

February 16, 2011

Testimony of Rep. Michele K. Reinhart on HJ 15

A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE STATE OF MONTANA URGING SUPPORT FOR AMTRAK PASSENGER RAIL SERVICES ACROSS SOUTHERN MONTANA AND CONTINUED FUNDING FOR AMTRAK'S EMPIRE BUILDER ROUTE ACROSS MONTANA'S HI-LINE.

Good afternoon Mr. Chairman and members of the transportation committee.

I am Michele Reinhart and represent House District 97 in Missoula.

Today, I bring you House Joint Resolution 15 for several reasons.

I bring this to you on behalf of my constituents and citizens across Montana who have a passion for passenger rail.

I bring this to you because 1/3 of Montanans do not drive either because they are too young, too old, too poor, disabled, or for whatever reason, in need of other forms of transportation.

I bring this to you because back in the 1970s my mom and her siblings were able to take the train between Billings and Bozeman to go to MSU. I wish that we had the same opportunities to ride the train today.

I bring this to you on behalf of the communities along the Southern route whose economies could benefit from increased tourism and recreation.

I bring this for the communities along the High Line that benefit from the Empire Builder, which members of Congress have currently threatened to eliminate. This is a chance to send Congress a message that eliminating the Empire Builder and Amtrak funding is a big mistake.

I bring this to you because Amtrak ridership is up demonstrating nationwide desire for more passenger rail.

I bring this to you because Montanans want less dependence on oil and foreign oil and trains are one of the most efficient forms of transportation.

I bring this to you because our nation was in part built with the rail and I have ridden fast efficient trains in Japan, China, and in Europe and it is a beautiful way to see the country side. The North Coast Hiawatha Route would be one of the most beautiful train rides in the nation in my opinion and a great way for us to travel, especially in the winter, instead of driving bad mountain passes.

I bring this to you because I know that our nation can do what it puts its mind to. We put a man on the moon. Surely we can bring back passenger rail in the near future.

Thank you all those who came to testify today, and while it is too bad that they could not travel by rail to get here, but I hope that someday passenger rail through our Capitol city can be a reality. Thank you Mr. Chairman and I reserve the right to close.



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HJ-15 Comments

February 15, 2011

Transportation Committee
Montana House of Representatives
PO Box 200400
Helena, MT 59620-0400

Dear Transportation Committee members,

I write in support of HJ-15, introduced by Representative Michele Reinhart. I regret that I am unable to attend the hearing, but want to share my thoughts with you, nonetheless.

Passenger rail has a long history in the state of Montana. The Empire Builder continues to play a key role in the lives of those who live along Montana's Hi-Line. It's an important component of Montana's economy, provides transportation to a region without major airports, and needs to remain firmly in place.

Unfortunately, as you're well aware, southern Montana has been without Amtrak service for over thirty years. As a result, airlines face little competition, and folks who can't drive or afford to fly oftentimes simply don't travel. Amtrak's 2009 feasibility study of restoring the North Coast Hiawatha affirms the economic benefits of resuming Amtrak service to southern Montana. As we endeavor to build a 21st century economy in Missoula, connecting our community to the rest of Montana, and the nation, by passenger rail is an important piece of our strategy.

HJ-15 doesn't commit any resources from the state of Montana to either maintaining the Empire Builder or restoring the North Coast Hiawatha, but it does state clearly to Congress and the administration that both lines are important to Montanans. While talk of high-speed rail projects in the nation's urban corridors might be well and good, we must be quick to remind the federal government that the vitality of America's transportation network must include regular-speed passenger rail, and for Montana that means both the Empire Builder and the North Coast Hiawatha.

Thanks for considering my comments, and I urge you to support HJ-15.

Sincerely,

Dave Strohmaier
Missoula City Council, Ward 1

Dave Strohmaier

Op/Ed, February 16, 2011

Over three decades have elapsed since Amtrak's North Coast Hiawatha last rolled through southern Montana. But following the abandonment of the route in 1979, Montanans' enthusiasm for passenger rail has not waned. Interest is at an all-time high, and people I talk to from Glendive to Thompson Falls not only value restored passenger rail service through southern Montana, but see the need for a reinvigorated passenger rail system throughout the nation.

