



United States Region

Michael A. Matteucci

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April 7, 2021

Jim Blair
Senior Director, Host Railroads
National Railroad Passenger Corporation
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Philadelphia, PA 19104

Dear Jim:

This letter responds to your December 18, 2020 letter to Scott Kuxmann proposing to certify various Amtrak schedules in accordance with the *Metrics and Minimum Standards for Intercity Passenger Rail Service* final rule published by FRA on November 16, 2020. It also follows up on a related exchange of letters between our CEO's regarding proposed schedule changes (Attachment 1).

As you know, the final FRA rule makes Customer on-time performance ("OTP") the sole metric for measuring Amtrak OTP. The final rule instructs and Administrator Batory has urged Amtrak and its host railroads to align schedules, as necessary, with that metric, which is consistent with the work our railroads have jointly undertaken on long-term schedules during the past 10 months. If we agree that a schedule is aligned with the Customer OTP metric, we are to certify the schedule. If we cannot agree, we have the option either of leaving the schedule uncertified or initiating a non-binding dispute resolution process.

Your letter proposes to certify the schedules of 23 of the 26 daily Amtrak trains that operate over CN's lines in the United States during normal operations. Although we do not agree with your methodology for identifying schedules ready for certification, we do agree on certification for most of the schedules for the Amtrak trains we host. Assuming there are no changes to the arrival or start times at the beginning of CN's portion of the route, CN believes the schedules for the trains on its portion of the *Wolverine*, *Blue Water*, *Lincoln*, *Texas Eagle*, and *Sunset Limited* services are ready to be certified. We can therefore certify the schedules for 5 of the 7 services and 20 of the 26 daily trains that operate over CN's lines in the United States during normal operations.

What remains are the two trains on the *City of New Orleans* service and the four trains on the *Illini/Saluki* service. We believe a key reason for our difference in view is your use of high Customer OTP in FY 2020 as an independent basis for proposed certification. As discussed below, due to Amtrak's significant reductions in operations during the present

pandemic, Amtrak's temporarily improved performance is not an adequate or appropriate basis to establish long-term schedules. It is also evident that your list is over-inclusive as it includes schedules for two trains on the *Illini/Saluki* service that have been the subject of continuing discussions between our railroads and for which Amtrak itself has acknowledged require at least 10 minutes added to the schedule (see Flynn Letter to Ruest, Oct. 16, 2020, Attachment 1).

For CN's 930-mile *City of New Orleans* service, after a reallocation of recovery time, we believe only a small amount of additional run time (1-3%) is needed. I have attached a proposal (see Attachment 2) that shows the necessary changes that would allow us to also certify the schedule for these two trains.

This leaves only the schedules for the 4 trains on the *Illini/Saluki* service. Since June 2020, our executives have met multiple times and exchanged and discussed different schedule proposals for that service. They have appropriately focused their efforts on establishing long-term, standard schedules intended to work well into the future, when the pandemic is over, and Amtrak's operations have returned to normal (including operating 4 trains and without the speed restriction CN has imposed for the safe operation of Amtrak's single level equipment over grade crossings).

Most recently Amtrak proposed adopting temporary schedules for the *Illini/Saluki* service based only on a reallocation of existing schedule time, with longer standard schedules that would automatically take effect at a later date based on an objective measure. See Flynn Letter (Attachment 1). Given the extreme temporary changes to Amtrak operations caused by the pandemic, we are willing to use that proposed framework in an effort to resolve our differences. In addition, provided that Amtrak agrees to adopt CN's proposed standard schedules (see Attachment 3) based on one of the objective criterion proposed below, we are willing to accept the temporary schedules that Amtrak proposed during the June 9 meeting (see Attachment 4). As noted above, Amtrak proposed adding 10 minutes to the long-term standard schedule for these trains (Flynn Letter, Attachment 1). However, as I will explain, additional run time is required for these trains to reliably achieve the 80% Customer OTP standard once operations return to normal.

The FRA and Administrator Batory emphasized schedule adjustments must be focused on meeting the Customer OTP standard for the long-term under normal (non-pandemic) operating conditions. The longer-term standard schedules cannot be based on present temporary conditions. Over the past year, the COVID pandemic has transformed passenger and freight operations. Amtrak suffered a 95% reduction in ridership at the height of the pandemic, causing it to slash the number of trains it operates. On CN lines, Amtrak has reduced the number of trains by half: from 24 daily trains pre-pandemic to just 10 daily trains and 4 trains that operate every-other-day. With fewer riders, there are fewer station delays, and without opposing passenger train meets, passenger train interference has disappeared, and now that the Superliner equipment is the standard consist for this service (see Flynn Letter, Attachment 1), delays due to the short shunt speed restriction have also been eliminated.

As result of these changes, performance has temporarily improved on the *Illini/Saluki* service. But temporary improved performance due to these pandemic conditions does not provide a basis for establishing a standard schedule. A standard schedule must remain achievable when ridership and train volumes return to normal. That is the task that the FRA's final rule and Administrator Batory set for us, and that is the task our railroads have undertaken.

Accordingly, in order to develop our proposed standard schedules for the *Illini/Saluki* service, CN used data for arrivals, departures, and delays from the most recent past period of normal operations (2018-2019), and we then tested our schedule proposal against operations during that period. Starting with the schedules proposed by Amtrak on June 9, which shifted some existing recovery time to PRT, we added recovery time until the schedule could reliably achieve 80% Customer OTP during this period of normal operations. The resulting schedules would add 15, 26, 26, and 40 minutes to the current run times for the four trains in this service, which is, on average, only a modest 8% increase in average run time. This increase is even more modest when the 10 minutes of added run time proposed by Amtrak is taken into account – CN’s proposed schedules would be only 5, 16, 16, and 30 minutes longer, an average increase of only 5%. See Attachment 3.

CN’s proposal, consistent with most other Amtrak services, provides for different schedules and schedule adjustments for individual trains because different trains encounter different levels and types of delay. For example, train 392, for which we have proposed an additional 40 minutes, tends to experience the highest levels of both passenger train interference and delays caused by Amtrak crews, passengers, and equipment.

With this small overall increase in schedule time, we anticipate large gains in Customer OTP. Our estimate is that Customer OTP would increase by approximately 55 percentage points, from 27% during the 2018-2019 period under the existing schedules to over 80% once the new schedules are implemented.

Importantly, the need for additional time in the schedule is not driven by delays caused by CN’s freight trains. CN analyzed Amtrak’s delay reports for the period 2018-2019 and found that delays caused by CN’s freight trains averaged only 11.4 minutes per trip during the 2018-2019 period. Even if CN could somehow eliminate *all* such delays, which would require eliminating freight trains and ceasing to provide key services to our shippers, there would still be far too little time in the schedule to reliably meet the Customer OTP standard, given other delays. In any event, eliminating all delays due to freight operations is unrealistic and infeasible. CN works hard to minimize freight train interference, but on a busy single-line, with shared freight and passenger operations, real world events are bound to result in some FTI delays. These events include such things as badly out of slot Amtrak trains, severe weather, mechanical malfunctions of freight or passenger trains, and network congestion. Indeed, Amtrak experiences FTI delays even when it dispatches and controls its own lines, such as in the Northeast Corridor.

