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May 8, 2025

VIA E-FILING

Ms. Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
Office of Proceedings
395 E. Street, S.W., Room 1034
Washington, D.C. 20024

Re: Docket No. FD 35743
Application of the National Railroad Passenger Corporation Under 49
U.S.C. § 24308(a) – Canadian National Railway Company

Dear Ms. Brown:

We represent National Railroad Passenger Corporation (“Amtrak”) in the above-captioned proceeding. Enclosed for e-filing is Amtrak’s Response to the Surface Transportation Board’s Decision Dated April 8, 2025 and supporting Verified Statement with exhibits.

Should you have any questions, please contact the undersigned. Thank you for your attention to this matter.

Respectfully submitted,

Jerry A. Cuomo
Jerry A. Cuomo

Enclosures

cc: David A. Hirsh, Esq. (via email)

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FINANCE DOCKET NO. 35743

APPLICATION OF THE NATIONAL RAILROAD PASSENGER CORPORATION

UNDER 49 U.S.C. § 24308(A) - CANADIAN NATIONAL RAILWAY COMPANY

**NATIONAL RAILROAD PASSENGER CORP.'S RESPONSE TO THE SURFACE
TRANSPORTATION BOARD'S DECISION DATED APRIL 8, 2025**

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May 8, 2025

PRELIMINARY STATEMENT

In this action pursuant to 49 U.S.C. § 24308(a)(2), the Surface Transportation Board (“the Board”) will establish the terms and conditions of a new operating agreement (“OA”) associated with National Railroad Passenger Corp.’s (“Amtrak”) access to the facilities of (and receipt of services from) certain subsidiaries of Canadian National Railway (“CN”) to operate Amtrak’s intercity passenger trains.

In its April 8, 2025 Decision, the Board issued requests for additional information (“the Requests”) to Amtrak and CN (collectively, “the Parties”). *See Application of the Nat’l Passenger R.R. Under 49 U.S.C. § 24308(a) - Canadian Nat’l Ry.*, FD 35743, slip op. at 1-5 (STB served April 8, 2025). The Board directed that, on or before May 8, 2025, the Parties respond to Request Nos. 1, 4-10, 13 and 14. (*Id.* at 5). Responses to the remainder of the Requests (Nos. 2, 3, 11 and 12) are due on July 22, 2025. (*Id.*).

Only Request Nos. 5, 8, and 14 require Amtrak to provide responses by May 8. In subpart (b) of Request 10, the Board afforded Amtrak the option of providing a response. Amtrak’s responses follow:

I. REQUEST #5 – Inclusion of the Sunset Limited Route in a New Operating Agreement

The Board’s Request #5 requires the Parties to:

[A]ddress whether the new OA should cover Amtrak service on the CN-owned portion of the Sunset Limited route and to explain the basis of their positions. If a party does not believe the new OA should apply to this route segment, that party is ordered to explain how accountability for delays on this segment will be accomplished.

CN is the host of a 2.2-mile segment of the Sunset Limited Route from Southport Junction to East Bridge Junction in New Orleans, Louisiana. (Blair Verified Statement dated May 8, 2025 (“Blair V.S.”), ¶ 5). Amtrak believes that a new OA between Amtrak and CN ***should*** apply to Amtrak’s service on that CN-owned portion of the route. Indeed, as discussed below, the existing

OA (“the Existing OA”) ***already applies*** to that segment.

The 2.2-mile segment owned by CN is within the definition of “Rail Lines” in the Existing OA:

“Rail Lines” means such of CN’s trackage, rights of way and real properties as indicated on the maps in Appendix VIII, whether owned, leased or otherwise held, together with the facilities and structures thereon or appurtenant thereto, and all of CN’s rights to use such properties of others used in connection with the operation of Amtrak trains as provided for in this Agreement, subject to the terms of any applicable agreements for the use of such property of others.

(Existing OA, Article I). Appendix VIII of the Existing OA depicts this segment as part of the “Rail Lines.” (See Blair V.S. at ¶ 7, Exh. 01, attaching Appendix VIII).

Further, § 8.10 of the Existing OA (entitled “Southport Junction Adjustments”) specifically addresses Amtrak’s use of this segment. It states, in pertinent part, that “[f]or the term of this Agreement, CN shall waive its charges to Amtrak for the Incremental Costs of operation and maintenance attributable to Amtrak train operations over the interlocking at Southport Junction, Louisiana.” (Existing O.A., § 8.10).

Amtrak has also periodically communicated with CN about its use of this segment pursuant to the terms of the Existing OA. (Blair V.S., ¶ 9). For example, in January 2010, the Parties discussed Amtrak’s desire to increase the frequency of the operation of Amtrak’s trains over the Sunset Limited route. (*Id.*, Exh. 02). In March 2012, Amtrak sent a notice about an upcoming schedule change to the Sunset Limited’s host railroads, including CN. (*Id.*, ¶ 10, Exh. 03). In March 2015, Amtrak communicated with CN concerning the impact of Daylight Savings on scheduling and operation of several Amtrak trains, including the Sunset Limited (to which CN responded with several questions). (*Id.*, at ¶ 10, Exh. 04).

Nevertheless, the Parties agreed not to include this segment within Appendix V, which

contains terms governing performance payments (or incentives) to CN and the assessment of penalties against CN, depending on the on-time performance of Amtrak's trains on CN's system. (Blair V.S., ¶ 11). Among other things, the short length of the segment makes it difficult to measure the impact of CN's performance on that segment against the overall on-time performance of the Amtrak long-distance trains that traverse it. (*Id.*). However, that segment remains subject to the Parties' other obligations under the Existing OA. (*Id.*, at ¶ 12). For example, that segment is subject to: (a) Amtrak's right to services on CN's system (*see* Existing OA, Article III);¹ and (b) CN's obligation to maintain the Rail Lines (*See* Existing OA, §§ 4.2, 4.3).

Although on-time performance of Amtrak trains on the 2.2-mile segment owned by CN is not accounted for in Appendix V through the assessment of penalties, other provisions of the Existing OA provide accountability on CN's part for delays on that segment. (Blair V.S., ¶ 13). For example, § 3.4(b) of the OA provides, in pertinent part, that:

CN shall provide services hereunder in an economic, safe, and efficient manner and shall make reasonable efforts:

1. To deliver Amtrak trains to all scheduled passenger stops on CN by the scheduled time therefor in accordance with the schedules as provided in Appendix II;
2. To avoid excessive delays to trains;
3. To regain time lost due to delays incurred on the Rail Lines;
4. To regain time lost due to delays incurred on rail lines of other railroads; and
5. To the extent that CN has reasonably available resources, to service, inspect, and perform routine running repairs as necessary to permit an Amtrak locomotive or a passenger car in the consist of an Amtrak train to complete a trip over the

¹ Of course, the 2.2-mile segment is subject to Amtrak's preference rights over freight traffic. (*See* 49 U.S.C. § 24308(c) ("Amtrak has preference over freight transportation in using a rail line, junction, or crossing unless the Board orders otherwise under this subsection.")).

Rail Lines.

Further, Amtrak is required to report the minutes of delay to Amtrak trains to the Federal Railroad Administration (“FRA”) on a regular basis. (*See* 49 C.F.R. Part 273 (Metrics and Minimum Standards for Intercity Passenger Train Operations); 49 C.F.R. § 273.5(d)). Amtrak’s reports to FRA include delay minutes to trains operating on the Sunset Limited service, including the 2.2-mile segment hosted by CN. (*See* Blair V.S., ¶ 14).

Based on the foregoing, Amtrak believes that a new OA - - like the Existing OA - - should continue to apply to the 2.2-mile segment of the route hosted by CN. Thus, that segment should be part of the “Rail Lines” to which a new OA would apply (*see* Existing OA, Article I and Appendix VIII), Amtrak should be allowed to utilize that segment without cost (*see Id.*, § 8.10), and CN should remain obligated - - consistent with Amtrak’s preference right - - to avoid and reduce delays on the segment. (*See Id.*, § 3.4(b)). Notably, CN itself is proposing to include all of these terms in a new OA. (*See* CN Post-Interim Opening Submission dated May 27, 2022, at Tab B, Exhibits 1 & 2 (CN proposed Operating Agreement (Redline and Clean versions))). These terms (in conjunction with the Final Rule and this Board’s investigative powers under 49 U.S.C. § 24308(f)) provide accountability on CN’s part (and makes remedies available to Amtrak) in the event there are excessive delays on the 2.2-mile segment or CN’s operations on that segment cause delays elsewhere on the Sunset Limited route.

II. REQUEST # 8 – Slow Orders Addressing Safety Issues/”Short Shunt” Issue

The Board’s Request #8 requires each Party to:

[A]ddress whether it believes the short shunt issue has been resolved. (citation omitted). In addition, each party is ordered to explain whether there are any other situations where CN imposes slow orders due to Amtrak’s choice of equipment. (citation omitted).

As the Board previously described, a “short shunt” occurs “when a [freight or passenger]

train fails to timely and properly close (or shunt) an electric circuit that activates automated crossing warning devices.” (*See Application of the Nat’l Passenger R.R. Under 49 U.S.C. § 24308(a) - Canadian Nat’l Ry.*, FD 35743, slip op. at 26 (STB served August 9, 2019) (discussing details of the short shunt issue and concluding that same is a safety issue within FRA’s jurisdiction)). When a “short shunt” occurs, “crossing signals are not activated in a timely manner.” (*Id.*).

This issue is not fully resolved, although Amtrak and several of its host railroads (including CN) have formed a “Loss of Shunt Committee” (“LOSC”) to work cooperatively to find a solution. (*Blair V.S.*, ¶ 17). During the timeframe that the LOSC has reviewed potential solutions, on impacted parts of CN’s system, Amtrak has: (a) operated Superliner equipment which, due to its weight, provides superior shunting of crossing signal circuits; or (b) operated its trains with consists of 30 or more axles (as prescribed by CN), which better activates the crossing signals. (*Id.*). Trains that are not operated with Superliner equipment or 30 or more axles must adhere to speed restrictions established by CN. (*Id.*).

The LOSC has determined that short shunt concerns with Amtrak’s single level consists can be best addressed by utilizing antenna affixed to Amtrak’s locomotives. (*Id.*, ¶ 18). Amtrak has applied for and been awarded grants from FRA through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the purchase and installation of these antennae. (*Id.*). Amtrak is presently working with FRA (and other stakeholders) on next steps related to those awarded funds. (*Id.*).

Amtrak does not believe that there are “any other situations where CN imposes slow orders due to Amtrak’s choice of equipment.” (*Id.*, at ¶ 19).

III. REQUEST #10(b) - “DO NOT COUNTS” OR “DNCS”

The Board’s Request #10, subpart (b) states as follows:

Certain DNC provisions proposed by CN involve events that would not necessarily result in a significant delay. (*See* CN Opening 59, Nov. 30, 2022). CN is ordered to propose a minimum delay threshold for all DNC categories or some other mechanism to ensure short delays do not result in DNCs. Amtrak may submit its own proposal for the Board’s consideration, but is not required to do so.

As the Board is aware, “Do Not Counts” (or “DNCs”) are a feature of the incentive and penalty “checkpoint” system in the Existing OA - - and CN proposes to keep DNCs as part of their proposed new OA. (Blair V.S., ¶ 21). Under the Existing OA and CN’s proposal, CN may designate delayed Amtrak trains as DNCs if they have been delayed by certain enumerated causes (and if they would have been on-time had that delay not occurred). (*Id.*). These delayed Amtrak trains are excluded from a calculation of that train’s monthly on-time performance. (*Id.*).

As explained in Amtrak’s prior written submissions, Amtrak does not believe a new OA should contain any provision for DNCs at all.² (*Id.*, ¶ 22). Accordingly, Amtrak does not believe that the Board should include any “minimum delay threshold” for DNCs in a new OA. (*Id.*). Although Amtrak will not propose such a minimum threshold - - because that concept is contrary to its proposed system which does not include DNCs - - it would like to take this opportunity to reiterate why including DNCs in the penalty and incentive system of a new OA (regardless of the length of the delay impacting Amtrak’s train) is inappropriate.

First, including a provision for DNCs is contrary to FRA’s regulations, which require that Customer On-Time Performance (“COTP”) be calculated based on the experiences of each and every passenger who travels aboard Amtrak’s trains. (*See* 49 C.F.R. § 273.5(a); *see also Metrics*

² *See, e.g.,* Amtrak Reply Brief in Response to CN’s Opening Submission, filed by Amtrak on July 26, 2022, at pp. 18-21.

and Minimum Standards for Intercity Passenger Rail Service, 85 Fed. Reg. 72972 at 72976 (Nov. 16, 2020) (“FRA believes the [COTP] metric should measure train performance from the eyes of the customer. The [COTP] metric is meaningful, precisely because it is reflective of the passenger train’s actual performance.”)). FRA found no basis to exclude the experiences of **any** Amtrak passenger from a COTP calculation.

Second, including DNCs in a new OA would be contrary to the Board’s August 2019 Decision, in which the Board correctly held: “[i]t is not reasonable for an incentives and penalties system to have at its foundation a performance metric that fails to account for the OTP at stations central to the passenger experience for a significant portion of Amtrak passengers.” (*See Application of the Nat’l Passenger R.R. Under 49 U.S.C. § 24308(a) - Canadian Nat’l Ry.*, FD 35743, slip op. at 10 (STB served August 9, 2019)). In other words, no Amtrak train trip should be excluded from consideration in assessing the on-time performance of Amtrak’s trains on CN’s system.

Because DNCs are excluded from on-time performance calculations in the Existing OA and CN’s proposal for a new OA, passenger experiences on that delayed train (*i.e.*, the experience through “the eyes of the customer”) are completely ignored, contrary to FRA’s regulations. (*Blair V.S.*, ¶ 25). This creates an anomaly where an Amtrak train can routinely arrive late, but yet that train still may report “good” contractual performance because delayed DNC trains are excluded from the monthly calculations. (*Id.*).

Further, once a DNC event has delayed an Amtrak train - - meaning it will be treated as a DNC and will never be considered as part of a performance calculation under the Existing OA or CN’s proposal - - CN loses any incentive to reduce the delays impacting that train (or to make up time that train has lost en route). (*Blair V.S.*, ¶ 26). Stated another way, once an Amtrak train is

delayed on CN’s system due to a DNC event, CN has no incentive to reduce the “degree of lateness” of that train - - something the Board urged the Parties to account for in proposing terms for a new OA. (*See Application of the Nat’l Passenger R.R. Under 49 U.S.C. § 24308(a)—Canadian Nat’l Ry.*, FD 35743, slip op. at 14 (STB served August 9, 2019) (“the parties should incorporate the degree of lateness into their penalty calculation in some manner.”)).

