

BEFORE THE
SURFACE TRANSPORTATION BOARD

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ON-TIME PERFORMANCE UNDER SECTION 213 OF THE PASSENGER RAIL
INVESTMENT AND IMPROVEMENT ACT OF 2008

OPENING COMMENTS OF THE ENVIRONMENTAL LAW AND POLICY CENTER,
ALL ABOARD INDIANA,
ALL ABOARD OHIO,
ALL ABOARD WISCONSIN,
MIDWEST HIGH SPEED RAIL ASSOCIATION, and
VIRGINIANS FOR HIGH SPEED RAIL

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ON-TIME PERFORMANCE UNDER SECTION 213 OF THE PASSENGER RAIL
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OPENING COMMENTS OF THE ENVIRONMENTAL LAW AND POLICY CENTER
AND OTHERS

The Environmental Law and Policy Center (ELPC), All Aboard Indiana, All Aboard Ohio, All Aboard Wisconsin, Midwest High Speed Rail Association and Virginians for High Speed Rail (hereafter, ELPC, et al.) submit these comments in response to the Board's Notice of Proposed Rulemaking (NPRM) on the definition of "on-time performance" under Section 213 of the Passenger Rail Investment and Improvement Act of 2008. On-Time Performance Under Section 213 of the Passenger Rail Investment and Improvement Act of 2008, (PRIIA) 80 Fed. Reg. 80737 (proposed Dec. 28, 2015).

ELPC et al. are not-for-profit organizations that share a common goal of advancing the development and operation of intercity passenger rail serve in the United States. All six organizations have members who regularly ride Amtrak trains and have directly experienced the on-time performance of those trains.

During the most recent reauthorization of the intercity passenger rail programs, Fixing America's Surface Transportation Act (FAST Act) this past December, Congress indicated that it supports Amtrak service in their respective states so long as it is not a burden on U.S. taxpayers. However, for Amtrak to maximize its revenue and lessen taxpayer burden, intercity passenger rail service must be on time: otherwise people will not ride the trains. Accordingly, the Board must use its oversight authority to ensure that intercity passenger rail in the U.S. runs on time to accomplish the goals of maximizing Amtrak revenues and lessening the burden on U.S. taxpayers.

The Board's proposed definition of "on-time performance" (OTP) considers "a train to be on-time if it arrives at its final destination within five minutes of its scheduled arrival time per one hundred miles of operation (capped at 30 minutes)." NPRM at 80739. ELPC et al. support the Board's efforts to ensure that trains run in a timely, predictive manner. We also support the Board's proposed standard for terminal station OTP. Almost 500 of our members from all over the country, have signed the attached petition evincing strong public support for intercity passenger rail, endorsing this standard for terminal stations and urging strong federal enforcement of on time performance. See Attachment 1, Petition.

However, we also contend that the Board has not gone far enough. The Board's proposed definition is overly restrictive because it only includes the final terminus or destination of the train and fails to capture potential delays at intermediate stations. Excluding intermediate stops from the definition of OTP is inconsistent with prior administrative precedent, PRIIA and Congressional intent supporting a national intercity network. Accordingly, ELPC et al. encourages the Board to consider a more expansive and appropriate definition of "on-time performance" that incorporates all stations, not just the end points.

I. BACKGROUND

From approximately 1950 to 1970, the private railroads, which operated both passenger and freight services, faced mounting financial problems. At that time, intercity passenger rail service had to compete with explosive growth in the highway and airline industries, and freight rail suffered from high fixed operating costs, which were difficult to offset in the face of stiffer competition for the trucking industry. Although the rail industry sought to discontinue the cost-prohibitive passenger rail business on certain lines, as "common carriers" they were required to provide passenger service as well as freight service, and thus were prohibited from ceasing service until the Interstate Commerce Commission (ICC) and state regulatory commissions issued an order allowing the cessation of passenger service. *National R.R. Passenger Corp. v. Atchinson, Topeka & Santa Fe Ry.*, 470 U.S. 451, 454(1985).

In 1968, the ICC issued a warning to Congress and the President that "[w]ithout immediate action on the part of the Federal Government, significant segments of the country will soon face the loss of their last remaining [passenger] rail service." Interstate Commerce Commission's Report to the President and the Congress Effectiveness of the Act, March 15, 1978, p.2, <http://www.fra.dot.gov/eLib/Details/L04184>.

In 1970, Congress created Amtrak "to avert the threatened extinction of passenger train in the United States." See Rail Passenger Service Act of 1970 (RPSA) Pub. L. No. 91-518, § 101, 84 Stat. 1328 (creating the National Railroad Passenger Corporation, now known as Amtrak). RPSA expressly states that Congress considers passenger rail service to be a "public convenience and necessity" and "that federal financial assistance as well as investment from the private sector of the economy" was needed to achieve the national goal of continuing and improving passenger-rail service rail in the United States. RPSA, Pub. L. No. 91-518, § 101, 84 Stat. 1328.

As a condition of relieving railroads of their intercity passenger rail service obligations, Congress required, among other things, that the private railroads allow Amtrak to operate passenger trains on their tracks and facilities, at rates either agreed to by Amtrak and the host railroads or prescribed by the ICC, and later the Surface Transportation Board (STB). See 49 U.S.C. 24308(a); *National R.R. Passenger Corp. v. Boston & Maine Corp.*, 503 U.S. 407, 410 (1992); *Atchinson, Topeka & Santa Fe Ry.*, 470 U.S. at 455.

In 1973, in response to poor OTP, Congress investigated concerns that some of the railroads were continually impeding the movement of Amtrak trains and instituting slow orders. Senator Vance Hartke from Indiana, Chairman of the Surface Transportation Subcommittee

stated that: “[I]n Indiana, the James Whitcomb Riley is forced to run at speeds of 10 miles per hour because of slow orders on bad track between Indianapolis and Chicago. Running a passenger train over track like that is a public disservice.”¹ *Amtrak Oversight and Authorization: Hearing on S. 1763: Before the Surface Transportation Subcomm. of the S. Comm. on Commerce*, 93rd Cong. 88 (1973)(statement of Senator Vance Hartke). Accordingly, Congress granted Amtrak a “general preference” over freight transportation in using rail facilities, specifying that Amtrak has “preference over freight transportation in using a rail line, junction or crossing, subject to the objection of a rail carrier, and the [STB] orders otherwise under this subsection after section 553 of Title 5 hearing.” 49 U.S.C. § 2308(c). See also Amtrak Improvement Act of 1973, Pub. L. No. 93,146, §10(2), 87 Stat. 552 (initial version). Even though “preference” is the subject of a separate rulemaking by the Board, Congress’s action in 1973 granting passenger rail the right of preference is premised in a large part on the importance of OTP.

