

## Appendix 6-B: Chronology of Amtrak Service in Wisconsin

**May 1971:** As part of its inaugural system, Amtrak operates five daily round trips in the Chicago-Milwaukee corridor over the Milwaukee Road main line. Four of these round trips are trains running exclusively between Chicago’s Union Station and Milwaukee’s Station, with an intermediate stop in Glenview, IL. The fifth round trip is the Chicago-Milwaukee segment of Amtrak’s long-distance train to the West Coast via St. Paul, northern North Dakota (e.g. Minot), northern Montana (e.g. Glacier National Park) and Spokane.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	Unnamed	4 daily	Glenview
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis

**June 1971:** Amtrak maintains five daily round trips in the Chicago-Milwaukee corridor and adds tri-weekly service from Chicago to Seattle via St. Paul, southern North Dakota (e.g. Bismark), southern Montana (e.g. Bozeman and Missoula) and Spokane.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	Unnamed	4 daily	Glenview
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis
Chicago-Seattle	<i>North Coast Hiawatha</i>	Tri-weekly	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis

**November 1971:** Daily round trip service in the Chicago-Milwaukee corridor is increased from five to seven as Amtrak adds service from Milwaukee to St. Louis via Chicago. Two Chicago-Milwaukee trains now stop at Sturtevant, WI. The *Empire Builder* now only stops in La Crosse between Milwaukee and Minneapolis. The *North Coast Hiawatha's* tri-weekly round trip to the West Coast is maintained, with daily service provided between Chicago and Minneapolis.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	Unnamed	3 daily	Glenview, Sturtevant (2 trains)
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, La Crosse, Minneapolis
Chicago-Seattle	<i>North Coast Hiawatha</i>	1 daily between Chicago and Minneapolis; tri-weekly west of Minneapolis	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis
Milwaukee-Chicago-St. Louis	<i>Abraham Lincoln</i> ; <i>Prairie State</i>	2 daily	Glenview

**October 1972:** Amtrak's three daily Chicago-Milwaukee trains get a name, the *Hiawatha Service*. Three *Hiawatha Service* trains and the *Prairie State* now stop at Sturtevant. The *Empire Builder* adds stops at Columbus and Winona.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	3 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis
Chicago-Seattle	<i>North Coast Hiawatha</i>	1 daily between Chicago and Minneapolis; tri-weekly west of Minneapolis	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis
Milwaukee-Chicago-St. Louis	<i>Abraham Lincoln</i> ; <i>Prairie State</i>	2 daily	Glenview, Sturtevant ( <i>Prairie State</i> )

**October 1973:** The two daily round trips from Milwaukee to St. Louis are discontinued, but seven daily round trips are retained by increasing the frequency of the Chicago-Milwaukee service from three to five daily round trips. Four *Hiawatha Service* trains stop at Sturtevant.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	5 daily	Glenview, Sturtevant (4 trains)
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis
Chicago-Seattle	<i>North Coast Hiawatha</i>	1 daily between Chicago and Minneapolis; tri-weekly west of Minneapolis	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis

**February 1974:** Amtrak begins operating *The Blackhawk*, providing passenger train access to southern Wisconsin residents. *The Blackhawk* provides one daily round trip between Chicago, Rockford and Dubuque.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	5 daily	Glenview, Sturtevant (4 trains)
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis
Chicago-Seattle	<i>North Coast Hiawatha</i>	1 daily between Chicago and Minneapolis; tri-weekly west of Minneapolis	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis
Chicago-Dubuque	<i>The Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque

**May 1975:** Amtrak begins operating *The Arrowhead*, with daily service between Minneapolis and Superior. Daily service in the Chicago-Milwaukee corridor drops to six round trips. The *Hiawatha Service* is reduced to four daily round trips (all four stop at Sturtevant) and the *North Coast Hiawatha* service is increased from tri-weekly to daily service.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	4 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis
Chicago-Seattle	<i>North Coast Hiawatha</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis
Chicago-Dubuque	<i>The Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Minneapolis-Superior	<i>The Arrowhead</i>	1 daily	None

**November 1975:** Two Milwaukee-Chicago trains, including one with new through service to Detroit, now use new Turboliner train equipment. The *North Coast Hiawatha* reverts to tri-weekly service west of Minneapolis. *The Arrowhead* adds stops in Cambridge (MN) and Sandstone (MN).