In contrast to the relatively low levels of delay caused by CN’s freight trains, CN’s analysis showed that delays due to non-CN causes (including on the non-CN portion of the route) averaged 19.8 minutes per trip, which is 74% higher than the average delay caused by CN’s freight trains, and 42% of total delays, excluding delays attributable to the short shunt speed restriction. Delays due to interference from Amtrak’s other trains, which are inevitable where trains are scheduled to meet on single track territory, averaged a further 7.1 minutes per trip, equal to 15% of total delays.

Taken together, total delays that cannot reasonably be attributed to CN average 26.9 minutes per trip. These delays consume between 67% and 75% of the 36 to 40 total minutes of recovery (including miscellaneous) time in the current schedules. During normal operating conditions, it is impossible to meet an 80% Customer OTP standard when such a high percentage of recovery time is consumed by delays, such as these, that are beyond CN’s reasonable control.

As further evidence that our proposed standard schedules are reasonable, as we've noted previously, CN's proposed schedules for the *Illini/Saluki* service would remain shorter than almost every other Amtrak schedule of comparable length. The average run time for CN's proposed schedules are each 357 minutes, covering a 309 mile route. As shown in the table in Attachment 5, among the 14 Amtrak routes that are between 200 and 400 miles long, CN's proposed schedules would have the third smallest ratio of schedule time to distance. (The current schedule for the *Illini/Saluki* is second overall in this metric.) This strongly suggests that the total run times for the proposed schedules are not excessive, and that their transit times should be as attractive to Amtrak's passengers as other Amtrak services. The *Wolverine* service attracts customers with a 364 minute schedule over its 304 mile route between Chicago and Pontiac, and the *Cascades* service attracts customers with a 383 minute schedule over a 311 mile route between Seattle and Eugene. By comparison, the *Illini/Saluki* service would have a shorter schedule over its 309 mile route.

We believe our proposed standard schedules will benefit both Amtrak and its riders. Amtrak's Customer OTP would dramatically improve, and Amtrak's passengers will benefit from more realistic and reliable performance. The added time in the schedules would not lengthen trip times actually experienced by riders. It would simply align the schedule with Amtrak's actual operating times as experienced over many years. More generally, we believe riders will find the benefits of accurate and reliable schedules and enhanced OTP performance of the trains to greatly outweigh the modest lengthening of the schedule.

As noted above, provided that Amtrak is willing to accept CN's proposed longer-term standard schedules based on one of the objective criterion proposed below, CN would be willing to accept Amtrak's proposed temporary schedules. The additional run time necessary during normal operations is not required today, when Amtrak's operations remain severely impacted by the COVID pandemic. CN proposes that the standard schedules automatically replace the temporary schedules proposed by Amtrak if and when Amtrak resumes operating 4 trains in the *Illini/Saluki* service. Alternatively, if Amtrak prefers, CN is willing to use actual Customer OTP as the sole basis for transitioning to standard schedules. Under that option, the transition to a standard schedule for a train in the *Illini/Saluki* service would only occur if on or after January 1, 2022, Customer OTP for that train falls below 85% for any calendar quarter.

Each of these proposed criterion is clear, objective, and easy to implement. Whichever Amtrak chooses, it will ensure that the standard schedule will not be implemented before it is necessary, and if the criterion chosen is not met, the "temporary" schedules would remain in place.

Our proposal to adopt both these permanent and temporary schedules is also predicated and conditioned on the absence of any delays due to the application of a short shunt slow order. As you know, Amtrak's recent use of the Superliner equipment has significantly increased the recent OTP on this service. In order that we may agree to schedules with no added time to compensate for such a slow order, Amtrak would need to agree to continue running the Superliner equipment it is currently running, at least until we have a functioning shunt enhancer or other solution to resolve the short shunt safety issue. We were encouraged in this regard by Mr. Flynn's statement that Amtrak's Superliner equipment is now "the standard consist for this service."

We hope you will review our compromise proposal with an open mind, as we believe the proposed schedules will serve the interests of all stakeholders. It reflects a sincere effort and desire by CN to resolve our long-standing schedule issues with Amtrak on this lone service, and

to incorporate and improve upon Amtrak's own proposal for temporary and permanent schedules.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Michael Matteucci', with a stylized, cursive script.

Michael Matteucci

Attachments

Attachment 1



www.cn.ca

J.J. Ruest
President and
Chief Executive Officer

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October 16, 2020

Mr. William J. Flynn
President and Chief Executive Officer
National Railroad Passenger Corporation
1 Massachusetts Avenue, NW
Washington, D.C. 20001

Dear Mr. Flynn:

Thank you very much for your letter of September 24, 2020, regarding Amtrak's plan for a future return to regular service. I hope this letter finds you and your family healthy. These are indeed challenging times and I appreciate your steadfast and bold leadership to keep employees and passengers safe during the pandemic. Safety is a core value at CN and it drives every decision we make.

CN is proud to host Amtrak long distance services, such as the *City of New Orleans*, and state-supported services, such as the *Blue Water*, *Wolverine*, and *Illini/Saluki*. When Amtrak plans in the future to transition from its reduced service to regular service, CN will work with Amtrak to reinstate regular service. I have asked Derek Taylor, our Vice President of the Eastern Region, to be available to your team if operations questions or concerns arise.

Thank you for offering your assistance on issues that may require your attention. In fact, there is such an issue. I would very much appreciate your help in addressing important schedule changes required for Amtrak's state-supported *Illini/Saluki* service.

As you know, CN was eager to work with Amtrak to develop revised schedules in anticipation of the Federal Railroad Administration's pending rulemaking to establish a new metric for measuring the on-time performance of Amtrak's trains. Further, we were pleased that as part of those discussions, CN and Amtrak have reached agreement on new schedules for the *Blue Water* and *Wolverine* services. Unfortunately, we have not been as successful in addressing necessary schedule changes for Amtrak's *Illini/Saluki* service.

Despite CN's strong performance as host, Amtrak passengers on the *Illini/Saluki* service often arrive late to their destination stations because its published schedules are outdated and unrealistic. Amtrak schedules for this service do not account for all delays, including delays outside of CN's control such as delays caused by Amtrak and third-parties. Changing Amtrak's schedules is necessary to make them realistically achievable. Additional schedule time is required for the *Illini/Saluki* service given operational realities, including delays attributable to Amtrak such as two Amtrak trains meeting one another, and infrastructure limitations of CN's mostly-single track network. It is important to understand that the majority of delays on this service are attributed to Amtrak's own crews, trains, passengers, and third parties for this service, and not interference due to CN's freight trains, which accounts for just 17% of delay.

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Mr. William J. Flynn
October 16, 2020
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For this service, a modest lengthening of the *Illini/Saluki* schedule is required and could significantly improve Amtrak on-time performance, without the need for Amtrak funding of additional network capacity.

CN has proposed a modest lengthening in total run time (an average of 27 minutes added per train) that should dramatically increase on-time performance under FRA's proposed metric at the stations used by the great majority of Amtrak's passengers. Unfortunately, to date, Amtrak has not accepted that proposal. I ask that you reach out to your team and encourage them to reconsider CN's proposed schedule adjustments so that *Illini/Saluki* trains can reliably achieve high on time performance.

CN is dedicated to providing Amtrak's trains with the highest priority of all trains that operate on CN's network in the United States. As you know, CN regularly delays its freight trains carrying cargo for the nation's economy in order to minimize delays to Amtrak passengers. In 2019, CN's dispatchers delayed CN's freight trains for Amtrak passenger trains an average of more than 35 times per day. As a result, direct delays to CN trains due to Amtrak in 2019 totaled approximately 19.9 hours of delay per day, which is over 8 times more delay than the delays reported by Amtrak due to CN's trains.

