

Surface Transportation Board

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EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

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On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Justin Hoffman  
2524 W Wilson Ave  
#1  
Chicago, IL 60625

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Philipp Palmer  
3550 n knox ave  
Unit 2  
Chicago, IL 60641

6623127482

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Paul Johnson  
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8502 16th St Apt 314  
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Theodore Picraux  
607 Jefferson Street  
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Robert Hart  
345 W. Fullerton Parkway  
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Chicago, IL 60614

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Andrew Guthrie  
116 N Agency St  
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507-257-3860

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Michael Gorman  
1304 N Clinton Blvd  
Bloomington, IL 61701

8478949805

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Mr Matthew Rossi  
Software Developer  
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#1  
Chicago, IL 60660

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Mr. William Bowling  
Chief Engineer  
3105 Mayo's Woods Ct.  
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804 556 3463

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BOB HAGELE  
222 N COLUMBUS DR #2603  
CHICAGO, IL 60601

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Mr. Michael Raffety  
3526 N Halsted St Apt 4  
Chicago, IL 60657

630-261-1888

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MARY KUFFNER  
222 N COLUMBUS  
CHICAGO, IL 60601

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Jason Moritz  
7181 Brills Lake Rd.  
Jackson, MI 49201

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Kyle Whitehead  
3015 W. Logan Boulevard Unit 1  
Chicago, IL 60647

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Robert Meisner  
Attorney  
4823 Cliffside Drive  
West Bloomfield, MI 48323

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Amir Weg  
2218 S. Sawyer Ave.  
Chicago, IL 60626

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j angell  
ponderosa rd  
rescue, CA 95672

Surface Transportation Board

This is a colossal waste of time! OTP is what it means--"on time performance" and to waste time trying to define this is mind boggling. Get on with it and get the trains rolling! Quite wasting time and more importantly money on this drive.

anthony ambrose  
2625 valletta road  
louisville, KY 40205

502-445-8570

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Christopher Malayter  
01223 Lake Drive  
Gobles, MI 49055

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Wilmer M. Rutt  
929 West Foster ave, apt 2023  
apt.2023  
Chicago, IL, IL 60640

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Joseph Cottral  
5454 South Shore Drive  
Chicago, IL 60615

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Harvey Goodrich  
16678 Annie Drive  
Grass Valley, CA 95949

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Eric Schneider  
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Fairbanks, AK 99712

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Mark Walbrun  
324 N Jefferson St  
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Chicago, IL 60661

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Barry George  
707 E Magnolia St  
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Michael O'Brien  
1682 N Franklin Pl  
Milwaukee, WI 53202

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Gregoey & Joan Farris  
1923 East Center Street  
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Pocatello, ID 83201

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dennis allen  
1427 Tunnel Road  
santa barbara, CA 93105

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One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. This is especially true for the long distance trains where most riders travel from one intermediate station to another intermediate station.

In addition only counting the destination station can mask the poor performance of a host railroad that only services a portion of a route. If a railroad provides poor hosting service but the next host railroad provides excellent service and allows the passenger train to make up the difference the first railroad could never be held accountable for the delay they cause under the proposed definition.

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Mr. Geoffrey Lacina  
10211 S Prospect Ave  
Chicago, IL 60643

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On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Warren Ferber  
4141 Abbott Ave S  
Minneapolis, MN 55410

612-790-0822

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Matthew Stuczynski  
345 N. Canal Street, Apt. 1403  
Apt 1403  
Chicago, IL 60606

(773) 907-9142 D

Surface Transportation Board

EP-726-0

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This was a standard that dates back to the days when most mail was carried on passenger trains. The Post office was satisfied so long as a mail train arrived at the final terminal on time. The schedule of such trains were stretched especially into the final terminal.

Thank you for taking the time to consider my comments.

Peter Vander Veld  
42 Greentree Lane  
5645 Clingan Road  
Malvern, PA 19355

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Christopher wurtzinger  
2314 w polk  
Chicago, IL 60612

847-532-5861

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Michael Sterzer  
3100 Blossom Heath Road  
Kettering, OH 45419

60477

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Engineer ron kaminkow  
P.O. Box 3010  
Madison, WI 53704

608-358-5771

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Carol O'Neill  
4038 N. Downer Ave.  
Shorewood, WI 53211

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Rose Wehner  
1835 W. Henderson Street  
Chicago, IL 60657

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Joseph Trudo  
1655 Bond St  
Brockway, PA 15824

8145901880

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Robert Haslun

1

Oberlin, OH 44074

(440) 774-8485 P

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

George E. Canary  
509 Highland Road  
Hinsdale, IL 60521

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

David Jennings  
190 Powhatan Ave  
292 S Ogden Ave  
Columbus, OH 43204

6143238603

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

Amtrak has to give its passengers an idea of the real total time it takes to get to Chicago. So they adjust their times to include the delays. The time it takes to get to the middle stops gives me a much better idea about how far behind the train is really running.