In 2008, Congress enacted PRIIA, in part, because it recognized that on-time performance was critical to the success of achieving viable national intercity passenger rail service in the United States. Just prior to the passage of PRIIA, Amtrak’s on-time performance for long-distance trains was below 40%. Following the passage of PRIIA, Amtrak’s on-time performance increased dramatically. Section 207(a) of PRIIA required the development of metrics and standards. The metrics and standards that were finalized in May 2010 required that Amtrak achieve on-time performance of 80% to 95%. Just two years later, in 2012, Amtrak achieved its highest ever on-time performance level of 88.7% system-wide, and 81.2% for long distance.

By the time Amtrak celebrated its 40th anniversary in 2011, Americans were riding Amtrak passenger trains in record numbers. Intercity passenger ridership increased from 16 million in 1972 to 31 million passengers in 2012. For most of the past decade, ridership records have been shattered year over year despite obstacles such as the fact that Amtrak service largely operates on tracks owned by the freight railroads and service is extremely limited. Amtrak operates long distance trains that typically run only once daily in each direction on a route. The vast majority of U.S. freight railroads lines do not have any passenger rail operating on them. Notwithstanding these factors, Amtrak posted a cumulative on-time performance rate of 83% in 2012, and for long distance trains, 71 percent. This record exhibits the strong correlation between increased ridership and on-time performance.

The Court of Appeals decision in 2013 invalidating Amtrak’s on time performance metrics and standards under Section 213 of PRIIA, *Ass’n of Am. R.Rs. v. Dep’t Transp.*, 721 F.3d 666 (D.C. Cir. 2013), which was later unanimously overturned by the U.S. Supreme Court, *USDOT v. Ass’n of Amer. Railroads*, 2015 U.S. Lexis 1713 (U.S. March 9, 2015) had an almost immediate negative impact on Amtrak’s on-time performance and resulted in delays that often were several hours in length.

The delays of 2014 were protracted and chronic. In its 2014 performance report, Amtrak found host (freight) railroad delays accounted for roughly two-thirds of all of its delays.

¹ Note that Senator Hartke’s complaint refers to poor OTP at an intermediate point on this train’s journey. The James Whitcomb Riley ran from Cincinnati to Chicago with intermediate stops that included Indianapolis.

“[Amtrak] saw an immediate drop in on-time performance across the board that was directly attributable to train handling by the host carriers. . . . Freight train interference rates have nearly tripled, and this indicates not only that there are more delays, but also that those delays are of longer duration. In response, ridership and ticket revenues have fallen by 15% year over year to date.” D.J. Stadler, Vice President of Operations, Amtrak, Testimony Before the Surface Transportation Board (April 10, 2014), www.amtrak.com/ccurl/899/180/Amtrak-VP%20Operations-Stadler-STBApr-09-2014.pdf .

As of May 2014, only seven of Amtrak's 48 routes had a better on-time rate than they had in the prior year, before the ruling by the Court of Appeals. Eight of the 33 routes, including most of the long-distance cross-country lines, experienced on-time arrivals less than 50 percent of the time over the past 12 months. The Empire Builder, running from Chicago to Seattle ran on time only 21 percent of the time in the past year. Only one in three California Zephyr trains made their trips between Chicago and San Francisco on time.

By June 2014, the system-wide OTP rate had fallen to 69.7%, and the rate for long-distance routes was only 41.2%, half of what it had been 29 months earlier. See Amtrak, Monthly Performance Report for June 2014, at E-7 (July 31, 2014), www.amtrak.com/ccurl/621/650/Amtrak-Monthly-Performance-Report-June2014.pdf.

The steep decline in OTP had numerous adverse impacts on the public and taxpayers. American business, passengers and workers have borne the negative consequences of these delays in terms of costs, time and threats to passenger safety. The passenger stories reflecting the effects of the chronic delays in 2014 include the following:

On the Empire Builder, oil men who travel on the Empire Builder on a biweekly basis from their homes in Ohio to their jobs in the oil fields in North Dakota were routinely delayed. On the Capitol Limited, which had 236,000 passengers in 2014, Amish passengers, who have limited transportation options, were left waiting for several hours in Toledo eventually boarding the east bound train to return them to Harpers Ferry, West Virginia. On the Lake Shore Limited, that had a ridership of 373,000 passengers in 2014, a couple traveling across county was forced to sit in a cornfield outside Ravenna, Ohio for 12 hours waiting on freight to clear. Because the delay was so extensive, the amount of food on board the train, as well as the restroom operations became major concerns for the passengers and crew. Thankfully no medical emergencies arose on that train because it would have been hard for first responders to access the train in a timely fashion.

http://impact.cleveland.com/metro/print.html?entry=/2014/10/solutions_sought_to_chronic_am.html.

In 2015, the losses of Amtrak revenues amounted to \$13 million as ridership declined from 30.93 million to 30.88 million due in large part to chronic delays and that lack of OTP. Of the 15 major lines on the Amtrak national network, Amtrak's Empire Builder passenger rail suffered the biggest drop in ticket revenue - - \$4 million. The Empire Builder passenger service has suffered from the freight trains serving the oil boom in North Dakota that often are 100 oil tank cars in length. While Minot and Williston, North Dakota were second only to Chicago as origins and destinations for Minnesota riders, Minnesota and Twin Cities ridership fell from

200,000 to 136,000 and 138,000 to 90,000 respectfully. “Amtrak Sees Big Drop in Riders Through Twin Cities,” David Peterson, Star Tribune, December, 27, 2015. Under the Board’s proposed OTP definition, even if the Empire Builder reaches its final terminus of Chicago or Seattle/Portland on-time, the current poor state of OTP for passenger service in Minnesota generally, and major cities of St. Paul and Minneapolis specifically, would go unreported, unmonitored and possibly unimproved, because St. Paul-Minneapolis is an intermediate stop and not included in the proposed definition.

II. THE DEFINITION OF ON-TIME PERFORMANCE SHOULD MEASURE ALL STATION STOPS, NOT JUST THE END POINT DESTINATION

The definition of OTP should be expanded to include all intermediate stations on intercity passenger routes. The Board’s proposed definition, which limits the measurement of OTP to only the end point, will negatively impact intercity passenger rail service along all of the routes. The proposed OTP definition, if adopted, will serve to not only limit the number and scope of potential complaints by stakeholders under PRIIA that would be filed with the Board it will also narrow the Board’s own investigation trigger under PRIIA.

Limiting the definition of OTP to monitor only endpoint stations may result in lackluster performance along the Amtrak routes that is unacceptable to passengers and/or contracting States, with little or no incentive to improve intermediate station service. For example, on the Capital Limited route, passengers waiting to board or disembark at the intermediate stop of Toledo are routinely delayed as a result of the freight congestion in and around the rail yard at Elkhart, Indiana. Under the proposed definition of OTP, as long as the Capitol Limited reaches either Washington D.C. or Chicago, its end point destinations on time, there would be no redress for the Toledo delays. Consequently, ridership at Toledo will suffer, resulting in the loss of Amtrak revenues and limiting transportation options of the surrounding community.

