passenger service, of facilities of two or more railroad companies; the importance of a given service to overall viability of the basic system; adequacy of other transportation facilities serving the same points; unique characteristics and advantages of rail service as compared to other modes of transportation; the relationship of public benefits of given services to the costs of providing such services; and potential profitability of the service."

A. Designation of Points Between Which Intercity Passenger Trains Shall be Operated

In designating the Basic System of rail passenger service to be operated by the Corporation, the Department developed, in keeping with the broad guidelines set forth in the Act, a set of criteria for the selection of "points" which the Corporation would be required to serve. The criteria were:<sup>1/</sup>

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<sup>1/</sup> The presentation of the criteria published in the Preliminary Report has been clarified in response to a number of comments as to interpretation. The criteria themselves have not been changed.

1. The Nation's total transportation needs - The availability of alternative transportation modes and the existing travel patterns should be considered to ensure that the designated rail passenger network will make an optimum contribution to the Nation's total transportation system.
2. Demand - Anticipated rail ridership should be substantial.
3. Cost - Projected ridership levels should enable the proposed rail service to operate at a cost which is competitive with the costs of alternative modes.
4. Integrated national rail network - The points should be selected so that they can be efficiently served by the Corporation as part of an integrated national rail passenger network.
5. Population - The points to which service is required should generally have SMSA populations of one million or more and the route options between these points should touch a large number of intermediate population centers.
6. Profitability - Operating costs and revenues of each route and of the total system should be such that:
  - a. no single service requirement will impose an undue burden on the Corporation as compared with each of the other points served, and
  - b. the financial resources of the Corporation are sufficient to operate the total system.
7. Corporate flexibility - Points should be selected and service characteristics prescribed so that the Corporation, through effective management, can expand service as rapidly as economically feasible.
8. Capital improvements required - Points should be selected to require a minimum of costly fixed capital improvements to allow the Corporation to concentrate its investment in modern equipment and improved service.

While each of the above criteria was considered, no single one was overriding.

To give effect to the criteria, it was necessary to develop procedures for:

- identifying points between which rail service might be a potentially viable mode of intercity passenger transportation;
  - determining those points between which rail passenger service might compete effectively over the long run with other transportation modes; and
  - designating those points between which service has reasonable prospects of becoming financially self-supporting in the foreseeable future.
1. Identifying points between which rail service might be a potentially viable mode of intercity passenger transportation.

It became clear at the outset that rail passenger service characteristics -- demand and usage patterns, service features, cost, and competitiveness with other modes -- depend to a great extent on the distance between the cities served, particularly if overnight travel is required between the cities. Therefore, for purposes of analysis, rail service was separated into "short-haul"<sup>1/</sup> and "long-haul" categories and evaluated separately.

For the purpose of identifying points between which viable "short-haul" service might be possible, the following guidelines were used:

- Service should begin and end at cities having a Standard Metropolitan Statistical Area (SMSA) population of approximately one million or more.
- The distance between the terminal cities should normally be 300 miles or less.
- The existing roadbed should be of sufficient quality to permit the operation of passenger service without an unreasonable need for immediate capital improvements.

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<sup>1/</sup> The term "short-haul" is used in this report in a relative sense and only to distinguish between "short" and "long" intercity rail passenger trips. It is not used in the "commuter" service sense as the term is defined in Section 102(5) of the Act, i.e., service "usually characterized by reduced fare, multiple-ride and commutation tickets, and by morning and evening peak period operations." For purposes of designating the Basic System, this definition was considered to mean service which covers distances of fifty miles or less, with stops at not more than five-mile intervals.



These guidelines were developed on the basis of a number of Department of Transportation studies -- particularly the Northeast Corridor Project. In the course of this research, they have emerged as the fundamental determinants of a "short-haul" rail system's ability to generate sufficient passenger demand and to operate at a cost reasonably comparable with intercity bus, auto, and air service. A consideration of the "adequacy of other transportation facilities serving the same points," "the relationship of public benefits of given services to the costs of providing such services," and the "potential profitability of such services" (Act, Section 201) necessarily required the exclusion of any service that failed to satisfy these guidelines.

Different guidelines were used for initially identifying points between which long-haul service might be viable.

- The million-or-more SMSA population requirement was applied just as in the case of short-haul service.
  - The ridership of each long-haul train presently operating was examined separately in order to determine whether the demand for the service warranted its continuance.
  - Where an affirmative conclusion was suggested, the service was examined in order to determine whether it contributed to the connection of the different regions of the country by means of a reasonably direct route.
2. Determining those points between which rail passenger service might compete effectively over the long run with other transportation modes.

Short-haul service is most likely to compete effectively with other transportation modes where it is competitive with bus transportation in terms of speed and comfort, and less costly than air transportation. The feasibility of long-haul service over the long run depends upon factors such as existing travel patterns and existing levels of air and bus transportation.

The basic evaluation approach of the Department was to represent in the form of analytical models the significant components (both demand and cost) of a rail passenger system. This analysis was based on the best available information, and was tested to ensure that its results approximate "real world" experience.

On the basis of its analysis, the Department excluded from further consideration those points for which the analysis indicated

that rail passenger service could not compete effectively with other public transportation modes.

3. Designating those points between which service has reasonable prospects of becoming financially self-supporting in the foreseeable future.

In the final step of the analysis the following routes were excluded:

- service unlikely to contribute to the Corporation's ability to serve an integrated national system or service points which are likely to be included within another set of service points, and
- any service likely to have a disproportionately adverse impact on the Corporation's finances in relation to the benefits received.

### Final Selection

The points selected by applying the criteria and procedures set forth above constituted the Basic System designated in the Secretary's Preliminary Report, issued on November 30, 1970 and took into consideration:

- "the importance of a given service to overall viability of the Basic System;"
- "the adequacy of other transportation facilities serving the same points;"
- "the unique characteristics and advantages of rail service as compared to other modes of transportation;"
- "the relationship of public benefits of given services to the costs of providing such services."

The Basic System designated in the Secretary's Preliminary Report was subjected to an intensive reappraisal in light of the comments submitted since November 30. Several service points have been added to the Basic System in response to these suggestions despite some remaining questions on the potential profitability of this additional service which led to their exclusion in the Preliminary Report.

As a result of the official comments and the many public responses, the Department has received improved information concerning ridership and the importance of rail service to the areas served. The new routes were added based on thorough consideration of the new information and arguments received. These additions should contribute to the operation of a national rail passenger system.

#### Special Areas.

Alaska, Hawaii, and Puerto Rico. No service points have been designated in the States of Alaska and Hawaii or the Commonwealth of Puerto Rico. In Alaska, the Alaska Railroad provides a level of service consistent with demand. Daily roundtrip service is operated between Anchorage and Fairbanks during four summer months and twice weekly roundtrip service is operated during winter months. Hawaii and Puerto Rico do not have facilities or demand sufficient to support institution of intercity rail passenger service.

Foreign Points. The possibility of specifying points in Canada and Mexico as points to which service must be provided on the Basic System was carefully studied. It is the Department's view, however, that the Secretary has no authority to include them in the Basic System.

According to Section 404(b)(1) of the Act, the Corporation "must provide the service included within the Basic System . . . ." The Secretary of Transportation, however, has no authority to require the Corporation to serve points outside U.S. borders. Such service can be provided only with the consent of the Canadian or Mexican Governments. Furthermore, a foreign carrier serving a point on the Basic System, if it refused to enter into a contract with the Corporation, could not be required to furnish such service until January 1, 1975, as provided in Section 404, if foreign regulatory authorities determined that its discontinuance was in the public interest. Finally, failure to include service to foreign points within the Basic System does not mean that the carriers presently providing such service would be authorized to discontinue it merely upon the signing of a contract with the Corporation pursuant to Section 401. Such discontinuances would be permitted only with the concurrence of foreign regulatory authorities.

#### Summary.

The selection of "points between which intercity passenger trains shall be operated" was accomplished by means of an analysis of anticipated costs, ridership patterns, and the relationship of rail transportation to other modes. The analysis was developed in keeping with the statutory criteria established by Congress for designation of the Basic System. Operated with imagination and efficiency, service between these points will afford an essential test of whether intercity rail passenger service has an essential part to play in the Nation's total transportation system.

B. Identification of all Routes over Which Service may be Provided.

According to Section 201 of the Act, the Secretary of Transportation "shall specify those points between which intercity passenger trains shall be operated," and he shall "identify all routes over which service may be provided . . . ." (Emphasis added.) While the Secretary leaves the Corporation no discretion with respect to serving "those points between which intercity passenger trains shall be operated,"<sup>1/</sup> he is authorized to vest considerable latitude in the Corporation with respect to specific route selection. That is, the Act permits the Secretary to identify a number of alternative routes between each pair of points to which service is required, leaving the final choice to the Corporation.

There are, of course, sound reasons for giving the Corporation broad latitude in its selection of routes. Many of the essential factors in the route selection process are purely operational in nature. The physical characteristics of a route or route segment, for example, will have an important bearing on its ability to handle passenger traffic safely, efficiently, and effectively. Other operational considerations which need to be considered are capacity, maintenance standards, station location, circuitry, and the like.

If sound selection decisions are to be made, they must be based upon a detailed technical and market assessment of the available alternatives. These are assessments that should be undertaken on a continuing basis by the Corporation if it is to improve existing service and operate a national system.

In accordance with this principle, the identification for Basic System purposes of "routes over which service may be provided" includes essentially all routes between the points to which service is required. This will accord the Corporation the flexibility essential to its implementation of "innovative operating . . .

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<sup>1/</sup> The Corporation does have discretion, of course, to furnish service to such points in excess of the basic service prescribed for the Basic System.

concepts so as to fully develop the potential of modern rail service in meeting the Nation's intercity passenger transportation requirements" (Act, Section 301) and enhance the Corporation's "opportunities for provision of faster service, more convenient service, service to more centers of population, and service at lower cost, by the joint operation, for passenger service, of facilities of two or more railroad companies . . . ." (Act, Section 201.)

The most suitable method of identifying "all routes over which service may be provided" is by stating the cities through which the routes pass. Although this method omits precise details with respect to trackage and railroad ownership, it was felt that such information is not required for the designation of the Basic System. It is intended that the selection of trackage on a particular route, like the selection of the route itself, be left solely to the Corporation's managerial discretion.

The route designations and maps set forth in Part II below are considerably more detailed than those in the Preliminary Report. The alternative routes identified as "routes over which service may be provided" between those points which the Corporation is required to serve are set forth with much greater specificity, and many more cities are named for route identification purposes. Only those cities actually specified as "points between which intercity passenger trains shall be operated" are required to be served by the Corporation. All other cities are named for route identification purposes only, and will receive service only if the Corporation elects to provide it or if a State agrees to reimburse the Corporation for a reasonable portion of any losses associated with service in accordance with Section 403(b) of the Act.<sup>1/</sup>

### C. Basic Service Characteristics

In keeping with the need to preserve for the Corporation sufficient managerial discretion to permit compliance with its statutory mandate, the basic service characteristics prescribed for the Basic System are of a general nature.

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<sup>1/</sup> All routes identified in Part II of this document as "routes over which service may be provided" are considered "routes between those points between which the Secretary, under Section 201 and 202 of Title II of [the] Act, has specified that intercity passenger trains shall be operated within the Basic System" for the purpose of calculating contributions to the Corporation according to the formula set forth in Section 401(a)(3)(B) of the Act. Contributions will not be calculated exclusively on the basis of those routes finally selected by the Corporation for its operations.

Section 201 requires the Secretary to identify the basic service characteristics of operations to be provided within the Basic System, taking into account schedules, number of trains, connections, through car service, and sleeping, parlor, dining, and lounge facilities." (Emphasis added.) Were the Corporation required to implement rigorous, detailed directives with respect to service characteristics, it would be substantially precluded from "employing innovative operating and marketing concepts so as to fully develop the potential of modern rail service in meeting the Nation's intercity passenger requirements." (Act, Section 301.) The prescribed "basic service characteristics" are, therefore, offered as broad guidelines for the Corporation, facilitating fresh and imaginative responses to opportunities for enhanced service and increased patronage with no unnecessary restriction of managerial latitude.

PART II

THE BASIC SYSTEM

"Points" Defined

The points designated and the routes identified on the following pages and shown on accompanying maps, together with the basic service characteristics, constitute the Basic System of intercity rail passenger service, as designated in accordance with Section 202 of the Rail Passenger Service Act of 1970 (PL 91-518).

Each "point" on the Basic System specified as one which the Corporation is required to serve ("points between which intercity passenger trains shall be operated") is intended to include an entire Standard Metropolitan Statistical Area (SMSA). The provision of rail service to a terminal located anywhere within a designated SMSA, therefore, will satisfy the service requirement implicit in the Basic System designation. (Norfolk/Newport News comprises two contiguous SMSA's. For the purpose of the Basic System, however, Norfolk/Newport News shall be considered a single point.)



SERVICE CHARACTERISTICS

In accordance with the Act, the Secretary identifies the following characteristics of service for all routes within the basic system. In setting these requirements, it is the intention to preserve Corporation discretion to expand rail passenger service as rapidly as the Corporation develops a market strategy, gains experience, and shows routes to be justified on the basis of public demand.

1. Schedules

Trains will be scheduled to serve markets at reasonable hours, consistent with demand. Running times shall be as fast as station stops, track condition, and safety and other relevant conditions permit.

2. Frequency

The scheduled frequency of trains shall be one or more per day in each direction between end points in keeping with demand, unless the patronage and other factors relating to a particular route clearly indicate that a frequency as often as one per day in each direction is not warranted.

3. Connections

To the extent practicable, convenient connections at major connection points shall be maintained in order to promote a unified system to the maximum extent possible.

4. Quality of Equipment

Modern equipment will be provided to the extent practicable to improve the quality of service.

5. Through Cars

Through car service must be provided between those points designated as "points between which intercity passenger trains shall be operated". Through car service shall be considered beyond such points where market demand and operating conditions permit.

6. Sleeping Cars

Private-room sleeping car service shall be provided for all schedules having an overnight journey of at least six hours during the time period from Midnight to 8:00 a.m.

7. Food Service

Food Service shall be provided on all schedules operating between the hours of 7:00 a.m. and 8:00 p.m. and exceeding two hours trip time. Food service may range from light snack and beverage service to more complete meal service depending upon the time of day and length of journey.

8. Lounge Cars

Non-revenue lounge space shall be provided on all schedules in excess of six hours duration.

9. Parlor Cars

Parlor car or other first class accommodations may be provided wherever justifiable by market demand.

DESIGNATED POINTS AND IDENTIFIED ROUTE OPTIONS

The following points are designated as the points between which intercity passenger trains shall be operated:

Boston - New York

New York - Washington

New York - Buffalo

New York - Chicago

New York - Kansas City via St. Louis

New York - Miami and Tampa/St. Petersburg

New York - New Orleans

Washington - Chicago

Washington - St. Louis

Norfolk/Newport News - Cincinnati

Detroit - Chicago

Chicago - St. Louis

Chicago - Cincinnati

Chicago - Miami and Tampa/St. Petersburg

Chicago - New Orleans

Chicago - Houston

Chicago - Seattle

Chicago - San Francisco/Oakland

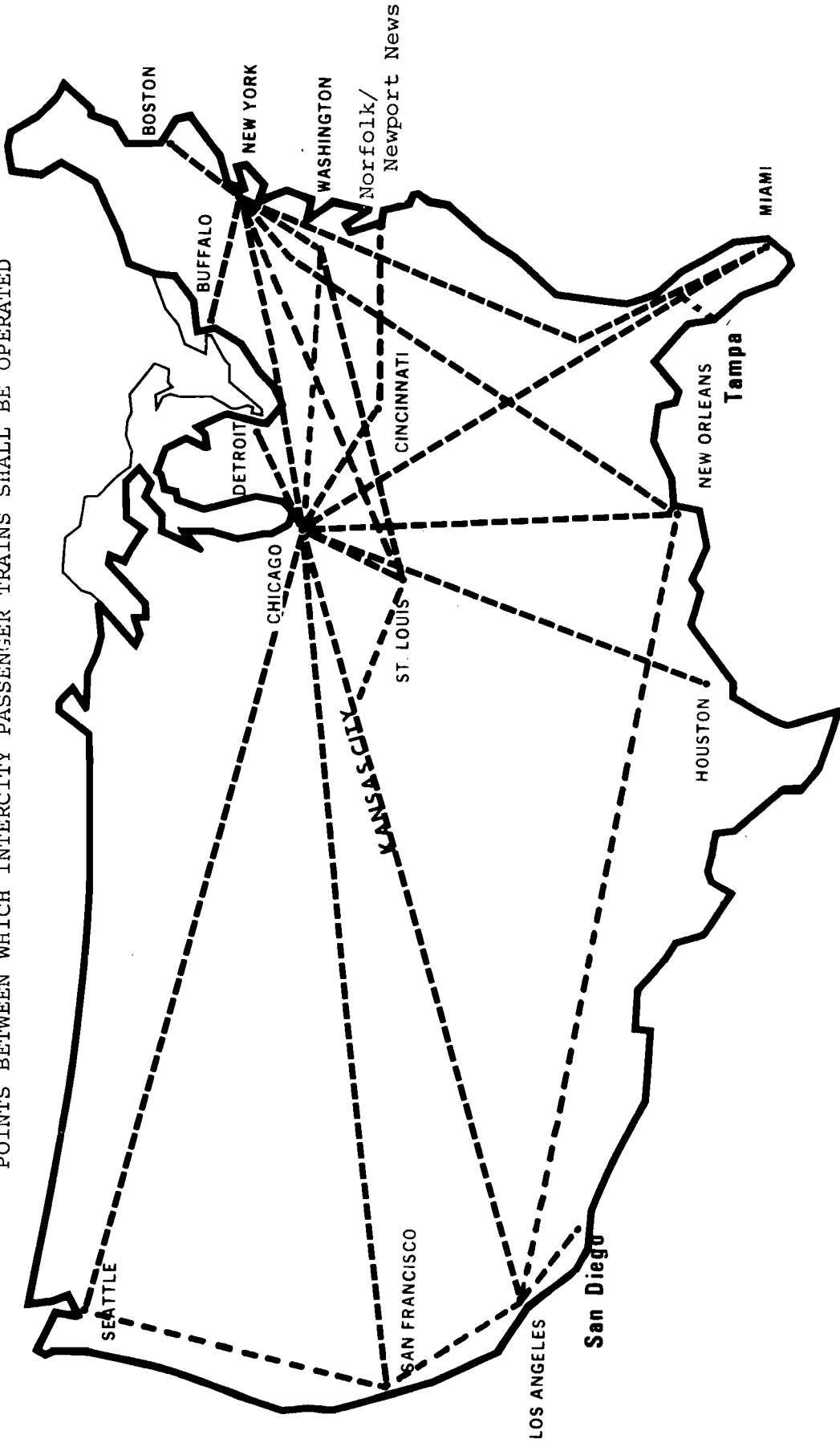
Chicago - Los Angeles

New Orleans - Los Angeles

Seattle - San Diego

# AERIAL MAP - BASIC SYSTEM

POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED



BOSTON - NEW YORK

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: BOSTON - NEW YORK

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Boston and New York, is not intended to suggest that the Corporation is required to provide service to that point.