I would take the train instead of my car from Detroit to Chicago more often if I could trust that it would take a reasonable time. If there was a blizzard I'd understand. But on sunny days I still never know if my train is going to be sitting on the track for an hour. If it was more reliable I'd visit much more frequently.

Amtrak shouldn't have to include such a huge cushion and you shouldn't base your calculations on their cushion.

Thank you for taking the time to consider my comments.

Sarah Snow  
3545 Grayton  
Detroit, MI 48224

(313) 580-8427

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

suzanne brooks  
8271 Roxborough loop  
Gainesville, VA 20155

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Sandra McLuckie  
3842 Tradition Drive  
Fort Collins, CO 80526

9702079653

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Kevin Corwin  
6417 S Glencoe Ct  
Centennial, CO 80121

7204828454

Surface Transportation Board

EP-726-0

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Richard Joram  
403 Deep Wood Cove  
Fort Wayne, IN 46845

2604500584

Surface Transportation Board

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Wendel Johnson  
N2142 Shore Drive  
N2142 Shore Drive  
Marinette, WI 54143

715-735-9204

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Richard Stites  
190 E Sterling Dr  
Allyn, WA 98524

3605092958

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Timothy and Susan Deneen  
423 E Main St  
Evansville, WI 53536

608 882 6119

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Bob Watt  
5822 Raintree Court  
Westmont, IL 60559

630-969-7624

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Natalie Van Leekwijck  
Riddle Press 4555 SW Main Ave  
Beaverton, OR 97005

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Matthew Stagner  
332 N Scoville Ave  
332 n. scoville ave  
Oak Park, IL 60302

7084450089

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Mr. Robert Lane  
10 Riverside Dr. Suite 400  
Apt 410  
Chicago, IL 60014

815-347-4161

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Alvin Baysinger  
930 Aurora Avenue  
St. Paul, MN 55704

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Joseph Johnson  
4965 Castaway Lane  
Hoffman Estates, IL 60010

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Ron Leatz  
402 Main Street  
402 Main Street  
Dowagiac, MI 49047

269 782-0635

Surface Transportation Board

EP-726-0

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This is all the more important because the trigger for a complaint to the freight rail lines who share the tracks is so low, 80% on time. Between those two policies now proposed, Amtrak is lucky to be on time at all at the intermediate stations, when the problems arise from the shared rights of way. In my view, the trigger out to be 90% and include intermediate stations arrival times as well.

Thank you for taking the time to consider my comments.

Ms. Sarah LaBelle  
338 N. Austin Blvd, Unit 3  
Unit 3  
Oak Park, IL 60302

708-848-0772

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

John Webb  
763 Stagecoach Rd.  
763 Stagecoach Rd., Trinidad, CA 95570  
Trinidad, CA 95570

707-677-9310

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Pablo Toral  
1139 Eaton Ave  
1139 Eaton Ave, Beloit, WI 53511  
Beloit, WI 53511

6087186584

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Thomas Kornegay  
2133 Wintermere Pointe Dr  
Winter Garden, FL 34787

407-877-8743

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Terry Tallian  
123 murray dr  
Wood Dale, IL 60191

6305952274

Surface Transportation Board

EP-726-0

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Bob Tischbein  
education  
45581 Kensington  
Utica, MI 48317

5867269737

Surface Transportation Board

EP-726-0

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Dorothy Hagan  
3420 Glenhurst Ave  
Fort Wayne, IN 46805

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

robert krumstok  
271 Linden Ave  
Glencoe, IL 60022

847-835-1857

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Paul Hansknecht  
278 Sherrie Ln  
Northville, MI 48167

248-348-9531

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that each train serves many different cities. For many passengers the end destination time is not significant because they get off mid route.

I live in Ohio. Our Toledo station is very busy even though we have only 2 trains east/2 trains west and all at night. Unfortunately the trains here are too often late. Ridership would surely increase if trains were on time. With our limited service, people can not take the risk of a delay.

I have traveled on trains worldwide. I know the joy of reliable train travel and also use Amtrak regularly. If trains were mostly on time . I would recommend them to friends and family.

Though when a new train traveler has a delay, they decide that trains are late and they don't ride again.

I actually prefer train travel - seats are spacious, you can walk around, see the country, eat/rest on board and avoid the bustle of large city airports.

I would like to see train travel expanded.