The importance of monitoring intermediate station OTP cannot be overstated. On Amtrak’s long-distance trains (excluding the Auto Train), endpoint-to-endpoint passengers comprise just 6 % of total riders. Typically a single long distance train seat is sold to multiple passengers who ride various segments over the course of the entire Amtrak route. For instance, the vast number of passengers boarding the Silver Star that begins in Washington D.C. do not ride all the way to its final destination of Miami and are primarily concerned that they arrive at their intermediate stops in Richmond, Rocky Mount or Charleston on time. Similarly, passengers waiting to board at the intermediate stops also care that the train is on-time. Of further concern is the fact that many of the intermediate stops along the Amtrak routes do not have physical station buildings, leaving passengers waiting for hours outside in potentially unsafe areas. To state the obvious, the public policy goal is not that a **train** arrives at its destination on time but that the **passengers** do. A definition of OTP that ignores intermediate stops violates this principle.

To address these shortcomings, ELPC et al. recommends that the definition of OTP be expanded to include monitoring of all intermediate stations on intercity passenger routes. Including intermediate stops is essential, as most Amtrak passengers travel between to, or from intermediate stations on the typical routes. This approach is also consistent with the prior

administrative precedent, the statutory mandates under PRIIA, the intent of Congress and is also utilized by other transportation modes.

III. THE PRIIA STATUTE, APPLICABLE ADMINISTRATIVE PRECEDENT AND CONGRESSIONAL INTENT COMPEL THE BOARD TO ADOPT AN ALL STATIONS OTP DEFINITION.

The adoption of an all stations as the definition of OTP under PRIIA is appropriate and warranted. In Section 101(c)(4) of PRIIA, Congress mandates:

Amtrak shall . . . operate Amtrak trains, to the maximum extent feasible, **to all station stops** within 15 minutes of the time established in public timetables. 49 U.S.C. Sec. 24101(c) (4) (Emphasis added.)

During the 2009 rulemaking on the metrics and standards under Section 213 of PRIIA, the Administration acknowledged the importance monitoring the service at all stops. In the comments to the final rule, the Federal Rail Administration stated that:

All-stations OTP recognizes that most Amtrak passengers travel between to, or from intermediate stations on the typical routes. Moreover Section 207 of PRIIA lays great emphasis in the quality of service to less-well-served communities, which are precisely those that are not at the endpoints of their routes. To capture the timekeeping perceived by the average passenger; there, it is essential to measure how well Amtrak and its hosts are succeeding in meeting the Congressional mandate to serve “**all station stops** within 15 minutes of the time established in public timetables.”[emphasis added]
Federal Rail Administration, Department of Transportation, and Proposed Staff Exposure Draft: Proposed Metrics and Standards for Intercity Passenger Rail Service, p.42, (Mar. 13, 2009)

The Federal Rail Administration further stated: “The nature of passenger rail service mandates All-Stations OTP: a single trains, unlike an airline flight, can serve hundreds of origin/destination pairs, the passengers on each of which deserve a consistently high quality of service that can only be obtained if trains are on time throughout their runs.” Id at 114.

Providing quality intercity service at all stations is fundamental principal that has been embodied in prior administrative regulations. The Board acknowledges that the proposed definition confining measurement of OTP to only endpoints is based in part on prior ICC definitions, notably the 1973 ICC regulation. This approach fails to recognize, however, that, in less than a year later in 1974, the ICC revised the 1973 regulation to include *all stops*.

In 1974, the ICC initiated a proceeding determine the quality of intercity rail passenger service with a view toward determining whether the Commission should prescribe additional rules and regulations. The Commission held public hearings and took testimony from over 300 public witnesses and railroad representatives. As a result, the ICC determined that Rule 6(b) should be changed to clarify passenger right and the carriers’ obligations. “The public should be able to rely upon train schedules at intermediate stops as well as the “final terminus” of a route.

351 ICC 883, 910, 997 (1976). Rule 6(b) was subsequently amended to incorporate the requirement that “the train shall arrive at its final terminus and at all intermediate stops no later than 5 minutes after the scheduled arrival time per 100 miles of operation, or 30 minutes after scheduled arrival time, whichever is the less.” Id. Rule 6(b) remained in effect, measuring all station OTP until the ICC’s jurisdiction over passenger rail was terminated in 1979. The reasoning of ICC, which is no less appropriate today, coupled with the goals of PRIIA, necessitates that the proposed definition of OTP should be expanded to include all station OTP.

Finally, all stations OTP is used by other modes of transportation. Airlines use intermediate stops in evaluating delays. For example, Southwest Flight 2766 flies daily from Los Angeles to Washington D.C. with a stop in Milwaukee. One can easily determine that this flight arrives at Milwaukee on time 82% of the time, with an average delay of 13 minutes. <http://www.flightstats.com/go/FlightRating/flightRatingByFlight.do?airline=WN&flightNumber=2766&departureAirportCode=LAX&arrivalAirportCode=MKE> Delays are costly to airlines as well, and at least one airline, Virgin America, has structured its schedule to avoid all intermediate connections solely in order to boost its on-time performance. Unfortunately, running express intercity passenger trains without intermediate stops is not an option for Amtrak.

IV. EXPANDING THE PROPOSED DEFINITION TO INCLUDE ALL STATION OTP SHOULD NOT INCREASE RECORD KEEPING AND EVIDENTIARY BURDENS

In the current data driven environment that provides real time information on locations, it is unlikely that there will be technical barriers to compiling intermediate station arrival and departure times on Amtrak routes. Among other things, locomotives now have GPS making it fairly easy to access their location and on-time arrival and departure information. In addition, railroads are incorporating real-time dispatching services on their lines; the Norfolk Southern employs Auto Router in its dispatching center in Pontiac, Michigan. It stands to reason that the railroads should be able to generate OTP data without much time and expense. Indeed, even Amtrak passengers can access the internet to obtain on-time arrival and departure times. (<https://www.amtrak.com/find-train-bus-stations-trains-routes>). Finally, additional internet sites such as the Dixie Land provide real time snap shot information so that members of the public today can see the OTP of any train at any intermediate station in the Amtrak network. See Attachment 2, Dixie Land screen shot of Southwest Chief, February 7, 2016.

For all of the reason set forth above, ELPC et al. requests that the Board expand the proposed definition of OTP to include all intermediate stops.

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ATTACHMENT 1

Petition to the Surface Transportation Board

(Docket No. EP 726)

We, the undersigned, are Americans who want efficient and on-time trains. As such, we support the Surface Transportation Board’s proposed new definition of “on-time performance” to be (a) within 5 minutes of scheduled arrival time, per 100 miles of operation, (b) capped at 30 minutes, and (c) including an option to investigate if the average on-time performance success rate falls below 80% in two consecutive quarters because:

- Relying on a comparison between Amtrak’s scheduled arrival time and actual arrival time would be clear and relatively easy to apply.
- Capping the maximum delay at 30 minutes for longer journeys allows passengers to rely on the established train schedule so that plans can be made with a modicum of certainty.
- Adopting this definition would simplify the record-keeping and production of evidence for Amtrak and freight railroads to determine where and why delays occur.
- Investigating regular on-time performance failures through the use of quarterly averages is fair to both the railroads as well as passengers.
- Enforcing a strong on-time performance standard will ultimately avoid gross, lengthy, regular delays for passengers.

