

People Before Freight

On-time trains on host railroads





LATEST REPORT CARD SIGNALS NEW GOLDEN AGE OF ON-TIME TRAINS

1	Canadian Pacific	A
2	BNSF	A
3	Union Pacific	A
4	CSX	A
5	Canadian National	A
6	Norfolk Southern	A

Average grade for all host railroads: **A**

Amtrak National Network Passengers Continue to Experience Poor On-Time Performance

1	Canadian Pacific	A
2	BNSF	B
3	Union Pacific	B-
4	CSX	B-
5	Canadian National	D-
6	Norfolk Southern	F

Average grade for all host railroads: **C**

Grading National Network routes on OTP

17 of 28 State-Supported Services Fail

State-Supported Trains	Route	Class I Freight Host Railroads	Percentage of trains on-time within 15 minutes	
<i>Pass = 80% on-time</i>	Hiawatha	CP	96%	PASS
	Keystone	(other hosts)	91%	
	Capitol Corridor	UP	89%	
	New York - Albany	(other hosts)	89%	
	Carl Sandburg / Illinois Zephyr	BNSF	88%	
	Ethan Allen Express	CP	87%	
	Pere Marquette	CSX, NS	84%	
	Missouri River Runner	UP	83%	
	Springfield Shuttles	(other hosts)	82%	
	Downeaster	(other hosts)	81%	
	Hoosier State	CSX	80%	FAIL
	Pacific Surfliner	BNSF, UP	78%	
	Lincoln Service	CN, UP	76%	
	Blue Water	NS, CN	75%	
	Roanoke	NS	75%	
	Piedmont	NS	74%	
	Richmond / Newport News / Norfolk	CSX, NS	74%	
	San Joaquins	BNSF, UP	73%	
	Pennsylvanian	NS	71%	
	Adirondack	CN, CP	70%	
	New York - Niagara Falls	CSX	70%	
	Vermont	(other hosts)	67%	
	Cascades	BNSF, UP	64%	
	Maple Leaf	CSX	64%	
	Wolverine	NS, CN	60%	
	Heartland Flyer	BNSF	58%	
	Carolinian	CSX, NS	51%	
	Illini / Saluki	CN	37%	

Grading National Network routes on OTP

14 of 15 Long Distance Services Fail

Long Distance Trains	Route	Class I Freight Host Railroads	Percentage of trains on-time within 15 minutes	
<i>Pass = 70% on-time</i>	Auto Train	CSX	72%	PASS
	Palmetto	CSX	59%	FAIL
	Coast Starlight	BNSF, UP	55%	
	Cardinal	NS, CSX	53%	
	City of New Orleans	CN	51%	
	California Zephyr	BNSF, UP	48%	
	Silver Meteor	CSX	47%	
	Empire Builder	BNSF, CP	44%	
	Southwest Chief	BNSF	43%	
	Lake Shore Limited	CSX, NS	41%	
	Texas Eagle	BNSF, UP, CN	37%	
	Capitol Limited	NS, CSX	36%	
	Silver Star	CSX, NS	36%	
	Crescent	NS	29%	
	Sunset Limited	BNSF, UP	26%	

What can we do about this?