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i> ; <i>Turboliner</i>	3 daily (4 on Sundays)	Glenview, Sturtevant
Milwaukee-Chicago-Detroit	<i>Turboliner</i>	1 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis
Chicago-Seattle	<i>North Coast Hiawatha</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis
Chicago-Dubuque	<i>The Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Minneapolis-Superior	<i>The Arrowhead</i>	1 daily	Sandstone (MN), Cambridge (MN)

**April 1976:** Amtrak discontinues *The Arrowhead*.

**June 1976:** Amtrak brings back *The Arrowhead*. The *Hiawatha Service* name disappears, as all local service between Milwaukee and Chicago uses Turboliner equipment.

**February 1977:** By February 1977, Milwaukee-Chicago-Detroit run-through service is eliminated. *The Arrowhead* now operates all the way to Duluth.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Turboliner</i>	4 daily (5 on Sundays)	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis
Chicago-Seattle	<i>North Coast Hiawatha</i>	1 daily between Chicago and Minneapolis; tri-weekly west of Minneapolis	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis
Chicago-Dubuque	<i>The Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Minneapolis-Duluth	<i>The Arrowhead</i>	1 daily	Superior (WI), Sandstone (MN), Cambridge (MN)

**October 1977:** The *North Coast Hiawatha* reverts from daily back to tri-weekly and the *Empire Builder* changes from daily to quad-weekly. Operating on alternate days, these two trains effectively provide daily overnight service between Chicago and Minneapolis. A new train, *The Twin Cities Hiawatha*, provides an additional daily round-trip between Chicago and Minneapolis.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Turboliner</i>	3 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i> ; <i>North Coast Hiawatha</i>	Quad-weekly; tri-weekly	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis
Chicago-Minneapolis	<i>The Twin Cities Hiawatha</i>	Daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing
Chicago-Dubuque	<i>The Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Minneapolis-Duluth	<i>The Arrowhead</i>	1 daily	Superior (WI), Sandstone (MN), Cambridge (MN)

**January 1978:** A Chicago-Milwaukee round trip is added, increasing the number of daily round trips in the corridor to six.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>TurboLiner</i>	4 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i> ; <i>North Coast</i> <i>Hiawatha</i>	Quad-weekly; tri-weekly	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis
Chicago-Minneapolis	<i>The Twin Cities</i> <i>Hiawatha</i>	Daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing
Chicago-Dubuque	<i>The Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Minneapolis-Duluth	<i>The Arrowhead</i>	1 daily	Superior (WI), Sandstone (MN), Cambridge (MN)

**March 1978:** Amtrak begins using the new Midway Station in St. Paul. All passenger service ends at the Great Northern Station in Minneapolis.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>TurboLiner</i>	4 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i> ; <i>North Coast</i> <i>Hiawatha</i>	Quad-weekly; tri-weekly	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis/St. Paul
Chicago-Minneapolis/St. Paul	<i>The Twin Cities</i> <i>Hiawatha</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing,
Chicago-Dubuque	<i>The Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Minneapolis/St. Paul-Duluth	<i>The Arrowhead</i>	1 daily	Superior (WI), Sandstone (MN), Cambridge (MN)

**April 1978:** Amtrak initiates new service from Chicago to Duluth, *The North Star*, via Milwaukee and St. Paul, under contract with the State of Minnesota. The Chicago-Minneapolis/St. Paul portion of *The North Star* operates as an overnight service. The *North Coast Hiawatha* and the *Empire Builder* continue to operate on alternate days. The Chicago-Milwaukee corridor now has a total of seven round trips per day.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>TurboLiner</i>	4 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i> ; <i>North Coast Hiawatha</i>	Quad-weekly; Tri-weekly	Glenview, Milwaukee, Columbus, La Crosse, Winona, Minneapolis/St. Paul
Chicago-Minneapolis/St. Paul	<i>The Twin Cities Hiawatha</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Chicago-Dubuque	<i>The Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Chicago-Minneapolis/St. Paul-Duluth	<i>The North Star</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis, Cambridge, Sandstone, Superior