Thank you for taking the time to consider my comments.

Penny Evans-Meyer  
203 Buttonwood Ave.  
Bowling Green, OH 43402

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Ayrlahn Johnson  
13517 Clinton Place  
Burnsville, MN 55337

(952) 892-3788 P

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

JOAN L MILLER  
2338 BRYANT AVENUEJLM2937  
B1908  
EVANSTON, IL 60201

8478666286

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Ron McCutcheon  
5734 Norwood Dr.  
5734 Norwood Dr.  
Brook Park, OH 44142

440-979-0681

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

URBAN BILLMEIER  
1919 PLAYBIRD RD  
SHEBOYGAN, WI 53083

9208892884

Surface Transportation Board

EP-726-0

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Michael Pavlina  
25 Barn Swallow Road  
Lake Forest, IL 60045

Surface Transportation Board

EP-726-0

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Rene Garcia  
22397 yarrow tr  
Strongsville, OH 44149

Surface Transportation Board

EP-726-0

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On a December 2015 trip from Fort Lauderdale to Washington, DC to Chicago and finally Denver, two of the three trains were late. Train 98 was about one hour late and train 6 was also one hour late. Train 30 was on time. Train 98 cut my DC visit short by one hour, but train 6 gave me an extra hour of sleep. I should mention that my airline return was mixed. The flight from Denver to Chicago was on time, but the flight from Chicago to Miami was four hours late due to a variety of mechanical problems and a replacement aircraft. Please keep the trains on time as much as possible. Thank. Bruce Holberg

Mr. Bruce Holberg  
Consultant  
200 Jacaranda Drive  
Unit B4  
Plantation, FL 33324

612-387-0264

Surface Transportation Board

EP-726-0

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William Engel  
PO Box 344  
Canal Fulton, OH 44614

330-854-4466

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Mr. GORTON DE MOND  
Banker  
2315 ELIZABETH STREET  
BELLINGHAM, WA 98225

4422266700

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

William Back  
6936 Holiday Drive  
6936 holiday drive  
Bloomfield, MI 48301

2488912795

Surface Transportation Board

EP-726-0

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Lauren Murdock  
3940 Via Lucero Apt #16  
Santa Barbara, CA 93110

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Christopher Vogt  
401 N 48th St  
Harrisburg, PA 17111

717-558-0599

Surface Transportation Board

EP-726-0

Dear Chairman Elliott III:

Trains should be considered on-time only when they arrive at intermediate and final destinations within 5 minutes of the schedule. It is absurd that we are still dealing with this problem 47 years after the initiation of AMTRAK service.

Freight railroads, who provide the use of track, must be disciplined to operate trains in a manner which fosters growth in passenger loadings. Those who choose to travel by rail should not be relegated to the status of "second class citizens" since our government pays these corporations handsomely for the services and facilities used to operate passenger trains on their lines. The time for excuses is long past.

Mark Campbell  
300 North Berkshire Road  
Bloomfield Hills, MI 48302

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Howard Nicholson  
912 Cleveland Ave. Apt. 20  
Marquette, IN 46901

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Mrs. Ellen Mandel  
563 Dorset Ave.  
Glen Ellyn, IL 60137

630-469-6368

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Melvin Carlson  
3824 Fox Hunt Way  
melcarlson@sbcglobal.net  
Grayslake, IL 60030

847-231-4753

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Charles R Shelly  
5008 Inspiration Dr SE  
Albuquerque, NM 87108

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Ken Sterling  
454 N. Euclid Ave.  
Pasadena, CA  
Pasadena, CA 91101

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Kim VonderHaar  
425 S. Hubbards Lane #414  
#414  
Louisville, KY 40207

502-876-5400

Surface Transportation Board

EP-726-0

I appreciate the opportunity to provide guidance about revising the STB's standard interpretation of "on time" performance.

1. Simply put, "on-time" means precisely that: "on-time".

Accordingly, a train arriving five minutes behind schedule arrives five minutes late.

To define it otherwise serves no useful public purpose. Any other definition is deliberately misleading, and such misinformation erodes public confidence and trust.

In contrast, in countries like Switzerland and Japan railroads truly strive to be "on time" and their positive results in that regard are self-evident. So, American railroads in the 21st Century should follow their example, and this is the goal that needs to be codified into our law -- replacing the obsolete and ineffective old ICC standard.

2. If a train's run is annulled mid-route, it should be counted in the computation of overall "on time" performance (except in cases of natural or man-made disasters). If a run is started, but not completed, it ought not vanish into thin air. It must be counted, and accounted for.

