

# *Lake Shore Limited 40<sup>th</sup> Anniversary*



**Fall Meeting Oct. 31, 2015**



# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## Summary

- Route omitted from Amtrak Basic System of May 1, 1971
- State-supported “Lake Shore”: May 10, 1971 to Jan. 5, 1972
- LSL began regular service on Oct. 31, 1975
- Only one of three “experimental” trains to survive
- After first year it was Amtrak's 3<sup>rd</sup>-most popular LD train
- Today it's Amtrak's 4<sup>th</sup> highest-ridership train (LD or SD)





# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## **The Water Level Route – You Can Sleep!**



Night View of New Union Station, Toledo, Ohio



CC-H2088





# Lake Shore Limited 40<sup>th</sup> Anniversary

## The Water Level Route – You Can Sleep!

NYC Oct. 31, 1965

### CHICAGO—TOLEDO—CLEVELAND—BUFFALO—ALBANY—BOSTON and NEW YORK

Table No. 2

	354-6 Ex. Sat.	6 Daily	16 Daily	8 Daily	28 Daily	54 Daily	2 Daily	26 Daily	40 Daily	30 Daily	222-50 Daily	96 Daily
EASTBOUND												
CHICAGO (La Salle Street Station) (CST)	AM	AM	PM	PM	PM	AM	PM	PM	AM	PM	PM	PM
Englewood	h 9 14	h 9 50		h 1 30	h 4 00		h 4 00	h 4 30		h 9 45	h 11 00	
Glary (N. Y. C. Station)	h 10 04	h 10 40		h 1 44	h 4 14		h 4 14	h 4 44		h 10 35	h 11 50	
La Porte (BC) (CST)	h 11 11	h 11 47		h 2 51	h 5 21		h 5 21	h 5 51		h 11 46	h 1 01	
South Bend (BC) (EST)	h 12 06	h 12 42		h 3 46	h 6 16		h 6 16	h 6 46		h 12 41	h 1 06	
Elkhart	h 1 00	h 1 36		h 4 40	h 7 10		h 7 10	h 7 40		h 1 30	h 1 55	
Kendallville (NCB)										h 2 30	h 2 55	
Waterloo (NCB)										h 3 30	h 3 55	
Bryan (NCB)										h 4 30	h 4 55	
TOLEDO										h 5 30	h 5 55	
Port Clinton (LaCarne)										h 6 30	h 6 55	
Sandusky										h 7 30	h 7 55	
Elmira (Oberlin) (BC)										h 8 30	h 8 55	
CLEVELAND (Union Terminal) (EST)										h 9 30	h 9 55	
CLEVELAND (Union Terminal) (EST)										h 10 30	h 10 55	
Painesville										h 11 30	h 11 55	
Ashtabula										h 12 30	h 12 55	
Erie										h 1 30	h 1 55	
Westfield										h 2 30	h 2 55	
Dunkirk										h 3 30	h 3 55	
BUFFALO (Central Terminal) (EST)	9 10	12 34	12 37	12 37	12 37	12 37	12 37	12 37	12 37	12 37	12 37	12 37
BUFFALO (Central Terminal) (EST)	10 23	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50	12 50
Batavia (NCB)										h 1 30	h 1 55	
Rochester	11 23	11 23	11 23	11 23	11 23	11 23	11 23	11 23	11 23	11 23	11 23	11 23
Newark (NCB)	12 58	12 58	12 58	12 58	12 58	12 58	12 58	12 58	12 58	12 58	12 58	12 58
SYRACUSE										h 2 30	h 2 55	
SYRACUSE	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13	1 13
Rome	1 53	1 53	1 53	1 53	1 53	1 53	1 53	1 53	1 53	1 53	1 53	1 53
Utica										h 3 30	h 3 55	
Albany	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45
Albany										h 4 30	h 4 55	
Pittsfield										h 5 30	h 5 55	
Springfield										h 6 30	h 6 55	
Worcester										h 7 30	h 7 55	
Framingham										h 8 30	h 8 55	
Newtonville (NCB)										h 9 30	h 9 55	
Back Bay										h 10 30	h 10 55	
BOSTON (South Station) (EST)										h 11 30	h 11 55	
Albany	h 4 10	h 4 10	h 4 10	h 4 10	h 4 10	h 4 10	h 4 10	h 4 10	h 4 10	h 4 10	h 4 10	h 4 10
Hudson	h 4 41	h 4 41	h 4 41	h 4 41	h 4 41	h 4 41	h 4 41	h 4 41	h 4 41	h 4 41	h 4 41	h 4 41
Rhinecliff	h 5 19	h 5 19	h 5 19	h 5 19	h 5 19	h 5 19	h 5 19	h 5 19	h 5 19	h 5 19	h 5 19	h 5 19
Beacon	h 5 34	h 5 34	h 5 34	h 5 34	h 5 34	h 5 34	h 5 34	h 5 34	h 5 34	h 5 34	h 5 34	h 5 34
Peekskill (NCB)	h 6 07	h 6 07	h 6 07	h 6 07	h 6 07	h 6 07	h 6 07	h 6 07	h 6 07	h 6 07	h 6 07	h 6 07
Croton-Harmon	h 6 35	h 6 35	h 6 35	h 6 35	h 6 35	h 6 35	h 6 35	h 6 35	h 6 35	h 6 35	h 6 35	h 6 35
125th St (NCB)	h 7 10	h 7 10	h 7 10	h 7 10	h 7 10	h 7 10	h 7 10	h 7 10	h 7 10	h 7 10	h 7 10	h 7 10
NEW YORK (Grand Central Terminal) (EST)	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM

For explanation of Reference Marks, see Page 5.

For Sleeping Car, SLEEPERCOACH, Coach and Dining Car Service, see

### NEW YORK and BOSTON—ALBANY—BUFFALO—CLEVELAND—TOLEDO—CHICAGO

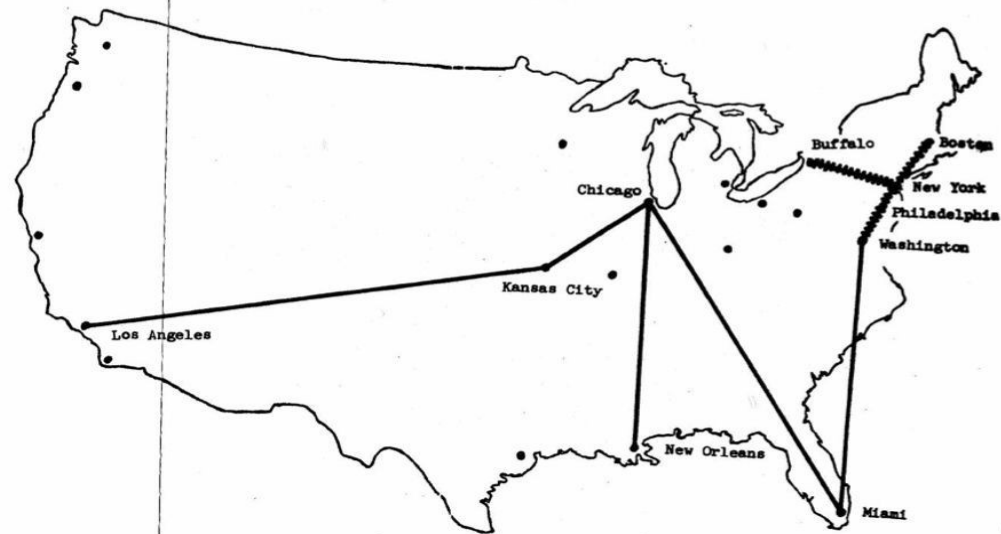
Table No. 1

	WESTBOUND										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Ex. Sat.	Sat. only	Daily	Sat. Only	Daily	Daily	Sun. Only	Ex. Sun.		
0.0	NEW YORK (Grand Central Terminal) (EST)										AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	PM	PM	PM	AM	AM	
4.2	125th St. (NCB)										h 8 15	h 9 00	h 12 30		h 2 00	h 4 40	h 6 00	h 6 15	h 7 30	h 7 45			h 8 45	h 10 30	h 11 00	h 12 25	h 12 25	
8.1	Yonkers										h 8 25	h 9 10	h 12 40		h 2 10	h 4 50	h 6 10	h 6 25	h 7 40	h 7 55			h 8 55	h 10 40	h 11 10	h 12 35	h 12 35	
32.7	Croton-Harmon										h 8 44	h 9 29	h 1 21		h 2 30	h 5 10	h 6 30	h 6 45	h 8 00	h 8 15			h 9 15	h 11 00	h 11 30	h 1 00	h 1 00	
40.6	Peekskill (NCB)																							h 10 00	h 11 40	h 12 10	h 1 20	h 1 20
58.3	Beacon												h 10 33											h 10 15	h 11 55	h 12 25	h 1 35	h 1 35