Thank you again for your letter. We look forward to working together toward a successful future.

Sincerely,

A handwritten signature in black ink, appearing to read "JJ Ruest", with a stylized flourish extending from the end.

Jean-Jacques Ruest
President and Chief Executive Officer

NATIONAL RAILROAD PASSENGER CORPORATION

1 Massachusetts Avenue, NW, Washington, DC 20001
Tel 202.906.3963 Fax 202.906.2850

William J. Flynn
President and Chief Executive Officer



November 3, 2020

Mr. Jean-Jacques Ruest
President and Chief Executive Officer
Canadian National Railway Company
Rue de la Gauchetière Ouest
Montreal, Quebec H3B 2M9 Canada

Re: Illini/Saluki Schedule Proposals

Dear J.J.:

Thank you for your letter of October 16 and for your commitment to Amtrak service. We appreciate your support and wish you, your family, and the entire CN team well through this continuing health crisis.

During our conversation in April, we agreed that the safe operation of the *Illini/Saluki* is of the utmost importance to both Amtrak and CN. We appreciate the continued cooperation of our companies, together with the Illinois Department of Transportation, Federal Railroad Administration, and others, to identify and evaluate potential solutions to mitigate the risk of loss of shunt incidents, including the establishment of a new test track to analyze the viability of electrical and mechanical shunt enhancement devices. I know our teams remain in close communication and focused on expeditiously progressing these efforts. CN also previously suggested that Amtrak operate double-level Superliner equipment on the *Illini/Saluki*. In October, Superliner equipment became the standard consist for the service.

Regarding the *Illini/Saluki* schedule, it is important to recognize that the *majority of customers are arriving at their destination on time today*. Even while still operating with single-level trains which are subject to the speed restrictions, customer on-time performance (OTP) reached 80 percent in August. Nevertheless, we made the following proposal as a compromise: (1) redistribute recovery time now to better align the schedules with the proposed customer OTP metric, which we expect would immediately increase customer OTP to 90 percent or more, and (2) lengthen the schedule by ten minutes in the future based on an objective metric agreed upon in advance.

Redistributing some of the 36 to 40 minutes of recovery time in each schedule, especially when combined with the 12 minutes saved by the use of Superliner equipment, would result in an immediate and measurable improvement in customer OTP. The addition of ten minutes to the schedule in the future, based on an objective metric that Amtrak's representatives invited CN to propose earlier this summer, should ensure these improvements can be sustained when circumstances change.

Mr. Jean-Jacques Ruest

November 3, 2020

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CN's suggestion to add as much as 52 minutes to the schedule would not only substantially increase the costs borne by the State of Illinois and likely decimate customer demand, but also create inefficiencies for CN's own operation as Amtrak trains arrive early at stations and wait to depart on schedule.

Therefore, we ask you to reconsider our compromise proposal, which we believe is supported by the data and addresses both CN's and Amtrak's concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Flynn", with a long, sweeping underline.

William J. Flynn

President & Chief Executive Officer

cc: Stephen Gardner
Dennis Newman
Scot Naparstek

Attachment 2

Current Schedule Skeleton - City of New Orleans/Train 58

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0	T,E,FA,I,W,G							New Orleans, LA CT
CNIC	3.7		10				1:55 PM	1:55 PM	XSU - Southport Jct
CNIC	53.3		47			3	2:42 PM	2:45 PM	Hammond, LA
CNIC	105.4		45			2	3:30 PM	3:32 PM	F McComb, MS
CNIC	129.2		22			2	3:54 PM	3:56 PM	F Brookhaven, MS
CNIC	149.8		19			2	4:15 PM	4:17 PM	F Hazlehurst, MS
CNIC	183.3	e	42	18	11	16	5:28 PM	5:44 PM	Jackson, MS
CNIC	227.7		54	2		2	6:40 PM	6:42 PM	F Yazoo City, MS
CNIC	280.2	t	48	2		5	7:32 PM	7:37 PM	Greenwood, MS
CNIC	336.5		52			2	8:29 PM	8:31 PM	F Marks, MS
CNIC	405.4	E,e	76	28	5	20	10:20 PM	10:40 PM	Memphis, TN
CNIC	491.6		98	2		2	12:20 AM	12:22 AM	F Newbern-Dyersburg, TN
CNIC	527.4		37	3		2	1:02 AM	1:04 AM	F Fulton, KY
CNIC	624.9	T,E	104	23		5	3:11 AM	3:16 AM	Carbondale, IL
CNIC	680.6		52			2	4:08 AM	4:10 AM	F Centralia, IL
CNIC	733.8		45	1		1	4:56 AM	4:57 AM	F Effingham, IL
CNIC	760.6		23	1		2	5:21 AM	5:23 AM	F Mattoon, IL (Charleston)
CNIC	805.2		37	5		5	6:05 AM	6:10 AM	Champaign-Urbana, IL
CNIC	877.1		59	2		2	7:11 AM	7:13 AM	F Kankakee, IL
CNIC	909.5		27	1		3	7:41 AM	7:44 AM	Homewood, IL
AMT	931.6		30	39	15		9:08 AM	9:08 AM	XCS - Clark St.
CT	932.3		16				9:24 AM	9:24 AM	X9R - Roosevelt Rd.
AMT	933.8	t,e	7		-16		9:15 AM		Chicago, IL CT
				Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
				NOL-XSU	10	0	0	10	
				XSU-MEM	405	50	16	54	525
				MEM-XCS	512	77	15	24	628
				XCS-CHI	23	0	-16	0	7
				XSU-XCS	917	127	31	78	1153
				NOL-CHI	950	127	15	78	1170

Proposed Schedule Skeleton - City of New Orleans/Train 58

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0	T,E,FA,I,W,G							New Orleans, LA CT
CNIC	3.7		11				1:56 PM	1:56 PM	XSU - Southport Jct
CNIC	53.3		51	5	5	3	2:57 PM	3:00 PM	Hammond, LA
CNIC	105.4		45		2	2	3:47 PM	3:49 PM	F McComb, MS
CNIC	129.2		21	5		2	4:15 PM	4:17 PM	F Brookhaven, MS
CNIC	149.8		18	3	2	2	4:40 PM	4:42 PM	F Hazlehurst, MS
CNIC	183.3	e	33	5	10	16	5:30 PM	5:46 PM	Jackson, MS
CNIC	227.7		52	2		2	6:40 PM	6:42 PM	F Yazoo City, MS
CNIC	280.2	t	49	2	2	5	7:35 PM	7:40 PM	Greenwood, MS
CNIC	336.5		53			2	8:33 PM	8:35 PM	F Marks, MS
CNIC	405.4	E,e	79	30	2	20	10:26 PM	10:46 PM	Memphis, TN
CNIC	491.6		107	2		2	12:35 AM	12:37 AM	F Newbern-Dyersburg, TN
CNIC	527.4		34	8	2	2	1:21 AM	1:23 AM	F Fulton, KY
CNIC	624.9	T,E	109	18		5	3:30 AM	3:35 AM	Carbondale, IL
CNIC	680.6		52		2	2	4:29 AM	4:31 AM	F Centralia, IL
CNIC	733.8		49	5		1	5:25 AM	5:26 AM	F Effingham, IL
CNIC	760.6		25	5	2	2	5:58 AM	6:00 AM	F Mattoon, IL (Charleston)
CNIC	805.2		41	5		5	6:46 AM	6:51 AM	Champaign-Urbana, IL
CNIC	877.1		62	5	2	2	8:00 AM	8:02 AM	F Kankakee, IL
CNIC	909.5		29	10		3	8:41 AM	8:44 AM	Homewood, IL
AMT	931.6		30	17			9:31 AM	9:31 AM	XCS - Clark St.
CT	932.3		28				9:59 AM	9:59 AM	X9R - Roosevelt Rd.
AMT	933.8	t,e	2		-16		9:45 AM		Chicago, IL CT
				Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
				NOL-XSU	11	0	0	11	
				XSU-MEM	401	52	23	54	530
				MEM-XCS	538	75	8	24	645
				XCS-CHI	30	0	-16	0	14
				XSU-XCS	939	127	31	78	1175
				NOL-CHI	980	127	15	78	1200