Boston - New Haven Segment

via - Providence, New London  
via - Worcester, Springfield, Hartford

New Haven - New York Segment

via - Stamford

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

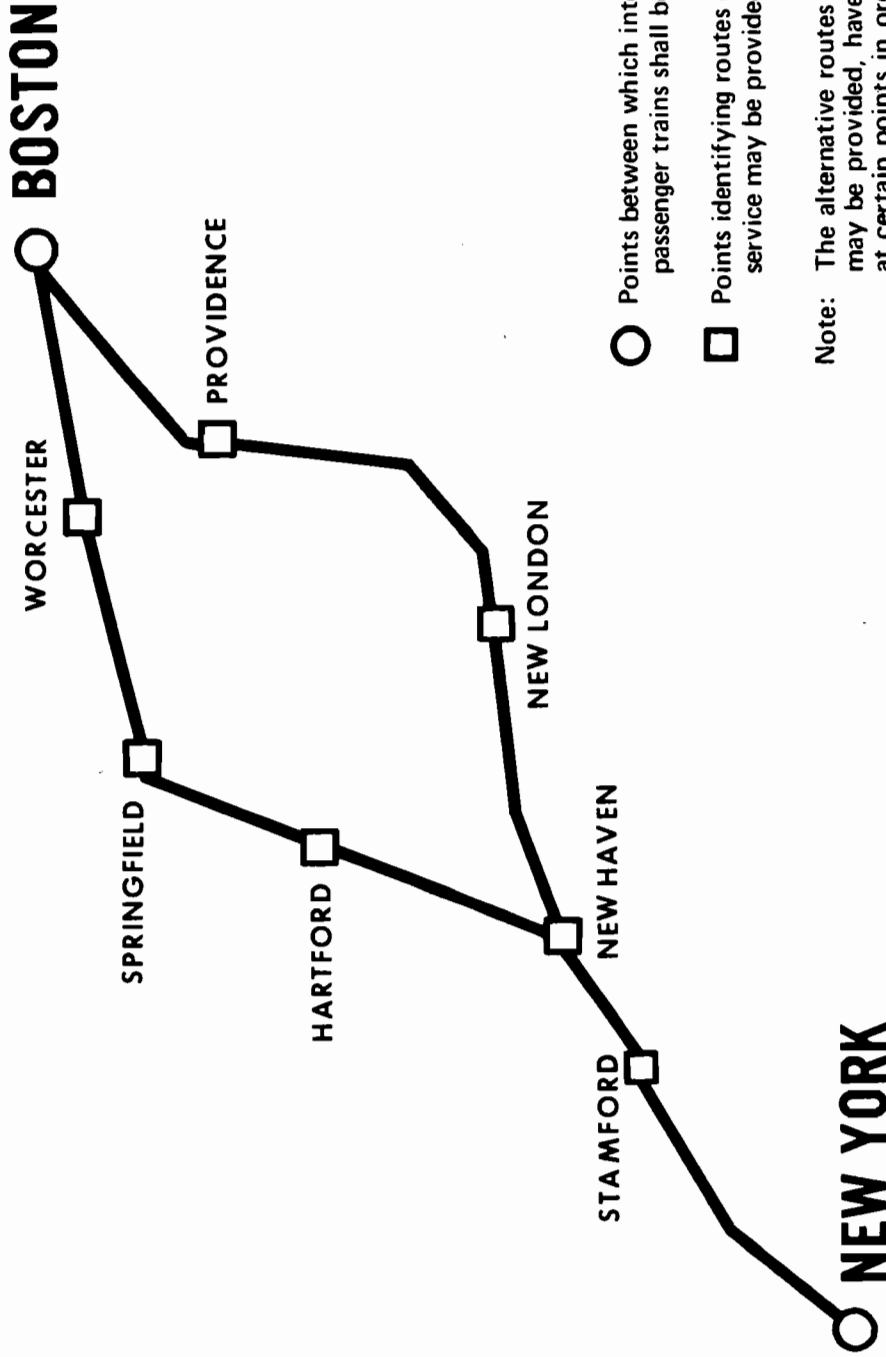
<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Providence, New London	PC	#181,171,173,175, 183,185,187,189, 177,3001,3005,3007, 3015,180,182,170, 184,172,186,174, 176,3002,3004,3006, 3014.
Worcester, Springfield, Hartford	PC	#427,71,73,75,77, 79,81,83,85,87, 89,91,70,72,74, 76,78,80,82,84, 86,88,90,428.

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES: (Cont'd)

New Haven - New York Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Stamford	PC	#71(1345), 73(1347), 181, 171, 77(1353), 173, 175, 183, 185, 187, 189, 177, 3001, 3005, 3007, 3015, (1200)70, (1330)72, 180, 182, 170, 184, 172, (1356/1656)82, 186, (1360)86, 174, (1376)90, 176, 3002, 3004, 3006, 3014.

# NEW YORK - BOSTON



○ Points between which intercity passenger trains shall be operated.

□ Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York-Boston is not intended to suggest that the Corporation is required to provide service to that point.

NEW YORK - WASHINGTON

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: NEW YORK - WASHINGTON

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York and Washington, is not intended to suggest that the Corporation is required to provide service to that point.

New York - Washington Segment

via - Newark, Trenton, Philadelphia, Wilmington, Baltimore.

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

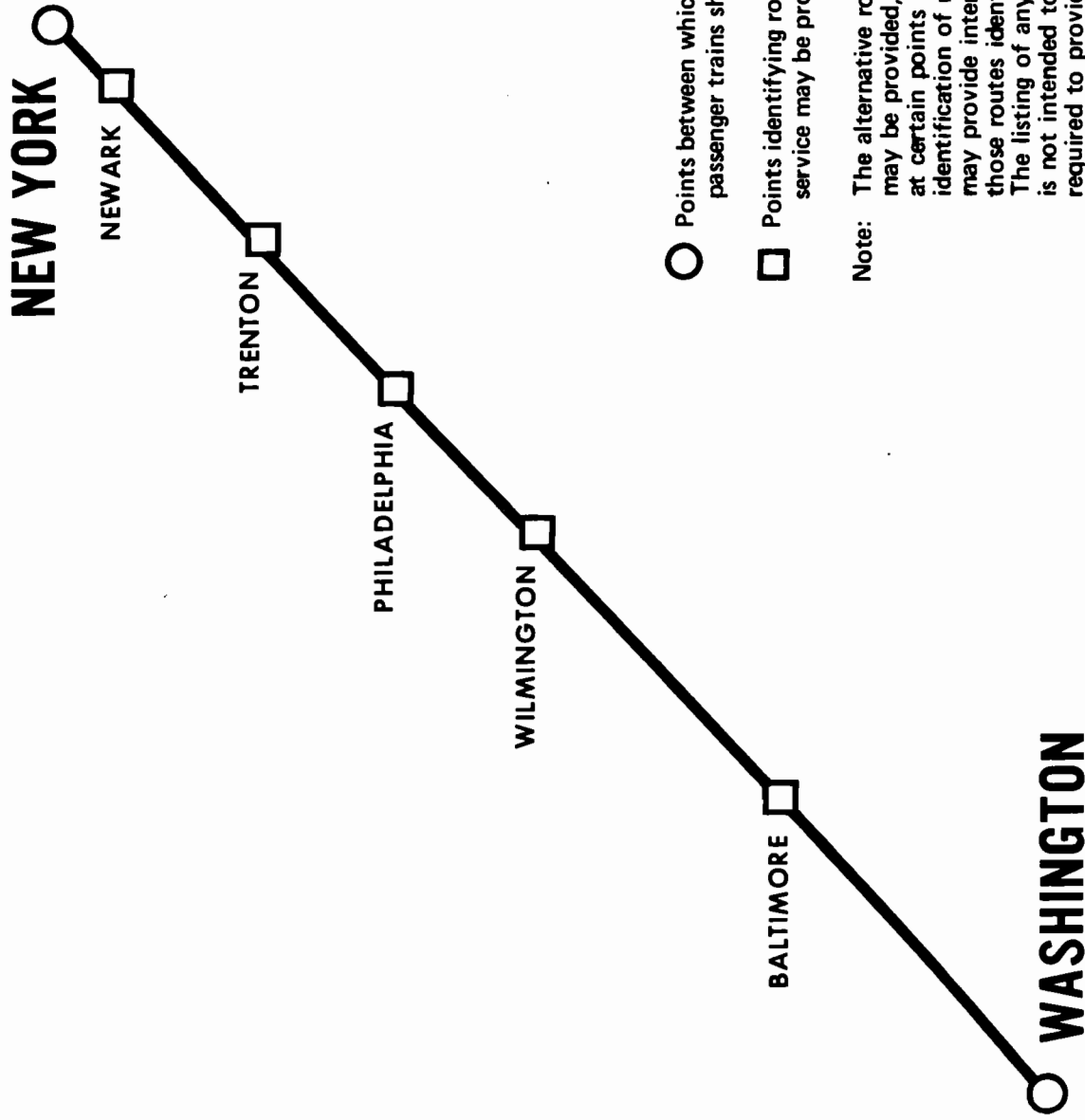
Includes all trains presently operating over all or any portion of routes listed.

New York - Washington Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Newark, Trenton Philadelphia, Wilmington, Baltimore	PC	#25,101,103,105,107, 109,111,113,131,133, 135,137,139,143,145, 147,155,159,161,163, 165,171,173,175,177, 201,207,211,213,215, 219,221,223,225,227, 231,235,263,401.
		#54,100,102,104,106, 108,110,112,126,130, 132,140,142,144,152, 154,158,166,170,172, 174,176,202,204,206, 208,212,218,220,234, 254,256,272,282,298.



# NEW YORK - WASHINGTON



○ Points between which intercity passenger trains shall be operated.

□ Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York-Washington is not intended to suggest that the Corporation is required to provide service to that point.

NEW YORK - BUFFALO

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: NEW YORK - BUFFALO

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York and Buffalo, is not intended to suggest that the Corporation is required to provide service to that point.

New York - Buffalo Segment

via - Albany, Utica, Syracuse, Rochester

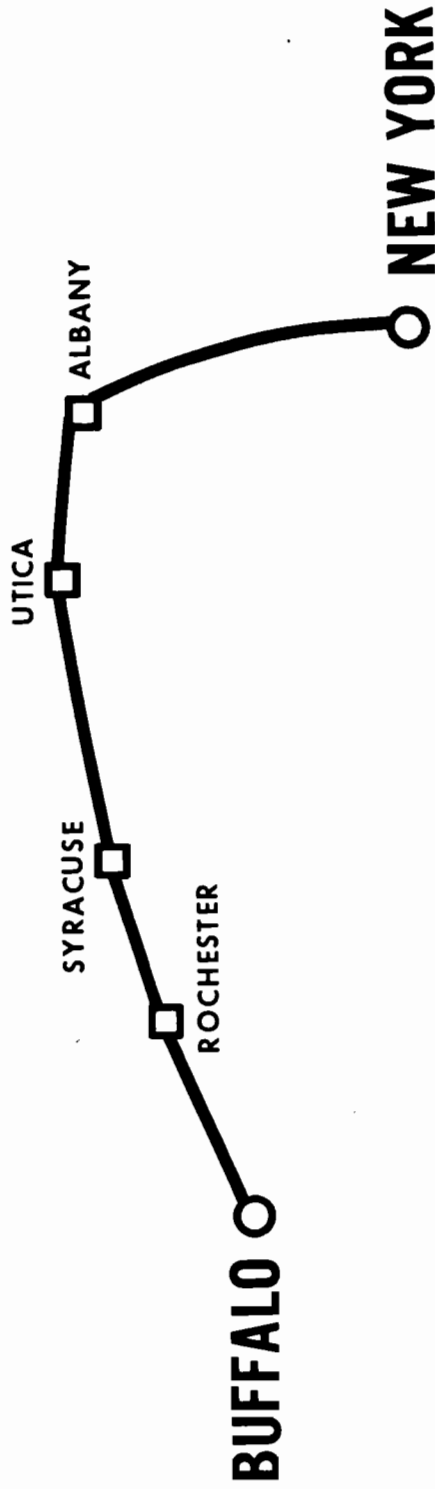
III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

New York - Buffalo Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Albany, Utica, Syracuse, Rochester	PC	#61,63,71,73,75,81 83,85,62,64,70,72, 74,80,82,84.

# NEW YORK - BUFFALO



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York-Buffalo is not intended to suggest that the Corporation is required to provide service to that point.

NEW YORK - CHICAGO

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: NEW YORK - CHICAGO

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York and Chicago, is not intended to suggest that the Corporation is required to provide service to that point.

New York - Pittsburgh Segment

via - Philadelphia, Harrisburg

Pittsburgh - Chicago Segment

via - Fort Wayne  
via - Deshler  
via - Cleveland, Toledo

New York - Buffalo Segment

via - Albany

Buffalo - Chicago Segment

via - Detroit  
via - Erie, Cleveland, Toledo

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

New York - Pittsburgh Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Philadelphia, Harrisburg	PC	See "New York- Washington" for New York- Philadelphia trains  #23, 25, 31, 33, 49, 55, 601, 603, 605, 607, 609, 611, 613, 615, 617, 4, 16, 22, 24, 48, 50, 54, 600, 602, 604, 606, 608, 610, 612, 614.

Pittsburgh - Chicago Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Fort Wayne	PC	#23, 49, 53, 55, 24, 48, 50, 54.
Deshler	B&O	#5, 7, 6, 8.
Cleveland, Toledo	PC	#27, 51, 63, 28, 64, 98.
	GTW	#155, 159, 165, 156, 158, 164.
	CSS&SB	#1, 3, 5, 9, 311, 13, 315, 17, 319, 21, 27, 29, 31, 33, 35, 8, 310, 10, 12, 16, 316, 20, 320, 24, 326, 28, 328, 34, 334, 36, 40, 340, 42.

New York - Buffalo Segment

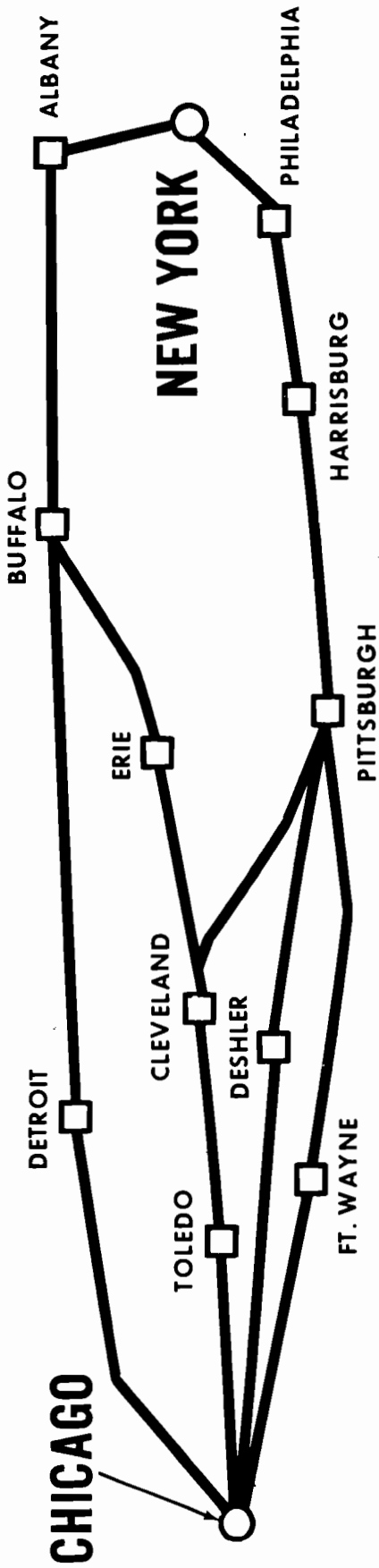
<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Albany	PC	#61, 63, 71, 73, 75, 81, 83, 85, 62, 64, 70, 72, 74, 80, 82, 84.