**October 1979:** The *Twin Cities Hiawatha* and the tri-weekly *North Coast Hiawatha* are discontinued. The *Empire Builder* adds stops in Portage, Wisconsin Dells, Tomah and Red Wing, but is reduced to tri-weekly service.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>TurboLiner</i>	4 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i>	Tri-weekly	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Chicago-Dubuque	<i>Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Chicago-Minneapolis/St. Paul-Duluth	<i>The North Star</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul, Cambridge, Sandstone, Superior

**October 1980:** Each Turboliner train is given an individual name. The Chicago-Milwaukee route is now served by *The LaSalle Turbo*, *The Marquette Turbo*, *The Nicollet Turbo* and *The Radisson Turbo*.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>The LaSalle Turbo</i> , <i>The Marquette Turbo</i> , <i>The Nicollet Turbo</i> , <i>The Radisson Turbo</i>	4 daily	Glenview, Sturtevant
Chicago-Seattle	<i>Empire Builder</i>	Tri-weekly	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Chicago-Dubuque	<i>Blackhawk</i>	1 daily	Rockford, Freeport, Warren, Galena, East Dubuque
Chicago-Minneapolis/St. Paul-Duluth	<i>The North Star</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul, Cambridge, Sandstone, Superior

**October 1981:** Major Amtrak budget cuts affect Wisconsin service. The service operating solely between Chicago and Milwaukee is reduced from four to two daily round trips (alternating *LaSalle*, *Marquette*, *Nicollet* and *Radisson* schedules effectively provide two daily round trips), and the Turboliner equipment is replaced by Amfleet equipment. The long-distance *North Star* service is shortened to Minneapolis/St. Paul-Duluth as the overnight Chicago-Minneapolis/St. Paul portion of *The North Star* is discontinued. No transfer opportunity exists between *The North Star* and the *Empire Builder*. The *Empire Builder* service is increased to one round trip each day of the week between Chicago and Minneapolis/St. Paul, with tri-weekly service continuing west of the Twin Cities. The *Empire Builder* begins serving Portland in addition to Seattle, with the train splitting in Spokane. *The Blackhawk* is discontinued.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>The LaSalle</i> , <i>The Marquette</i> , <i>The Nicollet</i> , <i>The Radisson</i>	2 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	Daily between Chicago and Minneapolis/St. Paul; tri-weekly west of Minneapolis/St. Paul	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Minneapolis/St. Paul-Duluth	<i>The North Star</i>	1 daily	Cambridge, Sandstone, Superior

**December '81:** Amtrak increases *Empire Builder* service west of Minneapolis/St. Paul to daily service.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>The LaSalle, The Marquette, The Nicollet, The Radisson</i>	2 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Minneapolis/St. Paul-Duluth	<i>The North Star</i>	1 daily	Cambridge, Sandstone, Superior

**October 1982:** Metra -- a publicly-owned, regional commuter rail carrier formed under the auspices of the Regional Transportation Authority of Northern Illinois -- acquires operating rights over one-third of the Chicago-Milwaukee corridor from Rondout, Illinois to Chicago Union Station. Metra takes over the operation of the commuter trains previously operated by the Milwaukee Road.

**October 1984:** Amtrak adds one daily round trip, *The Badger*, to the service operating solely between Chicago and Milwaukee. On Saturday the north-bound *Radisson* operates as a late night Chicago to Milwaukee train with a different name, *The Encore*, in an attempt to attract leisure (e.g. theater) travelers.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>The LaSalle, The Marquette, The Nicollet, The Badger, The Encore</i>	3 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Minneapolis/St. Paul-Duluth	<i>The North Star</i>	1 daily	Cambridge, Sandstone, Superior

**February 1985:** The Soo Line Railroad acquires the bankrupt Milwaukee Road and becomes the owner of the track over which Amtrak operates between Chicago and Milwaukee.

**April 1985:** The Saturday late-night *Encore* is discontinued. *The North Star* service ends.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>The LaSalle, The Marquette, The Nicollet, The Badger</i>	3 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**August 1987:** Metra purchases the track between Rondout, IL and Chicago Union Station from the Soo Line Railroad. The Soo Line Railroad continues to operate freight trains in this segment of the corridor. Amtrak also retains the right to operate over this track.