72.8	Poughkeepsie												h 10 47		h 3 42	h 6 20	h 7 43	h 8 21	h 8 35				h 10 30	h 12 10	h 12 40	h 1 50	h 1 50	
88.4	Rhinecliff												h 11 05											h 10 45	h 12 25	h 12 55	h 2 05	h 2 05
113.7	Hudson												h 11 23			h 7 45	h 9 15	h 9 19	h 9 29				h 11 00	h 12 40	h 1 10	h 2 20	h 2 20	
142.2	ALBANY										h 11 05	h 12 10	h 1 45		h 4 55	h 7 45	h 9 15	h 10 35	h 10 50			h 11 35	h 13 15	h 1 45	h 2 55	h 2 55		

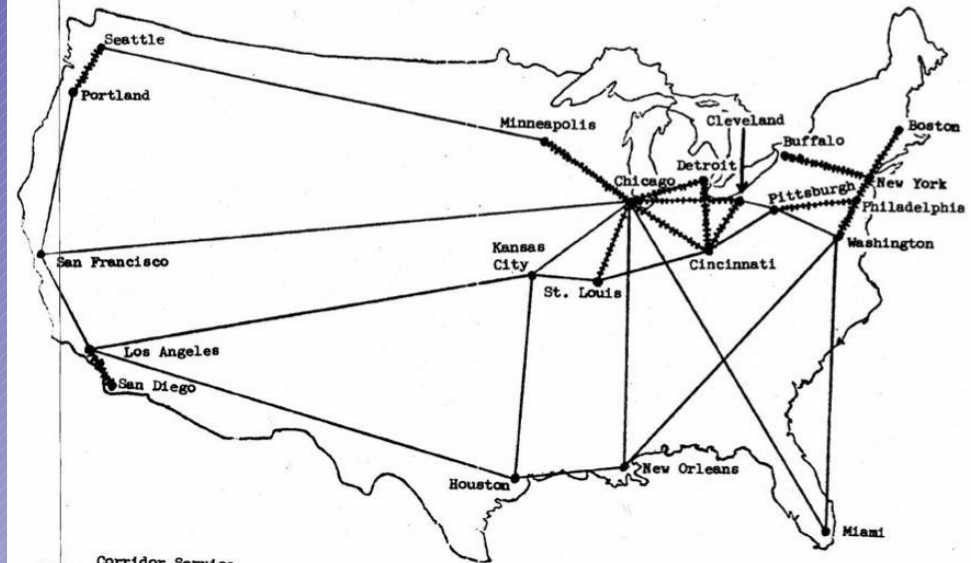
# Lake Shore Limited 40<sup>th</sup> Anniversary

## The Water Level Route – You Can ~~Sleep~~ FORGET

OPTION #1 OMB 1970  
PROFIT ON ALL ROUTES BY 1975



Reproduced at the Richard Nixon Presidential Library  
OPTION #5 DOT 1970  
DOT PROPOSAL



Railpax basic system concepts



# *Lake Shore Limited 40<sup>th</sup> Anniversary*

**Amtrak's first state-supported train: "Lake Shore"**

Ohio & New York partnership: May 10, 1971-Jan. 5, 1972



Amtrak 'Lake Shore'  
Summer 1971  
W. 25th, Cleveland, OH



# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## **Foundations of the Lake Shore Ltd:**