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES: (Cont'd)

Buffalo - Chicago Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Detroit	PC	#17,351,355,14, 52,356.
	GTW	#155,159,165,169, 156,158,164,168.
	C&O	#11,15,12,14.
Erie, Cleveland, Toledo	PC	#21,51,63,28,64,98.
	GTW	#155,159,165,156, 158,164.
	CSS&SB	#1,3,5,9,311,13,315, 17,319,21,27,29,31, 33,35,8,310,10,12, 16,316,20,320,24, 326,28,328,34,334, 36,40,340,42.

# NEW YORK - CHICAGO



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

**Note:** The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York-Chicago is not intended to suggest that the Corporation is required to provide service to that point.

NEW YORK - KANSAS CITY

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: NEW YORK - KANSAS CITY

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York and Kansas City, is not intended to suggest that the Corporation is required to provide service to that point.

New York - St. Louis Segment

via - Philadelphia, Harrisburg, Pittsburgh, Indianapolis

St. Louis - Kansas City Segment

via - Jefferson City  
via - Centralia

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

New York - St. Louis Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Philadelphia, Harrisburg, Pittsburgh, Indianapolis	PC	See "New York- Washington" for New York- Philadelphia trains  #13,23,25,31,33,49, 55,601,603,605,607, 609,611,613,615,617, 4,16,22,24,32,48,50, 54,600,602,604,606, 608,610,612,614.

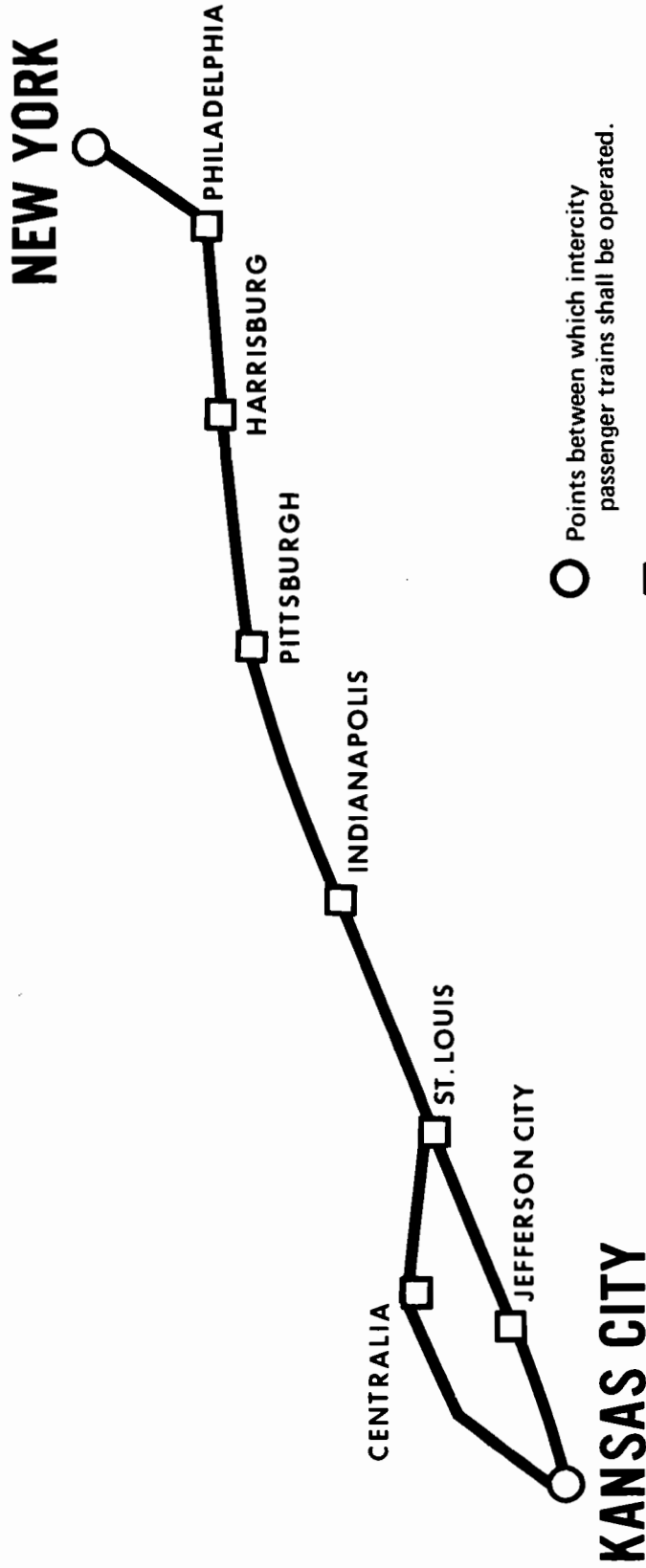


III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES: (Cont'd)

St. Louis - Kansas City Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Jefferson City	MP	#15,17,14,16.
Centralia	--	--

# NEW YORK - KANSAS CITY



Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York-Kansas City is not intended to suggest that the Corporation is required to provide service to that point.

NEW YORK - MIAMI AND TAMPA/ST. PETERSBURG

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: NEW YORK-MIAMI AND TAMPA/ST.PETERSBURG

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York and Miami and Tampa/St.Petersburg, is not intended to suggest that the Corporation is required to provide service to that point.

New York - Richmond Segment

via - Philadelphia, Washington

Richmond - Jacksonville Segment

via - Raleigh, Columbia, Savannah  
via - Charleston, Savannah

Jacksonville - Miami Segment

via - Wildwood, W. Palm Beach  
via - Orlando, W. Palm Beach  
via - Daytona Beach, W. Palm Beach

Jacksonville - Tampa/St. Petersburg Segment

via - Orlando  
via - Gainesville  
via - Wildwood

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

New York - Richmond Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Philadelphia, Washington	PC	See "New York - Washington"
	RF&P	1,9/75,21,57,85,91, 2,10/76,22,58,86,92.

New York - Miami and Tampa/St. Petersburg (cont'd)

Richmond - Jacksonville Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Columbia, Savannah	SCL	#9,21,57,10,22,58.
Charleston, Savannah	SCL	#1,75,85,91,2,76, 86,92.

Jacksonville - Miami Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Wildwood	SCL	#1,21,57,2,22,58.
Orlando	SCL	#5,6.
Daytona Beach	- -	- -

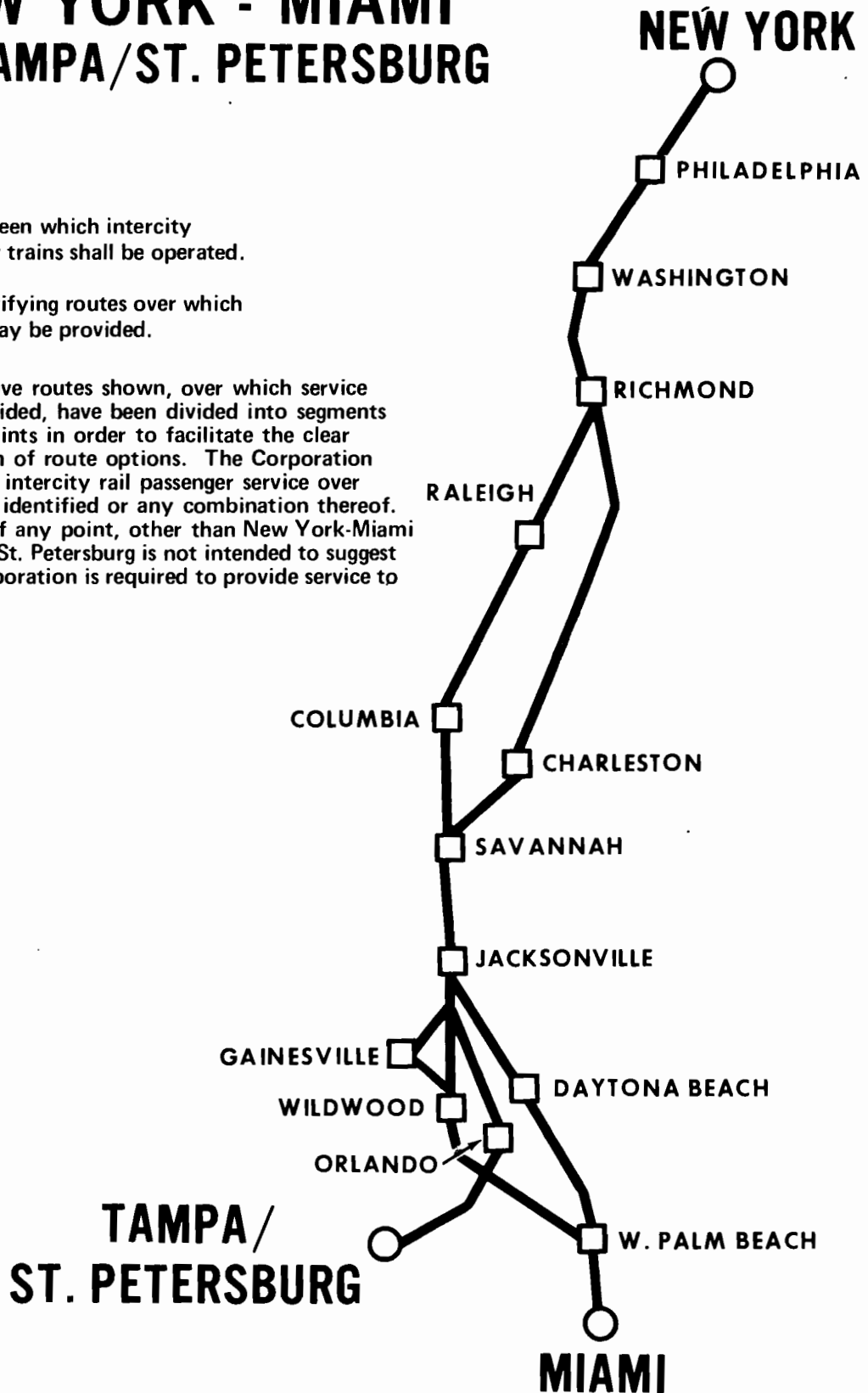
Jacksonville - Tampa/St. Petersburg Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Orlando	SCL	#5,23,91,6,24,92
Gainsville	SCL	#93,94.
Wildwood	SCL	#1,21,57,2,22,58.

# NEW YORK - MIAMI AND TAMPA/ST. PETERSBURG

- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York-Miami and Tampa/ St. Petersburg is not intended to suggest that the Corporation is required to provide service to that point.



NEW YORK - NEW ORLEANS

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: NEW YORK - NEW ORLEANS

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York and New Orleans, is not intended to suggest that the Corporation is required to provide service to that point.

New York - Washington Segment

via - Philadelphia

Washington - Atlanta Segment

via - Lynchburg, Charlotte  
via - Raleigh, Hamlet, Greenwood  
via - Lynchburg, Bristol, Knoxville  
via - Raleigh, Hamlet, Columbia

Atlanta - New Orleans Segment

via - Birmingham  
via - Montgomery

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

New York - Washington Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Philadelphia	PC	See "New York - Washington"

New York - New Orleans (cont'd)

Washington - Atlanta Segment

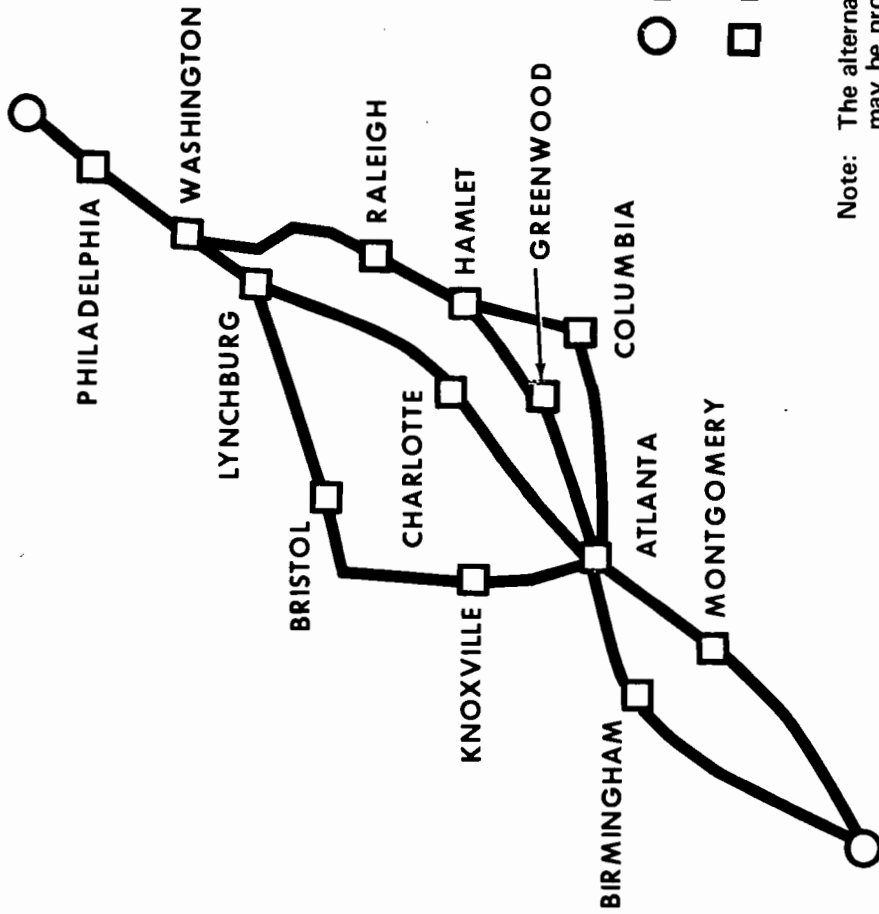
<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Lynchburg, Charlotte	SR	#1,5,17,2,6,18.
Raleigh, Hamlet, Greenwood	RF&P	#9/75,21,57,85,91,1, 10/76,22,58,86,92,2.
	SCL	#9,21,57,10,22,58.
Lynchburg,Bristol, Knoxville	SR	#1,5,17,2,6,18
	N&W	#3,17,4,18.
Raleigh, Hamlet, Columbia	SCL	#9,21,57,10,22,58.
	GA	#1,2.

Atlanta - New Orleans Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Birmingham	SR	#1,2.
Montgomery	L&N	#9,8.

# NEW YORK - NEW ORLEANS

NEW YORK



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New York-New Orleans is not intended to suggest that the Corporation is required to provide service to that point.



WASHINGTON - CHICAGO

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: WASHINGTON - CHICAGO

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Washington and Chicago, is not intended to suggest that the Corporation is required to provide service to that point.

Washington - Pittsburgh Segment

via - Baltimore, Harrisburg  
via - Cumberland

Chicago - Pittsburgh Segment

via - Fort Wayne  
via - Deshler  
via - Cleveland, Toledo

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Washington - Pittsburgh Segment

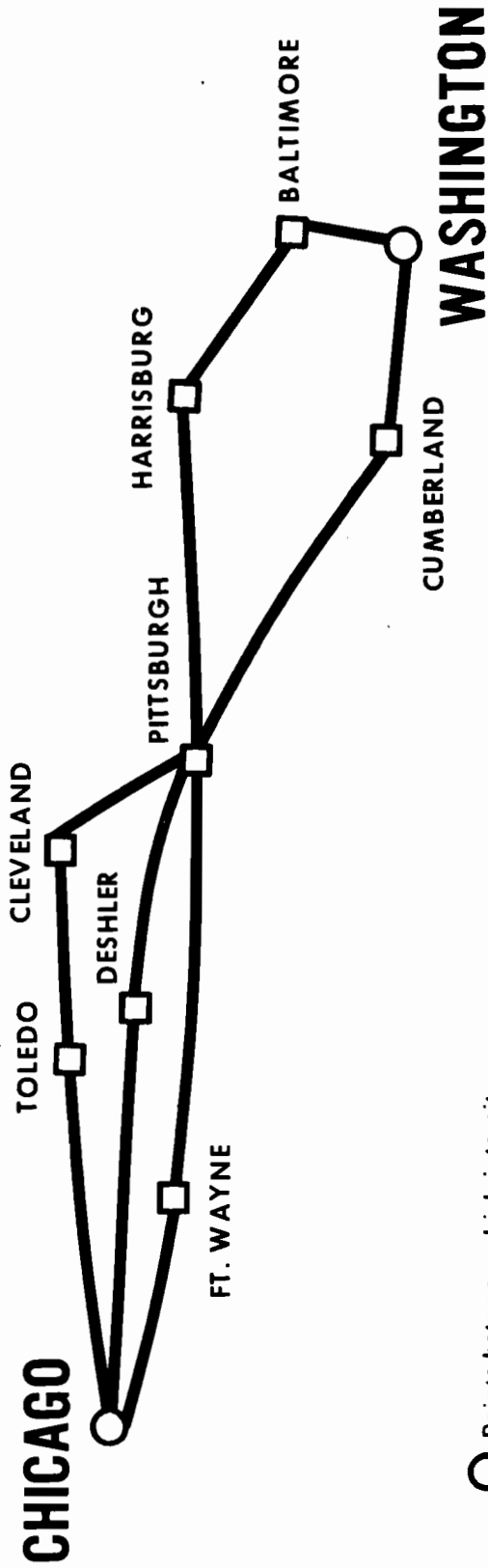
<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Baltimore, Harrisburg	PC	See "New York- Washington" for Washington- Baltimore trains  #23,25,31,33,49, 55,549,2,16,22,24, 48,50,54,548.
Cumberland	B&O	#5,7,11,17,33,35, 6,8,12,34.