The legacy of railroads in the American West is not without tragedy and irony. Settlers, gripped by a sense of Manifest Destiny, laid claim to lands that had been occupied by Native peoples for millennia. Market hunters devastated legion herds of bison; prairie sod was broken by plows; and rivers ran red with mining contaminants—all facilitated by transcontinental railroads.

The irony, though, is that the time has come for a paradigm shift in our transportation mentality, and passenger rail will be—must be—an essential component of transportation in the 21st century. For too long, Montanans have underestimated our ability to change national transportation policy. Sure, there have been those unflagging passenger rail advocates who have continued doing the good work of keeping this issue alive for the past three decades, but until now we've lacked both the political will at all levels of government and a coordinated effort to make passenger rail through southern Montana a reality. But after nearly thirty years without regular passenger rail service, the time for revitalized Amtrak service is upon us, and it's time to act.

Federal officials have proposed allocating billions of dollars to high-speed rail projects in a handful of urban corridors. And while high speed rail certainly has its place in our national rail infrastructure network, constructing these massively expensive projects (which can run as high as \$100 million per mile) should not overshadow the importance of knitting together the rest of the nation—particularly rural America and the American West. What we need isn't a high speed rail initiative, but a national essential passenger rail initiative that connects regions not currently served by Amtrak.

The Empire Builder is Amtrak's most successful long-distance route, and needs to remain firmly in place along the Hi-Line. Many Montanans, though, reside at significant distances from the Empire Builder and would benefit greatly from restored Amtrak service in southern Montana.

Not only would a restored North Coast Hiawatha bring real, long-term economic stimulus to Montana through the direct and indirect jobs it would create, but rail is a more fuel efficient and environmentally friendly option than airlines or automobiles. It also provides a much needed transportation option to seniors, students, or all those who would rather avoid the general hassle of airline travel.

Thanks to Senator Jon Tester's leadership, the Passenger Rail Investment and Improvement Act of 2008 was amended to direct Amtrak to study the feasibility of restoring the North Coast Hiawatha between Chicago and Seattle, through Southern Montana. And while we might quibble over Amtrak's cost

estimates, the study clearly showed that restoring the route is both feasible and would bring with it significant economic and social benefits to our state.

Currently, Rep. Michele Reinhart (D-Missoula) has introduced a resolution—HJ 15—of the Montana legislature that urges Congress to continue supporting the Empire Builder and take concrete steps to restore the North Coast Hiawatha—this in the face of recent congressional to eviscerate Amtrak funding.

It's high time to invest in a robust passenger rail transportation network across America that we can all be proud of, a network that includes both the Empire Builder and a restored North Coast Hiawatha. Please join me in supporting HJ 15. The resolution will be heard before the House Transportation Committee today at 3:00 p.m. in Room 455 of the Capitol.

XXX

Dave Strohmaier
Alderman, Missoula City Council

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FEDERAL RELATIONS, ENERGY AND
TELECOMMUNICATIONS
LOCAL GOVERNMENT

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MONTANA HOUSE OF REPRESENTATIVES