**October 1989:** Amtrak, under a two-year demonstration project co-sponsored and co-funded by the Wisconsin and Illinois DOTs, adds two daily round trips to the Chicago-Milwaukee service. The Chicago-Milwaukee service is renamed the *Hiawatha Service*. Travel time between Chicago and Milwaukee is 92 to 95 minutes.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	5 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

<i>Hiawatha Service Contract Costs</i>				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
10/29/89	6/30/90	\$262,416	\$196,812	\$65,604
6/30/90	6/30/91	\$144,757	\$108,568	\$36,189

**November 1990:** First Wisconsin Department of Transportation (WisDOT) record of state-supported *Hiawatha Service* fare structure. Base Milwaukee-Chicago fares are:

Milwaukee-Chicago one-way: \$15  
 Milwaukee-Chicago round-trip: \$22  
 Ten-ride ticket: \$145

**December 1990:** *Hiawatha Service* ridership for CY 1990, the first full year of operation as a state-supported service, is **312,742**.

**June 1991:** Wisconsin and Illinois continue to contract with Amtrak for the *Hiawatha Service*.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
6/30/91	6/30/92	\$306,316	\$229,737	\$76,579

**October 1991:** Two additional daily round trips are added to the *Hiawatha Service* under the new contracts between Amtrak and the Wisconsin and Illinois DOTs. The number of daily round trips underwritten by the two states now totals four. Amtrak continues to operate three round trips without state assistance bringing the total number of *Hiawatha Service* round trips to seven.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	7 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

*Hiawatha Service* one-way and round-trip fares increase, but ten-ride ticket prices are reduced. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way: \$16  
 Milwaukee-Chicago round-trip: \$24  
 Ten-ride ticket: \$120

**December 1991:** *Hiawatha Service* ridership for CY 1991 is **312,404**.

**June 1992:** New *Hiawatha Service* contract begins

<i>Hiawatha Service Contract Costs</i>				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
6/30/92	7/1/93	\$784,084	\$588,063	\$196,021

**September 1992:** *Hiawatha Service* round-trip fares increase. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:                 \$16  
 Milwaukee-Chicago round-trip:             \$27  
 Ten-ride ticket:                                 \$120

**December 1992:** *Hiawatha Service* ridership for CY 1992 is 373,305.

**July 1993:** New *Hiawatha Service* contract begins

<i>Hiawatha Service Contract Costs</i>				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/93	6/30/94	\$592,750	\$444,063	\$148,687

**December 1993:** *Hiawatha Service* ridership for CY 1993 is 422,181.

**May 1994:** *Hiawatha Service* one-way ticket prices increase, but round-trip and ten-ride ticket prices are reduced. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:                 \$17  
 Milwaukee-Chicago round-trip:             \$20  
 Ten-ride ticket:                                 \$100

**July 1994:** New *Hiawatha Service* contract begins

<i>Hiawatha Service Contract Costs</i>				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/94	6/30/95	NA*	\$556,563	NA*

\* Amtrak had a separate contract with the State of Illinois

**July 1994:** The United Transportation Union (UTU) initiates a strike against the Soo Line Railroad that is honored by other labor unions. The *Hiawatha* is reduced to four daily round trips and at slower speeds, adding 40 minutes to the usual 92-minute trip time. About 70 percent of riders are retained. Amtrak also re-routes the *Empire Builder* from the Soo Line's main line from Chicago-St. Paul via Milwaukee to the Burlington Northern Railroad's main line from Chicago to St. Paul. This temporary re-routing does not go through Milwaukee.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	4 daily at reduced speed	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Via BNSF mainline

**September 1994:** Amtrak resumes normal service on the Soo Line Railroad when a labor settlement is imposed. Ridership on the *Hiawatha Service* quickly returns to pre-strike levels.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	7 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**December 1994:** As part of a system-wide restructuring and cost cutting plan, Amtrak announces it will cut back service nationwide by 20 percent. Included in the proposed cutback is the complete elimination of the *Hiawatha Service* to be effective April 1, 1995 unless the states of Wisconsin and Illinois agree to pay more of the costs. The long-distance *Empire Builder* service will also be restructured on February 1, 1995.