Difference

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
						0 New Orleans, LA CT
1	0	0	0		1	1 XSU - Southport Jct
4	5	5	0	15	15	Hammond, LA
0	0	2	0	17	17	F McComb, MS
-1	5	0	0	21	21	F Brookhaven, MS
-1	3	2	0	25	25	F Hazlehurst, MS
-9	-13	-1	0	2	2	Jackson, MS
-2	0	0	0	0	0	F Yazoo City, MS
1	0	2	0	3	3	Greenwood, MS
1	0	0	0	4	4	F Marks, MS
3	2	-3	0	6	6	Memphis, TN
9	0	0	0	15	15	F Newbern-Dyersburg, TN
-3	5	2	0	19	19	F Fulton, KY
5	-5	0	0	19	19	Carbondale, IL
0	0	2	0	21	21	F Centralia, IL
4	4	0	0	29	29	F Effingham, IL
2	4	2	0	37	37	F Mattoon, IL (Charleston)
4	0	0	0	41	41	Champaign-Urbana, IL
3	3	2	0	49	49	F Kankakee, IL
2	9	0	0	60	60	Homewood, IL
0	-22	-15	0	23	23	XCS - Clark St.
12	0	0	0	35	35	X9R - Roosevelt Rd.
-5	0	0	0	30	30	Chicago, IL CT
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	Percent Change	
NOL-XSU	1	0	0	1	10.0%	
XSU-MEM	-4	2	7	5	1.0%	
MEM-XCS	26	-2	0	17	2.7%	
XCS-CHI	7	0	0	7	100.0%	
XSU-XCS	22	0	0	22	1.9%	
NOL-CHI	30	0	0	30	2.6%	

Current Schedule Skeleton - City of New Orleans/Train 59

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0	Le,FA,I,W,G,M						8:05 PM	Chicago, IL
CT	0.7		2				8:07 PM	8:07 PM	X9R-Roosevelt Rd.
CNIC	2.2		15				8:22 PM	8:22 PM	XCS - Clark St
CNIC	24.3		28	1		3	8:51 PM	8:54 PM	Homewood, IL
CNIC	56.7		27			2	9:21 PM	9:23 PM	F Kankakee, IL
CNIC	128.6		63	3		5	10:29 PM	10:34 PM	Champaign-Urbana, IL
CNIC	173.2		37			2	11:11 PM	11:13 PM	F Mattoon, IL
CNIC	200.0		23			1	11:36 PM	11:37 PM	F Effingham, IL
CNIC	253.2		44	2		2	12:23 AM	12:25 AM	F Centralia, IL
CNIC	308.9	T,E	51	5		5	1:21 AM	1:26 AM	Carbondale, IL
CNIC	406.4	E,e,M	102	4		2	3:12 AM	3:14 AM	F Fulton, KY
CNIC	442.2		38	2		2	3:54 AM	3:56 AM	F Newbern-Dyersburg, TN
CNIC	528.4	t	95	56		13	6:27 AM	6:40 AM	Memphis, TN
CNIC	597.3		74		5	2	7:59 AM	8:01 AM	F Marks, MS
CNIC	653.6		51	3		5	8:55 AM	9:00 AM	Greenwood, MS
CNIC	706.1		47	2		2	9:49 AM	9:51 AM	F Yazoo City, MS
CNIC	750.5	e	53	18	9	9	11:11 AM	11:20 AM	Jackson, MS
CNIC	784.0		32	1		2	11:53 AM	11:55 AM	F Hazlehurst, MS
CNIC	804.6		18	1		2	12:14 PM	12:16 PM	F Brookhaven, MS
CNIC	828.4		20	2		2	12:38 PM	12:40 PM	F McComb, MS
CNIC	880.5		42	3		3	1:25 PM	1:28 PM	Hammond, LA
CNIC	930.1		50	48	22		3:28 PM	3:28 PM	XSU - Southport Jct
AMT	933.8		26		-7		3:47 PM		New Orleans, LA
				Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
CHI-XCS				17	0	0	0	17	
XCS-MEM				508	73	0	37	618	
MEM-XSU				387	78	36	27	528	
XSU-NOL				26	0	-7	0	19	
XCS-XSU				895	151	36	64	1146	
NOL-CHI				938	151	29	64	1182	

Proposed Schedule Skeleton - City of New Orleans/Train 59

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0	Le,FA,I,W,G,M						8:05 PM	Chicago, IL
CT	0.7		2				8:07 PM	8:07 PM	X9R-Roosevelt Rd.
CNIC	2.2		12				8:19 PM	8:19 PM	XCS - Clark St
CNIC	24.3		30	5		3	8:54 PM	8:57 PM	Homewood, IL
CNIC	56.7		29	2		2	9:28 PM	9:30 PM	F Kankakee, IL
CNIC	128.6		62	12	3	5	10:47 PM	10:52 PM	Champaign-Urbana, IL
CNIC	173.2		41	2		2	11:35 PM	11:37 PM	F Mattoon, IL
CNIC	200.0		25	5		1	12:07 AM	12:08 AM	F Effingham, IL
CNIC	253.2		50			2	12:58 AM	1:00 AM	F Centralia, IL
CNIC	308.9	T,E	53	6	2	5	2:01 AM	2:06 AM	Carbondale, IL
CNIC	406.4	E,e,M	109	7		2	4:02 AM	4:04 AM	F Fulton, KY
CNIC	442.2		34	10	3	2	4:51 AM	4:53 AM	F Newbern-Dyersburg, TN
CNIC	528.4	t	107	16		13	6:56 AM	7:09 AM	Memphis, TN
CNIC	597.3		79	5	5	2	8:38 AM	8:40 AM	F Marks, MS
CNIC	653.6		54	10	6	5	9:50 AM	9:55 AM	Greenwood, MS
CNIC	706.1		50	5		2	10:50 AM	10:52 AM	F Yazoo City, MS
CNIC	750.5	e	53	15	5	9	12:05 PM	12:14 PM	Jackson, MS
CNIC	784.0		33	1		2	12:48 PM	12:50 PM	F Hazlehurst, MS
CNIC	804.6		19	1	5	2	1:15 PM	1:17 PM	F Brookhaven, MS
CNIC	828.4		22	2		2	1:41 PM	1:43 PM	F McComb, MS
CNIC	880.5		45	7		3	2:35 PM	2:38 PM	Hammond, LA
CNIC	930.1		51	40	7		4:16 PM	4:16 PM	XSU - Southport Jct
AMT	933.8		18		-7		4:27 PM		New Orleans, LA
				Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
CHI-XCS				14	0	0	0	14	
XCS-MEM				540	65	8	37	650	
MEM-XSU				406	86	28	27	547	
XSU-NOL				18	0	-7	0	11	
XCS-XSU				946	151	36	64	1197	
NOL-CHI				978	151	29	64	1222	