The Big Sky Country





Michele Reinhart <michelereinhardt@gmail.com>

Missoula Supports HJ 15

1 message

Linda Jordan <LJordan@ci.missoula.mt.us>

Wed, Feb 16, 2011 at 9:55 AM

To: "Betsy Hands (betsyhands@gmail.com)" <betsyhands@gmail.com>, "Bryce Bennett (bennettforhouse@gmail.com)" <bennettforhouse@gmail.com>, "Carol Williams (CWILLIAMS@MONTANADSL.NET)" <CWILLIAMS@montanadsl.net>, "Carolyn Squires (sqigs@msn.com)" <sqigs@msn.com>, "Champ Edmonds (champ.edmunds@yahoo.com)" <champ.edmunds@yahoo.com>, "Cliff Larsen (cliff@larsenusa.com)" <cliff@larsenusa.com>, "David Wanzenried (DAVEEW@GMAIL.COM)" <DAVEEW@gmail.com>, "Diane Sands (hdsands@aol.com)" <hdsands@aol.com>, "Dick Barrett (rnewbar@gmail.com)" <rnewbar@gmail.com>, "Ellie Boldman Hill (elliehillhd94@gmail.com)" <elliehillhd94@gmail.com>, "Michele Reinhart (michelereinhardt@gmail.com)" <michelereinhardt@gmail.com>, "Ron Erickson (ron.senate@gmail.com)" <ron.senate@gmail.com>, "Sue Malek (suemalek@yahoo.com)" <suemalek@yahoo.com>, "Tom Facey (facey_tom@hotmail.com)" <facey_tom@hotmail.com>

Cc: "jmacdonald@gallatinpublicaffairs.com" <jmacdonald@gallatinpublicaffairs.com>, "Alec Hansen (mlct@mt.net)" <mlct@mt.net>

Good morning,

On behalf of Alderman Dave Strohmaier and Mayor Engen, I am sending Missoula's support for HJ 15, *resolution to increase passenger rail*, which will be heard by the Transportation Committee today at 3:00 p.m.

Missoula has supported re-establishing passenger rail for several years now as demonstrated by the resolutions passed by the Missoula City Council, including:

- Resolution 7396 urging legislative support for SB 283 during the 2009 Session to position the State of Montana to qualify for federal funds to support passenger rail services in Montana under the Passenger Rail Investment and Improvement Act of 2008, and;
- Resolution, 7349 passed by the Missoula City Council, Missoula County Board of County Commissioners, Missoula Area Chamber of Commerce, and the Montana Association of Railroad Passengers, supporting the Passenger Rail Investment and Improvement Act of 2008 and urging federal support for re-establishing passenger rail service through southern Montana.

Thank you for your dedicated service to Missoula, and to Montana.

Best Regards,

2/16/2011
Linda Jordan

Gmail - Missoula Supports HJ 15

Administrative Services Project Manager
Mayor's Office
City of Missoula
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4 attachments

-  **Strohmaier_Amtrak_OpEd.pdf**
295K
-  **MslaResolution7396.pdf**
572K
-  **MslaResolution7349.pdf**
141K
-  **Strohmaier_HJ-15_TranspCommittee.pdf**
133K

RESOLUTION NUMBER 7396

A RESOLUTION OF THE MISSOULA CITY COUNCIL URGING SUPPORT FOR SENATE BILL 283 TO POSITION THE STATE OF MONTANA TO QUALIFY FOR FEDERAL FUNDS TO SUPPORT PASSENGER RAIL SERVICES IN MONTANA UNDER THE PASSENGER RAIL INVESTMENT AND IMPROVEMENT ACT OF 2008 .

WHEREAS, we face a dwindling supply of oil; and trains are among the most energy efficient way to move people; and

WHEREAS, commercial airline service to many counties and communities in Montana is inadequate and at risk of further reductions and/or ending altogether; and

WHEREAS, as a result of climate change we need to take every possible step towards reducing greenhouse gas emissions into our endangered atmosphere; and

WHEREAS, Amtrak was created in 1971 from what remained of the private passenger railroads and has been starved of investment and direction by Congress and several White House administrations; and

WHEREAS, the Empire Builder is the number one long distance passenger train in the United States, with over ninety percent on-time performance, and is greatly needed for the citizens of Montana's Hi-Line who have limited public transportation options; and

WHEREAS, the North Coast Hiawatha ceased operation through southern Montana in 1979, and transportation to and from the major populations centers of southern Montana would be greatly enhanced by passenger rail service; and

WHEREAS, the Missoula City Council, Missoula County Board of County Commissioners, Missoula Area Chamber of Commerce, and the Montana Association of Railroad Passengers have joined together to support and encourage congressional adoption of the Passenger Rail Investment and Improvement Act of 2008 which contains an amendment requiring Amtrak to study the feasibility of reestablishing a passenger rail route through southern Montana while retaining Empire Builder service along the Hi-Line; and

WHEREAS, President Bush signed the Passenger Rail Investment and Improvement Act of 2008 into law on October 16, 2008.