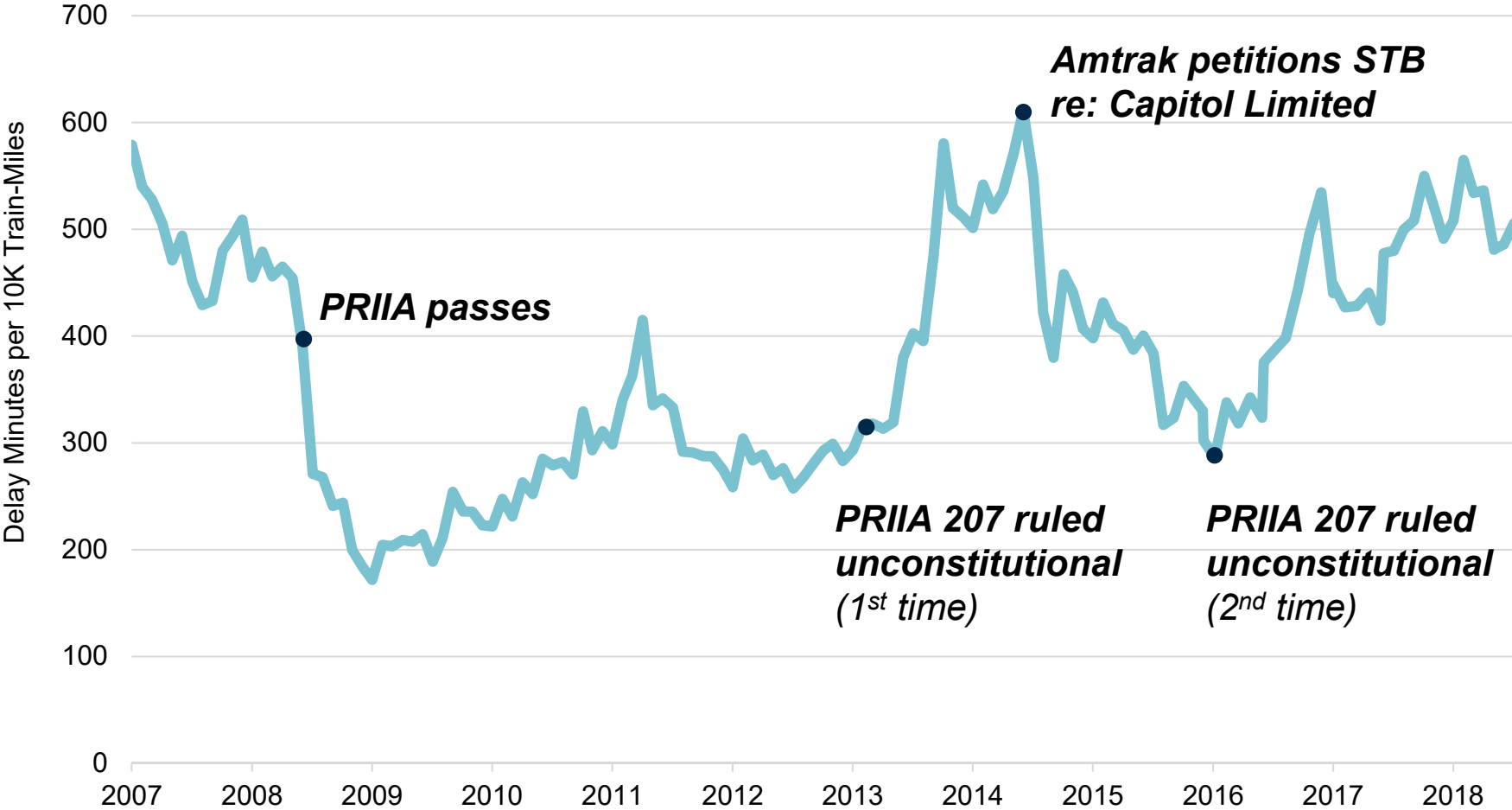
We continue to work collaboratively with all willing host railroads, but the top priority is obtaining an enforcement mechanism (other than DOJ) for Amtrak's right to preference.

We are encouraging all to let their Members of Congress know:

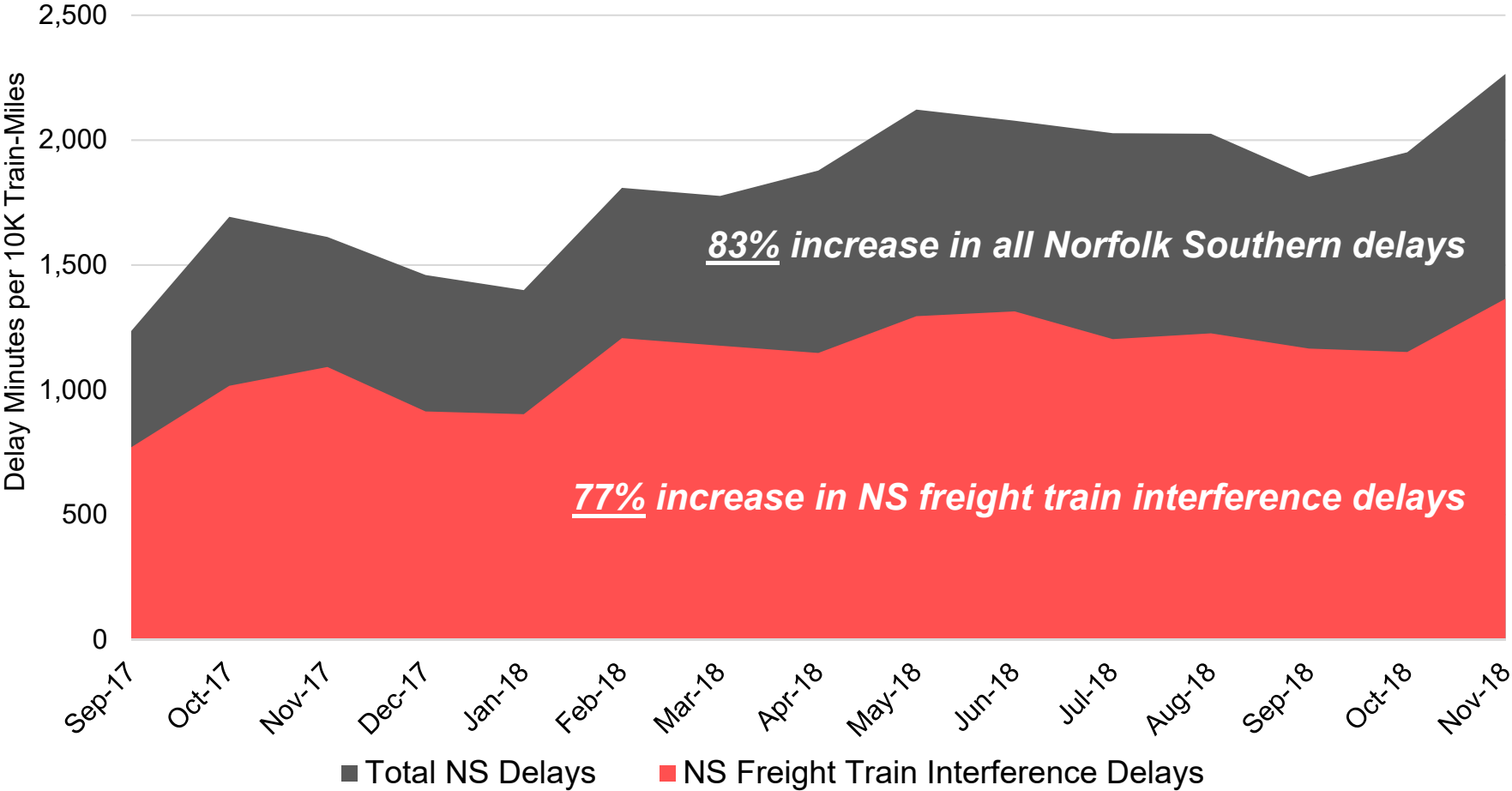
- 1. Freight railroads are ignoring the law.**
- 2. Legislation is needed so that Amtrak can enforce this law and put *people before freight.***

Freight railroads respond to the threat of preference enforcement

Freight Train Interference Delays to Amtrak Trains



Norfolk Southern delays nearly doubled in FY18



Almost the entire increase was driven by freight train interference delays





A freight train and an Amtrak train outside Chicago in January. DANIEL ACKER FOR THE WALL STREET JOURNAL

By [Ted Mann](#)

Updated March 17, 2019 1:58 p.m. ET

SAVE SHARE AA TEXT

69

WASHINGTON—A long-running battle between Amtrak and major freight railroads over train delays has entered a new phase of hostilities: fighting about tweets.

Amtrak, the national passenger railroad, has taken to using a [Twitter](#) handle, [@AmtrakAlerts](#), to tell riders when trains are delayed, including when they are stuck because of freights.