Difference

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
						0 Chicago, IL
	0	0	0	0	0	0 X9R-Roosevelt Rd.
	-3	0	0	-3	-3	-3 XCS - Clark St
	2	4	0	0	3	3 Homewood, IL
	2	2	0	0	7	7 F Kankakee, IL
	-1	9	3	0	18	18 Champaign-Urbana, IL
	4	2	0	0	24	24 F Mattoon, IL
	2	5	0	0	31	31 F Effingham, IL
	6	-2	0	0	35	35 F Centralia, IL
	2	1	2	0	40	40 Carbondale, IL
	7	3	0	0	50	50 F Fulton, KY
	-4	8	3	0	57	57 F Newbern-Dyersburg, TN
	12	-40	0	0	29	29 Memphis, TN
	5	5	0	0	39	39 F Marks, MS
	3	7	6	0	55	55 Greenwood, MS
	3	3	0	0	61	61 F Yazoo City, MS
	0	3	-4	0	54	54 Jackson, MS
	1	0	0	0	55	55 F Hazlehurst, MS
	1	0	5	0	61	61 F Brookhaven, MS
	2	0	0	0	63	63 F McComb, MS
	3	4	0	0	70	70 Hammond, LA
	1	-8	-15	0	48	48 XSU - Southport Jct
	-8	0	0	0	40	0 New Orleans, LA
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	Percent Change	
CHI-XCS	-3	0	0	-3	-17.6%	
XCS-MEM	32	-8	8	32	5.2%	
MEM-XSU	19	8	-8	19	3.6%	
XSU-NOL	-8	0	0	-8	-42.1%	
XCS-XSU	51	0	0	51	4.5%	
NOL-CHI	40	0	0	40	3.4%	

Attachment 3

Illini/Saluki Train 390

Proposed Temporary Schedules (based on Amtrak June 2020 Proposal)

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CNIC	0.0						7:30 AM	Carbondale, IL CT
CNIC	20.3	19	0		1	7:49 AM	7:50 AM	Du Quoin, IL
CNIC	55.7	31	0		1	8:21 AM	8:22 AM	Centralia, IL
CNIC	108.9	48	0		1	9:10 AM	9:11 AM	Effingham, IL
CNIC	135.7	26	0		1	9:37 AM	9:38 AM	Mattoon, IL (Charleston)
CNIC		31		0		10:09 AM	10:09 AM	XTI - Tolono
CNIC	180.3	8	3		3	10:20 AM	10:23 AM	Champaign-Urbana, IL
CNIC	194.3	14	2		1	10:39 AM	10:40 AM	Rantoul, IL
CNIC	227.0	28	2		1	11:10 AM	11:11 AM	Gilman, IL
CNIC	252.2	22	7		1	11:40 AM	11:41 AM	Kankakee, IL
CNIC	284.6	28	0		2	12:09 PM	12:11 PM	Homewood, IL
AMT	306.7	27	7			12:45 PM	12:45 PM	XCS - 16th Street
AMT	308.9	15	0	0		1:00 PM		Chicago, IL CT
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			297	21	0	12	330	

Proposed Standard Schedules

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CNIC	0.0						7:30 AM	Carbondale, IL CT
CNIC	20.3	19	0		1	7:49 AM	7:50 AM	Du Quoin, IL
CNIC	55.7	31	0		1	8:21 AM	8:22 AM	Centralia, IL
CNIC	108.9	48	0		1	9:10 AM	9:11 AM	Effingham, IL
CNIC	135.7	26	4		1	9:41 AM	9:42 AM	Mattoon, IL (Charleston)
CNIC		31				10:13 AM	10:13 AM	XTI - Tolono
CNIC	180.3	8	10		3	10:31 AM	10:34 AM	Champaign-Urbana, IL
CNIC	194.3	14	0		1	10:48 AM	10:49 AM	Rantoul, IL
CNIC	227.0	28	0		1	11:17 AM	11:18 AM	Gilman, IL
CNIC	252.2	22	5		1	11:45 AM	11:46 AM	Kankakee, IL
CNIC	284.6	28	6		2	12:20 PM	12:22 PM	Homewood, IL
AMT	306.7	27	22			1:11 PM	1:11 PM	XCS - 16th Street
AMT	308.9	15	0			1:26 PM		Chicago, IL CT
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			297	47	0	12	356	

Difference between temporary and standard schedules

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
					0	Carbondale, IL CT
0	0	0	0	0	0	Du Quoin, IL
0	0	0	0	0	0	Centralia, IL
0	0	0	0	0	0	Effingham, IL
0	4	0	0	4	4	Mattoon, IL (Charleston)
0	0	0	0	4	4	XTI - Tolono
0	7	0	0	11	11	Champaign-Urbana, IL
0	-2	0	0	9	9	Rantoul, IL
0	-2	0	0	7	7	Gilman, IL
0	-2	0	0	5	5	Kankakee, IL
0	6	0	0	11	11	Homewood, IL
0	15	0	0	26	26	XCS - 16th Street
0	0	0	0	26	0	Chicago, IL CT
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
0	26	0	0	26		

Illini/Saluki Train 391

Proposed Temporary Schedules (based on Amtrak June 2020 Proposal)

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0						8:15 AM	Chicago, IL
CNIC	2.2	11				8:26 AM	8:26 AM	XCS - 16th Street
CNIC	24.3	27	0		2	8:53 AM	8:55 AM	Homewood, IL
CNIC	56.7	28	5		1	9:28 AM	9:29 AM	Kankakee, IL
CNIC	81.9	22	3		1	9:54 AM	9:55 AM	Gilman, IL
CNIC	114.6	28	0		1	10:23 AM	10:24 AM	Rantoul, IL
CNIC	128.6	13	15		3	10:52 AM	10:55 AM	Champaign-Urbana, IL
CNIC		10		0		11:05 AM	11:05 AM	XTI - Tolono
CNIC	173.2	29	0		1	11:34 AM	11:35 AM	Mattoon, IL
CNIC	200.0	26	0		1	12:01 PM	12:02 PM	Effingham, IL
CNIC	253.2	48	0		1	12:50 PM	12:51 PM	Centralia, IL
CNIC	288.6	32	0		1	1:23 PM	1:24 PM	Du Quoin, IL
CNIC	308.9	18	3	0		1:45 PM		Carbondale, IL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			292	26	0	12	330	

Proposed Standard Schedules

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0						8:15 AM	Chicago, IL
CNIC	2.2	15				8:30 AM	8:30 AM	XCS - 16th Street
CNIC	24.3	27	0		2	8:57 AM	8:59 AM	Homewood, IL
CNIC	56.7	28	5		1	9:32 AM	9:33 AM	Kankakee, IL
CNIC	81.9	22	0		1	9:55 AM	9:56 AM	Gilman, IL
CNIC	114.6	28	2		1	10:26 AM	10:27 AM	Rantoul, IL
CNIC	128.6	14	20		3	11:01 AM	11:04 AM	Champaign-Urbana, IL
CNIC		8				11:12 AM	11:12 AM	XTI - Tolono
CNIC	173.2	31	8		1	11:51 AM	11:52 AM	Mattoon, IL
CNIC	200.0	26	5		1	12:23 PM	12:24 PM	Effingham, IL
CNIC	253.2	48	0		1	1:12 PM	1:13 PM	Centralia, IL
CNIC	288.6	31	0		1	1:44 PM	1:45 PM	Du Quoin, IL
CNIC	308.9	19	7			2:11 PM		Carbondale, IL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			297	47	0	12	356	