**December 1994: *Hiawatha Service* ridership for CY 1994 is 457,680.**

**February 1995:** Amtrak restructures the *Empire Builder* service. One round trip daily is maintained between Chicago and St. Paul via Milwaukee. The *Empire Builder* service from St. Paul to the West Coast is reduced to one round trip on four days of each week.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	7 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily between Chicago and Minneapolis/St. Paul, Quad-weekly west of Minneapolis/St. Paul	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**February 1995:** Wisconsin and Illinois reach an agreement with Amtrak to retain the *Hiawatha Service*, but at a reduced number of round trips and with a 50 percent increase in fares. The fare increase is to be instituted in mid-March and service is to be reduced on April 2. The agreement will maintain service through June 30, 1995.

**March 1995:** Amtrak increases the *Hiawatha Service's* fare structure by about 50 percent. This is the first significant fare increase since state support began in 1989. The effective date of the fare increase is March 12. A new monthly pass is now offered. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:	\$25
Milwaukee-Chicago round-trip:	\$38
Ten-ride ticket:	\$150
Monthly pass:	\$530

**April 1995:** *Hiawatha Service* is reduced from seven round trips daily to four round trips daily on April 2. The total number of daily round trips in the Chicago-Milwaukee corridor is now five.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	4 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily between Chicago and Minneapolis/St. Paul; quad-weekly west of Minneapolis/St. Paul	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**June 1995:** Wisconsin reaches an agreement with Amtrak to add two round-trips in the Chicago-Milwaukee corridor on July 16 and maintain the *Hiawatha Service* at six daily roundtrips through September 30, 1996. Amtrak also pledges new initiatives to better market the service.

**July 1995:** New *Hiawatha Service* contract begins

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/95	9/30/96	NA*	\$3,501,538	NA*

\* Amtrak had a separate contract with the State of Illinois

**July 1995:** *Hiawatha Service* is increased from four to six roundtrips daily on July 16 under terms of the agreement announced on June 26 by Governor Thompson and Amtrak.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	6 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily between Chicago and Minneapolis/St. Paul; quad-weekly west of Minneapolis/St. Paul	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**December 1995:** *Hiawatha Service* ridership for CY 1995 is 333,044.

**February 1996:** Illinois Governor Edgar announces a plan to continue state-supported Amtrak services in four Illinois corridors including Chicago-Milwaukee. The plan calls for adjusting train frequencies and increasing fares by 10 percent effective July 1. Under the plan, the *Hiawatha Service* would be reduced to five daily roundtrips.

**February 1996:** Wisconsin Governor Thompson and Amtrak announce a way to save \$316,000 annually in costs for the *Hiawatha Service* without reducing the number of daily round-trips.

**October 1996:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
10/1/96	6/30/97	\$2,692,000	\$2,192,000	\$500,000

**December 1996:** *Hiawatha Service* ridership for CY 1996 is 327,616.

**May 1997:** Amtrak returns the Empire Builder to daily service west of Minneapolis/St. Paul.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	6 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**June 1997:** Amtrak operates the Danish-built, IC-3 (Flexliner) passenger train between Chicago and Milwaukee in revenue service as part of a demonstration tour of the Diesel Multiple Unit train that has been operating in Europe since 1990. The demonstration is repeated in September. WisDOT underwrites a portion of the costs associated with both demonstrations.

**July 1997:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service Contract Costs</i>				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/97	6/30/98	\$3,950,000	\$2,962,500	\$987,500
Capital Cost*			\$637,500	

\* For conversion of F40 locomotives into Non Powered Control Units (NPCU) and for maintenance facility in Milwaukee allowing use of two train sets.

**August 1997:** The price of the *Hiawatha Service* monthly pass is reduced. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:	\$25
Milwaukee-Chicago round-trip:	\$38
Ten-ride ticket:	\$150
Monthly pass:	\$480

**September 1997:** Amtrak again operates the Danish-built, IC-3 (Flexliner) passenger train between Chicago and Milwaukee in revenue service. The IC-3 demonstration between Chicago and Milwaukee begins on September 22 and ends on October 5. WisDOT underwrites a portion of the costs associated with the demonstration.