For these reasons (and those stated in Amtrak’s prior submissions), DNCs are harmful to the Amtrak passenger experience and only serve to benefit host railroads like CN (who can reap incentives despite the occurrence of delayed Amtrak trains on their system and report favorable contractual performance while Amtrak passengers arrive late). (Blair VS, ¶ 27). The following simple example applying the penalty and incentive terms of the Existing OA and CN’s proposal illustrates this point.

Assume an Amtrak train operates between two stations on CN’s system ten times each month. Assume further that five Amtrak trains are delayed and arrive after their scheduled arrival times, but are ***not classified as DNCs*** for trips operated in Month 1 - - rather those trains are “late” for purposes of an on-time performance calculation. Lastly, assume that in Month 2, five late-arriving Amtrak trains ***are considered DNCs***. The following result occurs:

	<i>Total Trips</i>	<i>Trips On-Time</i>	<i>Late Trips</i>	<i>DNCs</i>	<i>Contractual Performance</i>
<i>Month 1</i>	10	5	5	0	50%
<i>Month 2</i>	10	5	5	5	100%

(Blair V.S., ¶ 28).

For both Months 1 and 2, 50% of Amtrak’s trains are late to their destination on CN’s

network. (*Id.*, at ¶ 29). However, in Month 2 - - because those late trains were delayed by causes that warrant treating those trains as DNCs - - CN would **still earn incentives** based upon a 100% contractual performance score, despite having delivered only 50% of Amtrak's trains on-time. (*Id.*).

This is the kind of result that the FRA sought to avoid when issuing its regulations - - *i.e.*, the “anomalous result . . . of a passenger train that arrives late at stations yet has good ‘OTP.’” (See 85 F.R. at 72976). In fact, this invites the further “anomalous” situation where CN could be earning incentives under its proposed incentive and penalty system for trains that **fail** to meet the 80% COTP threshold established by the FRA. (*Id.*; see also 49 U.S.C. § 273.5(a)(2)). Indeed, CN could continue to earn incentives as to delayed Amtrak trains which are performing so poorly that they warrant a Board investigation under 49 U.S.C. § 24308(f).

Accordingly, the Board should not include DNCs as part of a new OA. Nor should it include a minimum threshold for DNCs or “some other mechanism to ensure short delays do not result in DNCs.” As FRA held in enacting its regulations, no delay (no matter how short or long) should be ignored (as DNC-related delays are under the Existing OA and CN's proposal) for purposes of calculating on-time performance on CN's system. If CN is responsible for a delay, it should be accounted for in any incentive and penalty system the Board may order.³ A delay should not be excused (and ignored) simply because it is longer than an arbitrarily established “minimum threshold.”

³ Notably, under Amtrak's proposed incentive and penalty system, if there is truly a delay - - short or long - - for which CN is **not** responsible, CN does not experience any adverse impact in calculating incentives it earns. This is because only minutes of delay **caused by CN** (*i.e.*, CN's Host-Responsible Delays) are counted against CN in calculating on-time performance under Amtrak's proposed system. (See Amtrak's Opening Submission, at pp. 2, 3, 33-36, 40-53).

IV. **REQUEST #14 - REOPENER PROVISION**

The Board's Request #14, provides as follows:

The Board generally agrees with each party that the other's proposed reopener is unreasonable. In the Board's view, the process proposed by CN would take too long and may not result in any concrete action likely to improve on-time performance, while Amtrak's proposal involves changes that would be far too intrusive on CN operations. Accordingly, each party is ordered to submit an alternate reopener provision consistent [with] the Board's previous guidance on the issue, *see Application of the Nat'l Passenger R.R. Under 49 U.S.C. § 24308(a) – Canadian Nat'l Ry.*, FD 35743, slip op. at 17 (STB served Aug. 9, 2019 (a reopener should "result in concrete action in order to resolve potential future performance disputes and to prevent sustain poor performance"). Each party should also consider and comment on a reopener provision that, in response to a given period of poor on-time performance, would either (1) remove the lookback provision entirely, or (2) replace it with one having terms less favorable to CN (e.g., a longer lookback term and/or the ability to offset incentives earned on one route with penalties incurred on other routes). However, the parties' newly submitted provisions do not have to be linked to the lookback provision.

As the Board is aware, Amtrak's proposed incentive and penalty system imposes penalties on CN when its Host-Responsible Delays ("HRDs") for a route exceed 924 minutes per 10,000 train miles. (See Amtrak Opening Submission, filed May 27, 2022 ("Amtrak Opening Submission"), at pp. 40-25; Blair V.S., ¶ 31). This is because 900 HRDs per 10,000 train miles generally correlates to 80% COTP. (*Id*; see also Amtrak Rebuttal Brief, filed on August 25, 2022, at pp. 15-20).

In Amtrak's previous submissions, it proposed a "tiered" approach for remedial action in the event of poor COTP of Amtrak's train on CN's system. (Blair V.S., ¶ 32). Although the Board rejected some or all of Amtrak's proposed remedial actions as "too intrusive," it does not appear to have considered a tiered approach itself to be unreasonable. Nor did the Board indicate that using 924 minutes of CN-caused HRDs per 10,000 train miles as a trigger for "concrete action"

was unreasonable. (See 85 Fed. Reg. 72972 at 72984 (using HRDs per 10,000 train miles as a metric is “helpful when assessing an individual railroad’s performance on a route that has more than one host.”); *see also* 49 U.S.C. § 273.5(e) (defining “train delays per 10,000 train miles”)).

As such, Amtrak is revising its proposed “reopener” which employs a tiered approach based upon the number of consecutive quarters during which CN’s HRDs are more than 924 per 10,000 train miles. (Blair V.S., ¶ 32). Amtrak is also proposing “concrete action” that it believes the Board will find “less intrusive.”

A. Tier 1 Remedial Action

Amtrak proposes that Tier 1 Remedial Action - - the first level of “concrete action” - - be implemented where CN’s HRDs exceed 924 minutes per 10,000 train-miles for any Amtrak train for two consecutive quarters. (Blair V.S., ¶ 33). Under such circumstances, CN would be obligated to provide the following information to Amtrak for each CN HRD greater than five minutes that the subject Amtrak train experiences:

1. The direct cause of the delay;
2. What actions CN could have taken to prevent the delay; and
3. Corrective actions taken by CN to prevent a repeat of the delay.⁴

Amtrak refers to this as “the Dispatch Reporting Requirement.” (*Id.*).

This proposed less intrusive Tier 1 Remedial Action focuses on some of CN’s dispatching

⁴ In its prior “concrete action” proposal, Amtrak’s proposed Tier 1 Remedial Action included additional requirements that CN report to Amtrak: (1) the name of the dispatcher and dispatch supervisor on duty when the delay occurred; (2) whether the dispatcher was counseled; and (3) the date when the counseling session occurred. (See Amtrak Opening Submission, at pp. 68). Amtrak also previously proposed that CN provide Amtrak and the Board with on-line view and recording access to CN’s dispatch screens for the Amtrak route that included the non-performing train at issue. (*Id.*). Furthermore, Amtrak proposed that Tier 1 Remedial Action commence with only one quarter of poor performance. (*Id.*).

decisions because Amtrak's preference rights (and its on-time performance) can be directly and adversely impacted by same. *See Union Pac. R.R. Co. v. Surface Transp. Bd.*, 863 F.3d 816, 820 (8th Cir. 2017) ("[Department of Transportation's Inspector General] noted that freight railroads could 'adjust their dispatching practices' to give their own trains an advantage over Amtrak."); *see also Blair V.S.*, ¶ 34.

Given the causal link between a host railroad's dispatching decisions and the denial of Amtrak's preference rights, Amtrak further proposes that - - in the event CN fails to comply with the Dispatching Reporting Requirement for a particular CN-responsible delay in excess of five minutes - - there should be a rebuttable presumption that the subject delay constituted a violation of Amtrak's preference rights (the "Preference Violation Presumption"). (*Blair V.S.*, ¶ 34). CN could rebut the Preference Violation Presumption by providing evidence that there was, in fact, no preference of freight traffic over Amtrak's trains.

Amtrak proposes that both the Dispatch Reporting Requirement and the Preference Violation Presumption would remain in place for six months after it is implemented, unless discontinued earlier by Amtrak in its sole discretion. (*Blair V.S.*, ¶ 35).

B. Tier 2 Remedial Action

Amtrak proposes that Tier 2 Remedial Action be triggered in the event of three consecutive quarters where CN's HRDs exceed 924 minutes per 10,000 train miles for a particular Amtrak train. (*Blair V.S.*, ¶ 36).⁵ Under such circumstances, Tier 1 Remedial Action has proven ineffective

⁵ In its prior "concrete action" proposal, Amtrak's Tier 2 Remedial Action required CN to allow Amtrak, Amtrak's Office of the Inspector General and/or the Board to designate a representative to sit alongside CN's dispatchers in real time as to the subject Amtrak route where the non-performing train was operating. (*See Amtrak Opening Submission*, at pp. 69). Further, Amtrak proposed that Tier 2 Remedial Action commence with two consecutive quarters of poor performance. (*Id.*).

to remedy the delays caused by CN.

In addition to the Dispatching Requirement and the Preference Violation Presumption, Amtrak proposes that, during the pendency of Tier 2 Remedial Action, the new OA's "lookback" provision allow Amtrak to offset penalties incurred on one route against incentives earned by CN on another route. (Blair V.S., ¶ 37). The "lookback" provision in the Existing OA operates to limit the amount of penalties Amtrak may collect for CN's poor performance to the incentives earned for the same route over the prior twelve months. (*Id.*; see also OA, Appx. V § (D)).⁶ Amtrak refers to this as the "Aggregated Lookback Measure." (Blair V.S., ¶ 37).

The "Aggregated Lookback Measure" will incentivize CN to address problems causing delays on one route, even where that poor performance has been so prolonged that Amtrak could no longer collect penalties through normal operation the "lookback" provision as to that route. (Blair V.S., ¶ 38). Under this proposed remedy, CN's incentives that it may be earning on other routes are at stake, thereby incentivizing CN to improve poor performance. And, because the "Aggregated Lookback Measure" still limits Amtrak's ability to collect penalties to the total amount of incentives CN has earned over the length of the lookback period for all routes, CN cannot argue it may find itself in a situation where it is being compensated in an amount less than its incremental costs for hosting Amtrak's service. (*Id.*).⁷

Amtrak proposes that Tier 2 Remedial Action will remain in place for a period of one year

⁶ Note that, in its prior submissions, Amtrak has already proposed that the lookback period be extended to a time-frame equal the life of the new OA. (See Amtrak Opening Submission, at pp. 62-66).

⁷ By proposing to limit the amount of penalties Amtrak can collect to the total amount of incentives earned by CN, Amtrak is not waiving, and expressly reserves, any arguments as to whether incremental costs represent the minimum compensation to which CN or any host railroad is entitled.

after it is implemented, unless discontinued earlier by Amtrak in its sole discretion. (Blair V.S., ¶ 39).

C. Tier 3 Remedial Action

Amtrak's third and final proposed tier of Remedial Action would be triggered if CN's HRD minutes exceed 924 minutes per 10,000 train miles for a particular Amtrak train for four consecutive quarters. (Blair V.S., ¶ 40). At that point, the remedies available to Amtrak will include all Tier 1 and Tier 2 Remedial Actions.

Additionally, Amtrak proposes that, during the pendency of Tier 3 Remedial Action, the new OA's "lookback" provision be suspended entirely. (Blair V.S., ¶ 41). Such a remedy is appropriate because - - at this point - - Amtrak's train will have been performing poorly for an entire year *and* less drastic remedies (*i.e.* Tier 1 and Tier 2 remedies) will have proven to be ineffective. (*Id.*).

Amtrak further proposes that CN also must provide Amtrak with on-line view access to CN's dispatch screens for the Amtrak route which includes the non-performing train at issue (the "Screen View Requirement"). (Blair V.S., ¶ 42).⁸ As mentioned in relation to Tier 1 remedies, a host railroad's dispatching decisions are directly linked to Amtrak's performance. *See Union Pac. R.R. Co.*, 863 F.3d at 820. Therefore, it is reasonable for CN to provide Amtrak with access to this data. Amtrak notes that ***every other Class I freight railroad*** voluntarily provides such access to Amtrak.⁹ (Blair V.S., ¶ 42).

⁸ Amtrak would, for example, be able to utilize data and information from those screens in connection with any Board investigation pursuant to Section 213 of the Passenger Rail Investment and Improvement Act of 2008. *See* 49 U.S.C. 24308(f).

⁹ Any alleged confidentiality concerns CN may raise are baseless. To the extent the CN insists, such concerns are easily addressed with a "confidentiality undertakings", much like the one the parties have executed for this matter.

Amtrak proposes that the Tier 3 Remedial Action will remain in place for a period of two years after it is implemented, unless discontinued earlier by Amtrak in its sole discretion. (Blair V.S., ¶ 43).

Amtrak believes that the foregoing tiered approach is materially less intrusive to CN's operations than Amtrak's prior proposal. Further, this proposal - - as envisioned by the Board - - contains "concrete action" designed to spur CN to action to remedy significant delays that are impacting Amtrak's passengers.

* * *

Should the Board require any further information concerning any of Amtrak's responses, Amtrak will be pleased to provide same.

Respectfully submitted,

/s/ Jerry A. Cuomo

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. FD 35743

APPLICATION OF THE NATIONAL RAILROAD PASSENGER CORPORATION UNDER
49 U.S.C. § 24308(a) – CANADIAN NATIONAL RAILWAY COMPANY

**VERIFIED STATEMENT OF JAMES A. BLAIR
ON BEHALF OF NATIONAL RAILROAD PASSENGER CORP.**

1. I am employed by the National Railroad Passenger Corporation (“Amtrak”) as Assistant Vice President - Host Railroads. My background and qualifications have been presented to the Surface Transportation Board (“the Board”) in my Verified Statement dated May 26, 2022, submitted in this matter.

2. In the Board’s Decision served on April 8, 2025, the Board posed several Requests for Information (“the Requests”) to Amtrak and Canadian National Railway Company (“CN”) (collectively, “the Parties”). The Board directed that, on or before May 8, 2025, the Parties respond to Request Nos. 1, 4-10, 13 and 14. Of those Requests, only Request Nos. 5, 8, and 14 require Amtrak to provide responses by May 8. In subpart (b) of Request No. 10, the Board afforded Amtrak the option of providing a response.

3. I submit this Verified Statement in connection with and to provide support for certain of Amtrak’s responses to Request Nos. 5, 8, 10(b) and 14.

