



VIA E-FILING

October 17, 2016

Ms. Cynthia T. Brown  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street SW  
Washington, DC 20423

Re: STB Docket NOR No. 42134 National Railroad Passenger Corporation – Section  
213 Investigation of Substandard Performance on Rail Lines of Canadian  
National Railway Company

Dear Ms. Brown:

In accordance with the Board's September 14, 2016 decision, enclosed for filing in the above-referenced docket is evidence of the National Railroad Passenger Corporation demonstrating that the on-time performance of its Illini/Saluki service has averaged less than 80% for more than two consecutive calendar quarters.

If you have any questions, please let me know.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Justin J. Marks'.

Justin J. Marks  
Attorney for the National Railroad Passenger  
Corporation

Enclosures

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**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**Docket No. NOR 42134**

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**NATIONAL RAILROAD PASSENGER CORPORATION--SECTION 213  
INVESTIGATION OF SUBSTANDARD PERFORMANCE ON RAIL LINES OF  
CANADIAN NATIONAL RAILWAY COMPANY**

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**NATIONAL RAILROAD PASSENGER CORPORATION'S  
ON-TIME PERFORMANCE EVIDENCE**

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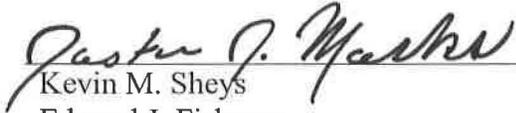
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**NATIONAL RAILROAD PASSENGER CORPORATION'S  
ON-TIME PERFORMANCE EVIDENCE**

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Pursuant to the Board's September 14, 2016 order, the National Railroad Passenger Corporation ("Amtrak") hereby submits on-time performance evidence attached as Exhibit A. Exhibit A shows the consecutive calendar quarters which now serve as the basis for Amtrak's complaint, and the train numbers to which Amtrak's complaint applies. The on-time performance evidence is calculated in accordance with 49 C.F.R. Part 1040 and demonstrates that the Illini/Saluki service on-time performance has averaged less than 80% for more than two consecutive calendar quarters. 49 U.S.C § 24308(f).

Respectfully submitted,



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/s/William H. Herrmann

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Dated: October 17, 2016

# Exhibit A

**Exhibit A**  
**All Stations OTP Evidence Illini/Saluki**

		A	B	C	D	E	F	G	H	I
		Departures from Origin Station	Arrivals at all Intermediate Stations	Arrivals at Destination Station	Total (Denominator)	Departures "on time" from Origin Station	Arrivals "on time" at Intermediate Stations	Arrivals "on time" at Destination Station	Total (Numerator)	All Stations OTP
<b>Train 390</b>	2014 Q1	87	783	87	957	82	403	43	528	55.2%
	2014 Q2	91	819	91	1001	87	424	58	569	56.8%
	2014 Q3	92	828	92	1012	90	434	60	584	57.7%
	2014 Q4	90	820	92	1002	83	195	19	297	29.6%
	2015 Q1	90	803	90	983	88	313	46	447	45.5%
	2015 Q2	91	811	90	992	88	250	23	361	36.4%
	2015 Q3	92	828	92	1012	91	280	33	404	39.9%
	2015 Q4	92	828	92	1012	90	305	33	428	42.3%
	2016 Q1	91	819	91	1001	90	361	59	510	50.9%
	2016 Q2	91	819	91	1001	90	324	35	449	44.9%
2016 Q3	92	828	92	1012	91	307	40	438	43.3%	
<b>Train 391</b>	2014 Q1	83	746	83	912	78	182	45	305	33.4%
	2014 Q2	91	815	91	997	90	289	64	443	44.4%
	2014 Q3	92	824	91	1007	88	288	62	438	43.5%
	2014 Q4	92	823	91	1006	91	216	19	326	32.4%
	2015 Q1	90	810	90	990	86	193	42	321	32.4%
	2015 Q2	91	806	78	975	89	209	28	326	33.4%
	2015 Q3	92	828	92	1012	90	197	32	319	31.5%
	2015 Q4	92	828	92	1012	91	202	42	335	33.1%
	2016 Q1	91	819	91	1001	89	236	54	379	37.9%
	2016 Q2	91	819	91	1001	90	220	36	346	34.6%
2016 Q3	92	827	92	1011	91	181	34	306	30.3%	
<b>Train 392</b>	2014 Q1	83	747	83	913	80	367	22	469	51.4%
	2014 Q2	91	817	90	998	88	394	30	512	51.3%
	2014 Q3	91	822	91	1004	90	369	39	498	49.6%
	2014 Q4	91	824	92	1007	89	211	11	311	30.9%
	2015 Q1	90	810	90	990	88	286	16	390	39.4%
	2015 Q2	78	805	91	974	75	274	11	360	37.0%
	2015 Q3	92	828	92	1012	92	329	16	437	43.2%
	2015 Q4	92	828	92	1012	90	340	18	448	44.3%
	2016 Q1	91	819	91	1001	90	348	11	449	44.9%
	2016 Q2	91	819	91	1001	88	278	8	374	37.4%
2016 Q3	92	828	92	1012	91	288	6	385	38.0%	
<b>Train 393</b>	2014 Q1	88	787	88	963	66	176	32	274	28.5%
	2014 Q2	91	810	91	992	84	298	58	440	44.4%
	2014 Q3	92	828	92	1012	86	239	59	384	37.9%
	2014 Q4	92	820	90	1002	89	158	15	262	26.1%
	2015 Q1	90	810	90	990	84	186	39	309	31.2%
	2015 Q2	91	819	91	1001	91	161	15	267	26.7%
	2015 Q3	92	828	92	1012	88	153	30	271	26.8%
	2015 Q4	92	828	92	1012	90	217	42	349	34.5%
	2016 Q1	91	819	91	1001	88	198	45	331	33.1%
	2016 Q2	91	819	91	1001	90	203	24	317	31.7%
2016 Q3	92	824	92	1008	90	184	37	311	30.9%	