**November 1997:** *Hiawatha Service* one-way fares are reduced. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:	\$19
Milwaukee-Chicago round-trip:	\$38
Ten-ride ticket:	\$150
Monthly pass:	\$480

**December 1997:** *Hiawatha Service* ridership for CY 1997 is 369,050.

**February 1998:** WisDOT, Amtrak, and the Canadian Pacific Railway reach an agreement to extend certain *Hiawatha Service* trains from Milwaukee to Watertown for 90 days as part of an effort to mitigate traffic congestion caused by the resurfacing of the I-94 East-West freeway in Milwaukee and Waukesha counties. The service extension is also intended to measure the level of support for continued passenger service throughout the state.

**April 1998:** Amtrak extends *Hiawatha Service* from Milwaukee to Watertown with 4 daily round trips between Milwaukee and Watertown on Monday through Saturday with stops in Wauwatosa, Elm Grove/Brookfield, Pewaukee, and Oconomowoc. Service is proved as mitigation for the repaving of I-94. The \$1.44 million extension of service is scheduled to last 90 days. Amtrak operates three daily round trips to Watertown on Sundays.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee-Watertown	<i>Hiawatha Service</i>	6 daily between Chicago and Milwaukee, with 4 (3 on Sundays) continuing to Watertown	Glenview, Sturtevant, Milwaukee, Wauwatosa, Elm Grove/Brookfield, Pewaukee, Oconomowoc
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**July 1998:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/98	6/30/99	\$4,550,000	\$3,412,500	\$1,137,500

**July 1998:** Amtrak ends the extension of the *Hiawatha Service* to Watertown on July 11 after 90 days.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	6 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**December 1998:** *Hiawatha Service* ridership for CY 1998 is 412,894.

**July 1999:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/99	6/30/00	\$4,950,000	\$3,712,500	\$1,237,500

**December 1999:** *Hiawatha Service* ridership for CY 1999 is 417,297.

**February 2000:** Amtrak announces that it will initiate combined passenger and Mail & Express services between Chicago and Janesville and between Chicago and Fond du Lac (via Milwaukee) as part of its *Network Growth Strategy*. The new services are designed to provide access to Amtrak's national system for both passengers and time-sensitive Mail & Express shipments.

**March 2000:** *Hiawatha Service* fares are increased. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:	\$20
Milwaukee-Chicago round-trip:	\$40
Ten-ride ticket:	\$158
Monthly pass:	\$505

**April 2000:** On April 15 Amtrak begins new daily passenger and Mail & Express service, the *Lake Country Limited*, between Chicago and Janesville over rights-of-way operated by Metra, the Wisconsin & Southern Railroad, and the I&M Rail Link. The new service consists of a daily early morning departure from Janesville to Chicago and a late evening return to Janesville. The start-up service includes an intermediate stop at Glenview, IL.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	6 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Chicago-Janesville	<i>Lake Country Limited</i>	1 daily	Glenview

**May 2000:** Chicago-Milwaukee travel time reduced to 89 minutes due to track improvements.

**June 2000:** The DOTs of Wisconsin and Illinois renew their agreements with Amtrak, continuing the *Hiawatha Service's* six daily round-trips between Milwaukee and Chicago through 2003. On June 15 Amtrak adds a second intermediate stop at Zenda, WI to the *Lake Country Limited*. This stop serves the Lake Geneva area.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	6 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Chicago-Janesville	<i>Lake Country Limited</i>	1 daily	Glenview, Zenda (Lake Geneva)

**July 2000:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service Contract Costs</i>				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/00	6/30/01	\$5,116,139	\$3,837,105	\$1,279,034

**September 2000:** Amtrak continues to work with the Wisconsin Central Limited railroad and the City of Fond du Lac to initiate passenger rail and Mail & Express service between Fond du Lac and Chicago in late 2000. The service is an extension of Amtrak’s existing *Hiawatha Service*. As part of the new service, one of the *Hiawatha* trains travels between Fond du Lac, Milwaukee, Sturtevant, WI, Glenview, IL and Chicago once a day in each direction. The train departs Fond du Lac early in the morning and return late at night.