I. REQUEST #5 – Inclusion of the Sunset Limited Route in a New Operating Agreement

4. The Board’s Request #5 requires the Parties to:

[A]ddress whether the new OA should cover Amtrak service on the CN-owned portion of the Sunset Limited route and to explain the basis of their positions. If a party does not believe the new OA should apply to this route segment, that party is ordered to explain how accountability for delays on this segment will be accomplished.

5. It is Amtrak’s position that CN is the host of a 2.2-mile segment of Amtrak’s Sunset

Limited Route from Southport Junction to East Bridge Junction in New Orleans, Louisiana. Amtrak believes that a new OA between Amtrak and CN should apply to Amtrak's service on that CN-owned portion of the route. The Parties' existing Operating Agreement ("the Existing OA") ***already applies*** to this 2.2-mile segment.

6. The 2.2-mile segment owned by CN is within the definition of "Rail Lines" in the Existing OA:

"Rail Lines" means such of CN's trackage, rights of way and real properties as indicated on the maps in Appendix VIII, whether owned, leased or otherwise held, together with the facilities and structures thereon or appurtenant thereto, and all of CN's rights to use such properties of others used in connection with the operation of Amtrak trains as provided for in this Agreement, subject to the terms of any applicable agreements for the use of such property of others.

(Existing OA, Article I).

7. Appendix VIII of the Existing OA depicts this 2.2-mile segment hosted by CN as part of the "Rail Lines." A copy of Appendix VIII of the Existing OA is attached as **Exhibit 01** for the Board's reference.

8. Further, § 8.10 of the Existing OA (entitled "Southport Junction Adjustments") also specifically addresses Amtrak's use of this segment. It states, in pertinent part, that "[f]or the term of this Agreement, CN shall waive its charges to Amtrak for the Incremental Costs of operation and maintenance attributable to Amtrak train operations over the interlocking at Southport Junction, Louisiana."

9. Amtrak has also periodically communicated with CN about its use of this 2.2-mile segment pursuant to the terms of the Existing OA. For example, in January 2010, the Parties discussed Amtrak's desire to increase the frequency of the operation of Amtrak's trains over certain parts of CN's system, including this 2.2-mile segment in the New Orleans area. A copy of

the January 7, 2010 letter from Amtrak to CN discussing this subject is attached as **Exhibit 02**. That letter references “a daily connecting service between San Antonio, TX and New Orleans, LA.” (*Id.*, at p. 1). The 2.2-mile segment of the Sunset Limited route hosted by CN is within that referenced “connecting service.”

10. By way of further example, in March 2012, Amtrak sent a notice about upcoming schedule changes to the Sunset Limited’s host railroads. (**Exhibit 03**, Amtrak’s March 19, 2012 email, which included Paul Ladue of CN as a recipient). In March 2015, Amtrak communicated with CN concerning the impact of Daylight Savings on scheduling and operations of several Amtrak trains, including the Sunset Limited. (**Exhibit 04**, Amtrak’s March 3, 2015 email and CN’s responding March 18, 2015 email (with attachments including the schedule and schedule skeletons for the Sunset Limited)).

11. Nevertheless, the Parties agreed not to include this segment within Appendix V of the Existing OA (which contains terms governing performance payments (or incentives) to CN and the assessment of penalties against CN, depending on the on-time performance of Amtrak’s trains on CN’s system). Among other things, the short length of the segment makes it difficult to measure the impact of CN’s performance on that segment against the overall on-time performance of the Amtrak long-distance trains that traverse it.

12. However, that 2.2-mile segment remains subject to the Parties’ other obligations under the Existing OA. For example, that segment is subject to: (a) Amtrak’s right to services on CN’s system (see Existing OA, Article III); and (b) CN’s obligation to maintain the Rail Lines (See *Id.*, §§ 4.2, 4.3). The 2.2-mile segment is also subject to Amtrak’s statutory right to a preference over freight traffic.

13. Other provisions of the Existing OA provide accountability on CN’s part for delays

on that 2.2-mile segment. For example, § 3.4(b) of the Existing OA provides, in pertinent part, that:

CN shall provide services hereunder in an economic, safe, and efficient manner and shall make reasonable efforts:

1. To deliver Amtrak trains to all scheduled passenger stops on CN by the scheduled time therefor in accordance with the schedules as provided in Appendix II;
2. To avoid excessive delays to trains;
3. To regain time lost due to delays incurred on the Rail Lines;
4. To regain time lost due to delays incurred on rail lines of other railroads; and
5. To the extent that CN has reasonably available resources, to service, inspect, and perform routine running repairs as necessary to permit an Amtrak locomotive or a passenger car in the consist of an Amtrak train to complete a trip over the Rail Lines.

14. Amtrak is also required to report the minutes of delay to Amtrak trains to the Federal Railroad Administration (“FRA”) on a regular basis. Amtrak’s reports include minutes of delay experienced by trains on the Sunset Limited route, including on the 2.2-mile segment hosted by CN.

15. Based on the foregoing, Amtrak believes that a new OA between CN and Amtrak should continue to apply to the 2.2-mile segment of the route hosted by CN.

II. REQUEST # 8 – Slow Orders Addressing Safety Issues/“Short Shunt” Issue

16. The Board’s Request #8 requires each Party to:

[A]ddress whether it believes the short shunt issue has been resolved. (citation omitted). In addition, each party is ordered to explain whether there are any other situations where CN imposes slow orders due to Amtrak’s choice of equipment. (citation omitted).

17. The “short shunt” issue¹ is not fully resolved, although Amtrak and several of its Host Railroads (including CN) have formed a “Loss of Shunt Committee” (“LOSC”) to work cooperatively to find a solution. During the timeframe that the LOSC has reviewed potential solutions, on the impacted parts of CN’s system, Amtrak has: (a) operated Superliner equipment which, due to its weight, provides superior shunting of crossing signal circuits; or (b) operated its trains with consists of 30 or more axles (as prescribed by CN), which better activates the crossing signals. Trains that are not operated with Superliner equipment or 30 or more axles must adhere to speed restrictions established by CN.

18. The LOSC has determined that short shunt concerns with Amtrak’s single level consists can be best addressed by utilizing antennae affixed to Amtrak’s locomotives. Amtrak has applied for and been awarded grants from FRA through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the purchase and installation of these antennae. Amtrak is presently working with FRA (and other stakeholders) on next steps related to those awarded funds.

19. Amtrak does not believe that there are “any other situations where CN imposes slow orders due to Amtrak’s choice of equipment.”

III. REQUEST #10(b) - “DO NOT COUNTS” OR “DNCS”

20. The Board’s Request #10, subpart (b), states as follows:

Certain DNC provisions proposed by CN involve events that would not necessarily result in a significant delay. (See CN Opening 59, Nov. 30, 2022). CN is ordered to propose a minimum delay threshold for all DNC categories or some other mechanism to ensure short delays do not result in DNCs. Amtrak may submit its own

¹ The Board previously described a “short shunt” correctly as occurring “when a [passenger or freight] train fails to timely and properly close (or shunt) an electric circuit that activates automated crossing warning devices.” (See *Application of the Nat’l Passenger R.R. Under 49 U.S.C. § 24308(a) - Canadian Nat’l Ry.*, FD 35743, slip op. at 26 (STB served August 9, 2019)).

proposal for the Board's consideration, but is not required to do so.

21. As the Board is aware, "Do Not Counts" (or "DNCs") are a feature of the incentive and penalty "checkpoint" system in the Existing OA - - and CN proposes to keep DNCs as part of their proposed new OA. Under the Existing OA and CN's proposal, CN may designate delayed Amtrak trains as DNCs if they are delayed by certain enumerated causes (and if they would have been on-time had that delay not occurred). These delayed Amtrak trains are excluded from a calculation of that train's monthly on-time performance.

22. As explained in Amtrak's prior written submissions, Amtrak does not believe a new OA should contain any provision for DNCs at all. Accordingly, Amtrak does not believe that the Board should include any "minimum delay threshold" for DNCs in a new OA. Although Amtrak will not propose such a minimum threshold, we would like to take this opportunity to reiterate why including DNCs in a penalty and incentive system of a new OA (regardless of the length of the delay impacting Amtrak's train) is inappropriate.

23. First, including a provision for DNCs is contrary to FRA's regulations, which require that Customer On-Time Performance ("COTP") be calculated based on the experiences of each and every passenger who travels aboard Amtrak's trains. FRA found no basis to exclude the experiences of **any** Amtrak passengers from a COTP calculation.

24. Second, including DNCs in a new OA would be contrary to the Board's August 2019 Decision, in which the Board correctly held: "[i]t is not reasonable for an incentives and penalties system to have at its foundation a performance metric that fails to account for the OTP at stations central to the passenger experience for a significant portion of Amtrak passengers." (*See Application of the Nat'l Passenger R.R. Under 49 U.S.C. § 24308(a) - Canadian Nat'l Ry.*, FD 35743, slip op. at 10 (STB served August 9, 2019)). In other words, no Amtrak train trip should

be excluded from consideration in assessing the on-time performance of Amtrak's trains on CN's system.

25. Because DNCs are excluded from contractual performance calculations in the Existing OA and CN's proposal for a new OA, passenger experiences on that delayed train are completely ignored, contrary to FRA's regulations. This creates an anomaly where an Amtrak train can routinely arrive late, but yet that train still may still report "good" contractual performance because delayed DNC trains are excluded from the monthly performance calculations.

26. Further, once a DNC event has delayed an Amtrak train - - meaning it will be treated as a DNC and will never be considered as part of a performance calculation under the Existing OA or CN's proposal - - CN loses any incentive to reduce the delays impacting that train (or to make up time that train has lost en route).

27. For these reasons, as Amtrak's has previously explained to the Board in this matter, DNCs are harmful to the Amtrak passenger experience and only benefit host railroads like CN (who can reap incentives despite the occurrence of delayed Amtrak trains on their system and report favorable contractual performance while Amtrak passengers arrive late). The following simple example applying the penalty and incentive terms of the Existing OA and CN's proposal illustrates this point.

28. Assume an Amtrak train operates between two stations on CN's system ten times each month. Assume further that five Amtrak trains are delayed and arrive after their scheduled arrival times, but are ***not classified as DNCs*** for trips operated in Month 1 - - rather those trains are "late" for purposes of an on-time performance calculation. Lastly, assume that in Month 2, the five late-arriving Amtrak trains ***are considered DNCs***. The following result occurs:

	<i>Total Trips</i>	<i>Trips On-Time</i>	<i>Late Trips</i>	<i>DNCs</i>	<i>Contractual Performance</i>
<i>Month 1</i>	10	5	5	0	50%
<i>Month 2</i>	10	5	5	5	100%

29. For both Months 1 and 2, 50% of Amtrak’s trains are late to their destination on CN’s network. However, in Month 2 - - because those late trains were delayed by causes that warrant treating those trains as DNCs - - CN would ***still earn incentives*** based upon a contractual performance score, despite having delivered only 50% of Amtrak’s trains on-time.

30. For these reasons, and those stated in Amtrak’s written submission, the Board should not include DNCs as part of a new OA.

IV. REQUEST #14 - REOPENER PROVISION

The Board’s Request #14 provides as follows:

The Board generally agrees with each party that the other’s proposed reopener is unreasonable. In the Board’s view, the process proposed by CN would take too long and may not result in any concrete action likely to improve on-time performance, while Amtrak’s proposal involves changes that would be far too intrusive on CN operations. Accordingly, each party is ordered to submit an alternate reopener provision consistent [with] the Board’s previous guidance on the issue, *see Application of the Nat’l Passenger R.R. Under 49 U.S.C. § 24308(a) – Canadian Nat’l Ry.*, FD 35743, slip op. at 17 (STB served Aug. 9, 2019 (a reopener should “result in concrete action in order to resolve potential future performance disputes and to prevent sustain poor performance”). Each party should also consider and comment on a reopener provision that, in response to a given period of poor on-time performance, would either (1) remove the lookback provision entirely, or (2) replace it with one having terms less favorable to CN (e.g., a longer lookback term and/or the ability to offset incentives earned on one route with penalties incurred on other routes). However, the parties’ newly submitted provisions do not have to be linked to the lookback provision.

31. As the Board is aware, Amtrak's proposed incentive and penalty system imposes penalties on CN when its Host-Responsible Delays ("HRDs") for a route exceed 924 minutes per 10,000 train miles. (See Amtrak Opening Submission, filed May 27, 2022 ("Amtrak Opening Submission"), at pp. 40-25). This is because 900 HRDs per 10,000 train miles generally correlates to 80% COTP. (*Id*; see also Amtrak Rebuttal Brief, filed on August 25, 2022, at pp. 15-20).

32. In Amtrak's previous submissions, it proposed a "tiered" approach for remedial action in the event of poor COTP of Amtrak's train on CN's system. In response to the Board's concerns concerning Amtrak's prior proposal, Amtrak is revising its "reopener" which employs a similar tiered approach based upon the number of consecutive quarters during which CN's HRDs are more than 924 per 10,000 train miles, but which implements "concrete action" that Amtrak's believes the Board will find "less intrusive."

A. Tier 1 Remedial Action

33. Amtrak proposes that Tier 1 Remedial Action be implemented where CN's HRDs exceed 924 minutes per 10,000 train-miles for any Amtrak train for two consecutive quarters. Under such circumstances, CN would be obligated to provide the following information to Amtrak for each CN HRD greater than five minutes that the subject Amtrak train experiences:

- a. The direct cause of the delay;
- b. What actions CN could have taken to prevent the delay; and
- c. Corrective actions taken by CN to prevent a repeat of the delay.²

² In its prior "concrete action" proposal, Amtrak's proposed Tier 1 Remedial Action included additional requirements that CN report to Amtrak: (1) the name of the dispatcher and dispatch supervisor on duty when the delay occurred; (2) whether the dispatcher was counseled; and (3) the date when the counseling session occurred. (See Amtrak Opening Submission, at pp. 68). Amtrak also previously proposed that CN provide Amtrak and the Board with on-line view and recording access to CN's dispatch screens for the Amtrak route that included the non-performing train at issue. Furthermore, Amtrak proposed that Tier 1 Remedial Action commence with only one

Amtrak refers to this as “the Dispatch Reporting Requirement.”

34. This proposed Tier 1 Remedial Action focuses on some of CN’s dispatching decisions because Amtrak’s preference rights (and its on-time performance) can be directly and adversely impacted by those decisions. Given the causal link between a host railroad’s dispatching decisions and the denial of Amtrak’s preference rights, Amtrak further proposes that - - if CN fails to comply with the Dispatch Reporting Requirement for a CN-responsible delay in excess of five minutes - - a new OA should state that such delay will be assumed to be a violation of Amtrak’s preference rights (the “Preference Violation Presumption”).