WHEREAS, Section 24402(b)(1) of the Act states that "The Secretary may not approve a grant for a project under this section unless the Secretary finds that the project is part of a State rail plan developed under chapter 227 of this title, or under the plan required by section 211 of the Passenger Rail Investment and Improvement Act of 2008, and that the applicant or recipient has or will have the legal, financial, and technical capacity to carry out the project, satisfactory continuing control over the use of the equipment or facilities, and the capability and willingness to maintain the equipment or facilities."

NOW THEREFORE BE IT RESOLVED, the Missoula City Council urges the Montana legislature's approval of SB 283 which requires the Montana Department of Transportation to update the Montana State Rail Plan to comply with the provisions of Public Law 110-432, Division B, the Passenger Rail Investment and Improvement Act of 2008 in order to position the state of Montana to qualify for federal funds to support passenger rail services under the Passenger Rail Investment and Improvement Act of 2008.

PASSED AND ADOPTED this 2nd day of February, 2009.

ATTEST:

APPROVED:

/s/ Martha L. Rehbein
Martha L. Rehbein
City Clerk

/s/ John Engen
John Engen
Mayor

RESOLUTION NUMBER 7349

A RESOLUTION OF THE MISSOULA CITY COUNCIL, MISSOULA COUNTY BOARD OF COUNTY COMMISSIONERS, MISSOULA AREA CHAMBER OF COMMERCE, AND THE MONTANA ASSOCIATION OF RAILROAD PASSENGERS, SUPPORTING THE PASSENGER RAIL INVESTMENT AND IMPROVEMENT ACT OF 2008 AND URGING FEDERAL SUPPORT FOR REESTABLISHING PASSENGER RAIL SERVICE THROUGH SOUTHERN MONTANA.

WHEREAS, our airports and roadways are severely congested, we face a dwindling supply of oil, and trains are among the most energy efficient way to move people; and

WHEREAS, commercial airline service to many counties and communities in Montana is inadequate and at risk of further reductions and/or ending altogether; and

WHEREAS, as a result of climate change we need to take every possible step towards reducing greenhouse gas emissions into our endangered atmosphere; and

WHEREAS, Amtrak was created in 1971 from what remained of the private passenger railroads and has been starved of investment and direction by Congress and several White House administrations; and

WHEREAS, the Empire Builder is the number one long distance passenger train in the United States, with over ninety percent on-time performance, and is greatly needed for the citizens of Montana's Hi-Line who have limited public transportation options; and

WHEREAS, the North Coast Hiawatha ceased operation through southern Montana in 1979, and transportation to and from the major populations centers of southern Montana would be greatly enhanced by passenger rail service; and

WHEREAS, the Missoula City Council unanimously passed Resolution 7229 on May 7, 2007, urging the United States Senate to pass S. 294, the Passenger Rail Investment and Improvement Act of 2007; and

WHEREAS, on October 30, 2007, the United States Senate passed S. 294 (cosponsored by Montana Senators Jon Tester and Max Baucus), and on June 11, 2008, the U.S. House of Representatives passed H.R. 6003 (cosponsored by Montana Representative Denny Rehberg)—bills that promote a balanced and environmentally sustainable transportation system that includes intercity passenger rail;

NOW, THEREFORE BE IT RESOLVED, the Missoula City Council, Missoula County Board of County Commissioners, Missoula Area Chamber of Commerce, and the Montana Association of Railroad Passengers hereby urge the U.S. House of Representatives and the U.S. Senate to conference on S. 294 and H.R. 6003, bills that will provide common-sense reform to Amtrak and provide operational improvements, authorize Amtrak for fiscal years 2009 to 2013, provide for capital assistance to states as is done with federal highway assistance, provide for the development of state rail plans, and encourage a more cooperative relationship between freight railroads and passenger operations; and