**December 2000:** *Hiawatha Service* ridership for CY 2000 is 426,652.

**March 2001:** The *Lake Country Limited* service is reduced to weekends only.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	6 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul
Chicago-Janesville	<i>Lake Country Limited</i>	1 daily on Saturday and Sunday	Glenview, Zenda (Lake Geneva)

**March 2001:** The price of the *Hiawatha Service* ten-ride ticket and monthly pass are reduced. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:	\$20
Milwaukee-Chicago round-trip:	\$40
Ten-ride ticket:	\$150
Monthly pass:	\$280

**June 2001:** WisDOT completes an Environmental Assessment of proposed rail improvements between Milwaukee, Watertown and Madison that would allow Chicago-Milwaukee service to extend to Madison (at speeds up to 110-mph between Milwaukee and Madison). The Environmental Assessment is submitted to the Federal Railroad Administration for review.

**July 2001:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/01	6/30/02	\$5,146,462	\$3,859,847	\$1,286,615

**September 2001:** Amtrak discontinues the *Lake Country Limited*. The proposed Chicago-Milwaukee-Fond du Lac passenger and Mail & Express service never materializes.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	6 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**November 2001:** The price of the *Hiawatha Service* monthly pass is increased. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:	\$20
Milwaukee-Chicago round-trip:	\$40
Ten-ride ticket:	\$150
Monthly pass:	\$325

**December 2001:** *Hiawatha Service* ridership for CY 2001 is 423,495.

**July 2002:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/02	6/30/02	\$5,300,856	\$3,975,642	\$1,325,214

**October 2002:** An additional frequency is added between Milwaukee and Chicago. One train stays in Chicago each night for maintenance and one remains in Milwaukee each night.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	7 daily	Glenview, Sturtevant
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**December 2002: *Hiawatha Service* ridership for CY 2002 is 397,518.**

**July 2003:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/03	6/30/04	\$6,749,000	\$5,061,750	\$1,687,250

**December 2003:** WisDOT purchases the 32-mile WSOR/CP rail corridor segment between Watertown and Madison for \$7 million. Now part of the state-owned rail network operated by Wisconsin & Southern Railroad, this corridor segment is part of the proposed Chicago-Milwaukee-Madison passenger rail route.

**December 2003: *Hiawatha Service* ridership for CY 2003 is 433,215.**

**June 2004:** The Federal Railroad Administration issues a Finding of No Significant Impact (FONSI) for the Milwaukee-Madison Environmental Assessment.

**July 2004:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/04	7/31/05	\$7,642,219	\$6,207,437	\$1,434,782
Capital Cost*			\$3,782	

\* Installation and operation of Quik-Trak ticketing machines at Milwaukee Airport Rail Station

**November 2004:** WisDOT sponsored *Hiawatha Service* advertising begins, targeting both Milwaukee and Chicago markets. The two-year advertising campaign includes diverse outlets such as radio ads, print ads, billboards, airport signs, gas pump toppers, email, Web banners and internet streaming on various partner Web sites, and Milwaukee Brewer promotions. The two-year budget is \$500,000 and is funded through a combination of federal Congestion Management Air Quality (CMAQ) grant and Amtrak funds.

**December 2004: *Hiawatha Service* ridership for CY 2004 is 470,186.**

**January 18, 2005:** WisDOT opens a new \$7 million station (including track improvements and a parking lot) serving General Mitchell International Airport in Milwaukee. An airport shuttle meets each *Hiawatha Service* train to transfer passengers to and from the airport terminal as needed.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	7 daily	Glenview, Sturtevant, Milwaukee Airport
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**August 2005:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
8/1/05	6/30/06	\$7,079,908	\$6,215,972	\$863,936

**October 31, 2005:** Amtrak initiates a Quiet Car <sup>SM</sup> on all *Hiawatha Service* trains. Amtrak began accepting checked baggage on all *Hiawatha Service* trains at Chicago and Milwaukee.