35. Amtrak proposes that both the Dispatch Reporting Requirement and the Preference Violation Presumption would remain in place for six months after it is implemented, unless discontinued earlier by Amtrak in its sole discretion.

B. Tier 2 Remedial Action

36. Amtrak proposes that Tier 2 Remedial Action be triggered in the event of three consecutive quarters where CN’s HRDs exceed 924 minutes per 10,000 train miles for a particular Amtrak train.³

37. In addition to the Dispatch Reporting Requirement and the Preference Violation Presumption, Amtrak proposes that, during the pendency of Tier 2 Remedial Action, the new OA’s “lookback” provision allow Amtrak to offset penalties incurred on one route against incentives earned by CN on another route. The “lookback” provision in the Existing OA operates to limit the

quarter of poor performance.

³ In its prior “concrete action” proposal, Amtrak’s Tier 2 Remedial Action required CN to allow Amtrak, Amtrak’s Office of the Inspector General, and/or the Board to designate a representative to sit alongside CN’s dispatchers in real time as to the subject Amtrak route where the non-performing train was operating. Further, Amtrak proposed that Tier 2 Remedial Action commence with two consecutive quarters of poor performance.

amount of penalties Amtrak may collect for CN's poor performance to the incentives earned for the same route over the prior twelve months.⁴ Amtrak refers to this as the "Aggregated Lookback Measure."

38. The "Aggregated Lookback Measure" will incentivize CN to address problems causing delays on one route, even where that poor performance has been so prolonged that Amtrak could no longer collect penalties through normal operation the "lookback" provision as to that route. Under this proposed remedy, CN's incentives that it may be earning on other routes are at stake, thereby incentivizing CN to improve poor performance. And, because the "Aggregated Lookback Measure" still limits Amtrak's ability to collect penalties to the total amount of incentives CN has earned over the length of the lookback period for all routes, CN cannot argue it may find itself in a situation where it is being compensated in an amount less than its incremental costs for hosting Amtrak's service.

39. Amtrak proposes that Tier 2 Remedial Action will remain in place for a period of one year after it is implemented, unless discontinued earlier by Amtrak in its sole discretion.

C. Tier 3 Remedial Action

40. Amtrak's third and final proposed tier of Remedial Action would be triggered if CN's HRD minutes exceed 924 minutes per 10,000 train miles for a particular Amtrak train for four consecutive quarters.

41. In addition to Tier 1 and Tier 2 Remedial Action, Amtrak proposes that, during the pendency of Tier 3 Remedial Action, the new OA's "lookback" provision be suspended entirely. Such a remedy is appropriate because - - at this point - - Amtrak's train will have been performing

⁴ Note that, in its prior submissions, Amtrak has already proposed that the lookback period be extended to a time-frame equal the life of the new OA. (See Amtrak Opening Submission, at pp. 62-66).

poorly for an entire year and less drastic remedies (*i.e.*, Tier 1 and Tier 2 remedies) will have proven to be ineffective.

42. Amtrak further proposes that CN also must provide Amtrak with on-line view access to CN's dispatch screens for the Amtrak route which includes the non-performing train at issue (the "Screen View Requirement"). As mentioned in relation to Tier 1 remedies, a host railroad's dispatching decisions are directly linked to Amtrak's performance. Therefore, it is reasonable for CN to provide Amtrak with access to this data. Indeed, every other Class I freight railroad voluntarily provides such access to Amtrak.

43. Amtrak proposes that the Tier 3 Remedial Action will remain in place for a period of two years after it is implemented, unless discontinued earlier by Amtrak in its sole discretion.

44. Amtrak believes that the foregoing tiered approach is materially less intrusive to CN's operations than Amtrak's prior proposal. Further, this proposal - - as envisioned by the Board - - contains "concrete action" designed to spur CN to action to remedy significant delays that are impacting Amtrak's passengers.

45. I verify under penalty of perjury that the foregoing is true and correct to the best of my knowledge and that I am qualified and authorized to execute this Verified Statement.

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Dated: May 8, 2025
Philadelphia, PA



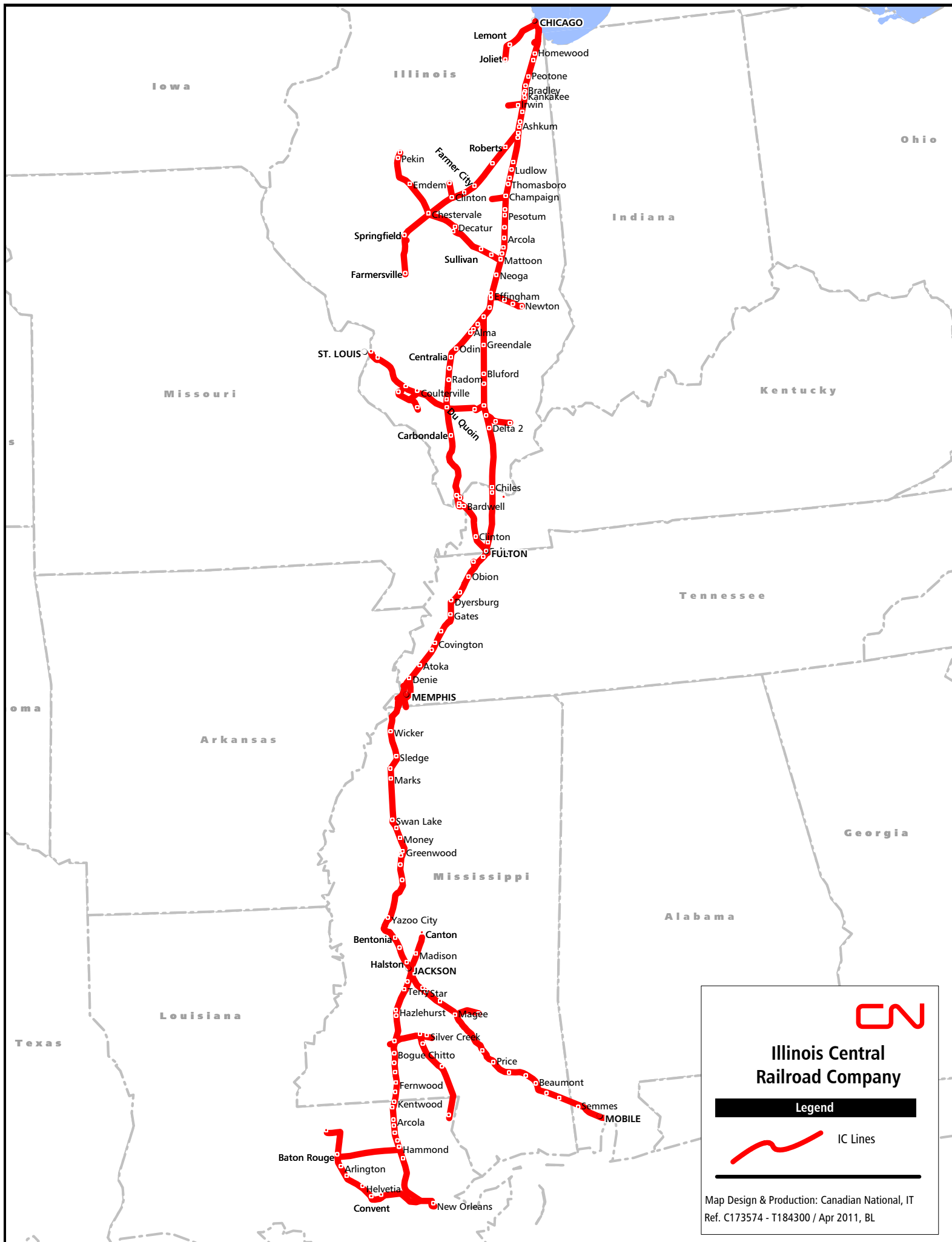
James A. Blair

EXHIBIT 01

APPENDIX VIII

Maps of Rail Lines

(2 pages following)



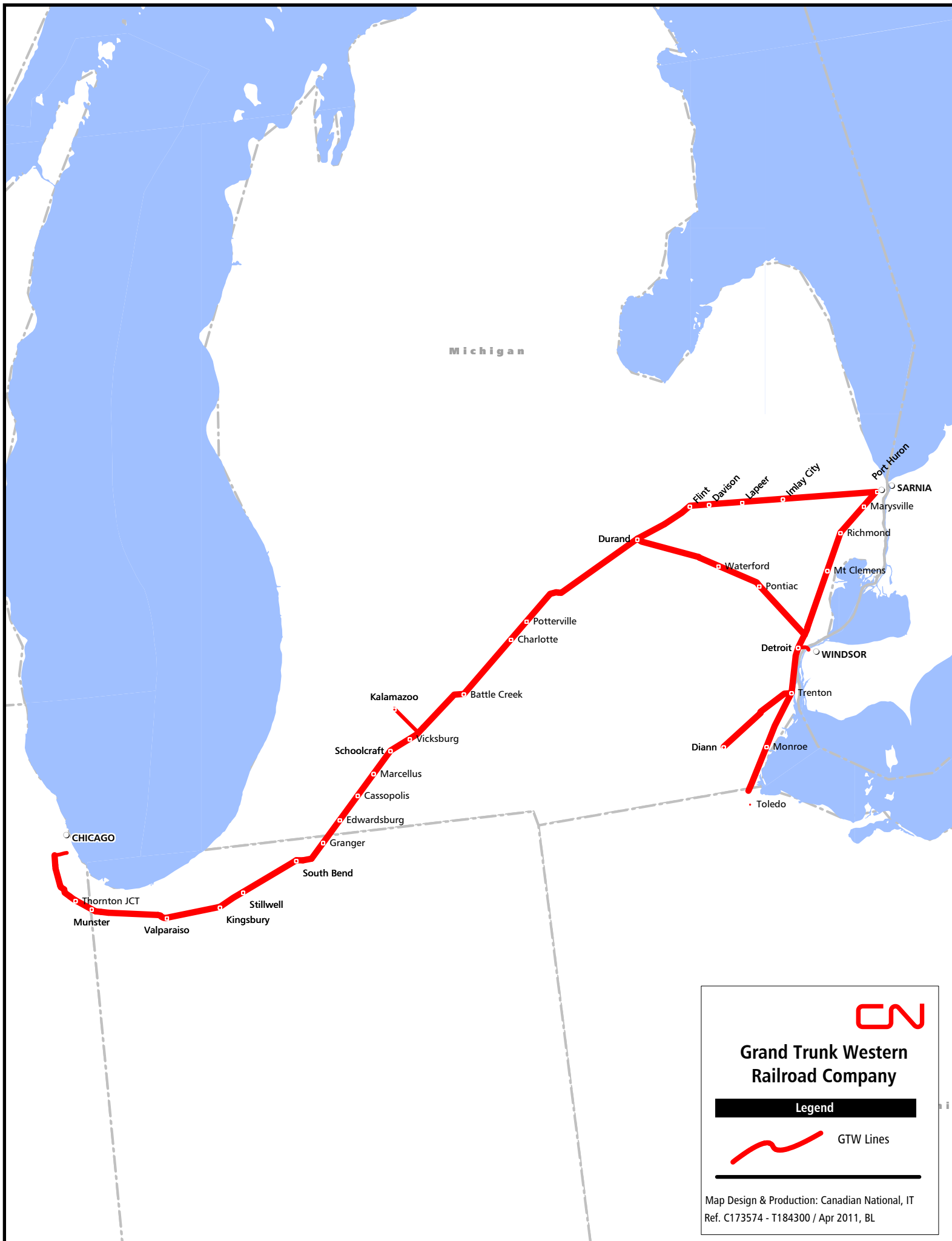


EXHIBIT 02



January 7, 2010

Mr. Paul LaDue
NRPC Operations Officer
CN North America
17641 South Ashland Ave.
Homewood, Illinois 60430-1345

VIA EMAIL AND US MAIL

Dear Paul:

This letter is to advise the Canadian National Railway (CN) that Amtrak desires to increase the frequency of Amtrak operations on the Los Angeles-New Orleans route from tri-weekly to daily beginning with the Spring, 2010 timetable issue, currently projected for May 10, 2010.

This change calls for operating the current daily Chicago-San Antonio *Texas Eagle* as a through daily train between Chicago, IL, San Antonio, TX, and Los Angeles, CA, with a daily connecting service between San Antonio, TX and New Orleans, LA.

The proposed schedules for this modified operation are attached to this letter.

Pursuant to Section 3.2A of the Agreement dated February 1, 1995, between National Railroad Passenger Corporation and Illinois Central Railroad Company, Amtrak requests that CN consent to this proposed change in service.

We would appreciate your prompt review so that we can begin planning for the implementation of the service.

For specific questions related to the proposed schedules, please contact Barb Bruce from Amtrak at 312-880-5240, or at bbruce@amtrak.com. All other inquiries should continue to be directed to the Host Railroad Group at Amtrak.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Vilter", with a stylized flourish at the end.