THEREFORE BE IT FURTHER RESOLVED, the Missoula City Council, Missoula County Board of County Commissioners, Missoula Area Chamber of Commerce, and the Montana Association of Railroad Passengers hereby urges the House-Senate conference committee to retain in the final version of the Passenger Rail Investment and Improvement Act of 2008 Senator Jon Tester's amendment (#3472) to S. 294 that directs Amtrak to study the feasibility of reestablishing a passenger rail route through southern Montana while retaining Empire Builder service along the Hi-Line; and

THEREFORE BE IT FURTHER RESOLVED, the Missoula City Council, Missoula County Board of County Commissioners, Missoula Area Chamber of Commerce, and the Montana Association of Railroad Passengers hereby urges the President of the United States to sign into law the Passenger Rail Investment and Improvement Act of 2008.

MISSOULA CITY COUNCIL

/s/ John Engen
John Engen, Mayor

/s/ Martha L. Rehbein
Marty Rehbein, City Clerk

BOARD OF COUNTY COMMISSIONERS
MISSOULA COUNTY

/s/ Jean Curtiss
Jean Curtiss, Chairman

/s/ Bill Carey
Bill Carey, Commissioner

/s/ Larry Anderson
Larry Anderson, Commissioner

ATTEST:

/s/ Vickie Zeier
Vickie Zeier, Clerk and Recorder

APPROVED AS TO FORM & CONTENT:

/s/ Michael Sehestedt
Michael Sehestedt, Deputy County Attorney

/s/ Michael Ackley
Michael Ackley, Montana Association of
Railroad Passengers

/s/ Kim Latrielle
Kim Latrielle, Missoula Chamber of Commerce

North Coast Hiawatha

From Wikipedia, the free encyclopedia

The ***North Coast Hiawatha*** was a United States passenger train service operated by Amtrak between Chicago, Illinois and Seattle, Washington. Before the coming of Amtrak the Northern Pacific's *North Coast Limited* (Chicago—Seattle) and *Mainstreeter* (St. Paul—Seattle) served the route. The name combined the *North Coast Limited* and the Milwaukee Road's *Hiawathas*.^[1] Introduced in 1971, the *North Coast Hiawatha* went through numerous schedule changes before being discontinued in 1979. Since then there have been numerous attempts to restore the service, without success.

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History

Amtrak's initial network did not include the Northern Pacific main line; the *Empire Builder* carried all Chicago—Pacific Northwest over the tracks of the former Great Northern Railway. On June 5, 1971, Amtrak started running a section of the *Empire Builder* over the NP's tracks between Minneapolis and Spokane, Washington, returning service to southern North Dakota and Montana.^[2] Amtrak reacted in part to pressure from Mike Mansfield (D-Montana), then Senate Majority Leader, who noted that the *Empire Builder* bypassed Montana's major population centers. This intervention earned the train the nickname "Mike Mansfield Limited".^[3] In addition, the Northern Pacific route, which included the Yellowstone River, Homestake Pass and Bitterroot Mountains was praised for its scenery.^[4] Amtrak considered it one of its six most beautiful routes.^[5] The *North Coast Hiawatha* also provided a convenient connection to Yellowstone National Park at Livingston, Montana.^[6]

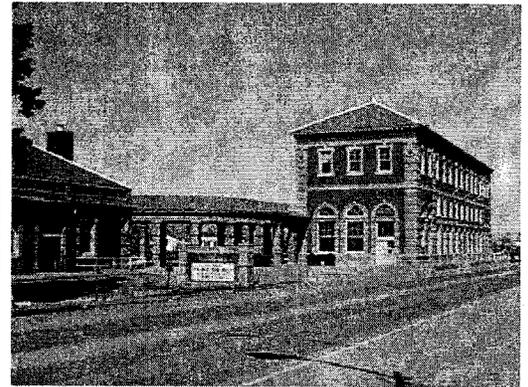
On November 11, 1971, Amtrak formally named this service the *North Coast Hiawatha*, with a tri-weekly schedule between Chicago and Spokane independent of the *Empire Builder*. In Spokane it combined with the *Empire Builder* for the trip to Seattle. On the other four days of the week the train terminated in Minneapolis.^{[2][7]}