In accordance with 49 C.F.R. Part 1040 and the Board's September 14, 2016 order, in addition to providing OTP by train number and calendar quarter, Amtrak is also providing the numerator and the denominator used for calculating the corresponding OTP percentages.

The denominator was calculated by adding:

- Column [A], the total number of actual departures of an Amtrak train from its origin station within the relevant calendar quarter; with
- Column [B], the total number of actual arrivals of an Amtrak train at all intermediate stations along the route within the relevant calendar quarter; with
- Column [C], the total number of actual arrivals of an Amtrak train at its destination station within the relevant calendar quarter.

- The Total for each quarter is the sum of A+B+C and is reflected in column [D].

The numerator was calculated by adding:

- Column [E], the total number of actual departures of an Amtrak train that were on-time from its origin station (i.e., within 15 minutes of scheduled departure) during the relevant calendar quarter;
- Column [F], the total number of actual arrivals of an Amtrak train at all intermediate stations that were on-time (i.e., within 15 minutes of scheduled arrival) during the relevant calendar quarter. At some intermediate stations, during the period shown in Exhibit A, Amtrak published to passengers only the scheduled departure time, and not the separate scheduled arrival time. In such cases, since the scheduled departure time was the only scheduled time seen by passengers, Amtrak measured the actual arrival time against the published scheduled departure time. This has the effect of slightly overstating ASOTP, because the scheduled departure times at the intermediate stations as listed in the public schedules are slightly later than the scheduled arrival times in the schedules Amtrak and the host railroads have agreed to, and thus no host railroads are prejudiced by this measurement.
- Column [G], the total number of actual arrivals of an Amtrak train at the destination station that were on-time (i.e., within 15 minutes of scheduled arrival) during the relevant calendar quarter.
- The Total for each quarter is the sum of E+F+G and is reflected in column [H].

All Stations OTP for each calendar quarter was calculated by dividing column [H] by column [D].



## CERTIFICATE OF SERVICE

I certify that on October 17, 2016, a true copy of the foregoing National Railroad Passenger Corporation's On-Time Performance Evidence, was served via email and first class mail upon the following counsel of record:

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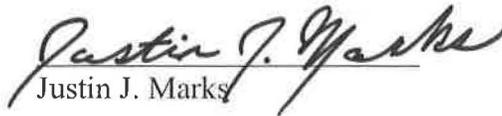
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