Paul Vilter
Assistant Vice President – Host Railroads

/Attachment

cc: Jim Blair
Barb Bruce
William Crosbie
Emmett Fremaux
Daryl Pesce
Richard Phelps
Joe Wall
Joe Yannuzzi

CURRENT SCHEDULE				PROPOSED SCHEDULE												
Train 21/1				Remarks and Changes	Schedule Skeleton - 21/1											timezone 1:00
Effective 10/26/09			Proposed		RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minute	Arrive	Depart	Station	Check Point	
To LA SuTuTh	Days of Operation	Daily			AMT	0.0							3:05 PM	Chicago, IL	CT	
				CNIC	1.6		5					3:10 PM	3:10 PM	XTF - 21st Street		
R	1:45 PM	Dp	Chicago, IL	CT	3:05 PM	UP	37.3	46	-1		5	3:55 PM	4:00 PM	R Joliet, IL		
	2:40 PM	Dp	Joliet, IL	R	4:00 PM	UP	73.6	33				4:33 PM	4:33 PM	Dwight, IL		
	3:27 PM	Dp	Pontiac, IL		4:47 PM	UP	92.0	16	-3		1	4:46 PM	4:47 PM	Pontiac, IL		
	4:04 PM	Dp	Bloomington-Normal, IL		5:24 PM	UP	124.1	28	4		5	5:19 PM	5:24 PM	Bloomington-Normal, IL		
	4:37 PM	Dp	Lincoln, IL		5:57 PM	UP	156.4	29	2		2	5:55 PM	5:57 PM	Lincoln, IL		
	5:14 PM	Dp	Springfield, IL		6:34 PM	UP	185.1	29	3		5	6:29 PM	6:34 PM	Springfield, IL		
F	5:49 PM	Dp	Carlinville, IL	F	7:09 PM	UP	223.8	34			1	7:08 PM	7:09 PM	F Carlinville, IL		
	6:22 PM	Dp	Alton, IL		7:42 PM	UP	257.2	32	-2		3	7:39 PM	7:42 PM	Alton, IL		
	7:21 PM	Ar	St. Louis, MO		8:41 PM	TRRA	275.1	4	10			7:56 PM	7:56 PM	XW1 - Wann		
	8:00 PM	Dp	Poplar Bluff, MO		9:15 PM	TRRA	284.1	31	14		34	8:41 PM	9:15 PM	St. Louis, MO		
	11:42 PM	Dp	Walnut Ridge, AR		12:57 AM	TRRA	284.1					9:15 PM	9:15 PM	XSL - St. Louis (1000 mi.)		
	12:37 AM	Dp	Little Rock, AR		1:52 AM	UP	285.9	10				9:25 PM	9:25 PM	XGA - Grand Avenue		
	3:10 AM	Dp	Malvern, AR		4:25 AM	UP	452.9	205			5	12:55 AM	12:57 AM	Poplar Bluff, MO		
F	3:55 AM	Dp	Arkadelphia, AR	F	5:10 AM	UP	513.1	51	2		2	1:50 AM	1:52 AM	Walnut Ridge, AR		
F	4:20 AM	Dp	Hope, AR	F	5:35 AM	UP	633.8	115	15	15	8	4:17 AM	4:25 AM	Little Rock, AR	fuel rack	
	---	Dp	Texarkana, AR/TX		7:08 AM	UP	676.8	44			1	5:09 AM	5:10 AM	F Malvern, AR		
	5:58 AM	Dp	Marshall, TX		8:25 AM	UP	694.3	20			4	1	5:34 AM	5:35 AM	F Arkadelphia, AR	
	7:50 AM	Dp	Longview, TX		9:10 AM	UP	741.3	48			1	6:23 AM	6:24 AM	Hope, AR		
	8:28 AM	Dp	Mineola, TX		10:07 AM	UP	773.5	33	3		8	7:00 AM	7:08 AM	Texarkana, AR/TX		
	9:25 AM	Dp	Dallas, TX		12:10 PM	UP	840.0	67			10	8:15 AM	8:25 AM	Marshall, TX		
	11:30 AM	Ar	Fort Worth, TX		12:20 PM	UP	863.9	25	5	10	5	9:05 AM	9:10 AM	Longview, TX		
	11:50 AM	Dp	Cleburne, TX		1:35 PM	UP	911.6	47	5		5	10:02 AM	10:07 AM	Mineola, TX		
	1:25 PM	Ar	McGregor, TX		2:45 PM	UP	990.6	105	10	8	10	12:10 PM	12:20 PM	Dallas, TX		
	2:10 PM	Dp	Temple, TX		3:27 PM	UP	1021.4	40	24			1:24 PM	1:24 PM	XFF - Tower 55		
	2:52 PM	Dp	Taylor, TX		4:35 PM	BNSF	1021.7	11			70	1:35 PM	2:45 PM	Fort Worth, TX		
	4:00 PM	Dp	Austin, TX		5:18 PM	BNSF	1021.9	4				2:49 PM	2:49 PM	X55 - Tower 55		
	4:43 PM	Dp	San Marcos, TX		6:11 PM	BNSF	1050.1	36	1		1	3:26 PM	3:27 PM	Cleburne, TX		
	5:36 PM	Dp	San Antonio, TX		7:05 PM	BNSF	1124.8	67			1	4:34 PM	4:35 PM	McGregor, TX		
	6:30 PM	Dp	Del Rio, TX		7:47 PM	BNSF	1149.5	26	15		2	5:16 PM	5:18 PM	Temple, TX		
	7:12 PM	Dp	Sanderson, TX		10:30 PM	UP	1150.3	3	2			5:23 PM	5:23 PM	XOJ - Opal Jct.		
	9:55 PM	Ar	Alpine, TX		1:10 AM	UP	1188.3	43	3		2	6:09 PM	6:11 PM	Taylor, TX		
	5:40 AM	Dp	El Paso, TX		1:10 AM	UP	1223.0	42	4		8	6:57 PM	7:05 PM	Austin, TX		
	8:35 AM	Dp	Deming, NM		4:06 AM	UP	1253.0	42	-1		1	7:46 PM	7:47 PM	San Marcos, TX		
F	11:10 AM	Dp	Lordsburg, NM	F	6:41 AM	UP	1278.8	33				8:20 PM	8:20 PM	XJT - Craig Jct.		
	1:24 PM	Dp	Benson, AZ	CT	9:05 AM	UP	1302.8	32	16	21		9:29 PM	9:29 PM	XAJ - Apache Jct. (Kerr Jct.)		
	4:15 PM	Ar	Tucson, AZ	MT	11:51 AM	UP	1305.4	23	24	14	160	10:30 PM	1:10 AM	San Antonio, TX	CT	
	4:40 PM	Dp	Maricopa, AZ		12:35 PM	UP	1474.5	169	4		3	4:03 AM	4:06 AM	Del Rio, TX		
F	6:11 PM	Dp	Yuma, AZ	F	2:07 PM	UP	1600.4	145	9		1	6:40 AM	6:41 AM	F Sanderson, TX		
F	7:06 PM	Dp	Palm Springs, CA	MT	3:03 PM	UP	1691.6	98	26	10	10	8:55 AM	9:05 AM	Alpine, TX	CT	
F	9:11 PM	Dp	Fullerton, CA	MST	5:09 PM	UP	1910.1	206	5	15	44	11:51 AM	12:35 PM	El Paso, TX	MT	
	10:40 PM	Ar	Riverside, CA		6:49 PM	UP	1998.0	82	7		3	2:04 PM	2:07 PM	F Deming, NM		
	11:30 PM	Dp	Los Angeles, CA		7:20 PM	UP	2057.7	48	5		3	3:00 PM	3:03 PM	F Lordsburg, NM	MT	
	12:47 AM	Ar			8:47 PM	UP	2176.2	115	8		3	5:06 PM	5:09 PM	F Benson, AZ	MST	
	12:57 AM	Dp			8:57 PM	UP	2225.9	53	17	30	31	6:49 PM	7:20 PM	Tucson, AZ		
	3:44 AM	Dp		MST	11:51 PM	UP	2312.0	72	5	10	10	8:47 PM	8:57 PM	Maricopa, AZ		
	5:02 AM	Dp		PT	1:29 AM	UP	2476.5	147	8	15	4	11:47 PM	11:51 PM	Yuma, AZ	MST	
	---	Dp			3:00 AM	UP	2622.1	128	6	20	4	1:25 AM	1:29 AM	Palm Springs, CA	PT	
	---	Dp			3:44 AM	BNSF	2671.4	65			15	2:49 AM	2:49 AM	Colton		
	8:40 AM	Ar			5:05 AM	BNSF	2678.0	10	1		3	3:00 AM	3:03 AM	D Riverside, CA		
						BNSF	2678.8	2				3:05 AM	3:05 AM	West Riverside		
						BNSF	2714.4	39			3	3:44 AM	3:47 AM	D Fullerton, CA		
						SCRRA	2736.6	22	7			4:16 AM	4:16 AM	XRJ - Soto		
						SCRRA	2740.6	9	10	30		5:05 AM		Los Angeles, CA	PT	

timezone
1:00

fuel rack

CURRENT SCHEDULE				PROPOSED SCHEDULE											
Train 1 Connector				Remarks and Changes	Schedule Skeleton - Train 1 Connector										
Effective 10/26/09 MoWeFr	Days of Operation		Proposed		RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point
		Daily													
11:55 AM	Dp	New Orleans, LA	CT	9:45 AM											
F 1:25 PM	Dp	Schriever, LA	F	11:13 AM				10	5			10:00 AM	10:00 AM	XSU - Southport Jct	X
F 2:51 PM	Dp	New Iberia, LA	F	12:38 PM				5				10:05 AM	10:05 AM	XEB - East Bridge Jct	X
3:19 PM	Dp	Lafayette, LA		1:21 PM				19	1			10:25 AM	10:25 AM	XWB - West Bridge Jct	
4:50 PM	Dp	Lake Charles, LA		3:12 PM				7	2			10:34 AM	10:34 AM	XLL - Live Oak	X
6:43 PM	Dp	Beaumont, TX	F	4:31 PM				37			2	11:11 AM	11:13 AM	F Schriever, LA	
9:13 PM	Ar	Houston, TX		6:25 PM				81	2		2	12:36 PM	12:38 PM	F New Iberia, LA	
9:50 PM	Dp			6:35 PM				22	18		3	1:18 PM	1:21 PM	Lafayette, LA	
3:00 AM	Ar	San Antonio, TX	CT	11:00 PM				68	17			2:46 PM	2:46 PM	XIJ - Iowa Jct.	X
								16			10	3:02 PM	3:12 PM	Lake Charles, LA	
								76	1		2	4:29 PM	4:31 PM	F Beaumont, TX	
								101	13		10	6:25 PM	6:35 PM	Houston, TX	
								209	8		8	10:12 PM	10:20 PM	XKY - Kirby	
								17	23			11:00 PM		San Antonio, TX	X

timezone
1:00

CURRENT SCHEDULE				PROPOSED SCHEDULE												
Train 2/22				Remarks and Changes	Schedule Skeleton - Train 2/22											timezone 1:00
Effective 10/26/09	Days of Operation	Effective	RR		Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point		
FromLA SuWeFr		Daily	SCRRRA		0.0											
2:30 PM	Dp	Los Angeles, CA	PT	11:30 PM	BNSF	4.0		10				11:40 PM	11:40 PM	Los Angeles, CA	PT	
---	Dp	Fullerton, CA		12:05 AM	BNSF	26.2		22			3	12:02 AM	12:05 AM	Fullerton, CA		
---	Dp	Riverside, CA		12:56 AM	BNSF	61.8		39	1			12:45 AM	12:45 AM	West Riverside		
5:06 PM	Dp	Palm Springs, CA	PT	2:18 AM	BNSF	62.6		2	7		2	12:54 AM	12:56 AM	Riverside, CA		
8:24 PM	Dp	Yuma, AZ	MST	5:34 AM	UP	69.2		10				1:06 AM	1:06 AM	Colton		
11:07 PM	Ar	Maricopa, AZ		8:19 AM	UP	118.5		65	3		4	2:14 AM	2:18 AM	Palm Springs, CA	PT	
11:17 PM	Dp			8:29 AM	UP	264.1		124	8		4	5:30 AM	5:34 AM	Yuma, AZ	MST	
1:05 AM	Ar	Tucson, AZ		10:17 AM	UP	428.6		146	7	12	10	8:19 AM	8:29 AM	Maricopa, AZ		
1:55 AM	Dp			10:37 AM	UP	514.7		74	34		20	10:17 AM	10:37 AM	Tucson, AZ		
F 2:55 AM	Dp	Benson, AZ	MST	F 11:37 AM	UP	564.4		53	5		2	11:35 AM	11:37 AM	F Benson, AZ	MST	
F 4:55 AM	Dp	Lordsburg, NM	MT	F 1:37 PM	UP	682.9		115	4		1	1:36 PM	1:37 PM	F Lordsburg, NM	MT	
F 5:50 AM	Dp	Deming, NM	F 2:32 PM		UP	742.6		49	5		1	2:31 PM	2:32 PM	F Deming, NM		
7:50 AM	Ar	El Paso, TX		4:41 PM	UP	830.5		94	21	14	44	4:41 PM	5:25 PM	El Paso, TX	MT	
8:15 AM	Dp		MT	5:25 PM	UP	1049.0		209	31	10	10	10:35 PM	10:45 PM	Alpine, TX	CT	
1:25 PM	Dp	Alpine, TX	CT	10:45 PM	UP	1140.2		98	12		1	12:35 AM	12:36 AM	F Sanderson, TX		
F 3:16 PM	Dp	Sanderson, TX	F 12:36 AM		UP	1266.1		144			2	3:00 AM	3:02 AM	Del Rio, TX		
5:42 PM	Dp	Del Rio, TX		3:02 AM	UP	1435.2		185	43		50	6:50 AM	7:40 AM	San Antonio, TX		
9:30 PM	Ar	San Antonio, TX		6:50 AM	UP	1437.8		10				7:50 AM	7:50 AM	XAJ - Apache Jct. (Kerr Jct.)		
7:00 AM	Dp			7:40 AM	UP	1461.8		46				8:36 AM	8:36 AM	XJT - Craig Jct. (Ogden Jct.)		
8:32 AM	Dp	San Marcos, TX		9:12 AM	UP	1487.6		33	2		1	9:11 AM	9:12 AM	San Marcos, TX		
9:31 AM	Dp	Austin, TX		10:11 AM	UP	1517.6		39	12		8	10:03 AM	10:11 AM	Austin, TX		
10:22 AM	Dp	Taylor, TX		11:02 AM	UP	1552.3		41	8		2	11:00 AM	11:02 AM	Taylor, TX		
11:25 AM	Dp	Temple, TX		12:05 PM	BNSF	1590.3		45	8			11:55 AM	11:55 AM	XOJ - Opal Jct.		
11:51 AM	Dp	McGregor, TX		12:31 PM	BNSF	1591.1		5			5	12:00 PM	12:05 PM	Temple, TX		
1:00 PM	Dp	Cleburne, TX		1:40 PM	BNSF	1615.8		24			2	12:29 PM	12:31 PM	McGregor, TX		
1:58 PM	Ar	Fort Worth, TX		2:38 PM	BNSF	1690.5		67			2	1:38 PM	1:40 PM	Cleburne, TX		
2:20 PM	Dp			3:05 PM	BNSF	1718.7		34	20			2:34 PM	2:34 PM	X55 - Tower 55		
3:20 PM	Ar	Dallas, TX		4:05 PM	BNSF	1719.0		4			27	2:38 PM	3:05 PM	Fort Worth, TX		
3:40 PM	Dp			4:15 PM	UP	1719.2		8				3:13 PM	3:13 PM	XFF - Tower 55		
5:15 PM	Dp	Mineola, TX		5:50 PM	UP	1750.0		44	8		10	4:05 PM	4:15 PM	Dallas, TX		
6:15 PM	Dp	Longview, TX		6:42 PM	UP	1750.0						4:15 PM	4:15 PM	XDA - Dallas Express		
7:31 PM	Dp	Marshall, TX		7:38 PM	UP	1829.0		93			2	5:48 PM	5:50 PM	Mineola, TX		
8:43 PM	Dp	Texarkana, AR/TX		8:50 PM	UP	1876.7		47			5	6:37 PM	6:42 PM	Longview, TX		
---	Dp	Hope, AR	---		UP	1900.6		25	15	1	15	7:23 PM	7:38 PM	Marshall, TX		
F 10:02 PM	Dp	Arkadelphia, AR	F 10:09 PM		UP	1967.1		67			5	8:45 PM	8:50 PM	Texarkana, AR/TX		
F 10:26 PM	Dp	Malvern, AR	F 10:33 PM		UP	1999.3		34			1	9:24 PM	9:25 PM	Hope, AR		
11:39 PM	Dp	Little Rock, AR		11:46 PM	UP	2046.3		47	-4		1	10:08 PM	10:09 PM	F Arkadelphia, AR		
1:41 AM	Dp	Walnut Ridge, AR		1:48 AM	UP	2063.8		20	3		1	10:32 PM	10:33 PM	F Malvern, AR		
2:44 AM	Dp	Poplar Bluff, AR		2:51 AM	UP	2106.8		44	21		8	11:38 PM	11:46 PM	Little Rock, AR		
7:19 AM	Ar	St. Louis, MO		7:24 AM	UP	2227.5		115	4		3	1:45 AM	1:48 AM	Walnut Ridge, AR		
7:55 AM	Dp			7:55 AM	UP	2287.7		51	9		3	2:48 AM	2:51 AM	Poplar Bluff, MO		
8:43 AM	Dp	Alton, IL		8:43 AM	TRRA	2454.7		210	33	15		7:09 AM	7:09 AM	XGA - Grand Avenue		
F 9:15 AM	Dp	Carlinville, IL	F 9:15 AM		TRRA	2456.5		15			31	7:24 AM	7:55 AM	St. Louis, MO		
9:55 AM	Dp	Springfield, IL		9:55 AM	UP	2465.5		40				8:35 AM	8:35 AM	XW1 - Wann		
10:25 AM	Dp	Lincoln, IL		10:25 AM	UP	2483.4		4	2		2	8:41 AM	8:43 AM	Alton, IL		
11:08 AM	Dp	Bloomington-Normal, IL		11:08 AM	UP	2516.8		31			1	9:14 AM	9:15 AM	F Carlinville, IL		
11:39 AM	Dp	Pontiac, IL		11:39 AM	UP	2555.5		34	1		5	9:50 AM	9:55 AM	Springfield, IL		
D 12:56 PM	Dp	Joliet, IL	D 12:56 PM		UP	2584.2		28	1		1	10:24 AM	10:25 AM	Lincoln, IL		
1:52 PM	Ar	Chicago, IL-Union Sta.	CT	1:52 PM	UP	2616.5		30	6		7	11:01 AM	11:08 AM	Bloomington-Normal, IL		
					UP	2648.6		28	2		1	11:38 AM	11:39 AM	Pontiac, IL		
					UP	2667.0		17				11:56 AM	11:56 AM	Dwight, IL		
					CNIC	2703.3		34	6	20	3	12:56 PM	12:59 PM	D Joliet, IL		
					AMT	2739.0		47				1:46 PM	1:46 PM	XTF - 21st Street		
					AMT	2740.6		6				1:52 PM		Chicago, IL		