- **New England sought a direct train to Chicago.**
- **US Senator Edward Brooke (R-Mass.) got \$15 million per year starting in FY73 for new, experimental train services.**
- **USDOT would award 3 experimental trains in 1974.**
- **Each train would be funded for two years before deciding whether to keep the train.**





# *Lake Shore Limited 40<sup>th</sup> Anniversary*

**Can you spot the “Father of the Lake Shore Ltd”?**

Inaugural @ Toledo 10-28-75





# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## **William Lind c/o US Senator Robert Taft Jr (R-OH):**

- **Hired as Taft's transportation aide in Fall 1973 after Lind mailed proposed schedules for new passenger trains.**
- **Taft's goal was to restore Amtrak service to Cleveland.**
- **Lind reached out to New England grassroots effort and expanded it to the entire route west to Chicago.**
- **Lind met OARP Prez Dave Marshall & Secy Tom Pulsifer in Dayton in April 1974 to activate Ohio rail advocates.**



# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## **Bill Lind/US Sen. Bob Taft Jr – Part II:**

- **All congressional reps Chicago-East Coast urged Transportation Secy Claude Brinegar to name Boston-Chicago.**
- **Three experimental routes were named:**
  - > Norfolk-Cincinnati (Mountaineer/Hilltopper)**
  - > Washington DC-Denver (Shenandoah)**
  - > Boston-Chicago (Lake Shore Limited)**





# *Lake Shore Limited 40<sup>th</sup> Anniversary*

**Took more than a year before service could start:**

- **Two options west of Buffalo: PC via Cleveland, Toledo, South Bend or N&W via Cleveland, Fostoria, Ft Wayne.**
- **PC route: more populous but bad track.**
- **PC's bankruptcy trustee OK'd track upgrading BUF-CHI.**
- **Cleveland Union Terminal rejected due to cost of upgrading it and terminal use fees for just one train.**



# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## **OARP: actively raised grassroots support for stations**

- **Stations considered in Ashtabula, Painesville, Cleveland (Lakefront or W. 150<sup>th</sup> RTA), Elyria, Sandusky and Toledo.**
- **Amtrak funds 3 Ohio station stops for initial service....**
- **Cleveland Lakefront: \$1,023,270 (new station facility)**
- **Elyria: \$67,000 (shelter, parking, platform, lighting)**
- **Toledo: \$64,000 (improved platform, lighting, waterline)**





# Lake Shore Limited 40<sup>th</sup> Anniversary

Inaugural: Oct. 28, 1975;  
Regular service: Oct. 31, 1975



NEW YORK/BOSTON - ALBANY - CLEVELAND - TOLEDO - CHICAGO			
Read Down		(Local Time)	Read Up
New! The Lake Shore Limited			
Operates Daily Effective October 31			
49	Train Number	48	
Miles	Type of Service	Miles	
6 15 p	0 Dp NEW YORK, NY (Grand Central Terminal) (EST) Ar	12 15 p	
r 7 05 p	33 Ar { Croton-Harmon	d 11 22 a	
r 7 12 p	33 Dp { Poughkeepsie (Highland)	d 11 15 a	
r 7 55 p	73 { Rhinecliff (Kingston)	d 10 25 a	
8 10 p	88 Hudson	10 14 a	
8 32 p	113 Albany-Rensselaer, NY	9 52 a	
9 05 p	141 Ar	9 25 a	
Through Cars Boston-Chicago			
No. 449		No. 448	
2 40 p	0 Dp BOSTON, MA (South Station) Ar	4 20 p	
r 2 45 p	1 Boston (Back Bay Station)	d 4 18 p	
r 3 17 p	21 Framingham	e 3 36 p	
3 44 p	44 Worcester	3 00 p	
4 32 p	98 Ar SPRINGFIELD	1 27 p	
4 57 p	98 Dp	1 33 p	
e 6 32 p	149 Pittsfield, MA	e 11 58 a	
9 02 p	218 Ar ALBANY-RENSSELAER, NY	Dp 9 35 a	
9 25 p	141 Dp ALBANY-RENSSELAER, NY	Ar 9 05 a	
11 16 p	238 Utica	7 16 a	
12 00 a	280 SYRACUSE	6 25 a	
1 33 a	372 ROCHESTER	4 37 a	
2 45 a	438 Ar BUFFALO, NY	3 45 a	
2 55 a	438 Dp	3 35 a	
5 15 a	526 Erie, PA	1 25 a	
7 30 a	621 CLEVELAND, OH (Lakeland Station)	11 20 p	
e 8 10 a	645 Elyria (Lorain)	e 10 40 p	
9 50 a	727 Ar TOLEDO, OH	Dp 8 50 p	
10 00 a	727 Dp (Central Union Terminal)	Ar 8 40 p	
1 18 p	840 Elkhart, IN	5 35 p	
1 40 p	875 South Bend, IN (South Shore Line Sta.) (EST)	5 10 p	
2 40 p	961 Ar CHICAGO, IL (Union Sta.) (CST)	Dp 2 15 p	