3. The achievement of on-time performance is crucial for American passenger rail services to be successful and gain ridership. Trains must be dependable. If travelers cannot reasonably depend on arriving at their destinations when they expect and need to then ridership will plummet and the result is that those routes will no longer be viable.

So, as the result of this rule revision, I sincerely hope that "on time" will once again mean what it means to most people: "on time".

Thank you for your consideration.

Lawrence Scheyer  
6 Stuyvesant Oval  
Apt. 12E  
New York, NY 10009

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance. Also of note, departure prior to scheduled time should also be tracked.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along it's route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Richard Neill  
119 S Anderson St  
Los Angeles, CA 90033

3232623231

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Stephen Weissman  
434 Gorman Bridge Road  
434 Gorman Bridge Road  
Asheville, NC 28806

828-255-5602

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Marcia Hadad  
Meadowlark  
Darien, IL 60561

6309630275

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Rev. Charles Shelby  
2233 N. Kenmore Ave  
DePaul Vincentian Residence  
Chicago, IL 60614

773-325-8725

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

David Lingo  
8225 38th Ave N  
New Hope, MN 55427

763-544-5213

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Gary Olszewski  
2212 Worthing Dr  
Naperville, IL 60565

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

John Belt  
1890 E. County Rd. 1150 N.  
Batesville, IN 47006

8129330588

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

john mckenzie  
223 e. fordyce  
kingsville, TX 78363

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Bruce Knapp  
118 Cliff Road  
North Bend, OH 45052

513-941-2713

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Jeffery George  
318 S Scientific St  
Apt C  
High Point, NC 27260

336-887-5380

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I believe you ought to include intermediate stations, as well as destinations, in defining on-time performance.

Passenger trains serve many different cities along a route, not just its origin and termination points. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not yet take this into account.

Promptness is normally considered vital for any publically scheduled transportation. In order to properly serve America, trains need to be dependable. A definition of on-time performance needs to accurately describe the experiences of passengers on intercity trains.

Thank you for taking the time to consider my comments.

Gerald Ottone  
2020 E. Park Pl., #307  
2020 E. Park Pl., #307  
Milwaukee, WI 53211

(414) 964-6973

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Anthony Vaiarella  
1011 19th st  
Rockford, IL 61104

8153986927

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Julie Samuels  
613 S. Lombard Ave.  
Oak park, IL 60304

7083837711

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Mr. Philip Darling  
525 W. Hawthorne Place  
Unit 302  
Chicago, IL 60657

773-525-5093

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Arlene Echols  
11329 S Saint Lawrence Ave  
Chicago, IL 60628

773-821-1637

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Al Shakar  
4811 N Hoyne  
Chicago, IL 60657

7737698718

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

michael sordill  
652 w. roscoe  
#303  
chicago, IL 60657

773-871-8614

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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michael sordill  
652 w. roscoe  
#303  
chicago, IL 60657

773-871-8614

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Patrick Gray  
2751 Parsons Rest  
Tallahassee, FL 32309

850-491-6120

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Keith Allison  
177 Mainsail Dr.  
177 Mainsail Dr., Grayslake, IL 60030-2615  
Grayslake, IL 60030

8475482505

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train service. I am concerned that the usual on time percentage at the end of the trip is not a sufficient measure of service.

First, please recognize that there is a great difference between a delay of ten minutes and a delay of an hour. Second, not everybody rides the whole distance, and even if someone thinks that 30 minutes is a tolerable delay for a journey of 500 miles, the passenger who only rode the last 150 miles of the route might not think so.

I believe a much better measure of performance would be to calculate, and publish, the median delay at each station along the route, and to develop penalties and incentives in a manner that weighs the passenger travel at each station. Some variability in performance is inevitable, so let's stick the "tolerance" at the most lightly used stations (allow late arrivals there) and aim for the best schedule performance at the stations with the most traffic.

in other words, we need to count whether the passenger is on time, rather than whether the train is on time. And if the passenger is late, by how much.

Thank you for taking the time to consider my comments.

Andrew Jones  
25 High Street  
Staten Island, NY 10305

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Douglas Ely  
1171 Sunset Dr  
1171 Sunset Dr Quincy CA  
Quincy, CA 95971

530-283-4347

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Austin Phung  
12038 Lambert Ave  
El Monte, CA 91732

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

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Thank you for taking the time to consider my comments.