439 Individual Signatories:

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Sylvelin	Bouwman	18106 Toepfer Dr	Eastpointe	MI	48021-2766
Daniela	Bovio	1132 S Lombard Ave	Oak Park	IL	60304-2213
William	Bowling	3105 Mayos Woods Ct	Goochland	VA	23063-2521
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Molly	Bramlet	1749 N Maplewood Ave	Chicago	IL	60647-9129
John	Bredin	1551 Ashland Ave	Des Plaines	IL	60016-6659
Scott	Brosman	12635 W Tecumseh Bend Rd	Brookston	IN	47923-7012
Patrick	Brown	800 Lyman Ave	Oak Park	IL	60304-1616
Clark	Bullard	2206 Boudreau Cir	Urbana	IL	61801-6601
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Jeremy	Chrupka	14 W Chestnut St	Chicago	IL	60610-3358
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Sarah	Dandelles	4213 N Damen Ave	Chicago	IL	60618-3021
Crystal	Danheiser	542-595 Little Valley Rd	Mcarthur	CA	96056-8616
Philip	Darling	525 W Hawthorne Pl Apt 302	Chicago	IL	60657-2901
Bruce	Davidson	123 17th St	Wilmette	IL	60091-3219
Ella	Davis	400 Fiske Dr	Detroit	MI	48214-2947
Laura	Davis	2134 Harrow Gate Dr	Inverness	IL	60010-5425
Sherry	Davis	16400 Axelton Hill Rd	Randolph	KS	66554-9000
Jose	De arteaga	2014 31st Pl SE	Washington	DC	20020-3314
Denise	Dean	28 S Waiola Ave Apt 1b	La Grange	IL	60525-2299
jamie	dean	1 Clipper St	San Francisco	CA	94114-3926
Ruth	Dekker	910 N Vanderburg St	Gary	IN	46403-1528
WALTER	DEMBOS	8403 Concord Dr	Bull Valley	IL	60098-8156
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Mary	Derwinski	420 Spring Ave	Naperville	IL	60540-4450

Hans	Detweiler	1443 W Norwood St	Chicago	IL	60660-2403
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K	Dipinto	10 N Lake St	Grayslake	IL	60030-3635
Nancy	Dobner	4207 Norrisville Rd	White Hall	MD	21161-9306
Mark	Dolezal	8021 Flutter Rd	Fort Wayne	IN	46835-9718
Lynn	Donaldson	278 Mary St	Winnetka	IL	60093-1522
David	doubet	5205 Butler Ter	Indianapolis	IN	46218-2449
Beth	Drewelow	520 Grand Blvd	Evansdale	IA	50707-1832
Bill	DRUCKER	931 Chestnut Ave	Wilmette	IL	60091-1745
Sally	Egan	1010 Oakland Ln	Aurora	IL	60504-8993
Michael	Eisenberg	5033 Bartons Enclave Ln	Raleigh	NC	27613-8565
Amgad	Elgowainy	9700 S Cass Ave	Lemont	IL	60439-4803
Lisa	Elkins	2120 N Bissell St	Chicago	IL	60614-4202
Janice	Elliott	2216 County Road 529	Burleson	TX	76028-2452
Alice	Englebretsen	501 E California Ave	Urbana	IL	61801-4335
Thomas	Engstrand	3248 Cumberland Trl	Olympia Fields	IL	60461-1118
Scott	Enloe	597 O Hagan Dr	Crown Point	IN	46307-9491
Heather	Ervin	1322 W Elmdale Ave	Chicago	IL	60660-2516
Daniel	Evans	517 W Third St	Lexington	KY	40508-1595
Julian	Faledas	610 Hilltop Cir	Eau Claire	WI	54701-6100
Kenley	Farmer	615 Quintana Pl NW	Washington	DC	20011-1233
Alysa	Fermanian	1135 S Delano Ct E Apt 417	Chicago	IL	60605-3451
Thomas	Fermanian	2048 County Road 125 E	Mahomet	IL	61853-8907
Avis and Jeff	fisher	1623 Court St	Mchenry	IL	60050-4428
Ted	Fishman	790 Villa Teresa Way	San Jose	CA	95123-2639
Earl	Fleming	836 E 4th St	Mishawaka	IN	46544-2227
Elzbieta	Foeller-Pituch	1904 Colfax St Unit A	Evanston	IL	60201-2568
Craig	Forsythe	10288 Central Park Blvd	Huntley	IL	60142-8308
Tim	Fossa	1339 Hunter Dr	Bartlett	IL	60103-1828
Jacqui	Foster	731 State St	Belleville	IL	62220-2338
Sara	Foszcz	7301 W Burgett Rd	Richmond	IL	60071-9787
Hillel	Frankel	3880 N Milwaukee Ave	Chicago	IL	60641-2821
Frank	Fransioli	11630 Penny Rd	Conifer	CO	80433-7424
John	Freitag	176 Maple Grv	Springfield	IL	62712-9567
Donald	Fricker	1601 New Era Rd Apt 207	Carbondale	IL	62901-6308
Karen	Fries	547 E Tulane Rd	Columbus	OH	43202-2255
Warren	Fritz	2632 S 11th St	Kalamazoo	MI	49009-2106
Patricia	Fuller	26 Pickard Ln	Council Bluffs	IA	51501-8358
Trish	Fullerp	26 pickard Inc	Council Bluffs	IA	51501
Robin	Garlish	39 Circle Dr	Pekin	IL	61554-2400
Lydia	Garvey	429 S 24th St	Clinton	OK	73601-3713
Sharon	Gaskill	10405 Bell Rd	Black Earth	WI	53515-9607