This joint operation ended on April 29, 1973, when Amtrak extended the *North Coast Hiawatha* to Seattle over the Great Northern's route, which included the Stevens Pass and Cascade Tunnel. This new routing served the northern Washington communities of Wenatchee and Everett, which had previously been without service. The *North Coast Hiawatha* remained on a tri-weekly schedule west of Minneapolis.^{[2][8][9]}

The *North Coast Hiawatha's* schedule fluctuated over the next three years, operating on a daily schedule between Chicago and Seattle in the summers and reverting to tri-weekly west of Minneapolis the rest of the year. Amtrak would also run a daily service during the holiday season (as in 1975, when the *North Coast Hiawatha* operated daily December 12—January 12), but the *North Coast Hiawatha* never operated a daily schedule for a full calendar year.^{[2][10]} In early 1976 the *North Coast Hiawatha* was threatened with discontinuance, along with the *Pacific International* and the three daily Portland, Oregon—Seattle trains, after the Ford Administration proposed budget cuts. Several members of Congress protested the proposed cuts, including Representative Max Baucus (D-Montana), and Senators Warren Magnuson (D-Washington) and Bob Packwood (R-Oregon). In the end Congress approved a budget for Amtrak \$62 million above the administration's request, saving all three services.^{[11][12][13]}

Amtrak announced in October 1976 that the *North Coast Hiawatha* would be the second train,

North Coast Hiawatha



The old Northern Pacific depot at Livingston, Montana, which the *North Coast Hiawatha* served until 1979.

Overview

Service type	Inter-city rail
Status	Closed
Locale	Western United States
Predecessor	<i>North Coast Limited</i> / <i>Mainstreeter</i>
First service	June 5, 1971
Last service	October 6, 1979
Successor	None
Current operator(s)	Amtrak
	Route
Start	Chicago, Illinois
No. of intermediate stops	37
End	Seattle, Washington
Distance travelled	2,228 miles (3,586 km)
Average journey time	46 hours, 40 minutes
Service frequency	Tri-weekly
Train number(s)	17/18

On-board services

Sleeping arrangements	Sleeping cars
Catering facilities	Full dining car On-board lounge
Observation facilities	Dome lounge
Baggage facilities	Baggage car

Technical

Gauge	4 ft 8 1/2 in (1,435 mm)
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Route map

	0 Chicago	Legend
	17 mi (27 km) Glenview	
	Illinois/Wisconsin border	

2/16/2011

North Coast Hiawatha - Wikipedia, the f...

after the *Empire Builder*, to receive the new bi-level Superliner coaches, then on order from Pullman Standard.^[14] In the end the *North Coast Hiawatha* was cancelled before the Superliners entered long-distance service. In the spring of 1977 Amtrak added seven hours to the *North Coast Hiawatha's* schedule, making it 52 hours 30 minutes. The change was prompted by new speed restrictions on Amtrak trains after a rash of derailments involving the new EMD SDP40F diesel locomotives.^{[2][15]} In September Amtrak eliminated the off-day Chicago—St. Paul service, leaving the *North Coast Hiawatha* with three trips a week. Amtrak reduced the *Empire Builder* to quad-weekly service as well.^[16]

In November Amtrak reduced the *North Coast Hiawatha's* running time to 46 hours 40 minutes, after the replacement of the SDP40Fs permitted an easing of speed restrictions.^[17] Even as this improved service began, the *North Coast Hiawatha* was threatened with cancellation. Facing a budget deficit of \$60 million, Amtrak identified a half dozen routes which it considered "financially troubled." Amtrak proposed merging the *North Coast Hiawatha* and the *Empire Builder*, or even cancelling both.^[18] Throughout 1978 no decision was taken, and the *North Coast Hiawatha* and *Empire Builder* continued to provide between them daily service between Chicago and Seattle.^[19]