Paul Benigno  
2763 W Francis Pl.  
Chicago, IL 60647

773 425 1011

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Diane Saunders  
Respiratory Therapist  
31 W. 5th Street, #1  
Duluth, MN 55806

218-464-4670

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Jeremy Caves  
473 Via Ortega, Rm. 140  
930 N. Arlington Mill Dr.  
Stanford, CA 94305

505-263-1241

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

vincent roveto  
2844 e. brown  
fresno, CA 93703

Surface Transportation Board

EP-726-0

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On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Bruce Donnell  
11 Camino Crosby  
Santa Fe, NM 87506

505-983-7511

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Greg Sells  
3300 Parker Ln.  
Apt. 258  
Austin, TX 78741

512-443-6461

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Caryn Corriere  
620 Locust St  
Hammond, IN 46324

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Kathy Oppenhuizen  
8135 Olive Trail  
West Olive, MI 49460

6168461956

## Surface Transportation Board

EP-726-0 and EP-728-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance. While end point OTP is important, intermediate point OTP is also very important. I live on the Capitol Corridor (Auburn CA/Sacramento/San Jose CA). Intermediate point OTP is important to those persons entraining/detraining at intermediate points- the passenger's main concern, is, is my train on time? For commuter rail operations (such as the Capitol Corridor) the majority of passengers entrain/detrain at intermediate points NOT at end points. The Capitol Corridor is about 170 miles in length

One unique aspect of passenger trains, is, that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited (one of Amtrak's long distance trains) serves 171 distinct city pairs along it's route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion (schedule recovery time) for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

Also; some means of identifying delays and the cause should be taken into account-ie: mechanical/electrical problems, drawbridge openings, disabled freight, etc. The cause of the delay, will be important in determining whether or not a host railroad has caused the delays or the operator of the passenger trains causes the delay ie: Amtrak, and whether there is cause for an investigation on your part.

On-time performance for the entire route(s) is vital for the success of passenger rail lines. In order to increase ridership trains absolutely MUST be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

A reasonable standard for endpoint AND intermediate point OTP and cause(s) of delay will take the factors mentioned above (plus others) into account-sometimes delays are weather related and beyond anybody's control. It is host railroad/operator causes that must be taken into account in determining whether there is cause for an investigation on your part and what action(s) if any that will need to be taken. Your proposed policy guidance is rather vague and seems to discourage the operator to even complain, let alone, try to prove (which they should) negligence, etc on the part of the host railroad. Your policy (or lack thereof) needs to be strengthened-if a host railroad is found to have caused delays-the host railroad needs to be reprimanded. If they are not at fault-they should not.

My sincere thanks for taking the time to consider my comments.

Michael Wilkinson

900 Southampton Rd # 47

47

Benicia, CA 94510

707-746-6235

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

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On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Jay Timmerman  
2149 Middleton Beach Rd  
000  
Middleton, WI 53562

608-630-3691

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

John Peterson  
2368 County Rd 49  
Omaha, NE 68152

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Edie Bryan  
Retired  
1661 S Kendall St  
Lakewood, CO 80232

303.935.1020

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

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Thank you for taking the time to consider my comments.

Robert McCombs  
PO Box 4175  
164 Deer Fern Ln. Bayside (NO MAIL!)  
Arcata, CA 95518

707 555 1212

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. On time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results. It seems to me that few passengers go the entire length of a passenger train. Most get on or off before the end of the route.

Thank you for taking the time to consider my comments.

Edie Bryan  
Retired  
1661 S Kendall St  
Lakewood, CO 80232

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Thank you for taking the time to consider my comments.

Mr. Don Kauffman  
105 N 31st Ave.  
#408  
Omaha, NE 68131

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Robert A Knobbe  
731 Nolan Avenue  
Glendale Heights, IL 60139

6304690354

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Bill Dredge  
15601 Summit Dr.  
15601 Summit Drive  
Eden Prairie, MN 55347

(952) 937-1313

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Denise Dean  
3564 Lorraine Ave  
Warrenville, IL 60525

Surface Transportation Board

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Vic Kamhi  
51 W Sidlee  
Thousand Oaks, CA 91360

Surface Transportation Board

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Jeffery Mead  
8 Elizabeth St  
Auburn, NY 13021

315-209-2707

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

C Lambert  
PO Box 348  
Lorton, VA 22199

7036903547

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Chris Colaw  
3222 Wycliff Ave.  
Dallas, TX 75219

3128604914

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

William Hooper  
116 W. Auburn  
Bolivar, MO 65613

(417) 326-3449

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

John Clark  
9113 Williston Court  
Indianapolis, IN 46260

317-574-9686

## Surface Transportation Board

Passenger trains serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs, making the intermediate stops just as critical as the final destination.

Keeping track of on-time performance between cities such as Chicago & New York City is critical.

Regards

JIM WALLINGTON  
passenger rail consultant  
7088 WHITE PINE DR  
PERRY, MI 48872

517-675-7919

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

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Thank you for taking the time to consider my comments.