## SERVICES

### The Lake Shore Limited New York/Boston-Chicago

Complete Dining and Beverage Service

Lounge Service

Sleeping Car Service

Coach Service—Reserved and Unreserved Seats—Reservations required except between New York and Albany

Baggage Service—Checked baggage handled (except at Framingham, Worcester, Pittsfield, Croton-Harmon, Poughkeepsie, Erie, Elyria, and Elkhart)

## REFERENCE MARKS

- All reserved train.
- First-Class Service available.
- Complete Dining and Beverage Service.
- Tickets not available at station for some or all trains. Tickets may be purchased from authorized Amtrak travel agent or train conductor (no penalty for cash fare on trains if no agent on duty at train time). Assistance with baggage will be provided by on-train attendants.
- d - Stops to discharge passengers.
- e - Stops on signal to receive or discharge passengers. If possible, please give advance notice to agent or conductor so necessary arrangements can be made.
- r - Stops to receive passengers.

SEE YOUR AMTRAK TRAVEL OR TICKET AGENT



Printed in U.S.A.

# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## **Ridership surprised many**

- **New USDOT Secy Coleman: LSL will be “Colossal failure.”**
- **Biggest problem with stations? Not enough parking!**
- **Elyria in 1st year: more pax than Lima, Canton & Columbus!**
- **LSL: strong intermediate ridership, Chicago connections.**
- **Averaged 300 riders/train in first year.**
- **Reistrup: need 2<sup>nd</sup> round trip. Prez Ford budget cuts halted further consideration.**





# *Lake Shore Limited 40<sup>th</sup> Anniversary*

**December 1976**



**Cleveland, OH**



**1979**



**1978**



# *Lake Shore Limited 40<sup>th</sup> Anniversary*



Elyria, OH 1976





# *Lake Shore Limited 40<sup>th</sup> Anniversary*

**Huron, OH 1982**



**Sandusky, OH 1979**



# *Lake Shore Limited 40<sup>th</sup> Anniversary*

October 1977

Toledo, OH





# *Lake Shore Limited 40<sup>th</sup> Anniversary*

A few of mine:



Berea, OH 1984



LSL diner 1985



Cleveland, OH 1984



# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## **Stability through the years**

- **Ridership grew until 1986 to its 20<sup>th</sup>-century peak of 390,000.**
- **Diminished slightly after 1990 when it shared route west of Cleveland with rerouted Capitol Limited.**
- **Growing freight traffic congestion starting in the 1990s caused on-time reliability problems (*Lake Shore Limited*).**
- **Schedule changed to ensure better Chicago connections resulted in inconvenient Ohio times.**





# *Lake Shore Limited 40<sup>th</sup> Anniversary*

## **21<sup>st</sup> century growth!**

- **Rising fuel prices caused Amtrak ridership to grow.**
- **Lake Shore Ltd ridership grew 33% 2000-2012.**
- **Broke all-time ridership record with 405,000 riders in 2012.**
- **Lake Shore Ltd is 4<sup>th</sup>-most heavily used SD/LD train in USA!**
- **Ridership dipped slightly after 2012 due to extreme freight train traffic congestion.**