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES: (Cont'd)

Pittsburgh - Chicago Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Fort Wayne	PC	#23,49,53,55,22, 48,50,54.
Deshler	B&O	#5,7,6,8.
Cleveland, Toledo	PC	#27,51,63,28,64, 98.
	GTW	#155,159,165,156, 158,164.
	CSS&SB	#1,3,5,9,311,13, 315,17,319,21,27, 29,31,33,35,8,310, 24,326,28,328,34, 334,36,40,340,42.

# WASHINGTON - CHICAGO



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

**Note:** The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Washington-Chicago is not intended to suggest that the Corporation is required to provide service to that point.

WASHINGTON - ST. LOUIS

- I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: WASHINGTON - ST. LOUIS
- II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Washington and St. Louis, is not intended to suggest that the Corporation is required to provide service to that point.

Washington - Pittsburgh Segment

via - Baltimore, Harrisburg  
via - Cumberland

Pittsburgh - St. Louis Segment

via - Columbus, Indianapolis, Terre Haute

Washington - Cincinnati Segment

via - Cumberland, Clarksburg  
via - Charlottesville, Charleston

Cincinnati - St. Louis Segment

via - Vincennes  
via - Indianapolis, Terre Haute

- III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Washington - Pittsburgh Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Baltimore, Harrisburg	PC	See "New York- Washington" for Washington- Baltimore trains
		#13, 23, 25, 31, 33, 49, 55, 549, 4, 16, 22, 24, 32, 48, 50, 54, 548.

Washington - Pittsburgh Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Cumberland	B&O	#3,7,11,17,33,35, 6,8,12,34.

Pittsburgh - St. Louis Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Columbus, Indianapolis, Terre Haute	PC	#13,31,4,32.

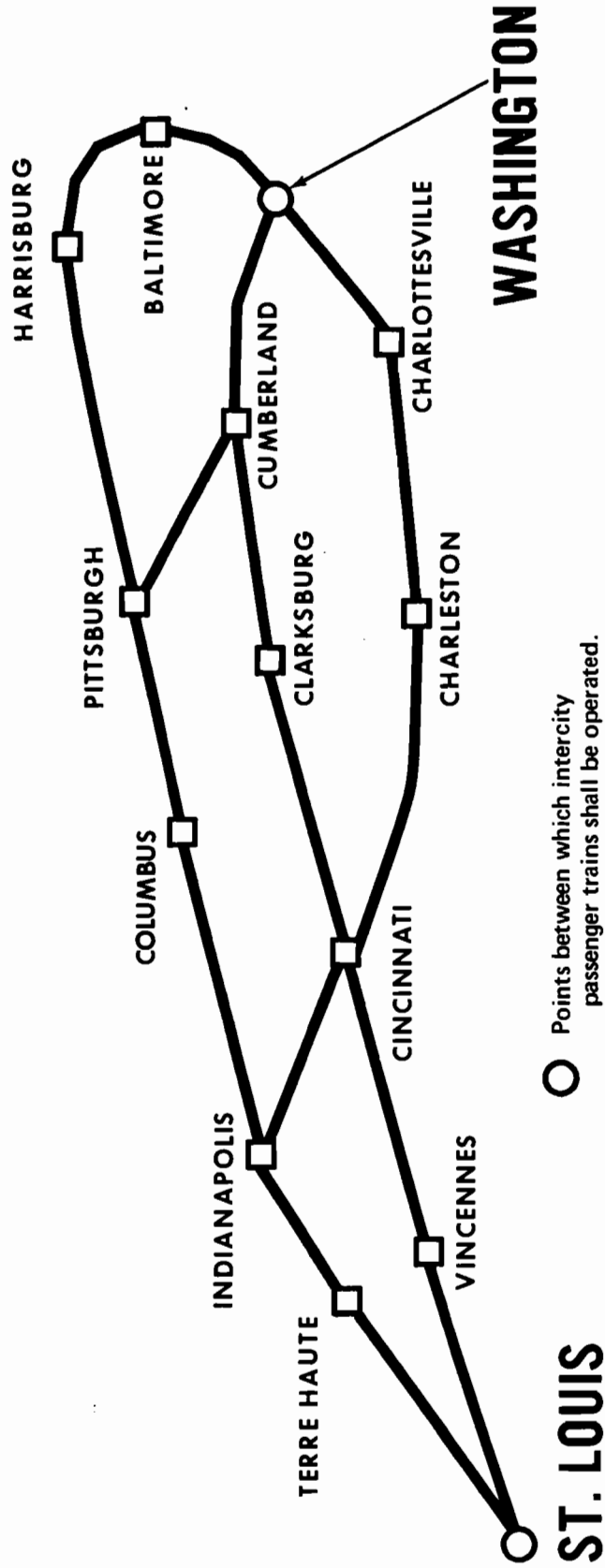
Washington - Cincinnati Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Cumberland, Clarksburg	B&O	#5,7,11,17,33,35, 6,8,12,34.
Charlottesville, Charleston	C&O	#1,47,2,46.
	SR	#1,5,17,2,6,18.

Cincinnati - St. Louis Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Vincennes	B&O	#1,2.
Indianapolis, Terre Haute	PC	#13,31,303,4,32, 304.

# WASHINGTON - ST. LOUIS



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

**Note:** The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Washington-St. Louis is not intended to suggest that the Corporation is required to provide service to that point.

NORFOLK/NEWPORT NEWS - CINCINNATI

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: NORFOLK/NEWPORT NEWS - CINCINNATI

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Norfolk/Newport News and Cincinnati, is not intended to suggest that the Corporation is required to provide service to that point.

Norfolk/Newport News - Cincinnati Segment

- via - Petersburg, Lynchburg, Roanoke, Kenova
- via - Richmond, Charlottesville, Clifton Forge, Charleston, Kenova
- via - Petersburg, Lynchburg, Clifton Forge, Charleston, Kenova

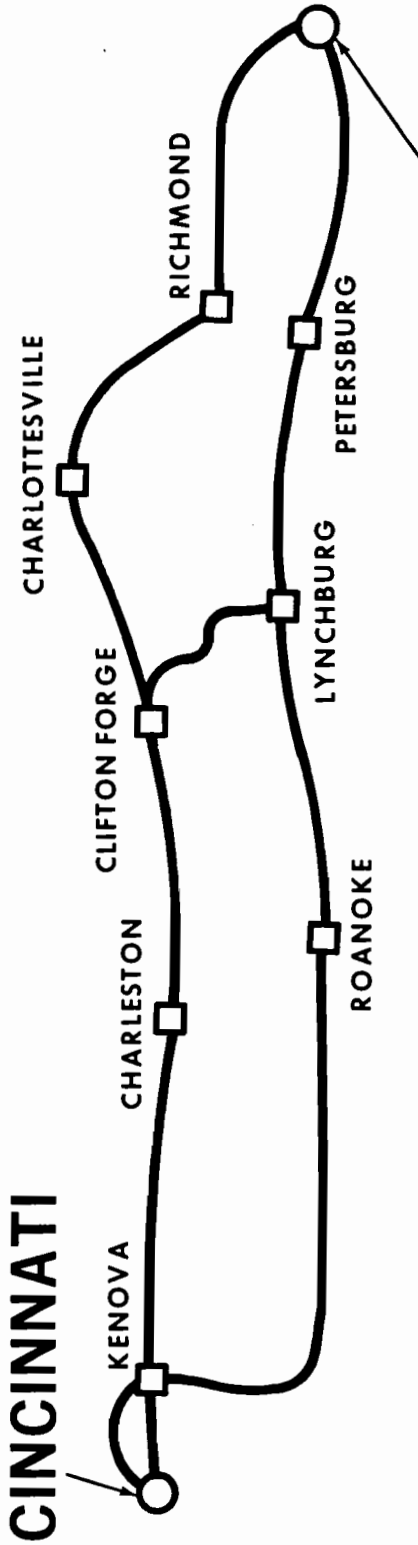
III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Norfolk/Newport News - Cincinnati Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Petersburg, Lynchburg, Roanoke, Kenova	N&W	#3,17,4,18.
Richmond, Charlottesville, Clifton Forge, Charleston, Kenova	C&O	#1,41,47,2,42,46.
Petersburg, Lynchburg, Clifton Forge, Charleston, Kenova	N&W	#3,4.
	C&O	#1,47,2,46.

# NORFOLK/NEWPORT NEWS-CINCINNATI



# NORFOLK / NEWPORT NEWS

- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

**Note:** The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Norfolk/Newport News-Cincinnati is not intended to suggest that the Corporation is required to provide service to that point.



DETROIT - CHICAGO

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: DETROIT - CHICAGO

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Detroit and Chicago, is not intended to suggest that the Corporation is required to provide service to that point.

Detroit - Chicago Segment

- via - Jackson, Battle Creek, Kalamazoo
- via - Durand, Lansing, Battle Creek, South Bend
- via - Plymouth, Lansing, Battle Creek, South Bend
- via - Fort Wayne

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Detroit - Chicago Segment

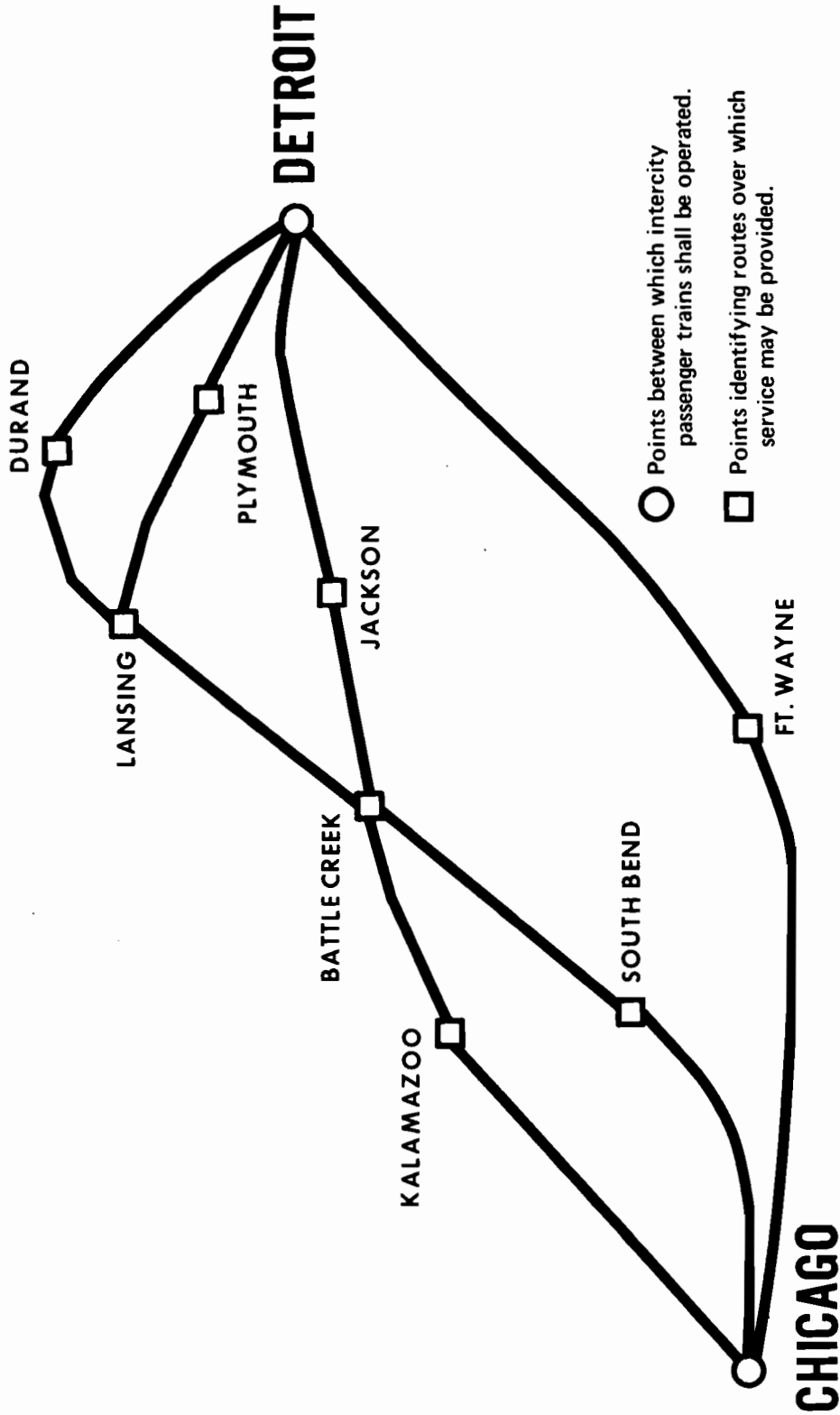
<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Jackson, Battle Creek, Kalamazoo	PC	#17,351,355,14, 52,356.
Durand,Lansing, Battle Creek, South Bend	GTW	#155,159,165,169, 156,158,164,168.
	PC	#27,51,63,28,64,98.
	CSS&SB	#1,3,5,9,13,17,21,27, 29,31,33,35,311,315, 319,8,10,12,16,20,24, 28,34,36,40,42,316, 320,326,328,334,340, 310.

Detroit - Chicago (cont'd)

Detroit - Chicago Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Plymouth, Lansing Battle Creek, South Bend	GTW	#155, 159, 165, 156, 158, 164.
	PC	#27, 51, 63, 28, 64, 98.
	CSS&SB	#1, 3, 5, 9, 13, 17, 21, 27, 29, 31, 33, 35, 311, 315, 319, 8, 10, 12, 16, 20, 24, 28, 34, 36, 40, 42, 316, 310, 320, 326, 328, 334, 340.
	C&O	#11, 15, 12, 14.
<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Fort Wayne	PC	#23, 49, 53, 55, 22, 48, 50, 54.
	N&W	#301, 304.

# DETROIT - CHICAGO



Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Detroit, Chicago is not intended to suggest that the Corporation is required to provide service to that point.

II-36  
CHICAGO - ST. LOUIS

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: CHICAGO - ST. LOUIS

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago and St. Louis, is not intended to suggest that the Corporation is required to provide service to that point.

Chicago - St. Louis Segment

via - Bloomington, Springfield, Alton  
via - Forrest, Gibson City, Decatur  
via - Kankakee, Gilman, Springfield  
via - Gilman, Effingham

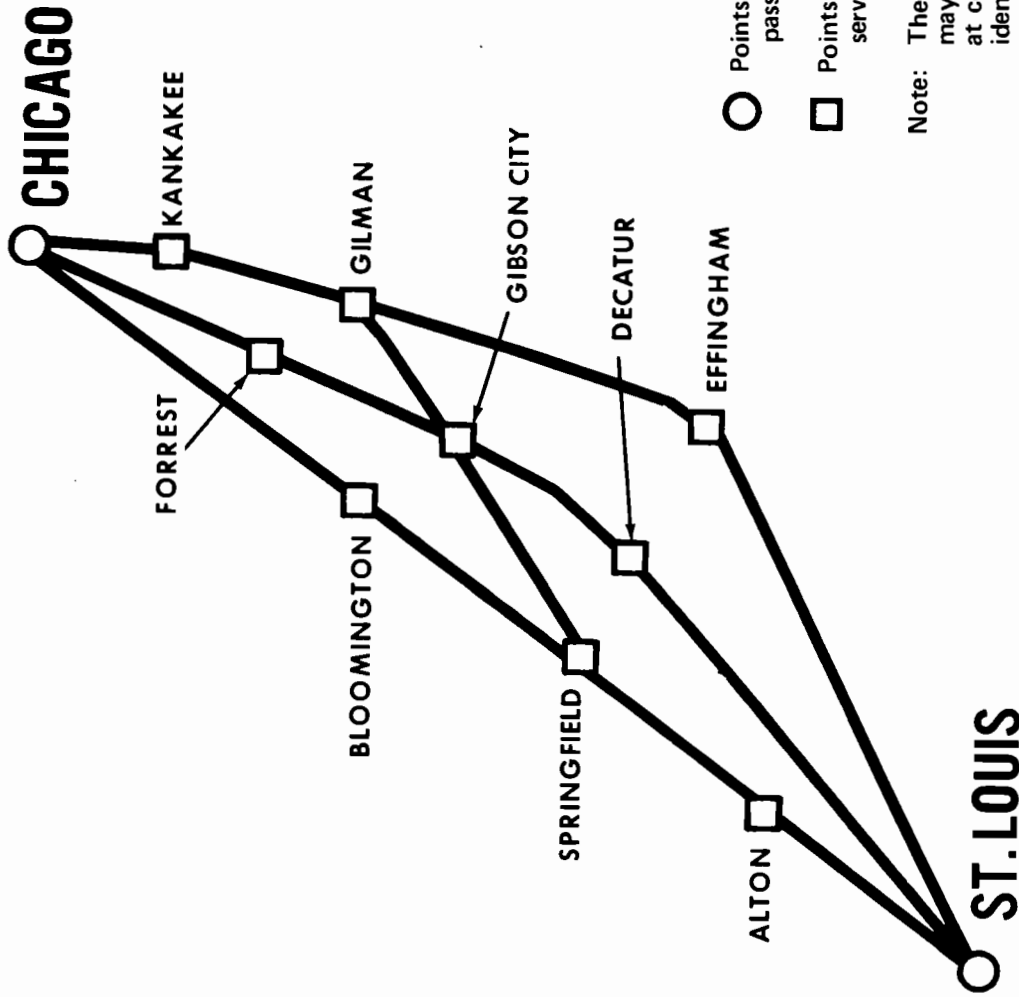
III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Chicago - St. Louis Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Bloomington, Springfield, Alton	GM&O	#1,3,5,2,4,6.
Forrest, Gibson City, Decatur	N&W	#121,301,124,304.
Kankakee, Gilman, Springfield	IC	#1,3,5,7,9,21,53, 2,4,6,8,10,22,52.
	GM&O	#1,3,5,2,4,6.
Gilman, Effingham	IC	#1,3,5,7,9,21,53, 2,4,6,8,10,22,52.
	PC	#13,31,4,32.