Jeff	Geerts	5409 NW 78th Ct	Johnston	IA	50131-1801
Nancy	Gehlhausen	4416 S Taleia Dr	Oakland City	IN	47660-7650
Melinda	Geiger	74 Seldom Seen Rd	Bradfordwoods	PA	15015-1320
Deni Ann	Gereighty	1710 Brockenbraugh St	Metairie	LA	70005-3719
Connie	Gersick	15 Autumn Rdg	Hamden	CT	06514-1525
Janet	Gerske	4720 N Kenmore Ave	Chicago	IL	60640-6553
FRANK	Giacobbe	136 Merrymount St	Staten Island	NY	10314-4804
Jody	Gibson	317 E Wall Ave	Des Moines	IA	50315-5259
Mark M	Giese	1520 Bryn Mawr Ave	Mount Pleasant	WI	53403-3606
Ken	Goldsmith	2231 Cloud Cover Ln	Raleigh	NC	27614-6603
Patricia	Good	121 Montcalm Dr	Pueblo	CO	81005-3364
Stephen	Gore	PO Box 1024	Nashville	IN	47448-1024
Rachel	Granneman	450 W Melrose St	Chicago	IL	60657-3819
Gary	Grice	1906 N Drake Ave Apt 1b	Chicago	IL	60647-7640
Mary	Griswold	318 Dempster St	Evanston	IL	60202-1301
Helga	Guequierre	1313 N Franklin Pl # 1101	Milwaukee	WI	53202-2985
Hugh	Gurney	2270 Hickory Circle Dr	Howell	MI	48855-6411
ed	gutfreund, jr	5081 Wooden Shoe Hollow Dr	Cincinnati	OH	45232-1627
Steve	Gutterman	547 S Ashley St	Ann Arbor	MI	48103-4905
Laura	Haber	412 W Green St	Urbana	IL	61801-3224
Dorothy	Hagan	3420 Glenhurst Ave	Fort Wayne	IN	46805-1514
Cyndi	Hall	5296 S Shore Dr	Nashville	IN	47448-8289
Mark	Hallett	6430 E State Road 45	Bloomington	IN	47408-9222
Robert	Handelsman	2643 Central Park Ave	Evanston	IL	60201-1170
Helen	Hands	509 W 14th St	Hays	KS	67601-3715
Delene	Hanson	10203 W Ridge Rd	Hales Corners	WI	53130-1437
Amy	Harlib	212 W 22nd St Apt 2n	New York	NY	10011-2707
sue	Harney	1218 Timber Dr	Sleepy Hollow	IL	60118-1810
Diane	Harry	86 Crestview Rd	Columbus	OH	43202-2204
francis	harty	3005 Appletree Dr	Monticello	IL	61856-8295
Jo Anna	Hebberger	701 56th St	Des Moines	IA	50312-1801
Katy	Heggen	651 28th St	Des Moines	IA	50312-5147
John	Helduser	20 Stratford Dr	Springfield	PA	19064-1220
MeLena	Hessel	841 W Dakin St	Chicago	IL	60613-3061
Christopher	Heuman	1091 Pattee Ave	Elburn	IL	60119-7821
Harry	Hochheiser	5742 Woodmont St	Pittsburgh	PA	15217-1208
jean	hoegler	2400 Douglas Hwy	Juneau	AK	99801-2034
Judie	Hoffman	3820 Quebec St	Ames	IA	50014-3863
Tom	Hoffman	135 Davis Ln	Pearisburg	VA	24134-2187
Felicity	Hohenshelt	11326 Carlsburg Ct	Jacksonville	FL	32246-1392
Beth	Holland	3706 Grand Ave	Mchenry	IL	60050-3821
jeff	hopkins	69 Amber Ct	Lindenhurst	IL	60046-7912

tina	horowitz	4701 Pine St Apt M8	Philadelphia	PA	19143-7002
Gregory	Hostetler	20 River St	Winooski	VT	05404-1918
Michael	Houston	11630 W Oakwood Pl	Deerfield	IL	60015-1254
Symone	Howard	339 Paxton Ave	Calumet City	IL	60409-1702
Kevin	Hund	26765 Carronade Dr	Perrysburg	OH	43551-6424
Suzanne	Hunt	4021 Italy Hill Rd	Branchport	NY	14418-9615
Benjamin	Inskeep	3220 Shire Ln	Raleigh	NC	27606-3885
Joanne	Ivancic	507 N Bentz St	Frederick	MD	21701-4919
James	Jachimiak	835 S Old US Highway 31 Lot 46	Franklin	IN	46131-7780
Gregory B	Jackson	5131 C S13TH ST	Milwaukee	WI	53221
Joseph	Jannuzzi	3025 SE Knapp St	Portland	OR	97202-8656
April	Janssen	2107 W North Ave	Chicago	IL	60647-8466
Christopher	Johnson	32 Williamsburg Ln	Evanston	IL	60203-1832
Dan	Johnson	1726 Walnut Ave	Wilmette	IL	60091-1543
Rebekah	Jonas	3793 Brighton Manor Ln	Cincinnati	OH	45208-1965
keith	kalinowski	1632 N Hudson Ave	Chicago	IL	60614-5661
George	Kaplan	12839 Carrington Cir Unit 101	Naples	FL	34105-5012
Robert	Kastigar	5101 N Central Park Ave	Chicago	IL	60625-5500
Don	Kauffman	105 N 31st Ave	Omaha	NE	68131-2663
Justin	Kay	215 Blossom Ln	Chagrin Falls	OH	44022-2198
Susan	Kayser	439 3rd St	Ann Arbor	MI	48103-4968
John	Kehoe	1102 Ashmun St	Sault Sainte Marie	MI	49783-2710
Willim	Kelly	839 N Sacramento Blvd Apt 1g	Chicago	IL	60622-4366
Robert	Kelter	3160 N Lincoln Ave Unit 505	Chicago	IL	60657-3139
Helen	Kessler	3702 N Pine Grove Ave	Chicago	IL	60613-4103
George	Kiel	28 Belhaven St	Belding	MI	48809-1402
Sr. Sue	Kilduski	7430 N Ridge Blvd	Chicago	IL	60645-1913
John	Kinsman	632 Sylvan Pl	Batavia	IL	60510-3243
Jana	Kinsman	1830 W 17th St	Chicago	IL	60608-2326
John	Kirchner	1002 Cottage Ave	Fort Wayne	IN	46807-1618
Joanna	Kling	112 W Whitehall Ct Apt C	Urbana	IL	61801-6658
V.	Klubek	Clay Street	M'boro	IL	62966
Brian	Klubek	2234 Clay St	Murphysboro	IL	62966-2446
Keith	Kohlmann	3037 Chatham St	Racine	WI	53402-4001
John	Korovilos	1975 Theodore St	Trenton	MI	48183-3605
Robert	Kotler	1501 Oak Ave	Evanston	IL	60201-4218
Frank	Kroger	1504 E Alder St	Seattle	WA	98122-5621
Chad	Kruse	3050 N Paulina St	Chicago	IL	60657-3068
mike	kulik	911 California Dr	Des Moines	IA	50312-2233