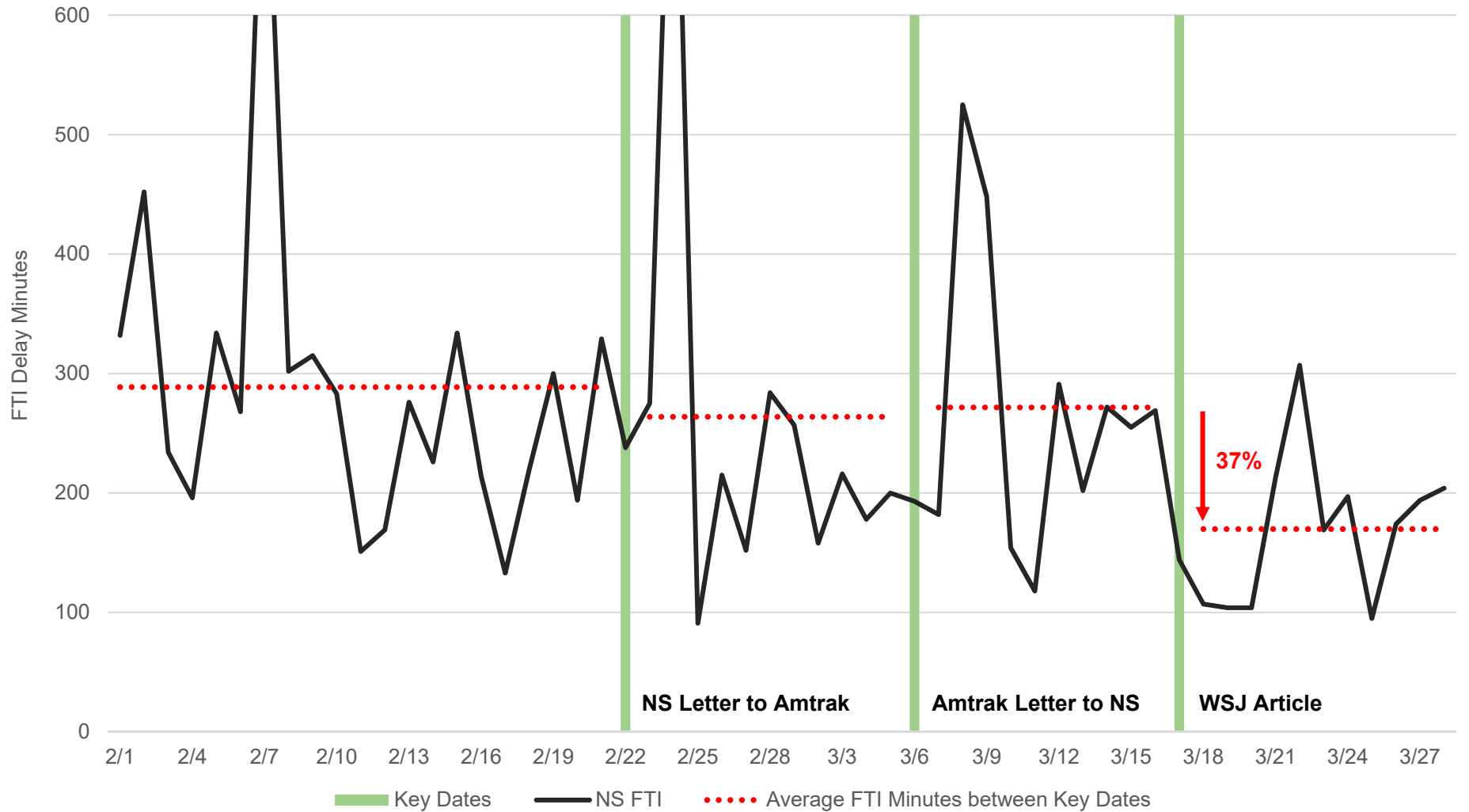


That prompted a lawyer for [Norfolk Southern](#) Corp. to send a demand late last month to Amtrak: stop tweeting about our trains, or the railroad “will be forced to consider




NS Freight Train Interference Delays Declined after WSJ Coverage

Norfolk Southern Freight Train Interference Delay Minutes
Capitol Limited and Lake Shore Limited




Speak up!

Amtrak  @Amtrak Following


"Ladies and gentlemen, we are delayed by freight train traffic ahead."





Freight trains delayed Amtrak passengers 1.2 million minutes last year. That's 139 trips to the moon and back. Why don't we put people before freight?
youtube.com/watch?v=eKpU54...
 Thread:





Amtrak Delays and Freight Train Interference – Yo...
 Amtrak is proud to take passengers where they need to go, but sometimes that ride is delayed. Delays can happen for a variety of reasons, but often it is due...
youtube.com

11:41 AM - 26 Mar 2019





324 Retweets 739 Likes 


30  324  739  

 Tweet your reply





Amtrak  @Amtrak · 23h


Once upon a time, railroads provided both freight and passenger services. But freight railroads were losing money on their passenger trains, so America bailed them out and in 1971 Congress created Amtrak to move people across the country.

1  47  240  





Amtrak  @Amtrak · 23h


In exchange for this bailout, two conditions were ultimately put into law: Amtrak would have access to the rail lines to operate passenger trains and—now this is where it gets interesting—those passenger trains would have preference over freight.

1  46  246  

Amtrak  @Amtrak · 23h

Alas, as time passed, the freight railroads began to ignore the law, yet face no consequences for putting freight before passengers. Only the Department of Justice can enforce this law, and the last time that happened was '79, when My Sharona was playing on our Walkman.





5  158  550  

Amtrak  @Amtrak · 23h

So what can you do about it?

Speak up! Contact your Members of Congress and tell them 1) freight railroads are ignoring the law and 2) legislation is needed so Amtrak can enforce this law and put people before freight.

Find your Member of Congress:
govtrack.us/congress/membe...

18  110  444  

Frequently asked questions you may hear

How does Amtrak evaluate performance?

What does a poor grade represent?

Is there any incentive for freight railroads to deliver Amtrak trains on-time?

Why doesn't Amtrak own all of its rail lines?

What distinguishes host railroads with good Amtrak performance?

How much control do hosts have over the problem?

Can trains "make up" lost time?

If a train is always late, why not change the schedule?

See <https://www.amtrak.com/reports-documents> for the report card and FAQs