# *Lake Shore Limited 40<sup>th</sup> Anniversary*

**Booming ridership in pictures**

**Clyde, NY 2010**



**Olmsted Falls, OH 2014**



**Cleveland, OH 2015**





# Lake Shore Limited 40<sup>th</sup> Anniversary

Amtrak's *Lake Shore Limited* service (Chicago-Toledo-Cleveland-Buffalo-Syracuse-New York City/Boston) has one eastbound train and one westbound train daily. These two trains average 1,100 riders total each day.

TWO east/westbound *Lake Shore* service trains carry 1,100 people each and every day.



FOUR jumbo jets (333-seat Airbus A340-600, 82% of seats occupied) carry 1,100 people.



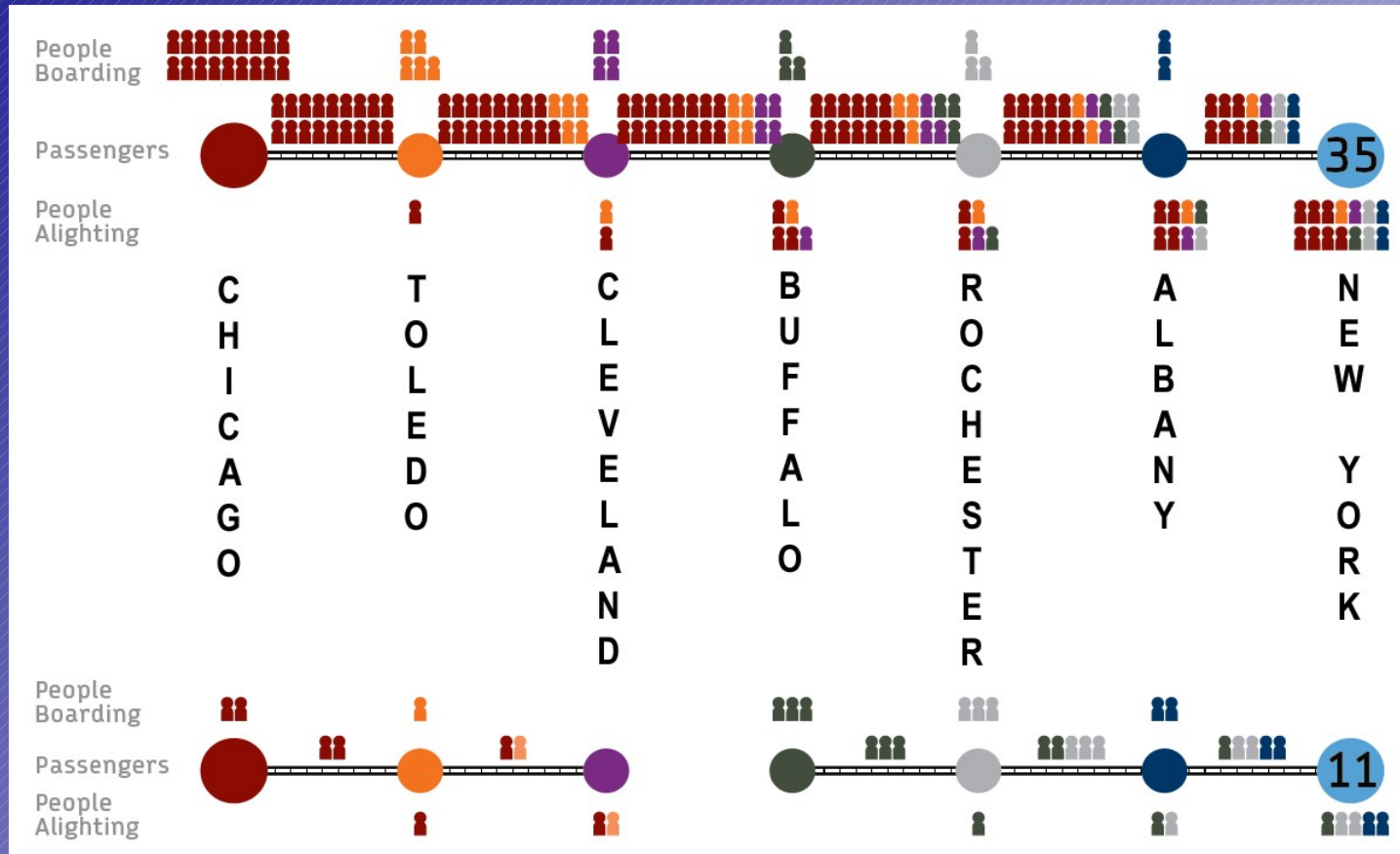
TEN regional jets (146-seat, two-class Boeing 737-700, 75% occupied) carry 1,100 people.