# CHICAGO - ST. LOUIS



○ Points between which intercity passenger trains shall be operated.

□ Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago-St. Louis is not intended to suggest that the Corporation is required to provide service to that point.

CHICAGO - CINCINNATI

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: CHICAGO - CINCINNATI

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago and Cincinnati, is not intended to suggest that the Corporation is required to provide service to that point.

Chicago - Cincinnati Segment

- via - LaFayette, Indianapolis
- via - Winamac, Logansport, Anderson
- via - Winamac, Logansport, Indianapolis

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

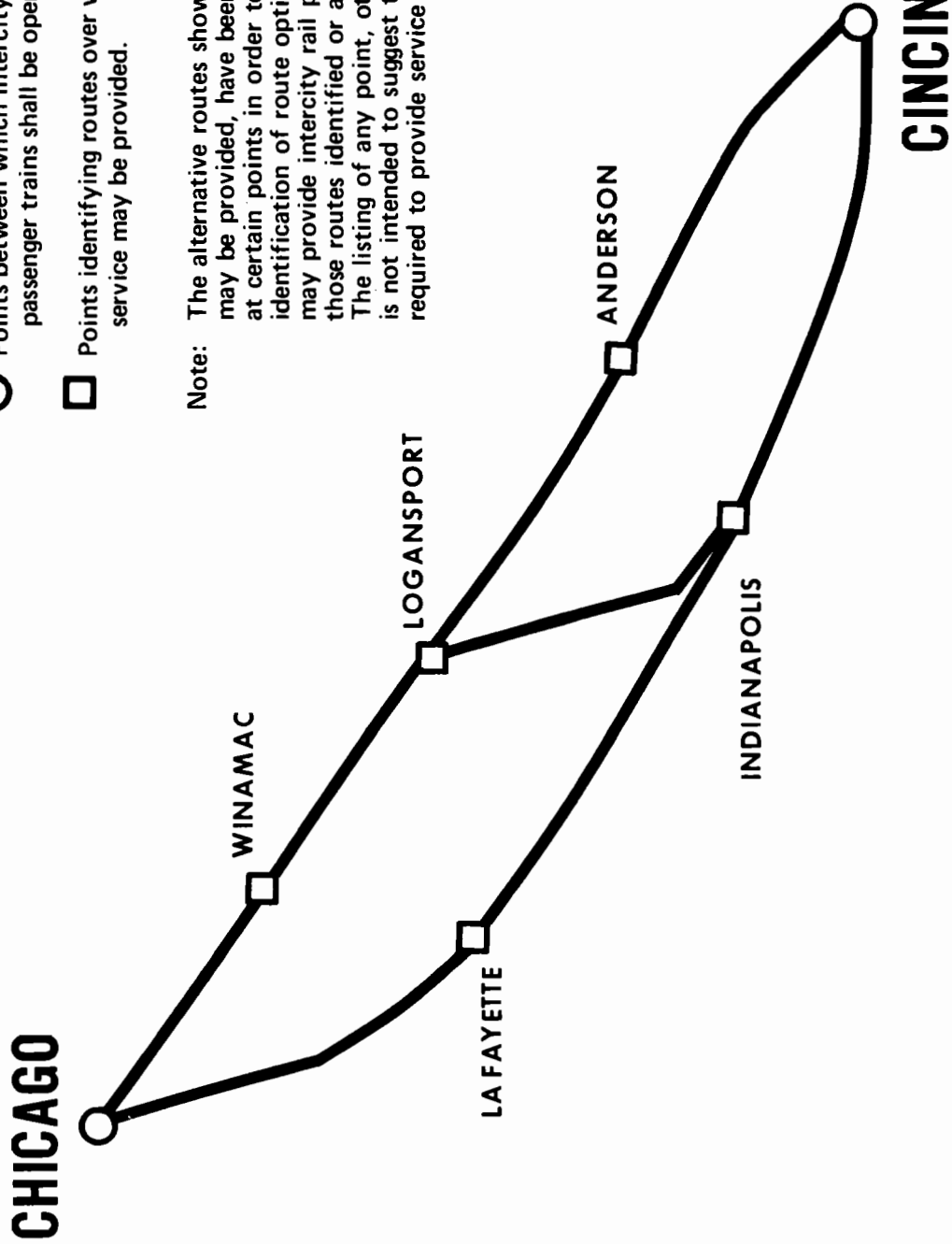
Chicago - Cincinnati Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
LaFayette, Indianapolis	IC	#1,3,5,7,9,21,53, 2,4,6,8,10,22,52.
	PC	#303,304
Winamac, Logansport, Anderson	PC	#65,93,66,90.
Winamac, Logansport, Indianapolis	PC	#65,93,303,66,90 304.

# CHICAGO - CINCINNATI

- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago-Cincinnati is not intended to suggest that the Corporation is required to provide service to that point.



CHICAGO - MIAMI and TAMPA/ST. PETERSBURG

- I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: CHICAGO - MIAMI and TAMPA/ST. PETERSBURG
- II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago and Miami and Tampa/St. Petersburg, is not intended to suggest that the Corporation is required to provide service to that point.

Chicago - Birmingham Segment

via - Carbondale, Fulton  
via - Carbondale, Fulton, Memphis  
via - Evansville, Nashville  
via - Logansport, Indianapolis, Louisville, Nashville

Birmingham - Jacksonville Segment

via - Montgomery, Bainbridge, Tallahassee  
via - Montgomery, Bainbridge, Valdosta  
via - Columbus, Tifton, Waycross

Chicago - Atlanta Segment

via - LaFayette, Indianapolis, Cincinnati, Chattanooga  
via - Logansport, Indianapolis, Cincinnati, Chattanooga  
  
via - Evansville, Nashville, Chattanooga

Atlanta - Jacksonville Segment

via - Macon, Savannah  
via - Macon, Tifton, Waycross  
via - Macon, Tifton, Valdosta



II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED: (Cont'd)

Jacksonville - Miami Segment

- via - Wildwood, W. Palm Beach
- via - Orlando, W. Palm Beach
- via - Daytona Beach, W. Palm Beach

Jacksonville - Tampa/St. Petersburg Segment

- via - Wildwood
- via - Orlando
- via - Gainesville

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Chicago - Birmingham Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Carbondale, Fulton	IC	#1,3,5,7,9,21,53, 2,4,6,8,10,22,52.
Carbondale, Fulton Memphis	IC	#1,3,5,7,9,21,53, 2,4,6,8,10,22,52.
Evansville, Nashville	L&N	#3,3,4,4,8,9,15,16.
Logansport, Indianapolis, Louisville, Nashville	PC L&N	#65,93,66,90. #9,15,8,16.
LaFayette, Indianapolis, Louisville, Nashville	IC PC L&N	#1,3,5,7,9,21,53, 2,4,6,8,10,22,52. #93,303,90,304. #9,15,8,16.

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES: (Cont'd)

Birmingham - Jacksonville Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Montgomery, Bainbridge, Tallahassee	L&N	#9,15,8,16.
	SCL	#12-5,6-11,91-89, 90-92,39,40.
Montgomery, Bainbridge, Valdosta	L&N	#9,15,8,16.
	SCL	#12-5,6-11,91-89, 90-92.
Columbus, Tifton, Waycross	CofG	#13,14.
	SCL	#5,6.

Chicago - Atlanta Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
LaFayette, Indianapolis, Cincinnati, Chattanooga	IC	#1,3,5,7,9,21,53, 2,4,6,8,10,22,52.
	PC	#303,304.
	--	--
	L&N	#3,4.
Logansport, Indianapolis, Cincinnati, Chattanooga	PC	#65,93,303,66,90, 304.
	--	--
	L&N	#3,4.
Evansville, Nashville, Chattanooga	L&N	\$3,3,4,4.

## III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES: (Cont'd)

Atlanta - Jacksonville Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Macon, Savannah	CofG	#7,8.
	SCL	#1,21,57,75,85,91, 2,22,58,76,86,92.
Macon, Tifton, Waycross	CofG	#7,8.
	SCL	#12-5,6-11,91,92.
Macon, Tifton, Valdosta	CofG	#7,8.
	SCL	#5,6.

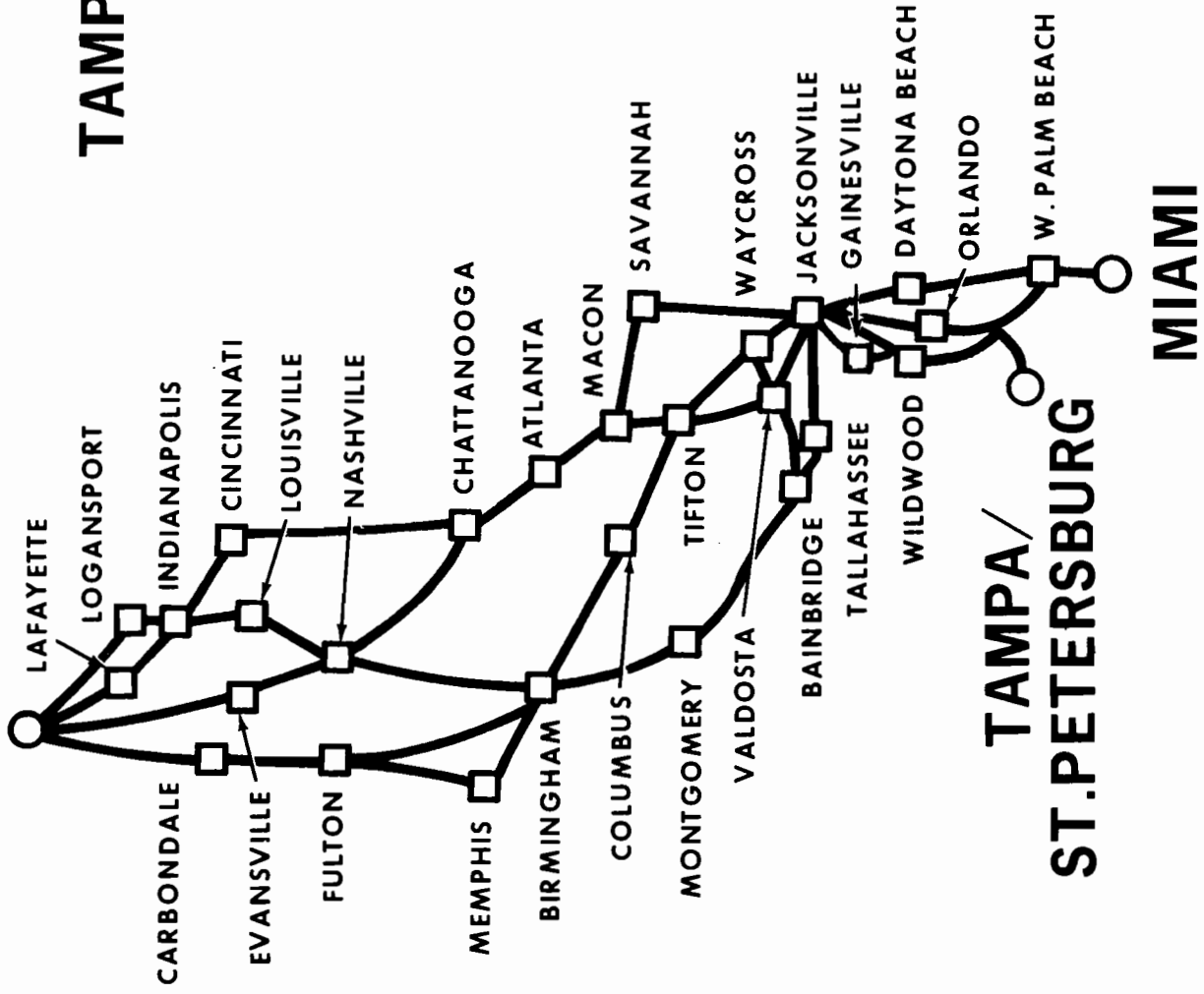
Jacksonville - Miami Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Wildwood, W. Palm Beach	SCL	#1,21,57,5,2,22, 58,6.
Orlando, W. Palm Beach	SCL	#1,5,23,91,21,57, 2,6,24,92,22,58.
Daytona Beach, W. Palm Beach	SCL	#1,5,21,57,2,6, 22,58.
	--	--

Jacksonville - Tampa/St. Petersburg Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Wildwood	SCL	#1,21,57,2,22,58.
Orlando	SCL	#5,23,91,6,24,92.
Gainsville	SCL	#93,94.

# CHICAGO-MIAMI AND TAMPA/ST. PETERSBURG



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago-Miami and Tampa/St. Petersburg is not intended to suggest that the Corporation is required to provide service to that point.

CHICAGO - NEW ORLEANS

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: CHICAGO - NEW ORLEANS

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago and New Orleans, is not intended to suggest that the Corporation is required to provide service to that point.

Chicago - Carbondale Segment

via - Springfield, St. Louis  
via - Centralia

Carbondale - New Orleans Segment

via - Memphis, Jackson

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

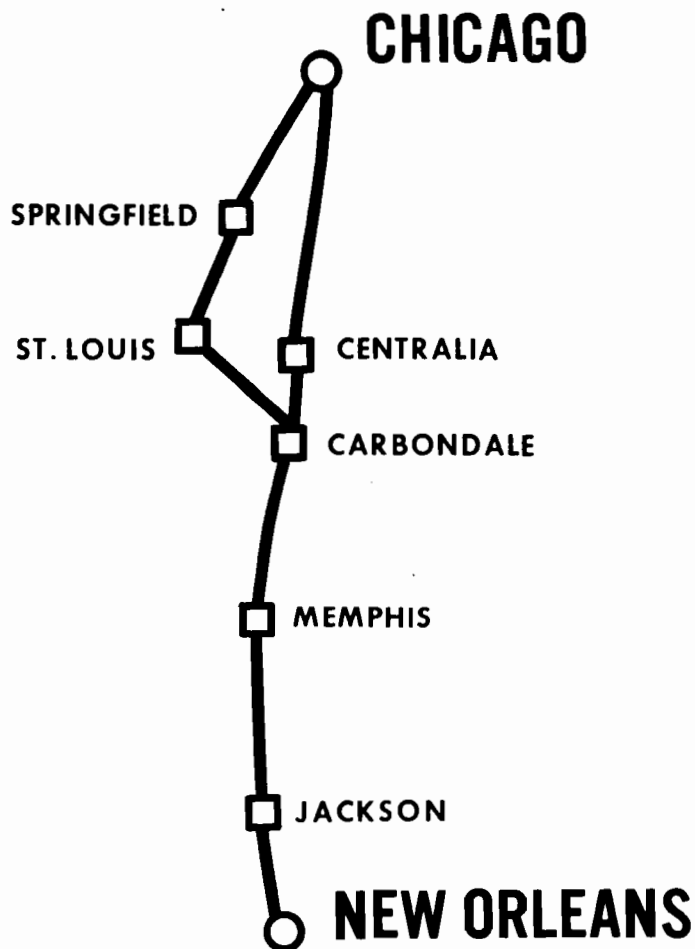
Chicago - Carbondale Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Springfield, St. Louis	GM&O	#1,3,5,2,4,6.
	IC	#1,3,5,7,9,21,53, 2,4,6,8,10,22,52.
	N&W	#121,301,124,304.
	PC	#13,31,4,32.
Centralia	IC	#1,3,5,7,9,21,53,2,4, 6,8,10,22,52.

Carbondale - New Orleans Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Memphis, Jackson	IC	#1,5,53,2,6,52.

# CHICAGO - NEW ORLEANS



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

**Note:** The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago-New Orleans is not intended to suggest that the Corporation is required to provide service to that point.

CHICAGO - HOUSTON

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: CHICAGO - HOUSTON

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago and Houston, is not intended to suggest that the Corporation is required to provide service to that point.

Chicago - Kansas City Segment

via - Galesburg, Ft. Madison  
via - Galesburg, Quincy

Kansas City - Fort Worth Segment

via - Wichita, Oklahoma City  
via - Tulsa, Oklahoma City

Ft. Worth - Houston Segment

via - Dallas  
via - Temple

Chicago - Longview Segment

via - St. Louis, Little Rock

Longview - Houston Segment

via - Dallas  
via - Palestine

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Chicago - Kansas City Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Galesburg, Ft. Madison	ATSF	#1,15,17,23,2,16,18,24.

Chicago - Houston (cont'd)

Chicago - Kansas City Segment (cont'd)

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Galesburg, Quincy	BN	#1,5,11,19,2,6, 12,20.

Kansas City - Forth Worth Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Wichita, Oklahoma City	ATSF	#1,15,17,23,2,16, 18,24.
Tulsa, Oklahoma City	ATSF	#211,212.