Difference between temporary and standard schedules

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
					0	Chicago, IL
4	0	0	0	4	4	XCS - 16th Street
0	0	0	0	4	4	Homewood, IL
0	0	0	0	4	4	Kankakee, IL
0	-3	0	0	1	1	Gilman, IL
0	2	0	0	3	3	Rantoul, IL
1	5	0	0	9	9	Champaign-Urbana, IL
-2	0	0	0	7	7	XTI - Tolono
2	8	0	0	17	17	Mattoon, IL
0	5	0	0	22	22	Effingham, IL
0	0	0	0	22	22	Centralia, IL
-1	0	0	0	21	21	Du Quoin, IL
1	4	0	0	26	0	Carbondale, IL
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
5	21	0	0	26		

Illini/Saluki Train 392

Proposed Temporary Schedules (based on Amtrak June 2020 Proposal)

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CNIC	0.0						4:15 PM	Carbondale,IL CT
CNIC	20.3	19	0		1	4:34 PM	4:35 PM	Du Quoin, IL
CNIC	55.7	31	0		1	5:06 PM	5:07 PM	Centralia, IL
CNIC	108.9	48	0		1	5:55 PM	5:56 PM	Effingham, IL
CNIC	135.7	26	0		1	6:22 PM	6:23 PM	Mattoon, IL (Charleston)
CNIC		31		0		6:54 PM	6:54 PM	XTI - Tolono
CNIC	180.3	8	6		3	7:08 PM	7:11 PM	Champaign-Urbana, IL
CNIC	194.3	14	0		1	7:25 PM	7:26 PM	Rantoul, IL
CNIC	227.0	28	0		1	7:54 PM	7:55 PM	Gilman, IL
CNIC	252.2	22	0		1	8:17 PM	8:18 PM	Kankakee, IL
CNIC	284.6	28	15		2	9:01 PM	9:03 PM	Homewood, IL
AMT	306.7	27	0			9:30 PM	9:30 PM	XCS - 16th Street
AMT	308.9	15	0	0		9:45 PM		Chicago, IL CT
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			297	21	0	12	330	

Proposed Standard Schedules

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CNIC	0.0						4:15 PM	Carbondale,IL CT
CNIC	20.3	19	0		1	4:34 PM	4:35 PM	Du Quoin, IL
CNIC	55.7	31	4		1	5:10 PM	5:11 PM	Centralia, IL
CNIC	108.9	48	0		1	5:59 PM	6:00 PM	Effingham, IL
CNIC	135.7	26	0		1	6:26 PM	6:27 PM	Mattoon, IL (Charleston)
CNIC		31				6:58 PM	6:58 PM	XTI - Tolono
CNIC	180.3	8	10		3	7:16 PM	7:19 PM	Champaign-Urbana, IL
CNIC	194.3	14	0		1	7:33 PM	7:34 PM	Rantoul, IL
CNIC	227.0	28	10		1	8:12 PM	8:13 PM	Gilman, IL
CNIC	252.2	22	0		1	8:35 PM	8:36 PM	Kankakee, IL
CNIC	284.6	28	10		2	9:14 PM	9:16 PM	Homewood, IL
AMT	306.7	27	27			10:10 PM	10:10 PM	XCS - 16th Street
AMT	308.9	15	0			10:25 PM		Chicago, IL CT
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			297	61	0	12	370	

Difference between temporary and standard schedules

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
					0	Carbondale,IL CT
0	0	0	0	0	0	Du Quoin, IL
0	4	0	0	4	4	Centralia, IL
0	0	0	0	4	4	Effingham, IL
0	0	0	0	4	4	Mattoon, IL (Charleston)
0	0	0	0	4	4	XTI - Tolono
0	4	0	0	8	8	Champaign-Urbana, IL
0	0	0	0	8	8	Rantoul, IL
0	10	0	0	18	18	Gilman, IL
0	0	0	0	18	18	Kankakee, IL
0	-5	0	0	13	13	Homewood, IL
0	27	0	0	40	40	XCS - 16th Street
0	0	0	0	40	40	Chicago, IL CT
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
0	40	0	0	40		

Illini/Saluki Train 393

Proposed Temporary Schedules (based on Amtrak June 2020 Proposal)

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0						4:05 PM	Chicago, IL
CNIC	2.2	11				4:16 PM	4:16 PM	XCS - 16th Street
CNIC	24.3	27	0		2	4:43 PM	4:45 PM	Homewood, IL
CNIC	56.7	28	5		1	5:18 PM	5:19 PM	Kankakee, IL
CNIC	81.9	22	3		1	5:44 PM	5:45 PM	Gilman, IL
CNIC	114.6	28	0		1	6:13 PM	6:14 PM	Rantoul, IL
CNIC	128.6	13	15		3	6:42 PM	6:45 PM	Champaign-Urbana, IL
CNIC		10		0		6:55 PM	6:55 PM	XTI - Tolono
CNIC	173.2	29	0		1	7:24 PM	7:25 PM	Mattoon, IL
CNIC	200.0	26	0		1	7:51 PM	7:52 PM	Effingham, IL
CNIC	253.2	48	0		1	8:40 PM	8:41 PM	Centralia, IL
CNIC	288.6	32	0		1	9:13 PM	9:14 PM	Du Quoin, IL
CNIC	308.9	18	3	0		9:35 PM		Carbondale, IL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			292	26	0	12	330	

Proposed Standard Schedules

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0						4:05 PM	Chicago, IL
CNIC	2.2	15				4:20 PM	4:20 PM	XCS - 16th Street
CNIC	24.3	27	0		2	4:47 PM	4:49 PM	Homewood, IL
CNIC	56.7	28	5		1	5:22 PM	5:23 PM	Kankakee, IL
CNIC	81.9	22	0		1	5:45 PM	5:46 PM	Gilman, IL
CNIC	114.6	28	2		1	6:16 PM	6:17 PM	Rantoul, IL
CNIC	128.6	14	15		3	6:46 PM	6:49 PM	Champaign-Urbana, IL
CNIC		8				6:57 PM	6:57 PM	XTI - Tolono
CNIC	173.2	31	10		1	7:38 PM	7:39 PM	Mattoon, IL
CNIC	200.0	26	0		1	8:05 PM	8:06 PM	Effingham, IL
CNIC	253.2	48	0		1	8:54 PM	8:55 PM	Centralia, IL
CNIC	288.6	31	4		1	9:30 PM	9:31 PM	Du Quoin, IL
CNIC	308.9	19	0			9:50 PM		Carbondale, IL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			297	36	0	12	345	

Difference between temporary and standard schedules

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
					0	Chicago, IL
4	0	0	0	4	4	XCS - 16th Street
0	0	0	0	4	4	Homewood, IL
0	0	0	0	4	4	Kankakee, IL
0	-3	0	0	1	1	Gilman, IL
0	2	0	0	3	3	Rantoul, IL
1	0	0	0	4	4	Champaign-Urbana, IL
-2	0	0	0	2	2	XTI - Tolono
2	10	0	0	14	14	Mattoon, IL
0	0	0	0	14	14	Effingham, IL
0	0	0	0	14	14	Centralia, IL
-1	4	0	0	17	17	Du Quoin, IL
1	-3	0	0	15	0	Carbondale, IL
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
5	10	0	0	15		