Discontinuance

In January 1979 Secretary of Transportation Brock Adams announced plans to cut 12,000 miles (19,000 km) from Amtrak's network. The *North Coast Hiawatha* was one of many routes scheduled for elimination.^[21] The *North Coast Hiawatha* had faced cancellation before, but after eight years of federal subsidies members of Congress favored retrenchment.^{[22][23]} Once-vocal supporters such as Senator Magnuson expressed regret but made no public commitment.^[24] Adams noted that the *North Coast Hiawatha* recovered only \$6 million against expenses of \$24 million, and that the per-passenger cost was \$178.^[20]

In July an attempt by Representative (and future Vice President) Al Gore (D-Tennessee) to impose a one-year moratorium on the proposed cuts failed 214-197.^[25] In the end the Senate approved a smaller cutback, citing a 24% spike in Amtrak ridership after an oil shock during the summer, but the *North Coast Hiawatha* remained on the chopping block.^[26] In late September the Railway Labor Executives Association, along with Senator John Melcher (D-Montana) and Representative Pat Williams (D-Montana), sued the U.S. Department of Transportation to prevent the discontinuance of the *North Coast Hiawatha*, then scheduled for October 1.^[27] A federal judge temporarily restrained Amtrak from ending the route, but the last *North Coast Hiawatha* ran on October 6, 1979. The last paying passenger on that run was Niel G. "Peter" Peterson, who boarded around 6 am in Ellensburg, Washington, arriving a few hours later at the King Street Station (now Amtrak) in downtown Seattle.^[28]

