

Re: EP-726-0

Mary Ann Hooper ([mhooper944@btinternet.com](mailto:mhooper944@btinternet.com))

13 Willowbath Lane, Wirksworth, Derbyshire DE4 4AY, United Kingdom

ENTERED  
Office of Proceedings  
February 8, 2016  
Part of  
Public Record

I am American (aged 72) but live in the UK, visiting the USA frequently. I travel on Amtrak to visit friends and relatives or as a tourist. I won't rent a car when I visit because I am appalled at the profligate over-use of fossil fuels which risks climate chaos. To reduce my carbon footprint, I walk, cycle, or use busses or trains. I am used to reasonably good train punctuality in Europe, so discovering that Amtrak trains might be one hour, two hours or even more hours late is, in my view, preposterous. When I researched the reasons for this poor time-keeping, I discovered that despite a legal requirement for host railroad owners to give passenger trains priority, in many cases this requirement is ignored. The California Zephyr was scheduled to arrive at about 11pm in Omaha and in Salt Lake City. Keeping my hosts up until the middle of the night was totally unacceptable.

My comment on your proposal to change the requirement of proof to make Amtrak responsible for proving the effects on the host railroad is that it is BIZARRE. My opinion is that the change that is needed is for the present preference rule to be ENFORCED. Furthermore, I believe that an arrival time within 10 minutes of the schedule is a reasonable standard. It should apply to intermediate stations as well as end-point stations.

The need following the international agreement in Paris in December 2015 to make a transition as soon as possible to zero carbon energy use means that intercity trains in the USA are long overdue for a major overhaul to produce an efficient intercity train network.