**December 2005:** *Hiawatha Service* ridership for CY 2005 is 544,358.

**July 2006:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/06	6/30/07	\$8,376,256*	\$6,285,915	\$2,090,341

\* Includes \$14,892 for purchase and installation of Quick Trak ticketing machines at Milwaukee Airport Rail Station

**August 1, 2006:** The Chicago – Milwaukee base fare is increased by 5 percent. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:	\$21
Milwaukee-Chicago round-trip:	\$42
Ten-ride ticket:	\$158
Monthly pass:	\$341

**August 14, 2006:** The Village of Sturtevant opens a new \$3 million station. The new station is located one mile north of the former station.

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	7 daily	Glenview, Sturtevant (new station and location), Milwaukee Airport
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**Aug. 14, 2006:** A ceremony is held at the Milwaukee Depot for the commencement of the station renovation project.

**October 2006:** WisDOT-sponsored *Hiawatha Service* advertising continues. The two-year advertising campaign includes diverse outlets such as radio ads, print ads, billboards, airport signs, gas pump toppers, email, Web banners and internet streaming on various partner Web sites, and Milwaukee Brewer promotions. The two-year budget is \$375,000 and is funded through a combination of federal CMAQ grant and Amtrak funds.

**December 2006:** *Hiawatha Service* ridership for CY 2006 is 588,036.

**June 29/30 2007:** *Hiawatha* trains provide midnight service for Summerfest.

**July 2007:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/07	6/30/08	\$8,460,384*	\$6,345,288	\$2,115,096

\*Includes cost of adding fifth coach car

**July 1, 2007:** A fifth coach car is added to all *Hiawatha Service* trains to accommodate growing ridership.

**July 6/7, 2007:** *Hiawatha* trains provide midnight service for Summerfest.

**November 25, 2007:** The \$16 million renovated downtown Milwaukee station is rededicated and receives a new name—Milwaukee Intermodal Station (MIS).

Amtrak Route	Train Name(s)	Train Frequency (Round Trips)	Intermediate Station Stops Serving Wisconsin
Chicago-Milwaukee	<i>Hiawatha Service</i>	7 daily	Glenview, Sturtevant, Milwaukee Airport
Chicago-Seattle/Portland	<i>Empire Builder</i>	1 daily	Glenview, Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah, La Crosse, Winona, Red Wing, Minneapolis/St. Paul

**December 2007:** *Hiawatha Service* ridership for CY 2007 is 617,799.

**June 2008:** *Hiawatha Service* trains provide midnight service for Summerfest.

**July 2008:** New *Hiawatha Service* contract begins

<i>Hiawatha Service</i> Contract Costs				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/08	6/30/09	\$8,697,067*	\$6,522,800	\$2,174,267

\*Includes fixed fee component plus actual fuel costs

**July, 2008:** *Hiawatha Service* fares are increased. Base Milwaukee-Chicago fares are now:

Milwaukee-Chicago one-way:	\$22
Milwaukee-Chicago round-trip:	\$44
Ten-ride ticket:	\$165
Monthly pass:	\$358

**November 2008:** WisDOT sponsored *Hiawatha Service* advertising continues. The two-year advertising campaign includes diverse outlets such as radio ads, print ads, billboards, airport signs, gas pump toppers, email, Web banners and internet streaming on various partner Web sites, and Milwaukee Brewer promotions. The two-year budget is \$300,000 and is funded through a combination of federal CMAQ grant and Amtrak funds.

**December 2008:** *Hiawatha Service* ridership for CY 2008 is 766,167.

**June 2009:** *Hiawatha* trains provide midnight service for Summerfest.

**July 2009:** New *Hiawatha Service* contract begins.

<i>Hiawatha Service Contract Costs</i>				
Begin	End	Total Cost	Wisconsin Share	Illinois Share
7/1/09	6/30/10	\$6,665,461*	\$4,999,096	\$1,666,365

\*Includes addition of sixth coach car plus fuel @ \$2.15/gal and fuel economy @ 2.15 gal/train mile

**August 1, 2009:** A sixth coach car is added to all *Hiawatha Service* trains to accommodate growing ridership.

**December 2009:** *Hiawatha Service* ridership for CY 2009 is **741,780**.

**December 2010:** *Hiawatha Service* ridership for CY 2010 is **792,848**.