CURRENT SCHEDULE				PROPOSED SCHEDULE											
Train 2 Connector				Remarks and Changes	Schedule Skeleton - Train 2 Connector										
Effective 10/26/09 MoThSa	Days of Operation		Effective		RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point
		Daily			UP	0.0	T,E,W,G						7:50 AM	San Antonio, TX	X
11:55 PM	Dp	San Antonio, TX	CT		UP	7.1	FR	17	2		8	8:09 AM	8:17 AM	XKY - Kirby Yd.	
4:40 AM	Ar	Houston, TX			UP	210.3		209	12		12	11:58 AM	12:10 PM	Houston, TX	
5:10 AM	Dp				UP	292.1	e, t	101	2		2	1:53 PM	1:55 PM	F Beaumont, TX	
7:05 AM	Dp	Beaumont, TX	F		UP	353.4		76	5		8	3:16 PM	3:24 PM	Lake Charles, LA	
8:29 AM	Dp	Lake Charles, LA			UP	367.0		16	23			4:03 PM	4:03 PM	XIJ - Iowa Jct.	X
10:15 AM	Dp	Lafayette, LA			BNSF	427.7		68	2		3	5:13 PM	5:16 PM	Lafayette, LA	
F 10:41 AM	Dp	New Iberia, LA	F		BNSF	445.7		22			2	5:38 PM	5:40 PM	F New Iberia, LA	
F 12:03 PM	Dp	Schriever, LA	F		BNSF	517.2		81			2	7:01 PM	7:03 PM	F Schriever, LA	
2:55 PM	Ar	New Orleans, LA	CT		UP	557.3		37	30			8:10 PM	8:10 PM	XLL - Live Oak	X
				12/3/09	UP	561.7		7				8:17 PM	8:17 PM	XWB - West Bridge Jct	
					CNIC	563.9		19				8:36 PM	8:36 PM	XEB - East Bridge Jct.	X
					AMT	569.1		5				8:41 PM	8:41 PM	XSU - Southport Jct	X
					AMT	572.8	T,E,FA,I,W,G	10	9			9:00 PM		New Orleans, LA	

timezone
1:00

EXHIBIT 03

From: Bruce, Barbara <BBruce@amtrak.com>

Sent: Monday, March 19, 2012 3:47 PM

To: Bernaski, Richard <BernasR@amtrak.com>; Falkenstein, Steven <FALKENS@amtrak.com>; Fencil, Dennis <Dennis.Fencil@amtrak.com>; Fitter, George <FITTERG@amtrak.com>; Holt, Keith <HoltK@amtrak.com>; Klouda, David <DKLOUDA@Amtrak.com>; Richter, James S. <RICHTej@amtrak.com>; Staplin, David <StapliD@amtrak.com>; Steelman, Harry <steelmh@amtrak.com>; Vacca, Frank <VaccaF@amtrak.com>; Verhelle, Robert <VerhelR@amtrak.com>; Wurpel, Mark <WurpelM@amtrak.com>; Black, Dan <BlackDa@amtrak.com>; Hottel, Matt <HottelM@amtrak.com>; Lee, Warren <Uwjl@amtrak.com>; Peberdy, Cathy <PeberdC@amtrak.com>; Seitz, Sharyn <SeitzS@amtrak.com>; Stadtler, DJ <DJ.Stadtler@amtrak.com>; Lanzon, Christine <LanzonC@amtrak.com>; Roberts, Jared <UJRC@amtrak.com>; Andiman, Suzi <AndimaS@amtrak.com>; Bourne, Frances <BourneF@amtrak.com>; Cole, Clifford <ColeCl@amtrak.com>; Edmond, Patrick <EdmondP@amtrak.com>; Graham, Vernae <GrahamV@Amtrak.com>; Hutchison, Jonathan <HutchiJ@amtrak.com>; James, Derrick <JamesDe@amtrak.com>; Kulm, Steve W <Steve.Kulm@amtrak.com>; Lang, Ray <RAYLANG@Amtrak.com>; Leonard, Scott <LeonarS@amtrak.com>; Magliari, Marc <marcmag@Amtrak.com>; McHugh, Joe <jxm@amtrak.com>; Monte Verde, Charles D <Charles.Monte.Verde@amtrak.com>; Quinn, Julia A <Julia.Quinn@amtrak.com>; Raymond, Joshua <RaymonJ@amtrak.com>; Sherry, Margaret <SherryM@amtrak.com>; Slaton, Sharon <SAS@Amtrak.com>; Stennis, Todd <StenniT@Amtrak.com>; Brad Barkman (barkmanb@sfrta.fl.gov) <barkmanb@sfrta.fl.gov>; Heron, Don <don_heron@cpr.ca>; Hardwidge, George <ghardwid@metrarr.com>; Jason Letellier (Jason_Letellier@viarail.ca) <Jason_Letellier@viarail.ca>; Jay Westbrook@csx.com; jb_rock@csx.com; John Gohmann (johngohmann@msn.com) <johngohmann@msn.com>; Justin Vonashek (jvonashek@metrarr.com) <jvonashek@metrarr.com>; LeBlue, Coral K. <coral.leblue@nscorp.com>; mark.nordling@cn.ca; Mel Corbett (corbett@mnr.org) <corbett@mnr.org>; Ownes, Mark <mmowens@nscorp.com>; Paul Ladue (Paul.Ladue@cn.ca) <Paul.Ladue@cn.ca>; Pederson, Edward <PEDERSONE@scrra.net>; Peggy E. Harris (peharris@up.com) <peharris@up.com>; Wessler, Richard <richard.wessler@bnsf.com>; Rick Depler (Rick.Depler@bnsf.com) <Rick.depler@bnsf.com>; Robert Gonzales (RGonzales@mrcog-nm.gov) <RGonzales@mrcog-nm.gov>; Tameria.Burney@cn.ca; Kilbarger, Janet <V2JK@amtrak.com>; Abubakar, Darlene <AbubakD@amtrak.com>; Amore, Dawn <AmoreD@amtrak.com>; Babb-Jordan, Kecia <JordanK@amtrak.com>; Babiarez, Richard <BabiarR@amtrak.com>; Blakey, Michael <BlakeyM@amtrak.com>; Brzezinski, Jim <BRZEZIJ@Amtrak.com>; Carroll, John <CarroljO@amtrak.com>; Coatney, Clyde <CoatneC@amtrak.com>; Cohen, Harris <CohenH@amtrak.com>; Davies, Theodore <Theodore.Davies@amtrak.com>; Dwyer, Michael <DwyerM@amtrak.com>; Flynn, Anthony (Tony) <flynna@amtrak.com>; Fremaux, Emmett <FremauE@amtrak.com>; Gunderson, Gary S <Gary.Gunderson@amtrak.com>; Hall, Thomas (Customer Service) <HallT@amtrak.com>; Hardison, Matthew <HardisM@amtrak.com>; Hart, Brian <hartbr@Amtrak.com>; Hengst, James <HengstJ@amtrak.com>; Hughey, Teresa <HugheyT@amtrak.com>; Johnson, Denise <JOHNSDE@amtrak.com>; Kelly, John M (Jack) <KellyJo@amtrak.com>; Lim, David <LimD@amtrak.com>; MacDonald, Carleton

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Subject: Schedule Change Notice - Sunset Ltd

Effective May 7, 2012.

Barbara A. Bruce

Director - Scheduling, Amtrak
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Schedule Change Notice

March 19, 2012

Route:	Sunset Limited (and Texas Eagle thru-cars)
Effective date:	May 7, 2012
Train numbers:	1, 2, 421, 422
New train numbers:	N/A
Discontinued train numbers:	N/A
What is changing?	*Westbound operates 2 hours 55 minutes earlier *Westbound New Orleans origination on Friday changed to Saturday *Eastbound operates 7 hours later
Why?	*Improve connectivity in Los Angeles with other service, including southbound Coast Starlight *Reduce travel time for passengers traveling through San Antonio on Texas Eagle *Reduce held-away layover in New Orleans for OBS crews

Effective Monday May 7, 2012, the schedule for the Sunset Limited between Los Angeles and New Orleans will change. This change will have a number of benefits, a few of which have been summarized above. Note that there will be no change to the schedule of the Texas Eagle between San Antonio and Chicago.

The first westbound to operate on the new schedule will be train 1 departing New Orleans on May 7. The first eastbound to operate on the new schedule will be train 2 departing Los Angeles on May 9. Saturday May 12 will be the first Saturday origination of train 1 from New Orleans.

Westbound (train 1) changes:

- Train will operate 2 hours 55 minutes earlier at all stations.
- Sleeping car passengers arriving into Los Angeles will be permitted to remain on board until 6:30am

Eastbound (train 2) changes:

- Train will operate 7 hours later from departure in Los Angeles to arrival in San Antonio.
- Some dwell time shifted from San Antonio to Houston (no net change)
- Arrival in New Orleans will be 6 hours 45 minutes later.

See attached schedule for details.

Sunset Limited				Remarks and Changes
Train 1				
Effective 5-9-11 MoWeFr	Days of Operation		Effective 5-7-12 MoWeSa	
11:55 AM	Dp	New Orleans, LA	9:00 AM MoWeSa	Change in the days of operation - Friday changed to Saturday. Departs 2 hours 55 minutes earlier.
F 1:25 PM	Dp	Schriever, LA	F 10:30 AM MoWeSa	
F 2:51 PM	Dp	New Iberia, LA	F 11:56 AM MoWeSa	
3:19 PM	Dp	Lafayette, LA	12:24 PM MoWeSa	
4:50 PM	Dp	Lake Charles, LA	1:55 PM MoWeSa	
6:43 PM	Dp	Beaumont, TX	3:48 PM MoWeSa	
9:13 PM	Ar	Houston, TX	6:18 PM MoWeSa	
9:50 PM	Dp		6:55 PM MoWeSa	
3:00 AM	Ar	San Antonio, TX	12:05 AM TuThSu	
5:40 AM	Dp		2:45 AM TuThSu	
8:35 AM	Dp	Del Rio, TX	5:49 AM TuThSu	Times are for summer ("Daylight") time, except AZ.
F 11:10 AM	Dp	Sanderson, TX	F 8:24 AM TuThSu	
1:24 PM	Dp	Alpine, TX CT	10:38 AM TuThSu	
4:15 PM	Ar	El Paso, TX MT	1:22 PM TuThSu	
4:40 PM	Dp		1:47 PM TuThSu	
F 6:11 PM	Dp	Deming, NM	F 3:18 PM TuThSu	
F 7:06 PM	Dp	Lordsburg, NM MT	F 4:13 PM TuThSu	
F 8:11 PM	Dp	Benson, AZ MST	F 5:18 PM TuThSu	
9:40 PM	Ar	Tucson, AZ	6:45 PM TuThSu	
10:30 PM	Dp		7:35 PM TuThSu	
11:47 PM	Ar	Maricopa, AZ	8:52 PM TuThSu	
11:57 PM	Dp		9:02 PM TuThSu	
2:44 AM	Dp	Yuma, AZ MST	11:49 PM TuThSu	
4:54 AM	Dp	Palm Springs, CA PT	2:02 AM WeFrMo	
D 6:46 AM	Dp	Ontario, CA	D 3:54 AM WeFrMo	
D 6:56 AM	Dp	Pomona, CA	D 4:04 AM WeFrMo	
8:30 AM	Ar	Los Angeles, CA PT	5:35 AM WeFrMo	

3-7-12

3-7-12

Schedule Skeleton - Sunset Limited/Train 1 (MoWeSa)