Mr. Andrew Bowe  
1572 maple ave apt #703  
Apt #703  
Evanston, IL 60201

847-864-2706

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

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Thank you for taking the time to consider my comments.

David Berner  
10 East Pointe  
Fairport, NY 14450

(585) 223-9388

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

David Fouche  
155 Euclid Street  
Winston Salem, NC 27106

336-760-0024

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Matthew Weaver  
911 N. Main St.  
Genoa, OH 43430

5672770210

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Burl Covan  
5333 N. Sheridan Rd.  
Apt. 31-I  
Chicago, IL 60640

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Jason Baskett  
44 Barbara Rd  
Orinda, CA 94563

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Mark Coats  
Engineer  
4301 D Valley Forge Rd  
Mt. Vernon, IL 62864

3092585703

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Art Wedra  
1211 52nd St. Drive  
Moline, IL 61265

309 764-5813

Surface Transportation Board

EP-726-0

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Samuel Durkin  
5048 Lakeview Cir  
Fairfield, CA 94534

7078032576

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Martha Cook  
909 Broadway  
Normal, IL 61761

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Fr. The Rev. Sterling Minturn  
5555 N Sheridan Rd.  
Apt. 607  
Chicago, IL 60640

773-271-2714

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Karen Busch  
4687 Mulberry Woods Circle  
Ann Arbor, MI 48105

734-474-2623

Surface Transportation Board

EP-726-0

All in all, if we can't set our watches by arrival time, as in Germany, Switzerland, or High Speed Standard, Japan, what's the point?

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Thank you for taking the time to consider my comments.

David Orr  
325 Sutter St.  
325 Sutter Street, SF CA 94108  
San Francisco, CA 94108

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Frank DiCristofano  
4204 N Francisco Ave  
2nd Floor  
Chicago, IL 60618

Surface Transportation Board

EP-726-0

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Ethan Kellogg  
105 E Gilman St  
Apt B4  
Madison, WI 53703

8103573589

Surface Transportation Board

EP-726-0

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George Hall-Skank  
6 aspen court  
Streamwood, IL 60107

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

George Stewart  
retired  
14035 123rd Lane  
14035 123rd Lane  
Hoyt, KS 66440

(785) 986-6116

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Maria Del Zoppo  
2451 N. Sawyer Ave.  
2nd Floor  
Chicago, IL 60647

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Landon Rowell  
304 S. Chestnut St.  
Chestnut  
Tremont, IL 61568

309-925-2056

Surface Transportation Board

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Lynette Stuhlmacher  
2305 Thayer St  
Evanston, IL 60201

Surface Transportation Board

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Rev. Gary Cox  
pastor  
5324 S. Kedzie Ave Apt 1B  
Chicago, IL 60632

7734341578

Surface Transportation Board

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John Hatler  
850 Cotton Depot Lane Apt. 246  
8627 Northeast 75th Ter.  
Fort Worth, TX 76132

816-516-2521

Surface Transportation Board

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John Madsen  
900 s clark  
608  
chicago, IL 60605

773.820.0576

Surface Transportation Board

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Vincent Hardt  
29W424 Butternut Ln  
Warrenville, IL 60555

630-393-2544

Surface Transportation Board

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Delbert Russell  
5082 Rutherford Rd  
Powell, OH 43065

Surface Transportation Board

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Steven Roberts  
616 Courtney Lane  
Matthews, NC 28105

Surface Transportation Board

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Diana banducci  
2626 N. Lakeview Ave.  
Apt 309  
Chicago, IL 60614

773) 248-6671

Surface Transportation Board

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Thank you for taking the time to consider my comments.

L. P. Rees  
973 Town Creek Road  
Murphysboro, IL 62966

618-687-2096

Surface Transportation Board

EP-726-0

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Mike Gilmore  
2304 Lincoln Road  
Apartment #M5  
Bellevue, NE 68005

402-292-6692

Surface Transportation Board

EP-726-0

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Franklin Maxwell  
2932 GLenwood Beach Tr  
2932 Glenwood Beach Trail  
Porte, IN 46304

219/921-1102

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Carol Scott  
14 Meadowlark Ct. W.  
14 Meadowlark Ct. W.  
Bethany, IL 61914

2176653912

Surface Transportation Board

EP-726-0

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Holli Duncan  
2609 Westward Dr  
Fort Wayne, IN 46809

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

President Fred Lanahan  
3702 Fairfield Avenue  
3702 Fairfield Avenue, Fort Wayne  
Fort Wayne, IN 46807

260-456-2590

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

John Huffman  
15705 W. 62nd St.  
15705 W 62nd ST  
Shawnee, KS 66217

(913) 631-1895

Surface Transportation Board

I believe intermediate stops should be considered. The reason being, the schedules are padded at destinations. It makes you feel good of course, when you arrived 30 minutes early, but my mind snaps back, we went 30 miles in 90 minutes. The host railroads get paid for this. In other words they can be late as hell in the in between, and arrive on time, because of the padding.

