Chicago to St. Louis in 1:52
The North Sea (and Mexico) Bought Us a Little Time

Note: North Sea production is comprised of Denmark, Norway and the U.K. Norway began producing oil in 1971; Denmark in 1972.

A cosey seat
A dainty treat
Make Phoebe's
Happiness complete
With linen white
And silver bright
Upon the Road
Of Anthracite.
QuickTime™ and a decompressor are needed to see this picture.
Modal Distribution: Madrid-Seville Corridor

APRIL 1992 New high speed service (AVE)

Before AVE (1991)
- Plane: 11%
- Car: 60%
- Conventional Train: 14%
- Coach: 15%

After AVE (1993)
- Plane: 4%
- Car: 34%
- Conventional Train: 2%
- Coach: 8%
- AVE: 52%
Source of Demand
Madrid – Sevilla (First year results)

- Car: 24%
- Plane: 26%
- Induced Demand: 34%
- Train: 13%
- Bus: 3%
Operation to O’Hare

- Huge increase in Ridership
- NW suburbs have 2.5M people, as many as St. Louis
- Space generally available for adding tracks next to Metra
- 3 key flyovers required
- Enables lower cost site for fleet storage/maintenance
Urban Segments - Chicago

- Operates via least congested ex-IC alignment
- Serves
  - Union Station
  - McCormick Place
Rural Segments -

- Plan is based on purchase of portion of ROW from Railroads
- Existing railroads would generally be separated as well
- Grade separation achieved through construction of separation for about half of the crossings and closing the others; essentially same strategy as utilized in construction of Interstates
- Possible alternative would be construction of a new alignment which would probably have lower cost but, more complex environmental clearance
Urban Segments – St. Louis

- A "greenfield" Metro East station is proposed, as well use of new Gateway station