Attachment 4

Illini/Saluki Train 390

Current Schedule

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CNIC	0.0						7:30 AM	Carbondale, IL CT
CNIC	20.3	20	0		1	7:50 AM	7:51 AM	Du Quoin, IL
CNIC	55.7	31	0		1	8:22 AM	8:23 AM	Centralia, IL
CNIC	108.9	43	0		1	9:06 AM	9:07 AM	Effingham, IL
CNIC	135.7	23	0		1	9:30 AM	9:31 AM	Mattoon, IL (Charleston)
CNIC		27		5		10:03 AM	10:03 AM	XTI - Tolono
CNIC	180.3	8	0		3	10:11 AM	10:14 AM	Champaign-Urbana, IL
CNIC	194.3	12	0		1	10:26 AM	10:27 AM	Rantoul, IL
CNIC	227.0	25	0		1	10:52 AM	10:53 AM	Gilman, IL
CNIC	252.2	21	0		1	11:14 AM	11:15 AM	Kankakee, IL
CNIC	284.6	27	0		2	11:42 AM	11:44 AM	Homewood, IL
AMT	306.7	28	26			12:38 PM	12:38 PM	XCS - 16th Street
AMT	308.9	17	0	5		1:00 PM		Chicago, IL CT
		Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
		282	26	10	12	330		

Proposed Temporary Schedules (based on Amtrak June 2020 Proposal)

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CNIC	0.0						7:30 AM	Carbondale, IL CT
CNIC	20.3	19	0		1	7:49 AM	7:50 AM	Du Quoin, IL
CNIC	55.7	31	0		1	8:21 AM	8:22 AM	Centralia, IL
CNIC	108.9	48	0		1	9:10 AM	9:11 AM	Effingham, IL
CNIC	135.7	26	0		1	9:37 AM	9:38 AM	Mattoon, IL (Charleston)
CNIC		31		0		10:09 AM	10:09 AM	XTI - Tolono
CNIC	180.3	8	3		3	10:20 AM	10:23 AM	Champaign-Urbana, IL
CNIC	194.3	14	2		1	10:39 AM	10:40 AM	Rantoul, IL
CNIC	227.0	28	2		1	11:10 AM	11:11 AM	Gilman, IL
CNIC	252.2	22	7		1	11:40 AM	11:41 AM	Kankakee, IL
CNIC	284.6	28	0		2	12:09 PM	12:11 PM	Homewood, IL
AMT	306.7	27	7			12:45 PM	12:45 PM	XCS - 16th Street
AMT	308.9	15	0	0		1:00 PM		Chicago, IL CT
		Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
		297	21	0	12	330		

Difference between current and temporary proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
					0	Carbondale, IL CT
-1	0	0	0	-1	-1	Du Quoin, IL
0	0	0	0	-1	-1	Centralia, IL
5	0	0	0	4	4	Effingham, IL
3	0	0	0	7	7	Mattoon, IL (Charleston)
4	0	-5	0	6	6	XTI - Tolono
0	3	0	0	9	9	Champaign-Urbana, IL
2	2	0	0	13	13	Rantoul, IL
3	2	0	0	18	18	Gilman, IL
1	7	0	0	26	26	Kankakee, IL
1	0	0	0	27	27	Homewood, IL
-1	-19	0	0	7	7	XCS - 16th Street
-2	0	-5	0	0	0	Chicago, IL CT
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
15	-5	-10	0	0		

Illini/Saluki Train 391

Current Schedule

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0						8:15 AM	Chicago, IL
CNIC	2.2	13				8:28 AM	8:28 AM	XCS - 16th Street
CNIC	24.3	26	0		2	8:54 AM	8:56 AM	Homewood, IL
CNIC	56.7	25	0		1	9:21 AM	9:22 AM	Kankakee, IL
CNIC	81.9	21	0		1	9:43 AM	9:44 AM	Gilman, IL
CNIC	114.6	25	0		1	10:09 AM	10:10 AM	Rantoul, IL
CNIC	128.6	12	0		3	10:22 AM	10:25 AM	Champaign-Urbana, IL
CNIC		10		5		10:40 AM	10:40 AM	XTI - Tolono
CNIC	173.2	24	0		1	11:04 AM	11:05 AM	Mattoon, IL
CNIC	200.0	23	0		1	11:28 AM	11:29 AM	Effingham, IL
CNIC	253.2	46	0		1	12:15 PM	12:16 PM	Centralia, IL
CNIC	288.6	32	0		1	12:48 PM	12:49 PM	Du Quoin, IL
CNIC	308.9	21	26	9		1:45 PM		Carbondale, IL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			278	26	14	12	330	

Proposed Temporary Schedules (based on Amtrak June 2020 Proposal)

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0						8:15 AM	Chicago, IL
CNIC	2.2	11				8:26 AM	8:26 AM	XCS - 16th Street
CNIC	24.3	27	0		2	8:53 AM	8:55 AM	Homewood, IL
CNIC	56.7	28	5		1	9:28 AM	9:29 AM	Kankakee, IL
CNIC	81.9	22	3		1	9:54 AM	9:55 AM	Gilman, IL
CNIC	114.6	28	0		1	10:23 AM	10:24 AM	Rantoul, IL
CNIC	128.6	13	15		3	10:52 AM	10:55 AM	Champaign-Urbana, IL
CNIC		10		0		11:05 AM	11:05 AM	XTI - Tolono
CNIC	173.2	29	0		1	11:34 AM	11:35 AM	Mattoon, IL
CNIC	200.0	26	0		1	12:01 PM	12:02 PM	Effingham, IL
CNIC	253.2	48	0		1	12:50 PM	12:51 PM	Centralia, IL
CNIC	288.6	32	0		1	1:23 PM	1:24 PM	Du Quoin, IL
CNIC	308.9	18	3	0		1:45 PM		Carbondale, IL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			292	26	0	12	330	

Difference between current and temporary proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
					0	Chicago, IL
-2	0	0	0	-2	-2	XCS - 16th Street
1	0	0	0	-1	-1	Homewood, IL
3	5	0	0	7	7	Kankakee, IL
1	3	0	0	11	11	Gilman, IL
3	0	0	0	14	14	Rantoul, IL
1	15	0	0	30	30	Champaign-Urbana, IL
0	0	-5	0	25	25	XTI - Tolono
5	0	0	0	30	30	Mattoon, IL
3	0	0	0	33	33	Effingham, IL
2	0	0	0	35	35	Centralia, IL
0	0	0	0	35	35	Du Quoin, IL
-3	-23	-9	0	0	0	Carbondale, IL
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
14	0	-14	0	0		

Illini/Saluki Train 392

Current Schedule

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CNIC	0.0						4:15 PM	Carbondale, IL CT
CNIC	20.3	20	0		1	4:35 PM	4:36 PM	Du Quoin, IL
CNIC	55.7	31	0		1	5:07 PM	5:08 PM	Centralia, IL
CNIC	108.9	43	0		1	5:51 PM	5:52 PM	Effingham, IL
CNIC	135.7	23	0		1	6:15 PM	6:16 PM	Mattoon, IL (Charleston)
CNIC		27		5		6:48 PM	6:48 PM	XTI - <i>Tolono</i>
CNIC	180.3	8	0		3	6:56 PM	6:59 PM	Champaign-Urbana, IL
CNIC	194.3	12	0		1	7:11 PM	7:12 PM	Rantoul, IL
CNIC	227.0	25	0		1	7:37 PM	7:38 PM	Gilman, IL
CNIC	252.2	21	0		1	7:59 PM	8:00 PM	Kankakee, IL
CNIC	284.6	27	0		2	8:27 PM	8:29 PM	Homewood, IL
AMT	306.7	28	26			9:23 PM	9:23 PM	XCS - <i>16th Street</i>
AMT	308.9	17	0	5		9:45 PM		Chicago, IL CT
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			282	26	10	12	330	