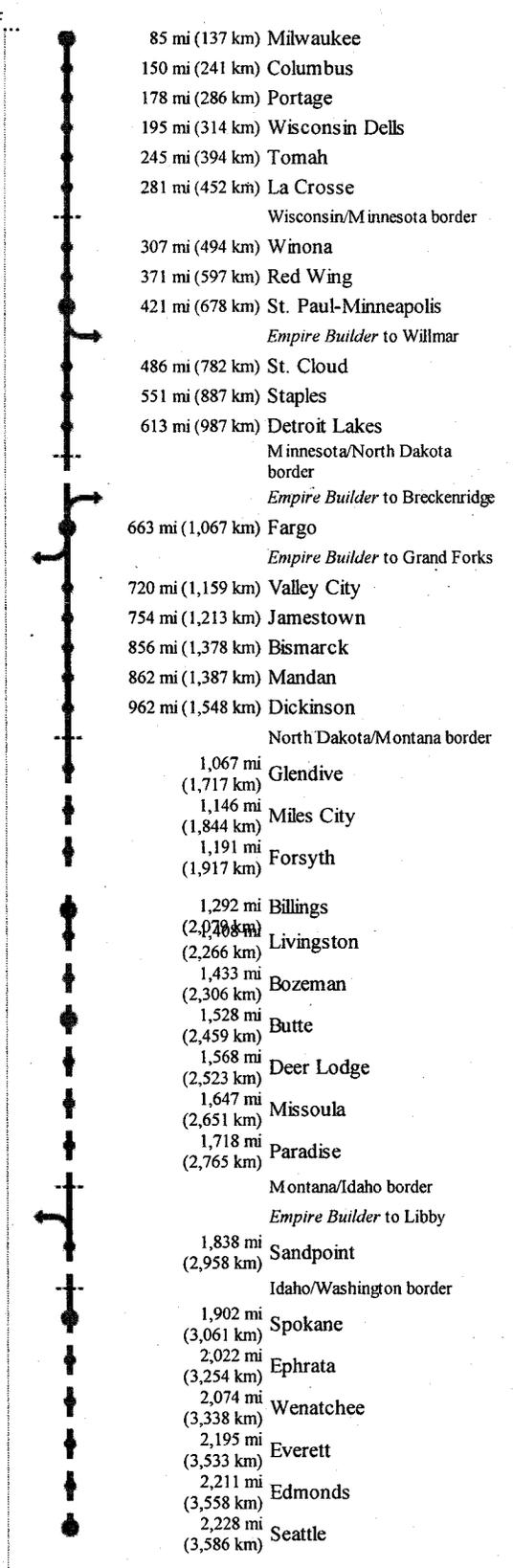
Proposed return

In 2008 a bill was passed that would require Amtrak to study the area and consider returning service to the area, prompting some to believe that there is a great chance of service restoration.^[29] Amtrak published a feasibility study in October 2009, which proposed restoring the *North Coast Hiawatha* to its 1979 route where possible with a daily schedule. Amtrak projected a yearly ridership of 359,800, some of whom would be drawn from the *Empire Builder*. Amtrak estimated that \$1 billion in funds would be necessary to relaunch the *North Coast Hiawatha*, including over \$300 million for new locomotives and rolling stock. It would take four to five years to reintroduce the service if a decision is made to move forward.^[30]

Equipment

The *North Coast Hiawatha* saw a variety of motive power and rolling stock during its eight years, as Amtrak disposed of its inherited equipment as best it could and gradually replaced it with its own stock. In the early 1970s a *North Coast Hiawatha* might feature as many as four dome cars pulled by ex-Milwaukee Road EMD E9s. The 1970 Burlington/Great Northern merger notwithstanding, cars carried both the "Big Sky Blue" livery characteristic of late Great Northern passenger trains and the "Cascade Green" of the Burlington Northern Railroad.^{[31][32]}

The *North Coast Hiawatha* was one of many routes to receive the new EMD SDP40F, which worked the route between 1974–1977, although older EMD



“ It would be cheaper to buy every Chicago-Seattle rail passenger a free \$170 plane ticket and two drinks than it is to operate the Hiawatha. ”

Brock Adams^[20]

E8 and EMD E9s continued to be used.^[33] A series of derailments involving the SDP40F prompted their replacement, and by late 1977 Amtrak had introduced the EMD F40PH on the *North Coast Hiawatha*. These sometimes ran with an E9 "B" unit as well.^[34] Early 1977 Chicago-Minneapolis consists included new Amfleet coaches while the Seattle through trains continued to run with domes.^{[35][36]}

See also

- *Hiawatha (passenger train)*
- *Hiawatha (Amtrak)*

Notes

- [^] Solomon (2004), 97.
- [^] ^{*a b c d e*} Amtrak (October 16, 2009). "North Coast Hiawatha: Passenger Rail Study" (http://www.amtrak.com/servlet/BlobServlet?blobcol=urldata&blobtable=MungoBlobs&blobkey=id&blobwhere=1249200498076&blobheader=application%2Fpdf&blobheadername1=Content-disposition&blobheadervalue1=attachment;filename=Amtrak_NorthCoastHiawathaServiceStudy.pdf) . http://www.amtrak.com/servlet/BlobServlet?blobcol=urldata&blobtable=MungoBlobs&blobkey=id&blobwhere=1249200498076&blobheader=application%2Fpdf&blobheadername1=Content-disposition&blobheadervalue1=attachment;filename=Amtrak_NorthCoastHiawathaServiceStudy.pdf. Retrieved 2009-12-18.
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External links

- 1976 timetable (<http://www.rrpicturearchives.net/showPicture.aspx?id=43365>)
- Amtrak: *North Coast Hiawatha* Study Plan (http://www.amtrak.com/servlet/BlobServer?blobcol=urldata&blobtable=MungoBlobs&blobkey=id&blobwhere=1249200498076&blobheader=application%2Fpdf&blobheadername1=Content-disposition&blobheadervalue1=attachment;filename=Amtrak_NorthCoastHiawathaServiceStudy.pdf)

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