Fort Worth - Houston Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Dallas	--	---
Temple	ATSF	#15,16.

Chicago - Longview Segment

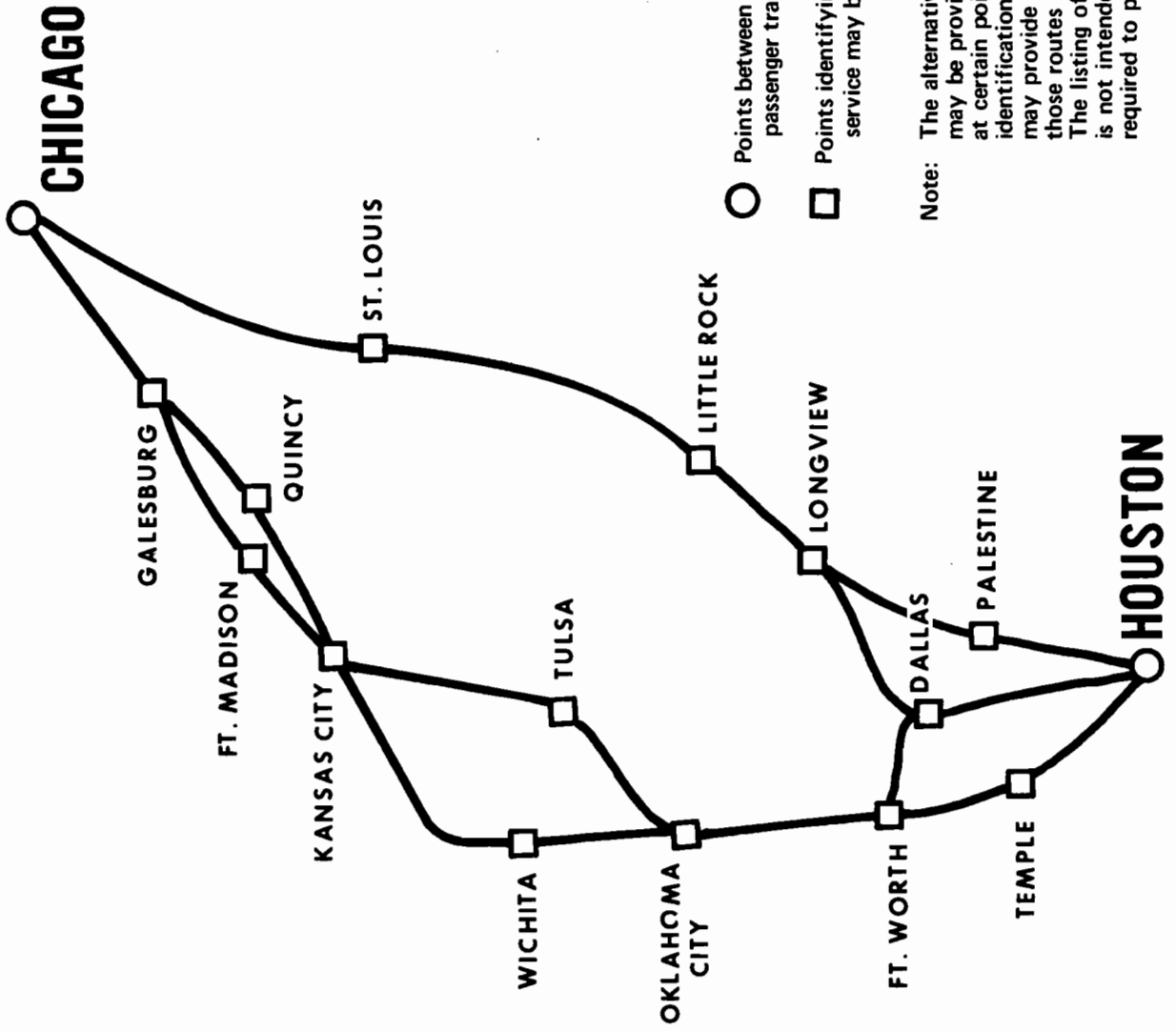
<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
St. Louis, Little Rock	GM&O	#1,3,5,2,4,6.
	IC	#1,3,5,7,9,21,53,2, 4,6,8,10,22,52.
	N&W	#121,301,124,304.
	PC	#13,31,4,32.
	MP	#1,2.

Longview - Houston Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Dallas	--	---
Palestine	--	---



# CHICAGO - HOUSTON



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago-Houston is not intended to suggest that the Corporation is required to provide service to that point.

CHICAGO - SEATTLE

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: CHICAGO - SEATTLE

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago and Seattle, is not intended to suggest that the Corporation is required to provide service to that point.

Chicago - Minneapolis/St. Paul Segment

via - Milwaukee  
via - Madison  
via - E. Dubuque

Minneapolis/St. Paul - Fargo Segment

via - Willmar  
via - Fergus Falls  
via - Detroit Lakes

Fargo - Spokane Segment

via - Grand Forks, Minot, Williston, Glacier Park  
via - New Rockford, Minot, Williston, Glacier Park  
via - Bismarck, Billings, Great Falls, Glacier Park  
via - Bismarck, Billings, Helena, Missoula  
via - Bismarck, Billings, Butte, Missoula

Spokane- Seattle Segment

via - Wenatchee  
via - Othello  
via - Yakima

Chicago - Seattle (cont'd)

Spokane - Portland Segment

via - Pasco  
via - Hinkle

Portland - Seattle Segment

via - Tacoma

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes trains presently operating over all or  
 any portion of routes listed.

Chicago - Minneapolis/St. Paul Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Milwaukee	Milw	#5,9,23,27,6,12, 24,46,56.
	CNW	#121,149,153,209, 239,152,160,168, 206,216.
Madison	Milw	#11,117,22,118.
E. Dubuque	BN	#7,9,25,31,8,10, 26,32.
	IC	#11,12.

Minneapolis/St. Paul - Fargo Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Willmar	BN	#31,32.
Fergus Falls	BN	#27,28.
Detroit Lakes	BN	#25,29,26,30.

Chicago - Seattle (cont'd)

Fargo - Spokane Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Grand Forks, Minot Williston, Glacier Park	BN	#27, 28.
New Rockford, Minot Williston, Glacier Park	BN	#31, 32.
Bismarck, Billings Great Falls, Glacier Park	BN	#25, 27, 29, 31, 26, 28, 30, 32.
Bismarck, Billings Helena, Missoula	BN	#29, 30.
Bismarck, Billings Butte, Missoula	BN	#25, 26.

Spokane - Seattle Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Wenatchee	BN	#27, 31, 28, 32.
Othello	--	--
Yakima	BN	#24, 29, 26, 30.

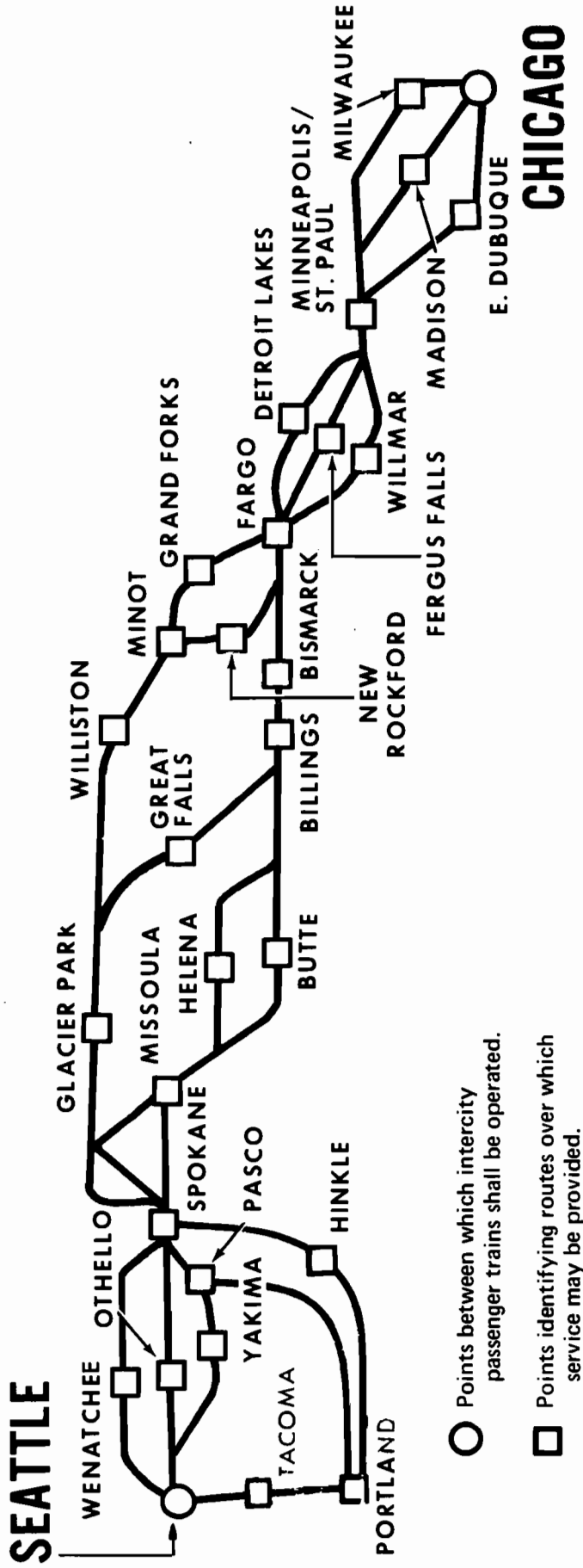
Spokane - Portland Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Pasco	BN	#21, 23, 25, 29, 22, 26, 28, 30.
Hinkle	UP	#17, 19, 105, 18, 20, 106.

Portland - Seattle Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Tacoma	BN	#195, 199, 196, 198.
	UP	#457, 458.

# CHICAGO - SEATTLE



Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago-Seattle is not intended to suggest that the Corporation is required to provide service to that point.

CHICAGO - SAN FRANCISCO/OAKLAND

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: CHICAGO - SAN FRANCISCO/OAKLAND

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago - San Francisco/Oakland, is not intended to suggest that the Corporation is required to provide service to that point.

Chicago - Omaha Segment

via - Marion  
via - Des Moines  
via - Ottumwa

Omaha - Denver Segment

via - North Platte  
via - Lincoln

Chicago - Kansas City Segment

via - Galesburg, Ft. Madison  
via - Galesburg, Quincy

Kansas City - Denver Segment

via - La Junta  
via - Salina

Denver - San Francisco/Oakland Segment

via - Cheyenne, Ogden, Reno, Sacramento  
via - Grand Jct., Salt Lake City,  
Ogden, Reno, Sacramento  
via - Cheyenne, Ogden, Oroville, Sacramento  
via - Grand Jct., Salt Lake City, Wells,  
Winnemucca, Oroville, Sacramento

Chicago - San Francisco/Oakland (cont'd)

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Chicago - Omaha Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Marion	Milw	#103,104.
Des Moines	RI	#5-9,11,6-8,12.
Ottumwa	BN	#1,11,2,12.

Omaha - Denver Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
North Platte	UP	#103-111,104-112.
Lincoln	BN	#1,2,15,16.

Chicago - Kansas City Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Fort Madison	SF	#1,15,17,23,2,16, 18,24.
Quincy	BN	#5,19,6,20.

Kansas City - Denver Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
La Junta	ATSF	#1,15,17,23,2,16,18, 24,201-200,191-190.
Salina	UP	#9,117,10,118

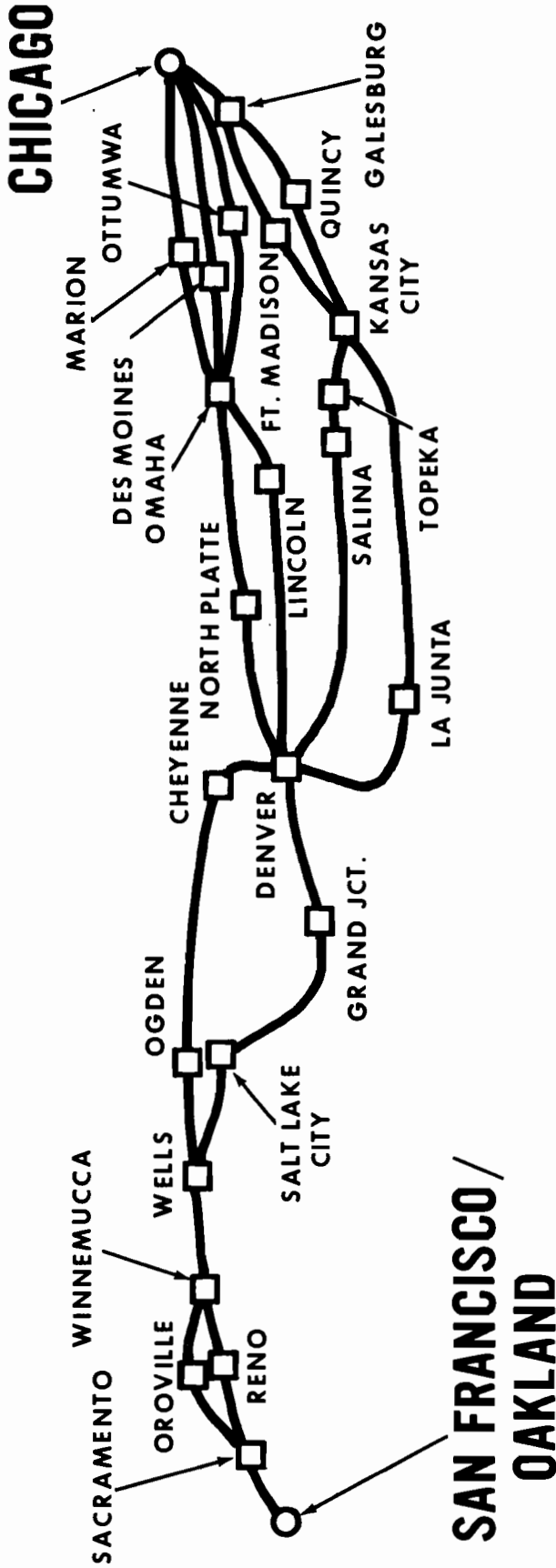
## Chicago - San Francisco/Oakland (cont'd)

Denver - San Francisco/Oakland Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Cheyenne, Ogden Reno, Sacramento	UP	#9-103-105,17,18, 10-104-106.
	SP	#101,102,11,12.
Grand Jct., Salt Lake City, Wells, Winnemucca, Ogden, Reno, Sacramento	DRGW	#17,18.
	UP	#35,36,103-9,10-104.
	SP	#11,101,12,102.
Cheyenne, Ogden Oroville, Sacramento	DRGW	#17,18.



# CHICAGO - SAN FRANCISCO / OAKLAND



Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago-San Francisco/Oakland is not intended to suggest that the Corporation is required to provide service to that point.

- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

CHICAGO - LOS ANGELES

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: CHICAGO - LOS ANGELES

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago and Los Angeles, is not intended to suggest that the Corporation is required to provide service to that point.

Chicago - Kansas City Segment

via - Fort Madison  
via - Quincy

Kansas City - Los Angeles Segment

via - Topeka, Newton, Wichita, Amarillo, Flagstaff.  
via - Ottawa, Newton, La Junta, Albuquerque, Flagstaff.  
via - Topeka, Hutchinson, Tucumcari, El Paso, Phoenix

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Chicago - Kansas City Segment

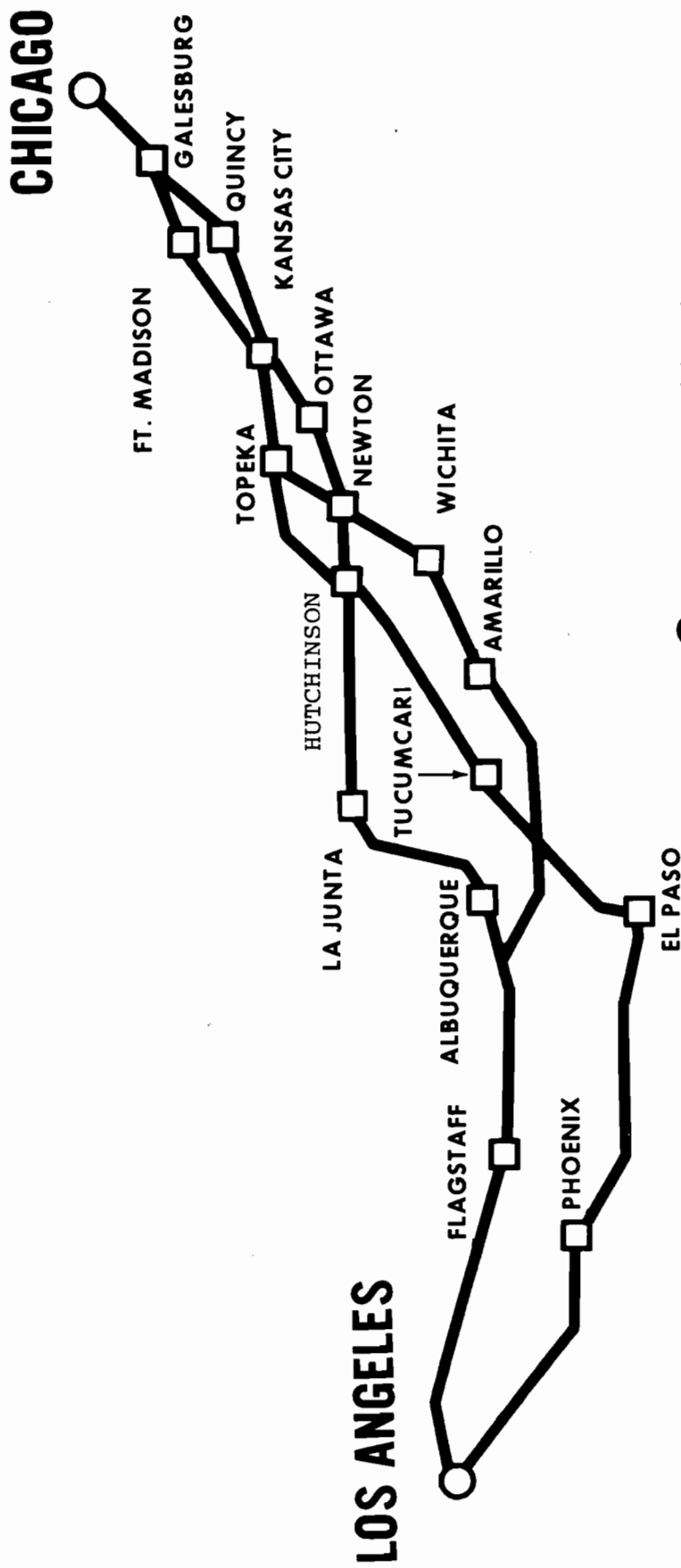
<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Ft. Madison	ATSF	#1, 15, 17, 23, 2, 16, 18, 24.
Quincy	BN	#1, 5, 11, 19, 2, 6, 12, 20.