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point
AMT	0.0	T,E,FA,I,W,G						9:00 AM	New Orleans, LA	CT
CNIC	3.7		10	5			9:15 AM	9:15 AM	XSU - Southport Jct	X
NOPB	5.9		5				9:20 AM	9:20 AM	XEB - East Bridge Jct	X
BNSF	11.1		19	1			9:40 AM	9:40 AM	XWB - West Bridge Jct	X
BNSF	15.5		7	2	5		9:54 AM	9:54 AM	XLL - Live Oak	
BNSF	55.6		37	-3		2	10:28 AM	10:30 AM	F Schriever, LA	
BNSF	127.1		82	2		2	11:54 AM	11:56 AM	F New Iberia, LA	
BNSF	145.1		22	3		3	12:21 PM	12:24 PM	Lafayette, LA	
BNSF	205.8		70	32	16		2:22 PM	2:22 PM	Iowa Jct.	
UP	205.8				-39		1:43 PM	1:43 PM	XIJ - Iowa Jct.	X
UP	219.4		18	-8		2	1:53 PM	1:55 PM	Lake Charles, LA	
UP	280.7	e	79	4	16	14	3:34 PM	3:48 PM	Beaumont, TX	
UP	362.5	t,E	104	46		37	6:18 PM	6:55 PM	Houston, TX	
UP	565.7	FR	217	23	20	8	11:15 PM	11:23 PM	XKY - Kirby	
UP	572.8	I,T,E,W,G	17	25		160	12:05 AM	2:45 AM	San Antonio, TX	X
UP	582.3		13		2		3:00 AM	3:00 AM	Withers, TX	
UP	588.1		6				3:06 AM	3:06 AM	Macdona Siding	
UP	598.7		9				3:15 AM	3:15 AM	Lacoste Siding	
UP	610.9		14		7		3:36 AM	3:36 AM	Dunlay Siding	
UP	741.9		127	4		2	5:47 AM	5:49 AM	Del Rio, TX	
UP	867.8		145	9		1	8:23 AM	8:24 AM	F Sanderson, TX	
UP	959.0	t,e	98	26		10	10:28 AM	10:38 AM	Alpine, TX	CT
UP	1177.5	T,E,FV	206	5	13	25	1:22 PM	1:47 PM	El Paso, TX	MT
UP	1265.4		82	7		2	3:16 PM	3:18 PM	F Deming, NM	
UP	1325.1		48	5		2	4:11 PM	4:13 PM	F Lordsburg, NM	MT
UP	1443.6		115	8		2	5:16 PM	5:18 PM	F Benson, AZ	MST
UP	1493.3	G,W	53	17	17	50	6:45 PM	7:35 PM	Tucson, AZ	X
UP	1579.4	t,e	72	5		10	8:52 PM	9:02 PM	Maricopa, AZ	
UP	1743.9		147	8	8	4	11:45 PM	11:49 PM	Yuma, AZ	MST
UP	1762.7		20		3		12:12 AM	12:12 AM	Cactus, CA	PT
UP	1808.4		36				12:48 AM	12:48 AM	Niland, CA	
UP	1835.7		21	2			1:11 AM	1:11 AM	Ferrum, CA	
UP	1857.9		16	4			1:31 AM	1:31 AM	Thermal, CA	
UP	1888.3		27			4	1:58 AM	2:02 AM	Palm Springs, CA	PT
UP	1955.5		85	27		3	3:54 AM	3:57 AM	D Ontario, CA	X
UP	1962.4		8	-1		3	4:04 AM	4:07 AM	D Pomona, CA	
UP	1981.1		19		39		5:05 AM	5:05 AM	XEL - El Monte	
SCRRA	1994.1	T,E	19	10	1		5:35 AM		Los Angeles, CA	PT

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
2073	268	108	346	2795

3-7-12

Sunset Limited					
Train 2					
Effective 5-9-11 SuWeFr	Days of Operation		Effective 5-7-12 SuWeFr	Remarks and Changes	
3:00 PM	Dp	Los Angeles, CA PT	10:00 PM SuWeFr	Departs 7 hours later. (First departure will be Wednesday May 9, 2012)	
3:41 PM	Dp	Pomona, CA	10:41 PM SuWeFr		
3:54 PM	Dp	Ontario, CA	10:54 PM SuWeFr		
5:35 PM	Dp	Palm Springs, CA PT	12:36 AM MoThSa	Times are for summer ("Daylight") time, except AZ.	
7:45 PM	Dp	Yuma, AZ MST	2:47 AM MoThSa		
10:28 PM	Ar	Maricopa, AZ	5:30 AM MoThSa		
10:38 PM	Dp		5:40 AM MoThSa		
12:26 AM	Ar	Tucson, AZ	7:28 AM MoThSa		
1:15 AM	Dp		8:15 AM MoThSa		
F 2:15 AM	Dp	Benson, AZ MST	F 9:15 AM MoThSa		
F 5:15 AM	Dp	Lordsburg, NM MT	F 12:15 PM MoThSa		
F 6:10 AM	Dp	Deming, NM	F 1:10 PM MoThSa		
8:10 AM	Ar	El Paso, TX	3:10 PM MoThSa		
8:35 AM	Dp	MT	3:35 PM MoThSa		
1:45 PM	Dp	Alpine, TX CT	8:45 PM MoThSa		
F 3:36 PM	Dp	Sanderson, TX	F 10:36 PM MoThSa		
6:02 PM	Dp	Del Rio, TX	1:02 AM TuFrSu		
9:50 PM	Ar	San Antonio, TX	4:50 AM TuFrSu	Removed 30" dwell.	
11:55 PM	Dp		6:25 AM TuFrSu		
4:40 AM	Ar	Houston, TX	11:10 AM TuFrSu	Added 30" dwell.	
5:10 AM	Dp		12:10 PM TuFrSu		
7:05 AM	Dp	Beaumont, TX	2:05 PM TuFrSu		
8:29 AM	Dp	Lake Charles, LA	3:29 PM TuFrSu		
10:15 AM	Dp	Lafayette, LA	5:15 PM TuFrSu		
F 10:41 AM	Dp	New Iberia, LA	F 5:41 PM TuFrSu		
F 12:03 PM	Dp	Schriever, LA	F 7:03 PM TuFrSu		
2:55 PM	Ar	New Orleans, LA	9:40 PM TuFrSu		
				3-7-12	

Schedule Skeleton - Sunset Limited/Train 2 (SuWeFr)

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point
SCRRA	0.0	T,E,FA,W,I,G						10:00 PM	Los Angeles, CA	PT
UP	13.0		18				10:18 PM	10:18 PM	XEL - El Monte	X
UP	31.7		20			3	10:38 PM	10:41 PM	Pomona, CA	
UP	38.6		8	2		3	10:51 PM	10:54 PM	Ontario, CA	
UP	105.8		82	3	12	5	12:31 AM	12:36 AM	Palm Springs, CA	PT
UP	136.2		27				1:03 AM	1:03 AM	Thermal, CA	PT
UP	155.1		15				1:18 AM	1:18 AM	Ferrum, CA	PT
UP	184.1		20				1:38 AM	1:38 AM	Niland, CA	PT
UP	228.1		36				2:14 AM	2:14 AM	Cactus, CA	PT
UP	250.2		18	8	2	5	2:42 AM	2:47 AM	Yuma, AZ	MST
UP	414.7	t,e	146	7	10	10	5:30 AM	5:40 AM	Maricopa, AZ	
UP	500.8	FV,W,G	74	34		47	7:28 AM	8:15 AM	Tucson, AZ	X
UP	550.5		53	5		2	9:13 AM	9:15 AM	F Benson, AZ	MST
UP	669.0		115	4		1	12:14 PM	12:15 PM	F Lordsburg, NM	MT
UP	728.7		49	5		1	1:09 PM	1:10 PM	F Deming, NM	
UP	816.6	T,E	94	21	5	25	3:10 PM	3:35 PM	El Paso, TX	MT
UP	1035.1	t,e	209	31		10	8:35 PM	8:45 PM	Alpine, TX	CT
UP	1126.3		98	12		1	10:35 PM	10:36 PM	F Sanderson, TX	
UP	1252.2		144			2	1:00 AM	1:02 AM	Del Rio, TX	
UP	1378.3		132				3:14 AM	3:14 AM	Dunlay siding	
UP	1391.5		16				3:30 AM	3:30 AM	Lacoste siding	
UP	1402.1		11	8			3:49 AM	3:49 AM	Macdona siding	
UP	1406.9		10	1			4:00 AM	4:00 AM	Withers, TX	
UP	1421.3	I,T,E,W,G	16	34		95	4:50 AM	6:25 AM	San Antonio, TX	X
UP	1428.4	FR	20	2		8	6:47 AM	6:55 AM	XKY - Kirby Yd.	
UP	1631.6		209	31	15	60	11:10 AM	12:10 PM	Houston, TX	
UP	1713.4	e, t	101	2		12	1:53 PM	2:05 PM	Beaumont, TX	
UP	1774.7		76	6		2	3:27 PM	3:29 PM	Lake Charles, LA	
UP	1788.3		16	69			4:54 PM	4:54 PM	Iowa Jct.	X
BNSF	1788.3				-54		4:00 PM	4:00 PM	XIJ - Iowa Jct.	
BNSF	1849.0		68	4		3	5:12 PM	5:15 PM	Lafayette, LA	
BNSF	1867.0		24			2	5:39 PM	5:41 PM	F New Iberia, LA	
BNSF	1938.5		81	-1		2	7:01 PM	7:03 PM	F Schriever, LA	
BNSF	1978.6		42	37			8:22 PM	8:22 PM	XLL - Live Oak	X
NOPB	1983.0		8	-2			8:28 PM	8:28 PM	XWB - West Bridge Jct	
CNIC	1988.2		19				8:47 PM	8:47 PM	XEB - East Bridge Jct.	X
AMT	1990.4		5				8:52 PM	8:52 PM	XSU - Southport Jct	X
AMT	1994.1	T,E,FA,I,W,G	19	22	7		9:40 PM		New Orleans, LA	

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
2099	345	-3	299	2740

3-7-12

EXHIBIT 04

From: [Scott Kuxmann](#)
To: [Bruce, Barbara](#); [Walton, Albert](#)
Cc: [Awnyadda Tamera BURNEY](#)
Subject: FW: Daylight Saving Time - Spring Forward
Date: Wednesday, March 18, 2015 11:22:35 AM
Attachments: [sunsettd0315dst uprr mow.xls](#)
[sunsettd0315dst.xls](#)
[swchief0315dst.xls](#)

Barb/Al,

How will the crews account for Daylight Saving Time on the CDR? Where crews are not able to make up the full 1 hour lost?

I am specifically looking at trains 58(7) and 59(7). Trying to read the original EDR and a revised copy in Citrix now the time lost for 58 between FTN and CDL do not seem to be accounted for on the EDR. 59(7) between XT5 and Carbondale has the same lost time with no coding from the conductor as to the reason for the delay.

Scott

From: Bruce, Barbara [<mailto:BBruce@amtrak.com>]

Sent: Tuesday, March 03, 2015 12:33 PM

Subject: Daylight Saving Time - Spring Forward

At 2:00AM Sunday, March 8, 2015 all clocks (except in the state of Arizona) will be set ahead in observance of Daylight Saving Time in accordance with the Uniform Standard of Time Act. Amtrak trains enroute will become one hour late on schedule. Enroute trains should attempt to make up any time possible consistent with good, safe operating practices.

Barbara A. Bruce

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[illegible]

Sunset Limited			Remarks and Changes	Schedule Skeleton - Sunset Limited/Train 1 (MoWeSa)										March 8, 2015		
Train 1				RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point		
Effective 1/12/15 MoWeFr	Days of Operation	Effective 3/8/15 MoWeSa		AMT	0.0	T,E,FA,I,W,G						9:00 AM	New Orleans, LA	CT		
9:00 AM	Dp	New Orleans, LA		CNIC	3.7		10	5			9:15 AM	9:15 AM	XSU - Southport Jct	X		
F 10:30 AM	Dp	Schriever, LA	F 10:30 AM MoWeSa	NOPB	5.9		5				9:20 AM	9:20 AM	XEB - East Bridge Jct	X		
F 11:56 AM	Dp	New Iberia, LA	F 11:56 AM MoWeSa	BNSF	11.1		19	1			9:40 AM	9:40 AM	XWB - West Bridge Jct	X		
12:24 PM	Dp	Lafayette, LA	12:24 PM MoWeSa	BNSF	15.5		7	2	5		9:54 AM	9:54 AM	XLL - Live Oak			
1:55 PM	Dp	Lake Charles, LA	1:55 PM MoWeSa	BNSF	55.6		37	-3		2	10:28 AM	10:30 AM	F Schriever, LA			
3:48 PM	Dp	Beaumont, TX	3:48 PM MoWeSa	BNSF	127.1		82	2		2	11:54 AM	11:56 AM	F New Iberia, LA			
6:18 PM	Ar	Houston, TX	6:18 PM MoWeSa	BNSF	145.1		22	3		3	12:21 PM	12:24 PM	Lafayette, LA			
6:55 PM	Dp		6:55 PM MoWeSa	BNSF	205.8		70	32	16		2:22 PM	2:22 PM	Iowa Jct.			
12:05 AM	Ar	San Antonio, TX	12:05 AM TuThSu	UP	205.8				-39		1:43 PM	1:43 PM	XIJ - Iowa Jct.	X		
2:45 AM	Dp		2:45 AM TuThSu	UP	219.4		18	-8		2	1:53 PM	1:55 PM	Lake Charles, LA			
5:49 AM	Dp	Del Rio, TX	5:49 AM TuThSu	UP	280.7	t, e	79	4	16	14	3:34 PM	3:48 PM	Beaumont, TX			
F 8:24 AM	Dp	Sanderson, TX	F 8:24 AM TuThSu	UP	362.5		104	46		37	6:18 PM	6:55 PM	Houston, TX			
10:38 AM	Dp	Alpine, TX	10:38 AM TuThSu	CT	UP	565.7	FR	217	23	20	8	11:15 PM	11:23 PM	XKY - Kirby		
1:22 PM	Ar	El Paso, TX	1:22 PM TuThSu	MT	UP	572.8	I,T,E,W,G	17	25		160	12:05 AM	2:45 AM	San Antonio, TX	X	
1:47 PM	Dp		1:47 PM TuThSu		UP	582.3		13		2		3:00 AM	3:00 AM	Withers, TX		
F 3:18 PM	Dp	Deming, NM	F 3:18 PM TuThSu	F	UP	588.1		6				3:06 AM	3:06 AM	Macdona Siding		
F 4:13 PM	Dp	Lordsburg, NM	F 4:13 PM TuThSu	MT	UP	598.7		9				3:15 AM	3:15 AM	Lacoste Siding		
F 6:18 PM	Dp	Benson, AZ	F 5:18 PM TuThSu	MST	UP	610.9		14		7		3:36 AM	3:36 AM	Dunlay Siding		
7:45 PM	Ar	Tucson, AZ	6:45 PM TuThSu		UP	741.9		127	4		2	5:47 AM	5:49 AM	Del Rio, TX		
8:35 PM	Dp		7:35 PM TuThSu		UP	867.8		145	9		1	8:23 AM	8:24 AM	F Sanderson, TX		
9:52 PM	Ar	Maricopa, AZ	8:52 PM TuThSu		UP	959.0	t,e	98	26		10	10:28 AM	10:38 AM	Alpine, TX	C X	
10:02 PM	Dp		9:02 PM TuThSu		UP	1177.5	T,E,FV	206	5	13	25	1:22 PM	1:47 PM	El Paso, TX	MT	
12:49 AM	Dp	Yuma, AZ	11:49 PM TuThSu	MST	UP	1265.4		82	7		2	3:16 PM	3:18 PM	F Deming, NM		
2:02 AM	Dp	Palm Springs, CA	2:02 AM WeFrMo	PT	UP	1325.1		48	5		2	4:11 PM	4:13 PM	F Lordsburg, NM	MT	
D 3:54 AM	Dp	Ontario, CA	D 3:54 AM WeFrMo	D	UP	1443.6		115	8		2	5:16 PM	5:18 PM	F Benson, AZ	MST	
D 4:04 AM	Dp	Pomona, CA	D 4:04 AM WeFrMo	D	UP	1493.3	G,W	53	17	17	50	6:45 PM	7:35 PM	Tucson, AZ	X	
5:35 AM	Ar	Los Angeles, CA	5:35 AM WeFrMo	PT	UP	1579.4	t,e	72	5		10	8:52 PM	9:02 PM	Maricopa, AZ		
				7/21/14	UP	1743.9		147	8	8	4	11:45 PM	11:49 PM	Yuma, AZ	MST	
					UP	1762.7		20		3		12:12 AM	12:12 AM	Cactus, CA		
					UP	1808.4		36				12:48 AM	12:48 AM	Niland, CA		
					UP	1835.7		21	2			1:11 AM	1:11 AM	Ferrum, CA		
					UP	1857.9		16	4			1:31 AM	1:31 AM	Thermal, CA		
					UP	1888.3		27			4	1:58 AM	2:02 AM	Palm Springs, CA		
					UP	1955.5		85	27		3	3:54 AM	3:57 AM	D Ontario, CA		
					UP	1962.4		8	-1		3	4:04 AM	4:07 AM	D Pomona, CA		
					UP	1981.1		19		39		5:05 AM	5:05 AM	XEL - El Monte		
					SCRRA	1994.1	T,E	19	10	1		5:35 AM		Los Angeles, CA	PT X	
					Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time							
					2073	268	108	346	2795		7/21/14					