Carol	LaChapelle	5759 N Artesian Ave	Chicago	IL	60659-5139
Dale	LaCognata	9851 Beam Ridge Dr	Indianapolis	IN	46256-9741
Andrew	Lammers	2830 Coventry Rd	Shaker Heights	OH	44120-2231
Fred	Lanahan	3702 Fairfield Ave	Fort Wayne	IN	46807-2313
John	Langdon	16 E 35th St	Holland	MI	49423-7007
Susan	Lannin	7100 N Greenview Ave	Chicago	IL	60626-2629
Stephen	Lauer	1154 14th St	Des Moines	IA	50314-2274
Sean	Lawler	1712 S Morgan St # 2	Chicago	IL	60608-2317
Gary	Lay	473 E 3rd St	Galesburg	IL	61401-6023
Joseph	Lenti	1330 Washington St	Evanston	IL	60202-1624
Robert	Liden	11733 Coach Dr	Mokena	IL	60448-1493
Jane	Lieb	15657 250th Ave	Spirit Lake	IA	51360-7313
Jerry	Liebermann	1214 16th Ave E	Seattle	WA	98112-3313
Stephen	Limperis	1194 Chesterfield Ln	Grayslake	IL	60030-3795
steve	lindstrom	4541 S Pine Ave	Milwaukee	WI	53207-5210
Lois	Lipton	990 N Lake Shore Dr	Chicago	IL	60611-1368
Janet	Lively	919 Wood Ave	Traverse City	MI	49686-3421
Richard	LoBianco	12756 S Muskegon Ave	Chicago	IL	60633-1228
Karl	Lohrmann	1116 E Imperial Ave	El Segundo	CA	90245-2616
Douglas	Long	9141 Sea Oats Dr	Indianapolis	IN	46250-4129
Robert	Long	1286 E 5th Ave	Warren	PA	16365-8406
F.K.	lous	2258 W Giddings St	Chicago	IL	60625-2002
Paul	Lubenkov	713 Mason Dr	La Grange	IL	60525-2651
Terry	Lubenkov	713 Mason Dr	La Grange	IL	60525-2651
Byron	Lubenkov	2607 Colfax Ave S	Minneapolis	MN	55408-1281
Ashley	Lubenkov	1410 21st St NW	Washington	DC	20036-5901
Mark	Lundholm	2014 N Old Hicks Rd	Palatine	IL	60074-1291
j	Lynch	9717 Iltis Dr	Des Moines	IA	50322-1374
B	Lytes	bethel	columbus	OH	43220
Joan	Martin	130 N Charles Ave	Villa Park	IL	60181-2353
John	Massman	42861 N Janette St	Antioch	IL	60002-7422
Meghann	Maves	6113 Mockingbird Ave	Portage	IN	46368-1638
Anya	Maziak	3438 W Schubert Ave	Chicago	IL	60647-1227
PENELOPE	MAZZA	607 S 2nd St	Fairfield	IA	52556-3604
Linda	Mccaughey	7609 Hadley St	Overland Park	KS	66204-2633
Janet	McDonnell	1322 N Vail Ave	Arlington Heights	IL	60004-4735
Nancy	McLean	116 31st Ave N	Nashville	TN	37203-1242
Alex	McLeese	725 S East Ave	Oak Park	IL	60304-1325
Matthew	McNatt	2563 N 2879th Rd	Marseilles	IL	61341-9442
Douglas	McNeill	33 Ridge Rd Unit T	Greenbelt	MD	20770-7749
Dan	Meier	924 W 12th St	Cedar Falls	IA	50613-2418
Janis	Mendelsohn	1440 N Lake Shore Dr	Chicago	IL	60610-1626

charles	merckel	33373 Hampshire Rd	Livonia	MI	48154-2952
Mark	Messing	619 5th St	Traverse City	MI	49684-2409
Harry	Meyer	11415 S Central Park Ave	Chicago	IL	60655-3417
C B	Mier	8588 Banner Hill Rd	Omro	WI	54963-9770
Mark	Milby	20 N Wacker Dr Ste 1301	Chicago	IL	60606-2961
Howard	Miller	8236 Campden Lakes Blvd	Dublin	OH	43016-8252
Stacy	Miller	1001 Trillium Ct	Eagan	MN	55123-3991
Howard C	Miller IV	698 Thurber Dr W	Columbus	OH	43215-1293
Edward	Mills	264 WL Sammamish NE	Bellevue	WA	98008-4221
Andrea	Milne	538 S Indiana Ave	Goshen	IN	46526-2409
Jolie	Misek	9317 Pine Needle Pass	Bull Valley	IL	60097-9460
Fidelia	Mitchell	10059 S Perry Ave	Chicago	IL	60628-2024
Loren	Molling	W7044 Lake Forest Dr	Onalaska	WI	54650-9514
John	Moore	828 Colfax St	Evanston	IL	60201-2421
William	Moore	4260 S Victoria Cir	New Berlin	WI	53151-6149
Sheila	Moore	2128 Woodfield Rd	Okemos	MI	48864-3229
Erin	MORSE	4845 N Winchester Ave	Chicago	IL	60640-4006
Steven	Mroz	15940 S Gougar Rd	Lockport	IL	60491-7892
Thomas M	Mulcahy	4031 Clausen Ave	Western Springs	IL	60558-1228
David	Mumma	2810 Cortland Dr	Janesville	WI	53548-3223
Thomas	Murphy	1314 W Glenlake Ave	Chicago	IL	60660-2506
Louise	Murphy	39 Coveside Ln	Yarmouth	ME	04096-5354
Philip	Myers	2111 Arborview Blvd	Ann Arbor	MI	48103-3513
william	myers	r3 box 3506	thayer	MO	65791
Larry	Nelson	1010 W Richway Dr	Albert Lea	MN	56007-2067
Dennis	Nelson	PO Box 4453	Chicago	IL	60680-4453
Dan	Nelson	5135 N Idlewild Ave	Whitefish Bay	WI	53217-5654
Alan	Ng	1214 Colby St	Madison	WI	53715-2010
Peter	Nicholson	2255 W Giddings St	Chicago	IL	60625-2001
Michele	Nihipali	54-074 Kamehameha Hwy # A	Hauula	HI	96717-9647
Shane	Nodurft	4025 N Pulaski Rd Apt 108	Chicago	IL	60641-2457
Nicholas	Noe	508 S 5th St	Dekalb	IL	60115-3821
Seth	Nowak	930 E Dayton St	Madison	WI	53703-4485
Christian	Noyce	364 Heather Ct	Eau Claire	WI	54701-7138
Alfredo	Ocasio	4074 Express Dr S	Ronkonkoma	NY	11779-5526
Margaret	ODell	5658 S Blackstone Ave	Chicago	IL	60637-5218
KEVIN	OLDHAM	21 Ormond Pl	Shirley	NY	11967-2264
david	Olson	628 Church St	Murphys	CA	95247-9519
Kathy	Oppenhuizen	8135 Olive Trl	West Olive	MI	49460-8316
Kevin	O'Rourke	1822 State Route 69	Camden	NY	13316-6007
Sean	OShea	4920 N Winthrop Ave	Chicago	IL	60640-3600
Charles	Paidock	3211 S Union Ave	Chicago	IL	60616-5251

