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Daniel Keith Lilly
111 East Markham
Loft B202
Little Rock, AR 72201
Dkl3rd@yahoo.com

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Speaking as both an Amtrak Guest Rewards Select Executive Tier Status member, and resident of Little Rock, AR, it is no small feat to commit to Amtrak as my preferred mode of transport. I quit driving altogether on 9/11-over 14 years ago, and having worked for Southwest Airlines for 10 years before being laid off, air travel has become cumbersome, intrusive, weary and frustrating. Living in LRK, which is approximately the halfway point of our once-a-day (middle of the night, actually) paltry service, ontime performance is even more keen to me. Delays of (sometimes) several hours mean that a delay of a scheduled 2330 northbound departure or 0330 southbound departure means I'm not just staying up late for the privilege to ride, i'm literally up ALL NIGHT just to board. Fortunately, i'm of a means that once I board, there's a bed in a deluxe bedroom awaiting this already weary traveler. Not all are as fortunate as I am, however. The notion that, somehow, freight RR's can get away with screwing over Amtrak passengers while airlines are penalized for every minute delay on a tarmac after a grace period is ridiculous. Freight RR's gave up on passenger rail and dumped it on the US Government 4 decades ago with the legal promise of giving priority to the remaining Americans who choose rail. I CHOOSE RAIL. I do NOT, however, choose to let these scofflaws continue to degrade passenger's time or the Amtrak Experience by NOT being forced to pay the piper for delaying us on our journey. Barring some weather, force majeure or civil unrest along the right-of-way, EVERY host railroad should be FORCED to keep EVERY Amtrak passenger ontime. The only effective way to do that is to make 'em pony up the \$\$\$, per passenger, per minute of delay and turn that money over to Amtrak...IMMEDIATELY. It's all fine and well to have endpoint ontime performance noted, but what about those of us "in the middle"? We just get screwed over again unless EVERY station's ontime performance is measured-and ENFORCED. Therefore, I urge you to act in the best interests of The People, The Citizens, The Taxpayers, and The Passengers who are forced to foot the bill AND the interminable and avoidable delays by demanding ontime performance at each and every Amtrak station nationwide, and when they don't make it due to a host RR's incompetence. lackadaisical or bureaucratic ineptitude or attitude, that fines be levied against those companies until their shareholders get the hint. United and American and Delta and Southwest among others fought tooth and nail against those tarmac fines for YEARS. And for YEARS the flying public was held hostage-not at the gate-for hours. It was untenable and unnecessary. As soon as the DOT stepped in, fines started rolling, the airlines fixed THEIR problem that THEY created and now it's a rare story. There's absolutely no reason to believe that rail and the rail industry would act or react any differently. Thank you for your time and professional attention to this. I look forward to many more decades and hundreds of thousands of miles of safe, ONTIME, enjoyable rail travel.