Proposed Temporary Schedules (based on Amtrak June 2020 Proposal)

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CNIC	0.0						4:15 PM	Carbondale, IL CT
CNIC	20.3	19	0		1	4:34 PM	4:35 PM	Du Quoin, IL
CNIC	55.7	31	0		1	5:06 PM	5:07 PM	Centralia, IL
CNIC	108.9	48	0		1	5:55 PM	5:56 PM	Effingham, IL
CNIC	135.7	26	0		1	6:22 PM	6:23 PM	Mattoon, IL (Charleston)
CNIC		31		0		6:54 PM	6:54 PM	XTI - <i>Tolono</i>
CNIC	180.3	8	6		3	7:08 PM	7:11 PM	Champaign-Urbana, IL
CNIC	194.3	14	0		1	7:25 PM	7:26 PM	Rantoul, IL
CNIC	227.0	28	0		1	7:54 PM	7:55 PM	Gilman, IL
CNIC	252.2	22	0		1	8:17 PM	8:18 PM	Kankakee, IL
CNIC	284.6	28	15		2	9:01 PM	9:03 PM	Homewood, IL
AMT	306.7	27	0			9:30 PM	9:30 PM	XCS - <i>16th Street</i>
AMT	308.9	15	0	0		9:45 PM		Chicago, IL CT
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			297	21	0	12	330	

Difference between current and temporary proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
					0	Carbondale, IL CT
-1	0	0	0	-1	-1	Du Quoin, IL
0	0	0	0	-1	-1	Centralia, IL
5	0	0	0	4	4	Effingham, IL
3	0	0	0	7	7	Mattoon, IL (Charleston)
4	0	-5	0	6	6	XTI - <i>Tolono</i>
0	6	0	0	12	12	Champaign-Urbana, IL
2	0	0	0	14	14	Rantoul, IL
3	0	0	0	17	17	Gilman, IL
1	0	0	0	18	18	Kankakee, IL
1	15	0	0	34	34	Homewood, IL
-1	-26	0	0	7	7	XCS - <i>16th Street</i>
-2	0	-5	0	0	0	Chicago, IL CT
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
15	-5	-10	0	0		

Illini/Saluki Train 393

Current Schedule

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0						4:05 PM	Chicago, IL
CNIC	2.2	13				4:18 PM	4:18 PM	XCS - 16th Street
CNIC	24.3	26	0		2	4:44 PM	4:46 PM	Homewood, IL
CNIC	56.7	25	0		1	5:11 PM	5:12 PM	Kankakee, IL
CNIC	81.9	21	0		1	5:33 PM	5:34 PM	Gilman, IL
CNIC	114.6	25	0		1	5:59 PM	6:00 PM	Rantoul, IL
CNIC	128.6	12	0		3	6:12 PM	6:15 PM	Champaign-Urbana, IL
CNIC		10		5		6:30 PM	6:30 PM	XTI - Tolono
CNIC	173.2	24	0		1	6:54 PM	6:55 PM	Mattoon, IL
CNIC	200.0	23	0		1	7:18 PM	7:19 PM	Effingham, IL
CNIC	253.2	46	0		1	8:05 PM	8:06 PM	Centralia, IL
CNIC	288.6	32	0		1	8:38 PM	8:39 PM	Du Quoin, IL
CNIC	308.9	21	26	9		9:35 PM		Carbondale, IL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			278	26	14	12	330	

Proposed Temporary Schedules (based on Amtrak June 2020 Proposal)

RR	Mileage	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0						4:05 PM	Chicago, IL
CNIC	2.2	11				4:16 PM	4:16 PM	XCS - 16th Street
CNIC	24.3	27	0		2	4:43 PM	4:45 PM	Homewood, IL
CNIC	56.7	28	5		1	5:18 PM	5:19 PM	Kankakee, IL
CNIC	81.9	22	3		1	5:44 PM	5:45 PM	Gilman, IL
CNIC	114.6	28	0		1	6:13 PM	6:14 PM	Rantoul, IL
CNIC	128.6	13	15		3	6:42 PM	6:45 PM	Champaign-Urbana, IL
CNIC		10		0		6:55 PM	6:55 PM	XTI - Tolono
CNIC	173.2	29	0		1	7:24 PM	7:25 PM	Mattoon, IL
CNIC	200.0	26	0		1	7:51 PM	7:52 PM	Effingham, IL
CNIC	253.2	48	0		1	8:40 PM	8:41 PM	Centralia, IL
CNIC	288.6	32	0		1	9:13 PM	9:14 PM	Du Quoin, IL
CNIC	308.9	18	3	0		9:35 PM		Carbondale, IL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
			292	26	0	12	330	

Difference between current and temporary proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
					0	Chicago, IL
-2	0	0	0	-2	-2	XCS - 16th Street
1	0	0	0	-1	-1	Homewood, IL
3	5	0	0	7	7	Kankakee, IL
1	3	0	0	11	11	Gilman, IL
3	0	0	0	14	14	Rantoul, IL
1	15	0	0	30	30	Champaign-Urbana, IL
0	0	-5	0	25	25	XTI - Tolono
5	0	0	0	30	30	Mattoon, IL
3	0	0	0	33	33	Effingham, IL
2	0	0	0	35	35	Centralia, IL
0	0	0	0	35	35	Du Quoin, IL
-3	-23	-9	0	0	0	Carbondale, IL
Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time		
14	0	-14	0	0		

Attachment 5

Comparison of Schedule Times for Routes Between 200-400 miles

Service*	Endpoints	Distance (miles)	Average Schedule Time (mins)**	Ratio of Schedule Time to Distance
Illinois Zephyr	Chicago – Quincy	258	262	1.01
Illini/Saluki (current)	Chicago – Carbondale	309	330	1.07
San Joaquin	Bakersfield - Sacramento	282	318	1.13
Illini/Saluki (CN proposal)	Chicago – Carbondale	309	357	1.15
Lincoln	Chicago - St. Louis	284	333	1.17
Heartland Flyer	Oklahoma City - Fort Worth	206	242	1.17
San Joaquin	Bakersfield – Oakland	315	371	1.18
Wolverine	Chicago – Pontiac	304	364	1.20
MO River Runner	St. Louis - Kansas City	283	340	1.20
Blue Water	Chicago - Port Huron	319	388	1.22
Cascades	Seattle – Eugene	311	383	1.23
Ethan Allen	Rutland, VT - New York City	241	337	1.40
Adirondack	Rouses Point - New York City	332	473	1.42
Pacific Surfliner	San Diego - San Luis Obispo	350	521	1.49
Pacific Surfliner	San Diego – Goleta	240	378	1.58
Average (excluding Illini/Saluki)		287	362	1.26

Source: Amtrak's June 2018 System Timetable.

* Each service is comprised of individual trains, each with its own schedule.

** Most services have trains with varying schedule times, requiring the use of an average.