Robert	Paine	100 Lincoln Pkwy	Crystal Lake	IL	60014-4224
Amy	Panek	13 Maplewood Rd	Ithaca	NY	14850-9503
Robert	Pasquesi	PO Box 90	Elkhart	IL	62634-0090
Heather	Payne	1300 Mason Farm Rd	Chapel Hill	NC	27514-4604
Craig	Peachy	N8208 Lakeshore Dr	Fond Du Lac	WI	54937-1627
Donna	Pedroza	1801 Shoreline Dr	Alameda	CA	94501-6084
William	Peterman	747 S Cuyler Ave	Oak Park	IL	60304-1505
Richard	Phillips	1136 Lawe St	Green Bay	WI	54301-3423
Ellen	Phillips	327 W School St	Villa Park	IL	60181-2548
Gloria	Picchetti	3920 N Clark St	Chicago	IL	60613-2650
Dolores	Pino	7200 Wilson Ter	Morton Grove	IL	60053-1142
John	Pitt	1116 S Lincoln Ave	Park Ridge	IL	60068-4517
Richard	Plonsker	191 Norht Wacker Drive	Chicago	IL	60606
Ellen	Poist	9701 Germantown Ave	Philadelphia	PA	19118-2633
Mary	Pounder	728 W Jackson Blvd	Chicago	IL	60661-5490
Patricia	Pruitt	1032 Randolph St	Oak Park	IL	60302-3406
Daniel	Puetz	990 N Cove Dr	Palatine	IL	60067-1900
Michael	Raffety	3526 N Halsted St Apt 4	Chicago	IL	60657-2928
Santiago	Ramirez	1537 Oregon St	Berkeley	CA	94703
Mark	Ratner	615 Greenleaf Ave	Glencoe	IL	60022-1745
Matthew	Reardon	51 College Ave	Somerville	MA	02144-1957
Jean	Reavis	1111 6th Ave	Grinnell	IA	50112-1770
Lauren	Reed	122 S Main St	Ann Arbor	MI	48104-1929
Lenore	Reeves	19934 Hickory Stick Ln	Mokena	IL	60448-1368
Todd	Reich	716 W Adams St	Black River Falls	WI	54615-9108
Lee	Reis	2909 King St	Berkeley	CA	94703-2179
Albert	Reynolds	4200 Grand Ave	Des Moines	IA	50312-2481
Nancy	Rich	6847 Riverside Dr	Berwyn	IL	60402-2231
Tobin	Richter	2034 N Clifton Ave	Chicago	IL	60614-4120
Jean	Robinson	9210 S Winchester Ave	Chicago	IL	60643-6307
John	Robinson	311 Morton St	Monroe	LA	71202-4837
William	Rogers	502-717 Victoria Ave	Saskatoon	SK	S7N 2T5
Kevin	Rolfes	14006 N Green Hills Loop	Austin	TX	78737-8618
Michelle	Ryan	3514 Rosemeare Ave	Brookfield	IL	60513-1737
Harvey	Sachs	9559 W Coal Mine Ave	Littleton	CO	80123-4078
Julie	Samuels	613 S Lombard Ave	Oak Park	IL	60304-1605
Carolyn	Sanderson	3913 Shermer Rd	Glenview	IL	60025
John	Sanderson	3913 Shermer Rd	Glenview	IL	60025
Robert	Satler	PO Box 235	Marseilles	IL	61341-0235
Carol	Savary	25 Amethyst Way	San Francisco	CA	94131-1631
Stephen	Schlickman	1255 S Michigan Ave	Chicago	IL	60605-3326
Carl	Schneider	1302 6th Ave SE	Altoona	IA	50009-2002
Beatrix	Schramm	1846 Oliver Ave	San Diego	CA	92109-5491

Robert	Schubert	2558 E Dayton St	Madison	WI	53704-4909
betty	schuessler	2025 E 3rd St	Tucson	AZ	85719-5104
Lois	Schultz	1106 Caroline Ter	Indianola	IA	50125-1011
Miriam	Scott	899 S Plymouth Ct Apt 609	Chicago	IL	60605-2043
Taylor	Sharpe	7615 Kenwell St	Dallas	TX	75209-4028
Sharon	Sharratt	E7880 County Road P	Westby	WI	54667-8182
Tom	Sharratt	E7880 County Road P	Westby	WI	54667-8182
Kirk	Sheckler	1111 N Institute Pl	Peoria	IL	61606-1020
Mary	Shesgreen	402 Orange St	Elgin	IL	60123-7545
Joseph	Shulman	6249 Romo St	San Diego	CA	92115-6932
Norman	Siler	PO Box 278	Somers	WI	53171-0278
Sandra	Silva	544 W Brompton Ave	Chicago	IL	60657-1875
Gloria	Simmons	2112 E Converse St	Springfield	IL	62702-4205
Daniel	Simon	5555 N Sheridan Rd	Chicago	IL	60640-1601
Sanjiv	Sinha	2225 Green Valley Ct	Ann Arbor	MI	48103-8918
Cindy	Skrukrud	4209 W Solon Rd	Richmond	IL	60071-9696
Kenneth	Small	1721 W 104th Pl	Chicago	IL	60643-2807
Sally	Small	802 N Layman Ave	Indianapolis	IN	46219-4420
Nikolas	Smart	515 Lawrence St Apt 6	Ann Arbor	MI	48104-1474
John W	Smith	21652 N Riverview Ct	Beverly Hills	MI	48025-4866
Glen	Smith	3126 Menzola Dr	Columbus	OH	43228-9011
DOUGLAS	SMITH	1512 Southlawn Dr	Des Moines	IA	50315-4971
Christopher	Smith	17 Prospect St	Hatfield	MA	01038-9707
Mike	Smith	1531 1st Ave	Seattle	WA	98101-1561
Steve	Sobel	23829 Colchester Dr	Farmington	MI	48336-2415
Elizabeth	Solberg	4030 Sylvan Trl	West Lafayette	IN	47906-4641
Gene	Spanos	831 S Greenwood Ave	Park Ridge	IL	60068-4541
Susan	Spengler	620 E Kenilworth Ave	Palatine	IL	60074-6337
James	Speta	6813 Valley View Dr	Downers Grove	IL	60516-3514
Stephen	Spielberg	3630 Phillips Pkwy	St Louis Park	MN	55426-3792
Nancy	Sreenan	2400 Pk pl.	Evanston	IL	60201
P	Sriraj	412 S Peoria St	Chicago	IL	60607-7000
Theodore	Steck	4731 S Ellis Ave	Chicago	IL	60615-1858
Fredric	Stein	1025 W Monroe St	Chicago	IL	60607-2783
Michelle	Stern	3903 N Keeler Ave	Chicago	IL	60641-2916
Aaron	Stevens	1 S Wacker Dr	Chicago	IL	60606-4614
Ron	Stevens	2970 N Lake Shore Dr Apt 2e	Chicago	IL	60657-5643
Nycolle	Stevens	1351 S Shumway St	Taylorville	IL	62568-8104
Marcia	Stoll	535 Hinman Ave	Evanston	IL	60202-4605
Adam	Stolorow	125 Sutton Manor Rd	New Rochelle	NY	10801-5758
John and Martha	Stoltenberg	PO Box 596	Elkhart Lake	WI	53020-0596