## Chicago - Los Angeles (cont'd)

Kansas City - Los Angeles Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Topeka, Newton, Wichita, Amarillo, Flagstaff	ATSF	#1,15,17,23,2, 16,18,24.
Ottawa, Newton, La Junta, Albuquerque, Flagstaff	ATSF	#1,15,17,23,2, 16,18,24.
Topeka, Hutchinson, Tucumcari, El Paso, Phoenix	ATSF	#1,15,23,2, 16,24.
	SP	#1,2.

# CHICAGO - LOS ANGELES



○ Points between which intercity passenger trains shall be operated.

□ Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Chicago-Los Angeles is not intended to suggest that the Corporation is required to provide service to that point.

NEW ORLEANS - LOS ANGELES

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: NEW Orleans - LOS ANGELES

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New Orleans and Los Angeles, is not intended to suggest that the Corporation is required to provide service to that point.

New Orleans - El Paso Segment

via - Beaumont, Houston, San Antonio,  
via - Baton Rouge, Shreveport, Dallas,  
 Fort Worth

El Paso - Los Angeles Segment

via - Tucson, Phoenix

New Orleans - Ft. Worth Segment

via - Baton Rouge, Shreveport, Dallas  
via - Beaumont, Houston, Dallas

Ft. Worth - Los Angeles Segment

via - Amarillo, Flagstaff

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

New Orleans - El Paso Segment

<u>via</u>	<u>Carrier</u>	<u>Trains</u>
Beaumont, Houston San Antonio	SP	#1,2.
Baton Rouge, Shreveport, Dallas, Fort Worth	--	--

New Orleans - Los Angeles (cont'd)

El Paso - Los Angeles Segment

<u>via</u>	<u>Carrier</u>	<u>Trains</u>
Tucson, Phoenix	SP	#1,2.

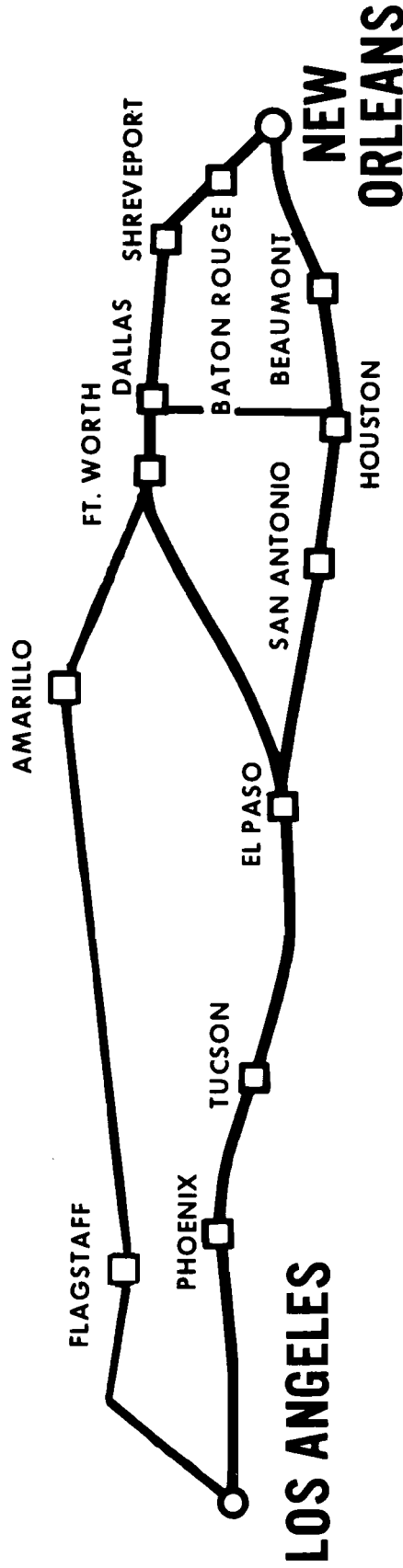
New Orleans - Ft. Worth Segment

<u>via</u>	<u>Carrier</u>	<u>Trains</u>
Baton Rouge, Shreveport, Dallas	--	--
Beaumont, Houston, Dallas	SP	#1,2.

Ft. Worth - Los Angeles Segment

<u>via</u>	<u>Carrier</u>	<u>Trains</u>
Amarillo Flagstaff	ATSF	#1,15,17,23. 2,16,18,24.

# NEW ORLEANS - LOS ANGELES



- Points between which intercity passenger trains shall be operated.
- Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than New Orleans - Los Angeles is not intended to suggest that the Corporation is required to provide service to that point.

SEATTLE - SAN DIEGO

I. POINTS BETWEEN WHICH INTERCITY PASSENGER TRAINS SHALL BE OPERATED: SEATTLE - SAN DIEGO

II. ROUTES OVER WHICH SERVICE MAY BE PROVIDED:

The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Seattle and San Diego, is not intended to suggest that the Corporation is required to provide service to that point.

Seattle - San Francisco/Oakland Segment

via - Portland, Klamath Falls

San Francisco/Oakland - Los Angeles Segment

via - Santa Barbara

via - Fresno

Los Angeles - San Diego Segment

via - Anaheim

III. TRAINS PRESENTLY OPERATED OVER SUCH ROUTES:

Includes all trains presently operating over all or any portion of routes listed.

Seattle - San Francisco/Oakland Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Portland, Klamath Falls	BN	#195,199,196,198.
	UP	#457,458.
	SP	#11,101,12,102.



## Seattle - San Diego (cont'd)

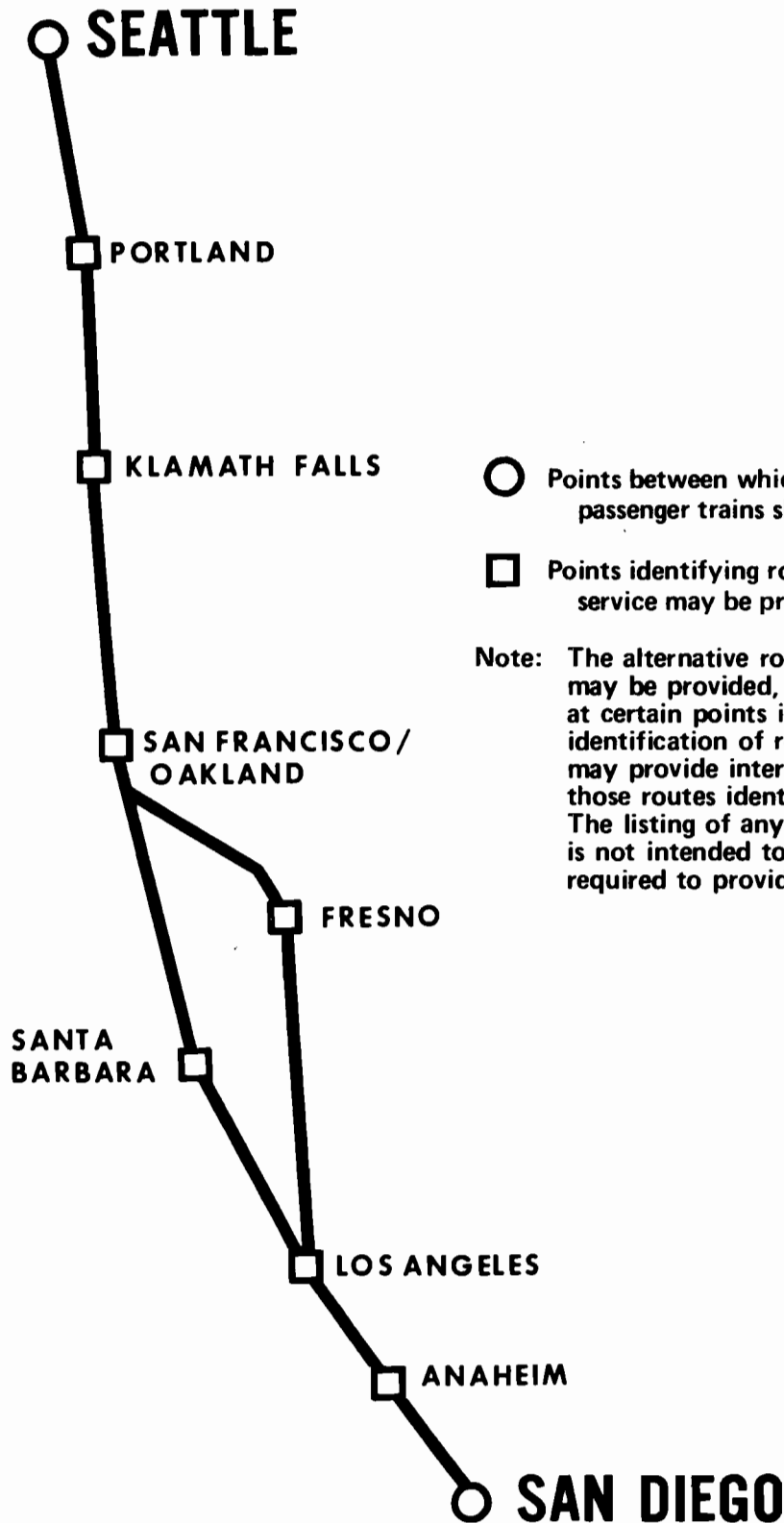
San Francisco/Oakland - Los Angeles Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Santa Barbara	SP	#99,141,98,126.
Fresno	SP	#51,52.
	ATSF	#1,2.

Los Angeles - San Diego Segment

<u>Via</u>	<u>Carrier</u>	<u>Trains</u>
Anahiem	ATSF	#73,75,77,74,76,78.

# SEATTLE - SAN DIEGO



○ Points between which intercity passenger trains shall be operated.

□ Points identifying routes over which service may be provided.

Note: The alternative routes shown, over which service may be provided, have been divided into segments at certain points in order to facilitate the clear identification of route options. The Corporation may provide intercity rail passenger service over those routes identified or any combination thereof. The listing of any point, other than Seattle-San Diego is not intended to suggest that the Corporation is required to provide service to that point.

Key to Abbreviations to Railroads

ATSF(SF)..... Atchison, Topeka and Santa Fe  
 BN..... Burlington Northern  
 B&O..... Baltimore and Ohio  
 CNW..... Chicago & North Western  
 C&O..... Chesapeake and Ohio  
 CSS&SB..... Chicago South Shore and South Bend  
 CofG..... Central of Georgia  
 RI..... Chicago, Rock Island and Pacific  
 D&RGW..... Denver and Rio Grande Western  
 GA..... Georgia  
 GM&O..... Gulf, Mobile and Ohio  
 GTW..... Grand Trunk Western  
 IC..... Illinois Central  
 L&N..... Louisville and Nashville  
 Milw..... Chicago, Milwaukee, St. Paul and Pacific  
 MP..... Missouri Pacific  
 N&W..... Norfolk and Western  
 PC..... Penn Central  
 RF&P..... Richmond, Fredericksburg and Potomac  
 SCL..... Seaboard Coast Line  
 SR..... Southern  
 SP..... Southern Pacific  
 UP..... Union Pacific

## APPENDIX

### SUMMARY OF RECOMMENDATIONS

Procedures established in the Act for designation of the Basic System provide for review and consideration of recommendations by the Secretary prior to issuance of the Final Report. This Appendix contains a summary of these recommendations and the Department's reasons for "failing to adopt any such recommendation" as required by Section 202.

Pursuant to the provisions of Section 202, the Department received "official" comments and recommendations on the Preliminary Report from the Interstate Commerce Commission, 43 States, the Congress of Railway Unions and the Railway Labor Executives' Association, and 15 railroad companies. In addition, many U. S. Senators and Representatives submitted their own views or wrote on behalf of their constituents. Mayors, city councils, chambers of commerce, regional, State and local planning agencies, and nearly three thousand private citizens expressed their support for service in their home states or localities.

All comments and recommendations on the Preliminary Report can be broadly classified into two categories: (A) those raising system-wide issues, and (B) those recommending additions to or preferred routes in the proposed Basic System.

A. SYSTEM-WIDE ISSUES. Many of the comments focused on the proposed Basic System's structure and its relationship to the language and intent of the Act. Four issues emerged as principal sources of concern:

- the extent to which the proposed Basic System represented a truly national network of rail passenger service;
- the amount of discretion left to the Corporation in the matter of route selection;
- the precision with which basic service characteristics were prescribed; and
- the degree to which profitability was considered in electing routes for the Basic System.

1. Is the Basic System a truly national network of rail passenger service?

Taking the comments as a whole, two implicit criticisms of the Preliminary Report were made. First, that not enough service was provided. Second, that the service was not connected into a national rail passenger network.

In the Final Report, priority was given to the addition of service which would provide key links in a truly national rail passenger network.

New York-Kansas City via St. Louis and Washington-Chicago service have been separately identified as separate service points in order to clarify the requirement that through-service will be provided as was actually intended in the Preliminary Plan. This will provide multiple access between the heavy population concentrations of the Northeast Corridor and the Midwest. Furthermore, the specification of Kansas City as a terminal point permits transcontinental travel through St. Louis without going through Chicago, as well as a more direct connection between the East and the Southwest.

Los Angeles-New Orleans service was added to provide access between the fast-growing Southwest and the West.

San Diego-Seattle service was added to maintain a rail transportation alternative to the fastest growing region of the country. It will connect the major cities of San Diego, Los Angeles, San Francisco, Portland, and Seattle. This route will connect the east-west routes terminating in the West.

Norfolk/Newport News-Cincinnati service will be added and will provide a connection for the southern half of the mid-Atlantic region with the Midwest. It will provide service in an area where other transportation modes are less developed.

Tampa-St. Petersburg service was added because it is an integral part of the rail travel pattern to Florida from northern points. The provision of service to the West Coast of Florida maintains this important link to service on the Chicago-Miami and New York-Miami routes.

These additions, along with the service provided in the Preliminary Report, insure that the Basic System will be truly national in scope.

2. Has the Corporation been improperly "delegated" responsibility for selecting the routes over which service is provided?

The Act requires the Secretary to designate the Basic System but provides considerable latitude to the Corporation with respect to route selection. That is, the Act permits the Secretary to identify a

number of alternative routes between each pair of points to which service is required, leaving the final choice to the Corporation.

The operational flexibility required for operating a National Rail Passenger Corporation compels this approach. Many comments asserted that the Secretary is required by Section 201 to identify with great specificity each route over which the Corporation would be required to provide service. Many would have the Secretary specify both "end points" and "intermediate points" between which intercity passenger trains shall be operated.

In response to these suggestions, the Final Report identifies the "routes over which service may be provided" in significantly greater detail than in the Preliminary Report. Nevertheless, the Corporation will have to decide on the basis of market potential, facilities, and cost, which of the route options will in fact receive service. Some of the comments maintained that the Corporation should not be vested with this discretion. But if the Secretary were to specify that service be provided between a great number of cities along routes on the Basic System, the requirement in Section 201 that he "identify all routes over which service may be provided" would be meaningless and indistinguishable from the requirement that he "specify those points between which ... trains shall be operated" (emphasis supplied). If he were required to leave the Corporation no discretion, then the identification of "routes" would be nothing more than a catalogue of trackage, something with which Congress can hardly have intended the Secretary to concern himself. The Act, then, clearly requires that the Corporation be given the latitude to select the routes over which it will provide service.

3. Should basic service characteristics have been prescribed with greater precision?

Those critical of the latitude given the Corporation in selecting routes also questioned the degree of freedom inherent in the generality of the service characteristics prescribed by the Secretary.

The law requires only that the Secretary take into account schedules, number of trains, connections, etc., in specifying service characteristics. The Corporation is charged with fully developing "the potential of modern rail service in meeting the Nation's intercity passenger transportation requirements." Implicit in this goal is the need for increased ridership and revenues. Quality of service is an essential element in attracting patronage and is necessarily a function of effective and responsive management. Although certain minimum service requirements have been set as a "floor," rigid and precise

standards have not been prescribed. Even if such criteria could in fact be formulated, they would hamper rather than facilitate the job which management must accomplish.