Thank you for taking the time to consider my comments.

Leonard Cardwell

Leonard Csrdwell  
2000 sw glick rd  
Topeka, KS 66615

Surface Transportation Board

EP-726-0

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2000 sw glick rd  
Topeka, KS 66615

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Thank you for taking the time to consider my comments.

Ray Okoniewski  
3021 S Emerald Ave.  
Chicago, IL 60608

312-608-2985

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Thomas Linell  
97 Hanover Street Apt. 204  
Apt. 204  
Lebanon, NH 03766

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Frank Drew  
6171 N. Sheridan Rd., #806  
Chicago, IL 60660

7737439558

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Jake Janzen  
Technician  
1800 N. Oak St. #809  
#372  
Arlington, VA 22209

304-433-0904

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Stetson Siler  
1024 Pleasant Street  
Oak Park, IL 60302

708-848-3504

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Arthur Schmitt  
P1609 county rd D  
Birnamwood, WI 54414

7154492273

Surface Transportation Board

EP-726-0

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William Shaffer  
302 N. Church Street  
jacksonville, IL 62650

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Roger Dart  
1057 Camille Avenue  
1057 Camille Avenue  
Deerfield, IL 60015

(847) 274-2626

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Garry Waters  
10 Washington Terrace  
11 Stoney Brook Lane  
St. Louis, MO 63112

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Stephen Goldspiel  
972 Plum Grove Cir  
Buffalo Grove, IL 60089  
Buffalo Grove, IL 60089

(847) 541-6749 P

Surface Transportation Board

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Charles Stark  
14 Dogwood Drive  
Annandale, NJ 08801

Surface Transportation Board

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Rodney Bates  
2357 W Rd  
STRONG CITY, KS 66869

Surface Transportation Board

EP-726-0

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stacey otte  
1045 W Lill  
1045 W Lill  
Chicago, IL 60614

312-862-2965

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Luan Railsback  
2719 W Reservoir Blvd C9  
Peoria, IL 61615

309-256-3923

Surface Transportation Board

EP-726-0

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Mark M Giese  
1520 Bryn Mawr Ave  
Mt. Pleasant, WI 53403

262-637-1503

Surface Transportation Board

EP-726-0

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Scott Mangum  
438 W. Russell Street  
438 W Russell ST  
Barrington, IL 60010

323-839-9004

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Sincerely,

Rosemary Baldwin

Rosemary Baldwin  
5348 N. Lieb Ave  
Chicago, IL 60630

Surface Transportation Board

EP-726-0

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Erik Badger  
2046 W Arthur Ave Unit 2  
Chicago, IL 60645

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Dr. Robert Hart  
22876 sunrise  
mission viejo, CA 92692

949 768 6255

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Chanse Gvist  
112 fuller st  
Berea, OH 44017

4404095397

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Rev. Fred Tomzik  
4657 N. Ozanam  
5136 N. Nottingham  
Norridge, IL 60656

773-763-1661

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Carl Anderson  
907 Bullock Avenue  
Yeadon, PA 19050

Surface Transportation Board

EP-726-0

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One of the unique aspects of passenger trains is that they serve many different city pairs in one route. Performance measures that fail to take this into account will fail to drive behaviors that support your stated goals of driving real improvements in freight-passenger rail cooperation that results in reduced passenger delays. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

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Thank you for taking the time to consider my comments.

Todd Burger  
386 Lincoln Street  
386 Lincoln Street  
Lexington, MA 02421

781-863-1196

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Marc Berkson  
9340 North Spruce  
Milwaukee, WI 53217

414-247-0902

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along its route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed definition does not take these factors into account.

On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Carl Kelso  
53 country way  
lyman, ME 04002

2074997545

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Joseph Gaugler  
1228 W Carmen ave apt 3B  
Chicago, IL 60640

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Eric Zander  
3217 Holmes Ave. S.  
Minneapolis, MN 55408

612.868.4183

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Joseph Lenti  
1330 Washington St Apt 1  
Apt 3W  
Evanston, IL 60202

847-491-1340

## Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. Amtrak was created in 1971 to take the money losing passenger trains off of the freight railroad's accounting books. Freight railroads made commitments and obligations when they signed to have Amtrak take over their passenger train service. Most railroads CHOSE to have Amtrak take over their passenger train services and the freight railroads still have obligations related to the original agreement.