Sunset Limited				Remarks and Changes	Schedule Skeleton - Sunset Limited/Train 2 (SuWeFr)											
Train 2			RR		Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point		
Effective 1/12/15 SuWeFr	Days of Operation			Effective 3/8/15 SuWeFr	SCRRA	0.0	T,E,FA,W,I,G					10:00 PM	Los Angeles, CA	PT	X	
10:00 PM	Dp	Los Angeles, CA	PT	10:00 PM SuWeFr	UP	13.0		18				10:18 PM	XEL - El Monte		X	
10:41 PM	Dp	Pomona, CA		10:41 PM SuWeFr	UP	31.7		20			3	10:38 PM	10:41 PM	Pomona, CA		
10:54 PM	Dp	Ontario, CA		10:54 PM SuWeFr	UP	38.6		8	2		3	10:51 PM	10:54 PM	Ontario, CA		
12:36 AM	Dp	Palm Springs, CA	PT	12:36 AM MoThSa	UP	105.8		82	3	12	5	12:31 AM	12:36 AM	Palm Springs, CA		
3:47 AM	Dp	Yuma, AZ	MST	2:47 AM MoThSa	UP	136.2		27				1:03 AM	1:03 AM	Thermal, CA		
6:30 AM	Ar	Maricopa, AZ		5:30 AM MoThSa	UP	155.1		15				1:18 AM	1:18 AM	Ferrum, CA		
6:40 AM	Dp			5:40 AM MoThSa	UP	184.1		20				1:38 AM	1:38 AM	Niland, CA		
8:28 AM	Ar	Tucson, AZ		7:28 AM MoThSa	UP	228.1		36				2:14 AM	2:14 AM	Cactus, CA	PT	
9:15 AM	Dp			8:15 AM MoThSa	UP	250.2		18	8	2	5	2:42 AM	2:47 AM	Yuma, AZ	MST	
F 10:15 AM	Dp	Benson, AZ	MST	F 9:15 AM MoThSa	UP	414.7	t,e	146	7	10	10	5:30 AM	5:40 AM	Maricopa, AZ		
F 12:15 PM	Dp	Lordsburg, NM	MT	F 12:15 PM MoThSa	UP	500.8	FV,W,G	74	34		47	7:28 AM	8:15 AM	Tucson, AZ	X	
F 1:10 PM	Dp	Deming, NM		F 1:10 PM MoThSa	UP	550.5		53	5		2	9:13 AM	9:15 AM	F Benson, AZ	MST	
3:10 PM	Ar	El Paso, TX		3:10 PM MoThSa	UP	669.0		115	4		1	12:14 PM	12:15 PM	F Lordsburg, NM	MT	
3:35 PM	Dp		MT	3:35 PM MoThSa	UP	728.7		49	5		1	1:09 PM	1:10 PM	F Deming, NM		
8:45 PM	Dp	Alpine, TX	CT	8:45 PM MoThSa	UP	816.6	T,E	94	21	5	25	3:10 PM	3:35 PM	El Paso, TX	MT	
F 10:36 PM	Dp	Sanderson, TX		F 10:36 PM MoThSa	UP	1035.1	t,e	209	31		10	8:35 PM	8:45 PM	Alpine, TX	CT	X
1:02 AM	Dp	Del Rio, TX		1:02 AM TuFrSu	UP	1126.3		98	12		1	10:35 PM	10:36 PM	F Sanderson, TX		
4:50 AM	Ar	San Antonio, TX		4:50 AM TuFrSu	UP	1252.2		144			2	1:00 AM	1:02 AM	Del Rio, TX		
6:25 AM	Dp			6:25 AM TuFrSu	UP	1378.3		132				3:14 AM	3:14 AM	Dunlay siding		
11:10 AM	Ar	Houston, TX		11:10 AM TuFrSu	UP	1391.5		16				3:30 AM	3:30 AM	Lacoste siding		
12:10 PM	Dp			12:10 PM TuFrSu	UP	1402.1		11	8			3:49 AM	3:49 AM	Macdona siding		
2:05 PM	Dp	Beaumont, TX		2:05 PM TuFrSu	UP	1406.9		10	1			4:00 AM	4:00 AM	Withers, TX		
3:29 PM	Dp	Lake Charles, LA		3:29 PM TuFrSu	UP	1421.3	I,T,E,W,G	16	34		95	4:50 AM	6:25 AM	San Antonio, TX	X	
5:15 PM	Dp	Lafayette, LA		5:15 PM TuFrSu	UP	1428.4	FR	20	2		8	6:47 AM	6:55 AM	XKY - Kirby Yd.		
F 5:41 PM	Dp	New Iberia, LA	F	5:41 PM TuFrSu	UP	1631.6		209	31	15	60	11:10 AM	12:10 PM	Houston, TX		
F 7:03 PM	Dp	Schriever, LA	F	7:03 PM TuFrSu	UP	1713.4	e, t	101	2		12	1:53 PM	2:05 PM	Beaumont, TX		
9:40 PM	Ar	New Orleans, LA		9:40 PM TuFrSu	UP	1774.7		76	6		2	3:27 PM	3:29 PM	Lake Charles, LA		
					UP	1788.3		16	69			4:54 PM	4:54 PM	Iowa Jct.	X	
					BNSF	1788.3				-54		4:00 PM	4:00 PM	XIJ - Iowa Jct.		
					BNSF	1849.0		68	4		3	5:12 PM	5:15 PM	Lafayette, LA		
					BNSF	1867.0		24			2	5:39 PM	5:41 PM	F New Iberia, LA		
					BNSF	1938.5		81	-1		2	7:01 PM	7:03 PM	F Schriever, LA		
					BNSF	1978.6		42	37			8:22 PM	8:22 PM	XLL - Live Oak	X	
					NOPB	1983.0		8	-2			8:28 PM	8:28 PM	XWB - West Bridge Jct		
					CNIC	1988.2		19				8:47 PM	8:47 PM	XEB - East Bridge Jct.	X	
					AMT	1990.4		5				8:52 PM	8:52 PM	XSU - Southport Jct	X	
					AMT	1994.1	T,E,FA,I,W,G	19	22	7		9:40 PM		New Orleans, LA		
							Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time					
							2099	345	-3	299	2740	7/21/14				

Southwest Chief				Schedule Skeleton - Southwest Chief/Train 3 (Daily)										March 8, 2015			
Effective 1/12/15 Daily		Train 3		Effective 3/8/15 Daily		Remarks and Changes										timezone 1:00	
Days of Operation																	
						RR	Mileage	Services	PRT	Recovery Minute	Misc. Adjust.	Dwell Minute	Arrive	Depart	Station	Check Point	
						AMT	0.0	T,E,FA,I,W,G						3:00 PM	Chicago, IL	CT	
						BNSF	1.7		5		-1		3:04 PM	3:04 PM	XUA - Union Ave	X	
						BNSF	28.4		26		2	3	3:32 PM	3:35 PM	R Naperville, IL		
						BNSF	82.6		48			1	4:23 PM	4:24 PM	Mendota, IL		
						BNSF	104.2		20			2	4:44 PM	4:46 PM	Princeton, IL		
						BNSF	162.4		49			3	5:35 PM	5:38 PM	Galesburg, IL		
						BNSF	219.8	e	56	3		5	6:37 PM	6:42 PM	Fort Madison, IA		
						BNSF	298.2		67			2	7:49 PM	7:51 PM	La Plata, MO		
						BNSF	332.8								Marceline, MO		
						KCT	429.7		112				9:43 PM	9:43 PM	XS7 - Congo		
						KCT	436.7	T,E,t,e,W	13	30		19	10:26 PM	10:45 PM	Kansas City, MO		
						BNSF	438.1		5				10:50 PM	10:50 PM	XSJ - Santa Fe Jct.		
						BNSF	441.5	FR	10	2		8	11:02 PM	11:10 PM	XAR - Argentine	X	
						BNSF	461.6	G	19				11:29 PM	11:29 PM	XDK - DeSoto		
						BNSF	477.0		20		1	2	11:50 PM	11:52 PM	Lawrence, KS		
						BNSF	503.1		32	2		3	12:26 AM	12:29 AM	Topeka, KS		
						BNSF	597.3		89				1:58 AM	1:58 AM	Clements		
						BNSF	609.4		9				2:07 AM	2:07 AM	Florence		
						BNSF	622.0		12				2:19 AM	2:19 AM	Peabody		
						BNSF	630.8		6				2:25 AM	2:25 AM	Walton		
						BNSF	637.6		9	2	5	4	2:41 AM	2:45 AM	Newton, KS		
						BNSF	670.8		33			2	3:18 AM	3:20 AM	Hutchinson, KS		
						BNSF	791.0	t,e	103	16		6	5:19 AM	5:25 AM	Dodge City, KS		
						BNSF	840.9		54			2	6:19 AM	6:21 AM	Garden City, KS	CT	
						BNSF	940.8		96			2	6:57 AM	6:59 AM	Lamar, CO	MT	
						BNSF	993.4	T,E,G,W	55	21		15	8:15 AM	8:30 AM	La Junta, CO	X	
						BNSF	1074.3		78			2	9:48 AM	9:50 AM	Trinidad, CO		
						BNSF	1098.0		56		5	5	10:51 AM	10:56 AM	Raton, NM		
						BNSF	1208.5		100			2	12:36 PM	12:38 PM	LasVegas, NM		
						BNSF	1258.8		69				1:47 PM	1:47 PM	Fox		
						BNSF	1263.6		6				1:53 PM	1:53 PM	Glorietta		
						BNSF	1268.4		13				2:06 PM	2:06 PM	Canyoncito		
						NM	1273.6		9		5	4	2:20 PM	2:24 PM	Lamy, NM		
						NM	1340.8	T,E,FR,I,W,G	60	31	0	50	3:55 PM	4:45 PM	Albuquerque, NM	X	
						BNSF	1353.4		17				5:02 PM	5:02 PM	XIA - Isleta		
						BNSF	1513.6		124			2	7:06 PM	7:08 PM	Gallup, NM	MT	
						BNSF	1641.4		100			2	7:48 PM	7:50 PM	Winslow, AZ	MST	
						BNSF	1699.4		56		5	6	8:51 PM	8:57 PM	Flagstaff, AZ		
						BNSF	1729.5		34			2	9:31 PM	9:33 PM	Williams Jct., AZ		
						BNSF	1872.7	t,e	126			7	11:39 PM	11:46 PM	Kingman, AZ	MST	
						BNSF	1940.2		58			5	12:44 AM	12:49 AM	Needles, CA	PT	
						BNSF	2108.5		159	6		5	3:34 AM	3:39 AM	Barstow, CA		
						BNSF	2145.8		37			2	4:16 AM	4:18 AM	Victorville, CA		
						BNSF	2192.5		69			5	5:27 AM	5:32 AM	SanBernardino, CA		
						BNSF	2202.9		19			2	5:51 AM	5:53 AM	Riverside, CA		
						BNSF	2238.7		41			6	6:34 AM	6:40 AM	D Fullerton, CA		
						SCRR	2260.9		22	73	-9		8:06 AM	8:06 AM	XRJ - Soto/Redondo Jct.	X	
						SCRR	2264.9	T,E	9				8:15 AM		Los Angeles, CA	PT	
2-										Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time			
										2210	186	13	186	2595			
										7/21/14							

PRT	Recovery Minutes	Recovery %	Segment
406	35	8.6%	XUA-XAR
537	41	7.6%	XAR-LAJ
391	31	7.9%	LAJ-ABQ
845	79	9.3%	ABQ-XRJ

Purpose of Misc. Adjustments (Amtrak may remove time if circumstances no longer present.)
5 mins. at RAT for meet train 4 west of Newton.

[illegible]

timezone	1:00
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