4. Has potential profitability been given too much weight in the designation of the Basic System?

One of the criteria set forth in Section 201 for designation of the Basic System is the "potential profitability of the service." It was claimed in some of the comments on the Preliminary Report that the Department treated profitability as the primary standard for inclusion of service in the Basic System.

The Final Report sets forth the rationale underlying the Basic System designation. Population concentration, the requirements of a total transportation system, the relationship of rail travel to other modes, and the need for efficient and flexible management were all factors carefully considered in developing the procedures for selecting the points and routes on the Basic System.

At the same time, however, it was recognized that the Rail Passenger Service Act requires the establishment of a "for profit" Corporation, and that the Corporation would be required to commence its operations with limited capital resources. This meant that each service element considered for inclusion in the Basic System had to be weighed against other candidates on the basis of its financial implications. It was deemed essential, as indicated in the Final Report, that no route place an undue financial burden on the Corporation. The Corporation must be solvent, and its ability to improve upon present levels of service must not be impaired. It is not believed that this application of the profitability criterion is either unreasonable or beyond the importance assigned to it by Congress.

B. RECOMMENDED ADDITIONS AND PREFERRED ROUTES. Specific recommendations for more service than that provided in the Preliminary Report were directed primarily to two issues: a) addition of certain points to the Basic System, and b) specification of a required route between designated points, thereby assuring train service to those cities on the route.

The following tables summarize the recommendations contained in the official comments of the ICC, State agencies, railroad companies, and railroad labor organizations. The tables show the disposition of each recommendation, the reasons a recommendation was not accepted (keyed to the reasons stated below), and the status of additional service or route requests in the final designation of the Basic System.

For purposes of uniformity and clarity it was necessary to classify the recommendations within the framework of the Preliminary Report. Action on each recommendation is listed under the heading "Status In The Basic System," as being adopted, included as part of an optional route, or not included. The final column refers by number, where appropriate, to one or more of the following reasons for the Department's inability to adopt certain recommendations.

1. Ridership:

Existing and projected ridership levels between the cities do not warrant designation as points between which service shall be provided.

2. Population:

Either one or both terminal cities are not major population centers (SMSA) of approximately one million or more, the minimum deemed necessary to support rail service.

3. Alternate Mode Competition:

Rail transportation is not deemed to be able to compete effectively in the foreseeable future with other modes of public transportation in terms of cost, speed, or comfort.

4. Existing Rail Facilities:

Track and other facilities are not of sufficient quality to permit continuance or initiation of passenger service without major and immediate capital improvements.

5. Profitability:

Considering the need for the Corporation to operate the system as a whole on an economically sound basis, projected revenue and cost estimates indicate that the service could not be operated without incurring substantial losses.

6. Route Selection:

The designation by the Secretary of specific routes to be served is neither required nor intended by the Act. It is important that the Corporation have the flexibility to react to market demands, use the best available rail facilities, and select the least costly service alternative if it is to improve existing service and operate a national system.



7. Foreign Points:

The Secretary has no authority to require the Corporation to serve points outside United States borders. Further, a foreign carrier serving a point in the Basic System could not necessarily be required to furnish such service until January 1, 1975, if it chose not to contract with the Corporation.

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

A-7

REGION: WESTERN

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBERS REFER TO LIST ABOVE)
I. ADDITIONAL POINTS TO BE DESIGNATED:			
Seattle-San Diego	ICC, Rail Labor, Colorado, Oregon, Washington, Calif. (PUC), Indiana; opposed by Southern Pacific (Los Angeles, Portland); California Business & Transportation Agency not opposed to omission	Adopted	- - - - -
Vancouver, B.C.-Seattle	ICC, Washington, Oregon	Not Included	7,
Los Angeles-New Orleans	ICC, Rail Labor, North Carolina, Florida, Georgia, Colorado, New Mexico, Texas, Louisiana, Indiana	Adopted	- - - - -
Chicago, St. Paul/Minneapolis	ICC, Rail Labor, Idaho, Washington, Illinois, Minnesota, Montana, North Dakota, Wisconsin, Indiana	Included as a routing point on Chicago-Seattle Service	- - - - -
Chicago-Milwaukee	Illinois, Indiana, Wisconsin; opposed by Chicago North Western	Included as route option on Chicago-Seattle Service	6
Milwaukee-Green Bay	Wisconsin, Illinois opposed by Chicago North Western	Not Included	1, 2, 3, 5

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

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REGION: WESTERN (Cont'd)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBERS REFER TO LIST ABOVE)
St. Paul/Minneapolis-Duluth	Minnesota, Wisconsin, Burlington Northern	Not Included	1, 2, 3, 5
Winnipeg Service	Minnesota; Burlington Northern	Not Included	7
Chicago-Portland (via Boise)	Oregon	Not Included	1, 5
Salt Lake City-Butte, Montana	ICC, Idaho, Montana	Not Included	1, 2, 5
St. Louis-Salt Lake City (via Kansas City, Denver)	Idaho	Not Included	1, 2, 5
Salt Lake City-Seattle (via Portland, Oregon)	Idaho	Not Included	1, 2, 5
Chicago-Denver	Illinois, Colorado	Adopted: Chicago-San Francisco service	- - - - -
Chicago-Omaha	Illinois	Included as route option on Chicago-San Francisco service	1, 2, 5, 6
Chicago-Des Moines			
Chicago-Kansas City	Illinois	Adopted: Chicago-Los Angeles service	- - - - -
St. Louis-Kansas City	ICC, Rail Labor, Idaho, Missouri, Indiana. opposed by Missouri Pacific Railroad	Adopted New York-Kansas City service	- - - - -

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

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REGION: WESTERN (Cont'd)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBERS REFER TO LIST ABOVE)
Kansas City-Tulsa	Oklahoma	Included as route option in Chicago-Houston service	1, 2, 3, 4, 5, 6
Laredo-San Antonio (Mexican Service)	ICC, Rail Labor, Texas, Government of Mexico	Not Included	7
Chicago-Madison, Wisc.	Illinois	Included as route option on other services	2, 6
Chicago-Rock Island			
Chicago-Joliet			
Chicago-Springfield			
Chicago-Danville			
Chicago-Decatur			
Chicago-Peoria	Illinois	Not Included	1, 2, 3, 5
Chicago-Clinton, Iowa			
Chicago-Rockford			
<b>II. PREFERRED ROUTE</b>			
<b>CHICAGO-SEATTLE</b>			
Via Madison, Eau Claire	Wisconsin	Included as route options in Chicago-Seattle service	6
Via North Dakota and Montana, using existing routes across states	ICC, Rail Labor, North Dakota, Montana		

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

A-10

REGION: WESTERN (Cont'd)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBERS REFER TO LIST ABOVE)
via Rockford, Illinois	Illinois	Not Included	1, 5
via Des Moines	Iowa		
via Salt Lake City	Idaho, Utah		
via Boise	Oregon		
<b>CHICAGO-SAN FRANCISCO</b>			
via California Zephyr route-Denver-Salt Lake City-San Francisco	ICC, Colorado	Included as route options on Chicago-San Francisco service	6
via Cheyenne & Ogden	Nebraska, Wyoming		
via Des Moines	Iowa, Illinois		
via Reno	Nevada		
via Utah	Utah		
via Kansas City, Denver, and Salt Lake City	Kansas, Idaho		
via Kansas City-Western Oklahoma	Oklahoma	Not Included in Chicago-San Francisco service	1, 5
via Albuquerque	New Mexico		
via Amarillo	Kansas		
<b>CHICAGO-LOS ANGELES</b>			
via Kansas City	Illinois	Adopted Chicago-Los Angeles service	- - - - -
via Kansas City La Junta	Colorado	Included as option: Chicago-Los Angeles service	6
via Albuquerque, N.M.	New Mexico, Kansas		

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

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REGION: WESTERN (Cont'd)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBERS REFER TO LIST ABOVE)
VIA Tucumcari, El Paso, Tucson, Phoenix, Yuma	Arizona; opposed by Kansas, New Mexico	Included as route option Chicago- Los Angeles	6
via Flagstaff, Phoenix, Yuma	Arizona		
via Cheyenne & Ogden	Wyoming		
via Salt Lake City	Idaho		
via "California Zephyr" Route	Nebraska		
via Utah	Utah		
via Des Moines	Iowa	Not Included in Chicago- Los Angeles service	1, 5
CHICAGO-HOUSTON			
via Kansas City-Oklahoma City-Dallas/Ft. Worth	Oklahoma, Kansas		
via St. Louis, Little Rock, Texarkana	Indiana, Arkansas opposed by Missouri Pacific Railroad	Included as route option Chicago- Houston	6
III. OTHER ISSUES			
Service to South Dakota	South Dakota	Not Included	1, 2, 4, 5
Service to National Parks	Idaho, Montana, U.S. Department of Interior, U.S. Department of Commerce	Included on route options	1, 5, 6

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

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REGION: EASTERN

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (Numbers Refer to List Above)
I. ADDITIONAL POINTS TO BE DESIGNATED:			
Boston-Albany (Chicago Connection)	ICC, Rail Labor, New England Regional Commission (NERC: includes Massachu- setts, Rhode Island, Connecticut, Maine, Vermont and New Hampshire), Illinois New York	Not Included	1, 2, 3, 5
Boston-Bangor via Portland	Rail Labor, NERC	Not Included	1, 2, 3, 4, 5
Boston-Montreal via White River Junction	Rail Labor, NERC	Not Included	1, 3, 4, 5, 7
New Haven-White River Junction via Hartford, Spring- field	Rail Labor, NERC	Not Included	1, 2, 3, 4, 5
Boston-Buffalo via Fitchburg, Greenfield	NERC	Not Included	1, 3, 4, 5
Pittsfield-Danbury	NERC	Not Included	1, 2, 5

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

REGION: EASTERN (Continued)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (Numbers Refer to List Above)
Worcester-New London	NERC	Not Included	1, 2, 3, 5
Boston-Philadelphia Boston-Washington	NERC	Included as segments of other routes	-----
Boston/NYC-Toronto	Rail Labor	Not Included	7
NYC-Montreal	ICC, Rail Labor, New York	Not Included	7
NYC-Pittsburgh	Indiana	Adopted -- NYC-Kansas City service	-----
NYC-St. Louis via Pittsburgh	Ohio, Pennsylvania	Adopted -- N.Y.-Kansas City service	-----
Buffalo-Chicago via Cleveland	N.Y., Indiana	Included as optional route New York City-Chicago	1, 3, 5, 6
Buffalo-Detroit via Canada	Michigan		
Buffalo-Detroit via Cleveland, Toledo	New York	Not Included	1, 3, 5
Buffalo-Cincinnati	Ohio	Not Included	1, 3, 5



SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

REGION: EASTERN (Cont'd)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBERS REFER TO LIST ABOVE)
Toronto-Detroit	ICC, Michigan	Not Included	7
Toronto-Chicago via Port Huron, Michigan	ICC, Michigan	Not Included	7
Philadelphia-Chicago	Illinois	Included as route option New York-Chicago service	6
Washington-Buffalo via Harrisburg	Pennsylvania	Not Included	1, 4, 5
Washington-Chicago	ICC, Rail Labor, Pennsylvania, Illinois, Indiana, Maryland	Adopted	- - - - -
Pittsburgh-Cleveland	Ohio, Pennsylvania	Included as route option New York-Chicago Washington-Chicago	1, 3, 5, 6
Cleveland-Chicago	Illinois, Indiana, Ohio, Pennsylvania, New York	Included as route option New York-Chicago and Washington-Chicago	1, 3, 5, 6
Pittsburgh-Chicago	Indiana, Illinois		
Pittsburgh-St. Louis	Indiana	Adopted - - New York-Kansas City service	- - - - -

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

REGION: EASTERN (Continued)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (Numbers Refer to List Above)
Detroit-St. Louis	ICC, Indiana	Not Included	1, 3, 5
Detroit-Toledo	Michigan, Ohio, New York, Indiana	Not Included	1, 3, 5
Detroit-Grand Rapids	Michigan	Not Included	1, 2, 3, 5
Detroit-Saginaw			
Detroit-Cincinnati	Ohio	Not Included	1, 3, 5
Grand Rapids-Chicago	Michigan, Indiana, Illinois	Not Included	1, 2, 3, 5
Chicago-Indianapolis	Indiana Illinois	Included as route option on Chicago- Cincinnati; Chicago- Miami Service	1, 3, 5, 6
 II. PREFERRED ROUTE:			
Boston-New York via Springfield via Providence	NERC, Connecticut, Massachusetts, New Hampshire	Included as route Options New York- Boston	6
New York-Buffalo via Albany			
via Binghamton via Wilkes Barre	New York, Pennsylvania	Not Included	1, 2, 4, 5

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

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REGION: EASTERN (Continued)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (Numbers Refer to List Above)
New York-Chicago	New York	Included as route options N.Y.-Chicago	6
via Buffalo, Detroit	New York, Penn., Indiana		
via Buffalo, Cleveland	New York, Penn., Ohio, Indiana		
via Pittsburgh	New York, Penn., Ohio, Indiana	Included as route options Washington- St. Louis	6
Washington-St. Louis	Indiana, Ohio, Pennsylvania, Maryland		
via Pittsburgh	Maryland, opposed by C&O/ B&O		
via Cumberland, Cincinnati	Indiana, Virginia, opposed by C&O/ B&O	Not Included	1, 3, 4, 5
Chicago-Cincinnati	Indiana		
via Gary, Indianapolis	Indiana	Included as route option Chicago- Cincinnati	6
via Logansport	Indiana		
Chicago-St. Louis via Springfield via Decatur	Illinois Illinois	Included as route options	6

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

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REGION: SOUTHEASTERN

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBERS REFER TO LIST ABOVE)
I. ADDITIONAL POINTS TO BE DESIGNATED:			
Norfolk-Cincinnati	ICC, Virginia, North Carolina, West Virginia	Adopted	-----
Service to Florida West Coast--Tampa/St. Petersburg	ICC, Rail Labor, Seaboard Coast Railroad, Florida, New York	Adopted:	-----
Naples-Ft. Myers extension of Tampa service	Florida	Not Included	1, 2, 5
Atlanta-Jacksonville	Rail Labor	Included as optional route on Chicago-Miami service	1, 3, 5, 6
Jacksonville-New Orleans	Rail Labor, Florida, Louisiana, Georgia, North Carolina	Not Included	1, 3, 4, 5
Atlanta-Savannah (Nancy Hanks)	Rail Labor, Georgia	Included as optional route on Chicago-Miami	1, 2, 3, 5, 6
Atlanta-Augusta	Georgia	Included as optional route on New York-New Orleans service	1, 2, 3, 4, 5, 6

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

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REGION: SOUTHEASTERN (Cont'd)

RECOMMENDATION	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBER REFER TO LIST ABOVE)
Savannah-Montgomery	Georgia	Not Included	1, 2, 3, 4, 5
Bristol-Chattanooga	Tennessee		
Salisbury-Asheville, N.C.	North Carolina		
Chicago-Nashville	Illinois	Included as optional routes in Chicago- Miami- or Chicago-New Orleans service	1, 2, 5, 6
Chicago-Birmingham	Illinois		
Chicago-Memphis	Illinois		
Chicago-Louisville	Illinois		
Chicago-Carbondale	Illinois		
Washington-Richmond (High Speed Service)	Delaware, Virginia	Included in New York- Miami service	2, 3, 5
Cincinnati-New Orleans	Kentucky	Not Included	1, 3, 4, 5
Chicago-Atlanta	Illinois	Included as optional route in Chicago- Miami service	1, 3, 5, 6
<b>II. PREFERRED ROUTES</b>			
<b>CHICAGO-NEW ORLEANS</b>			
VIA St. Louis-Memphis	Tennessee, Kentucky	Included as route options in Chicago-New Orleans service	6
VIA Chicago-Centralia- Cairo	Illinois		
VIA Danville-Evans- ville, Nashville	Illinois, Indiana		
Louisville-Fulton (Feeder Service)	Kentucky	Not Included	1, 4, 5

SUMMARY OF OFFICIAL COMMENTS  
AND RECOMMENDATIONS ON PRELIMINARY  
REPORT ON BASIC SYSTEM

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REGION: SOUTHEASTERN (Cont'd)

RECOMMENDATIONS	RECOMMENDED BY	STATUS IN BASIC SYSTEM	REASON NOT ADOPTED AS RECOMMENDED (NUMBER REFER TO LIST ABOVE)
<b>CHICAGO-MIAMI</b>			
VIA Louisville, Montgomery, Waycross, Georgia	Alabama	Included as route options in Chicago- Miami service	6
VIA Cincinnati-Atlanta	Tennessee, Kentucky; opposed by Southern Railway		
VIA Evansville	Indiana		
VIA Louisville	Kentucky, Indiana		
VIA Chicago-Centralia- Cairo	Illinois		
VIA Louisville, Bowling Green, Nashville, Chattanooga	Tennessee		
VIA Monon, Lafayette, Bloomington and Louisville	Indiana	Not Included	1, 5,
<b>NEW YORK-NEW ORLEANS</b>			
VIA Washington, Charlottesville, Lynchburg, Danville, Charlotte	Virginia	Included as route option on New York- New Orleans service	6
Nashville-Birmingham (Feeder Service)	Tennessee	Not Included	1, 3, 5
<b>III. OTHER ISSUES</b>			
Designated stops in North Carolina on the New York-Miami and New York-New Orleans service	North Carolina	Not Included as stops	6