I would like you to consider the importance of including intermediate stations when defining on-time performance. I have been riding commuter trains five days a week for over 30 years. I and my family have taken Amtrak occasionally to visit relatives and attend college for even longer. Based on my experience, I feel that intermediate station on-time performance is important and should be within 5 minutes of the scheduled times for distances up to 200 miles, within 10 minutes from 200 to 400 miles and no more than 15 minutes for distances over 400 miles. All good railroad dispatchers can coordinate trains within these parameters .

One of the unique aspects of passenger trains is that they serve many different city pairs in one route. For example, the Chicago - New York Lakeshore Limited serves 171 distinct city pairs along it's route, which makes the intermediate stops just as critical as the final destination. In addition Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip. Your proposed on-time definition does not take these factors into account, but it MUST take these intermediate and end terminal delay times already in the published schedules into account.

On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Andy Roth  
426 Lynne Lane  
Belvidere, IL 61008

1-815-505-6452

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Donald Yehle  
Self Employed  
12 FLOWERMOUND DR.,  
WEST LAFAYETTE, IN 47906

7654184097

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

John Scott  
811 Cramer Ave.  
Lexington , KY 40502

85922661879

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

David Falconer  
1950 Mendota Drive  
1950 Mendota Drive  
East Lansing, MI 48823

(517) 353-8985

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance. I would like you to consider the importance of including intermediate stations when defining on-time performance.

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Thank you for taking the time to consider my comments.

David Williams  
8604 W Allan Rd  
Elsie, MI 48831

989-847-6044

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Jay Timmerman  
2149 Middleton Beach Rd  
000  
Middleton, WI 53562

608-630-3691

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Paul Garver  
2760 Turpin Oaks Court  
2760 Turpin Oaks Ct.  
Cincinnati, OH 45244

5132323782

Surface Transportation Board

EP-726-0

Thank you for working on revised definitions and policy guidance for passenger train on-time performance.

It is important that the STB include tracking on-time performance at intermediate stations in their new definition. This would provide a clearer picture of train delays and what needs to be done to provide more reliable service.

On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Anthony Stuckey  
17510 71st Court Unit 2C  
Unit 2C  
Tinley Park, IL 60477

630-631-9676

Surface Transportation Board

EP-726-0

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A personal experience of waiting in the cold on a unmanned platform with children is not going to make one want to repeat the experience. On-time performance must take into account all spots along the way to get to the root of the problem and solve it.

Thank you for taking the time to consider my comments.

Kathleen Riley  
1639 Rustic Oaks Court  
Green Bay, WI 54301

(920) 437-2136

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Chad Crabtree  
2135 E Ash Maple Ln  
Elkhart, IN 46514

574-596-6750

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Suzanne Slyh  
250 E Cooke Rd.  
250 E Cooke Rd  
Columbus, OH 43214

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Mr. Maurice Ball  
Mechanical Engineer  
933 Front Street  
Lisle, IL 60532

630-334-1371

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Thomas Harland  
Operations Managers  
4317 29th St  
Unit 101  
Kenosha, WI 53144

(414) 690-4698

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Leah Retherford  
111 Russell ST  
Brooklyn, NY 11222

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Mark Mueller  
1522 W Highland Ave  
Chicago, IL 60660

Surface Transportation Board

EP-726-0

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I periodically travel on the Chicago, IL to St. Louis, MO regional service, usually detraining in Springfield, IL, although I once detrained in Alton, IL. It is crucial that your organization consider the arrival times of intermediate stations, and compare them to the scheduled arrival times at those stations; taking this action will help to improve on-time performance of passenger trains.

Thank you for your time and consideration of this issue.

On-time performance is vital for the success of passenger rail lines. In order to increase ridership trains need to be dependable. If riders cannot depend on arriving at their destination in a timely manner then ridership will plummet and routes will no longer be viable. Getting to a definition that accurately describes the experience of passengers on intercity trains will provide the most useful results.

Thank you for taking the time to consider my comments.

Mr. Timothy Abercrombie  
157 W Division St  
Apt 302  
Chicago, IL 60610

312-952-1319

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Nick Carney  
220 N. First St.  
Ann Arbor, MI 48104

3038195875

Surface Transportation Board

EP-726-0

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Thank you for taking the time to consider my comments.

Denise Lytle  
73 Poplar St.  
Fords, NJ 08863

Surface Transportation Board

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Thank you for taking the time to consider my comments.

Terry Jackson  
3004 knollwood lane  
Glenview, IL 60025

8477293867