18 intercity buses (81-seat, double-deck Megabus, 75% occupied) carry 1,100 people.



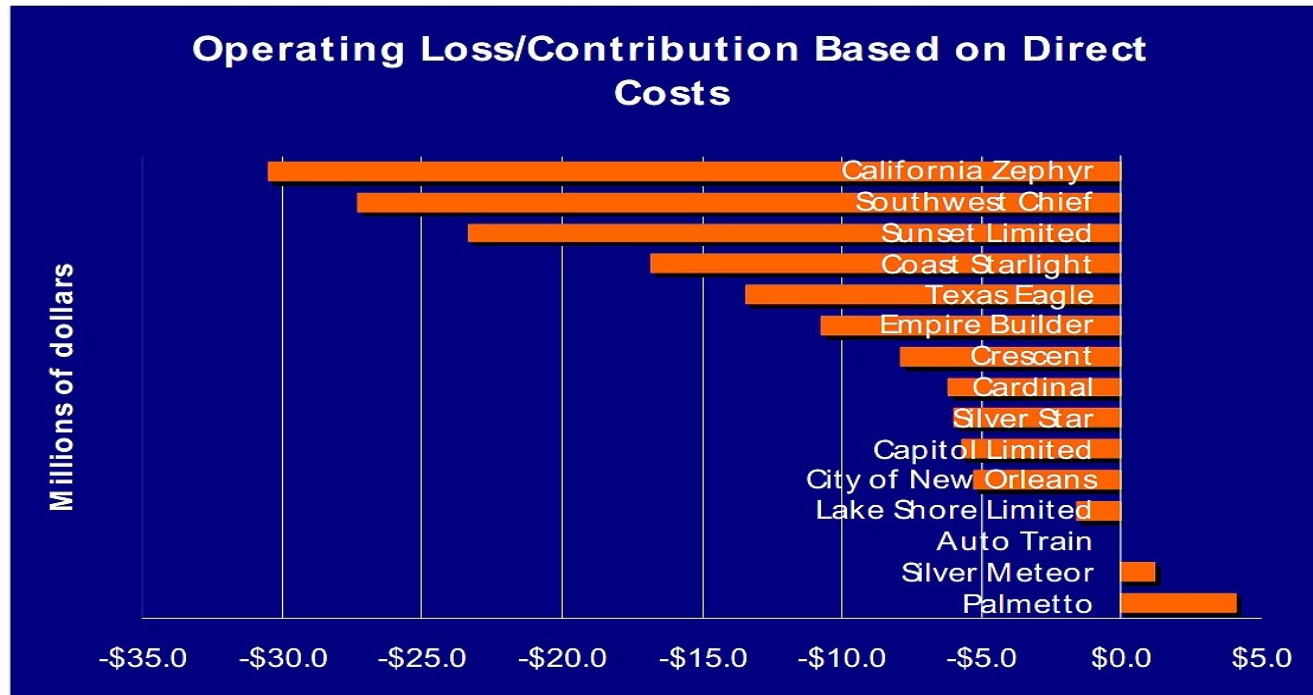
# *Lake Shore Limited 40<sup>th</sup> Anniversary*