K	Stone	306 Maple Ave	Highland Park	IL	60035-2057
Maryann G.	Strain	2400 Hartzell St	Evanston	IL	60201-1492
Phillip	Streby	172 W 2nd St	Peru	IN	46970-2058
Ronald	Styka	2176 Belding Ct	Okemos	MI	48864-3610
Greg	Sukys	3764 N Magnolia Ave	Chicago	IL	60613-3802
Jennifer	Tarr	35 E Wacker Dr	Chicago	IL	60601-2314
Warren	Taylor	7035 Forest Ct	Windsor Heights	IA	50324-1430
Charles	Tazzia	359 Chalfonte Ave	Grosse Pointe Farms	MI	48236-2930
June	Thaden	520 Highland Park Dr	Traverse City	MI	49686-2849
Judi	Thallas	2420 S 17th St	Council Bluffs	IA	51501-7071
Kelly	Thayer	831 James St	Frankfort	MI	49635-9696
Bill	Theisen	2610 Appletree Ln	Northbrook	IL	60062-3406
Laurence	Therault	3843 Springdale Ave	Glenview	IL	60025-2437
Barbara	Tholin	438 Cochlin St	Traverse City	MI	49686-2909
Perry	Thomas	1097 S Walnut Grove Rd	Bloomfield	IN	47424-5730
marc	Thrum	4157 Grandwood Cir	Saint Joseph	MI	49085-8718
Marion	Tidwell	3330 W 78th Pl	Merrillville	IN	46410-5117
Jay	Timmerman	5405 Century Ave	Middleton	WI	53562-2048
Robert	Tischbein	45581 Kensington St	Utica	MI	48317-5939
Tia	Triplett	3959 Berryman Ave	Los Angeles	CA	90066-5015
Meredith	Tucker	498 Inverway	Inverness	IL	60067-4350
Pam	Tufo	981 Greenview Dr	Crown Point	IN	46307-5037
Ardelle	Tuxen	2133 29th St S	La Crosse	WI	54601-6952
Steven	Vagnozzi	2144 Woodfield Rd	Okemos	MI	48864-3229
Matthew	Vanderbrook	186 Mount Vernon Ave	Rochester	NY	14620-2344
Amber	Vignieri	735 Willow Rd	Naperville	IL	60540-7421
David	Voigts	12132 Rickard Rd	Jesup	IA	50648-9539
Josh	Vrzal	1344 Park Rd	Bloomington	MN	55425-1959
Vickie	Wagner	6707 Martin Rd	Three Oaks	MI	49128-9559
Elizabeth	Walters	1281 Oak Spring Rd	Libertyville	IL	60048-1689
Roxanne	Warren	523 W 112th St Apt 72	New York	NY	10025-1680
Charles	Weaver	PO Box 1308	Kalkaska	MI	49646-1308
Jack	Webb	11135 Shortmeadow Dr	Dallas	TX	75218-1363
Anne	Webber	1275 16th St	West Des Moines	IA	50265-2312
Judith	Wecker	3223 Ruger Ave	Janesville	WI	53546-1935
Nancy	Wedow	228 N Middleton Ave	Palatine	IL	60067-4856
Margaret	Weiner	2525 Patricia Dr	Urbandale	IA	50322-5275
Lyman	Welch	2959 N Halsted St	Chicago	IL	60657-5149
Francine	Wendorff	5215 S Blackstone Ave	Chicago	IL	60615-4105
Kyle	Whitehead	3144 W Belden Ave	Chicago	IL	60647-2847
Robin	Wilson	1106 S East Ave	Oak Park	IL	60304-2106

Robert	Wincek	21760 W Lochinvar Ln	New Berlin	WI	53146-4720
Jodi	Wine	120 S Euclid Ave	Oak Park	IL	60302-2906
Steve	Wissink	7035 Mountain Rd	Pickett	WI	54964-9593
Judith	Wittner	822 South Blvd	Evanston	IL	60202-2811
Richard	Woosnam	311 W Woodstock St	Crystal Lake	IL	60014-4231
David	Woronecki-Ellis	2833 W 38th Pl	Hobart	IN	46342-1803
Elizabeth	Wroblewski	222 Amherst St	Saint Paul	MN	55105-1912
Brian	Zeid	2912 W Devon Ave	Chicago	IL	60659-1508
Lori	Zenchenko	W627 Bump Rd	Albany	WI	53502-9789
Chris	Zenchenko	15401 W Elmer Rd	Evansville	WI	53536-9217
Gavin	Ziegler	1207 95th Ave W	Rock Island	IL	61201-7835

Train 3 of 02/07/2016
Southwest Chief

Unformatted Data

Station	Scheduled	Actual
Chicago, IL (CHI)	Dp 300P	Dp 300P On time.
Naperville, IL (NPV)	Dp 335P	Dp 335P On time.
Mendota, IL (MDT)	Dp 424P	Dp 425P 1 minute late.
Princeton City, IL (PCT)	Dp 446P	Dp 446P On time.
Galesburg, IL (GBB)	Ar 535P Dp 538P	Ar 537P 2 minutes late. Dp 539P 1 minute late.
Fort Madison, IA (FMD)	Dp 642P	Dp 642P On time.
La Plata, MO (LAP)	Dp 751P	Dp 751P On time.
Kansas City, MO (KCY)	Ar 1011P Dp 1045P	Ar 955P 16 minutes early. Dp 1045P On time.
Lawrence, KS (LRC)	Dp 1152P	Dp 1152P On time.
Topeka, KS (TOP)	Dp 1229A	Dp 116A 47 minutes late.
Newton, KS (NEW)	Dp 245A	Dp 333A 48 minutes late.
Hutchinson, KS (HUT)	Dp 320A	Dp 407A 47 minutes late.
Dodge City, KS (DDG)	Ar 519A Dp 525A	Ar 554A 35 minutes late. Dp 559A 34 minutes late.
Garden City, KS (GCK)	Dp 621A	Dp 704A 43 minutes late.
Lamar, CO (LMR)	Dp 659A	Dp 749A 50 minutes late.
La Junta, CO (LAJ)	Ar 815A Dp 830A	Ar 850A 35 minutes late. Dp 903A 33 minutes late.
Trinidad, CO (TRI)	Dp 950A	Dp 1019A 29 minutes late.
Raton, NM (RAT)	Dp 1056A	Dp
Las Vegas, NM (LSV)	Dp 1238P	Dp
Lamy, NM (LMY)	Ar 220P Dp 224P	Ar Dp
Albuquerque, NM (ABQ)	Ar 355P Dp 445P	Ar Dp
Gallup, NM (GLP)	Dp 708P	Dp
Winslow, AZ (WLO)	Dp 850P	Dp
Flagstaff, AZ (FLG)	Ar 951P Dp 957P	Ar Dp
Williams Junction, AZ (WMJ)	Dp 1033P	Dp
Kingman, AZ (KNG)	Ar 1239A Dp 1246A	Ar Dp
Needles, CA (NDL)	Dp 1249A	Dp
Barstow, CA (BAR)	Dp 344A	Dp
Victorville, CA (VRV)	Dp 423A	Dp
San Bernardino, CA (SNB)	Dp 542A	Dp
Riverside, CA (RIV)	Dp 603A	Dp

Fullerton, CA (FUL)	Dp	644A	Dp
Los Angeles, CA (LAX)	Ar	815A	Ar