

Andrew C. Fox
310 S. Michigan Ave. #905
Chicago, IL 60604

307847

January 27, 2024

Surface Transportation Board
Attention: Docket No EP 774 (Sub-No-1)
395 E. Street SW
Washington, DC 20423-0001

ENTERED
Office of Proceedings
January 29, 2024
Part of
Public Record

Dear Sir/Madam:

I would like to submit my name for consideration for an at-large seat on the Rail Passenger Advisory Committee. I have 53 years of experience in the railroad industry, 47 of which as a railroad employee.

I have the following experience that is relevant to this committee.

I served for six years as President of Chicago South Shore & South Bend Railroad (CSS). CSS is a Class 3 freight shortline that shares its tracks with the Northern Indiana Commuter Transportation District (NICTD), a commuter rail carrier which operates over 60 passenger trains per day. I am intimately familiar with the issues involved in the productive coexistence between a freight carrier and a passenger carrier.

I worked for 23 years for Southern Pacific Transportation Company (SP) in various capacities that involved a close association with passenger service. These included:

- Assistant to the Vice President - Operations
- Superintendent St. Louis Division – Responsible for all train operations, including the performance of Amtrak's Chicago-St. Louis Corridor
- District Superintendent Los Angeles Division – Responsible for all train operations including Amtrak trains on SP lines to/from Los Angeles, principally the Coast Starlight, Sunset Limited and San Diegan service to Santa Barbara.
- Superintendent of Transportation – Responsible for system wide service design and supervision of SP's regional dispatching offices in Roseville, Houston, and Denver. Performance of all Amtrak trains was made a priority at each of these offices.
- Manager of Commute Services & Assistant Amtrak Operations Officer. Responsible for the operation and purchase-of-service contract performance of the SP's San Francisco – San Jose commuter service as well as well as SP-Amtrak contract compliance. The company was reimbursed for this position by both Caltrans and Amtrak
- Conductor/Brakeman – Frequently served as a crewmember on Amtrak trains in the era when host railroads supplied train and engine crews.

In addition to the above direct passenger related experience, I served as president of Pacific Harbor Line (PHL) a Class 3 shortline in the Ports of Los Angeles and Long Beach and as Managing Director of Anacostia Rail Holdings, parent company of CSS and PHL. I am now retired as a railroad employee but have a consulting practice, Overland Limited Associates, Inc.

In short, I have over four decades of railroad management experience and over three decades of passenger-freight interface related experience.

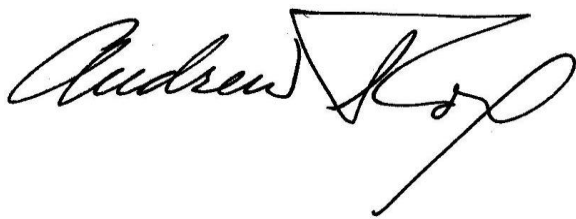
I have been a user of Amtrak service all of my adult life, long distance, state supported and NE corridor; and a frequent user of rail passenger services worldwide. When I travel by train, I remain alert to what is going on and am often frustrated by avoidable delays and poor timekeeping. My professional experience informs me in those circumstances, and I am usually able to distinguish when a host railway is trying its best, dispatching indifferently, or if the infrastructure is not adequate. Just as importantly, it is usually obvious to me when Amtrak's own performance and lack of a sense of urgency is the cause or a contributing factor to delays. The root cause of poor performance is rarely simple or straightforward.

As a person who earned my living for nearly fifty years moving freight whilst balancing the competing needs of passenger trains, both Amtrak and commuter, and as a passenger train user interested in reliable service, I have a perspective that can make a significant contribution to the proceedings of the Rail Passenger Advisory Committee. I am willing to commit the time to immerse myself in the issues that come before the committee and look forward to active participation for the benefit of both the passenger and freight segments of the industry.

I am willing to serve in an at-large representative capacity for either a two or three initial year term.

Thank you for your attention to my nomination. Please do not hesitate to contact me if you have any questions or desire references.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Andrew Fox". The signature is stylized with a large, sweeping "A" and a long, trailing flourish that extends downwards and to the right.

Andrew Fox

(310) 420 8114

Afox905@comcast.net