# Lake Shore Limited 40<sup>th</sup> Anniversary

## Direct Operating Losses of Long Distance Trains



**LSL close to break-even.  
Florida trains show more  
revenue to offset a route's  
fixed costs.**



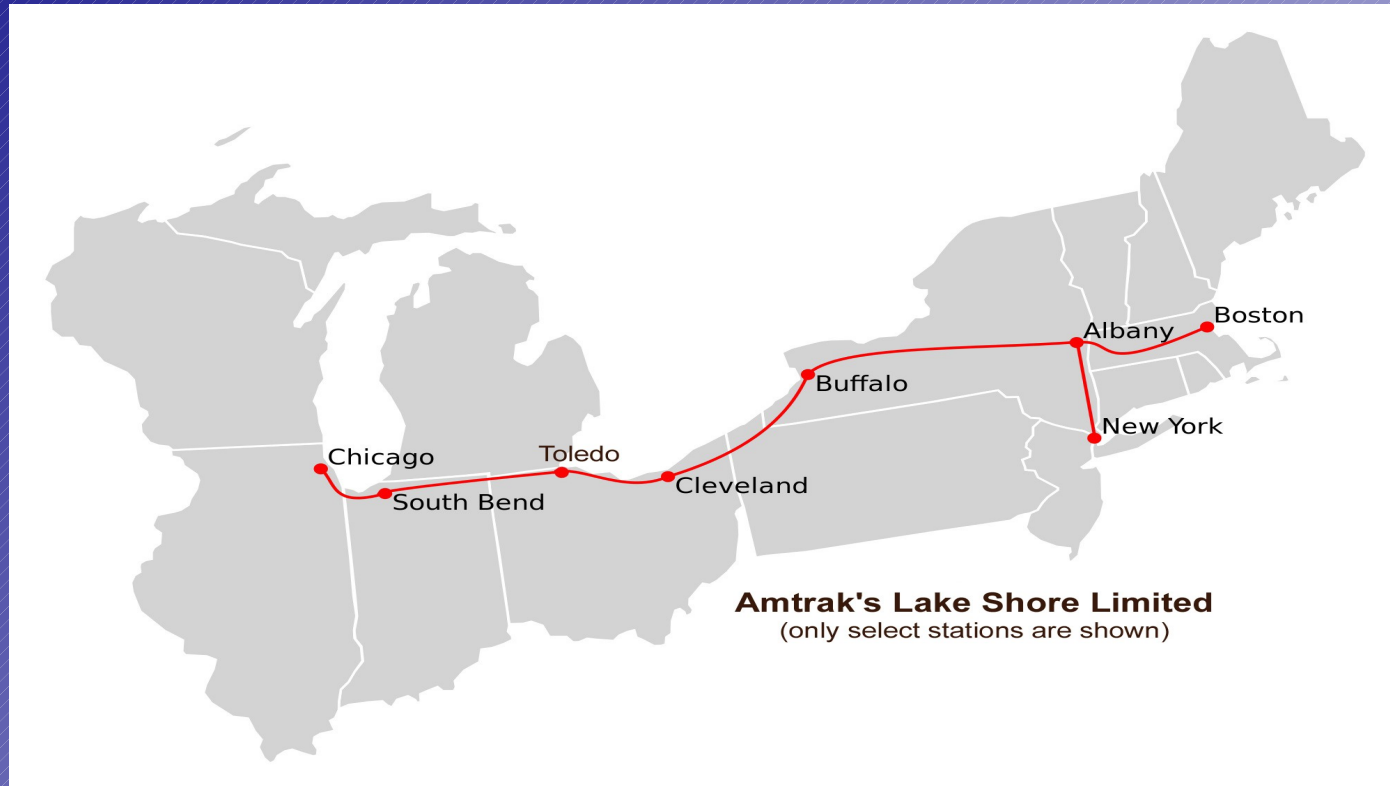
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**More trains = more riders!**





# *Lake Shore Limited 40<sup>th</sup> Anniversary*



**Thank you! – Any questions?**

