

PUBLIC – REDACTED

March 22, 2019

BY E-FILING

Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
395 E. Street, S.W.
Washington, DC 20423-0001

Re: *Application of the National Railroad Passenger Corporation under 49 U.S.C. § 24308(a) — Canadian National Railway Company (Docket No. FD 35743)*

Dear Ms. Brown:

I am writing to update the Board on two developments that relate to the State of Illinois's Illini/Saluki service, which is hosted by Illinois Central Railroad Company (together with Grand Trunk Western Railroad Company, "CN") and operated by Amtrak under contract with the Illinois Department of Transportation ("IDOT"). As these developments occurred after briefing and bear directly on issues pending before the Board, CN believes it is necessary and appropriate to apprise the Board under these circumstances, and it respectfully seeks leave to do so.

1. IDOT Request to Revise Illini/Saluki Schedules

Appended as Attachment 1 is a comparison of the current Illini/Saluki schedules to revised schedules requested by IDOT and agreed to by CN.

Following discussions initiated by IDOT, IDOT and CN agreed in November 2018 to revise the Illini/Saluki schedules to increase All Stations On-Time Performance ("ASOTP").¹ On November 20, 2018, IDOT requested that Amtrak adopt the revised schedules that had been agreed upon.² Amtrak responded on January 15, 2019, refusing to implement IDOT's requested schedule changes.³ Amtrak emphasized added costs that IDOT would incur because Amtrak's

¹ See November 15, 2018 Letter Agreement between CN and IDOT (appended hereto as Attachment 2).

² See January 15, 2019 Letter from J. McHugh to B. McCluskey (appended hereto as Attachment 3) (referencing prior communications).

³ See *id.*

labor agreements require Amtrak to add a second engineer to each train when a scheduled run time is longer than 6 hours. Amtrak also expressed concern that IDOT's costs would increase because of the added incentive payments CN would earn under the Amtrak-CN Operating Agreement from the improved on-time performance of the trains. Amtrak further stated that it would take approximately two years to hire and train the additional engineers.

CN and IDOT had previously discussed costs, and IDOT had agreed as the state sponsor of the service that it was appropriate and in the interest of passengers to pay the costs associated with realistic, updated, consistently achievable schedules that greatly improve ASOTP, including recognizing the legitimacy of reflecting the short shunt slow order for Amtrak's equipment. Nonetheless, to address Amtrak's concerns regarding its labor agreements, IDOT asked, and CN has agreed, to further shorten the schedules so the run time would not exceed 6 hours.⁴ This would allow the schedules to be implemented sooner and at lower cost, even though satisfying this concern of Amtrak would reduce anticipated ASOTP. CN and IDOT continue to work towards a resolution of this matter.

CN expects that implementing these revised schedules will increase ASOTP for the Illini/Saluki service from 35-40% to 75-80% or higher, even without any other change in the existing Operating Agreement or any infrastructure investment by Amtrak.

2. Developments in the Ongoing Investigation of the Short Shunt Issue

When the parties submitted their final briefs, testing relating to the short shunt issue discussed in those briefs remained ongoing. Further testing and analyses have demonstrated a significant difference between the shunt quality provided by Amtrak's equipment used in the Illini/Saluki service and freight equipment. Over six days of testing – three days in August 2018 and three days in October 2018 – Amtrak equipment repeatedly demonstrated poor shunting quality or full loss of shunt events.

On August 28, for example, a test train of one Amtrak locomotive and 3 passenger cars moving at 79 mph exhibited poor shunting. A single light Amtrak locomotive moving at 30 mph experienced a total loss of shunt event.⁵ During that same period, there were no shunting anomalies with CN's freight equipment. Testing also demonstrated that CN's grade crossing detection circuits meet and exceed all FRA requirements. Indeed, CN's track circuits were approximately two to four times more sensitive than required by regulation, which FRA officials confirmed in the field as recently as January, 2019.⁶ Based on the test results to date, CN, FRA, and Amtrak have agreed that additional testing should be conducted, focusing on Amtrak's wheel profile.

⁴ See revised schedules at Attachment 1.

⁵ See Loss of Shunt – Test Train Analysis, at 14-16 (October 24, 2018) (report appended as Confidential Attachment 4). CN's minimum axle requirement is intended to improve shunting, and its slow order provides additional time for crossing gate activation following a shunt.

⁶ Compare 49 C.F.R. § 234.229 (federal regulations require that circuits be able to detect a shunt at 0.06 ohm train shunt resistance) with Confidential Attachment 4 at 10 (all CN track circuits found to be able to detect a shunt at much higher train shunt resistance (0.15 to 0.25 ohm)).

{ [REDACTED] } and { [REDACTED] } are participating members in a Loss of Shunt Technical Committee. They have experienced similar loss of shunt issues with Amtrak's equipment as CN. Further testing is ongoing. We will update the Board when we have additional results.

Sincerely,

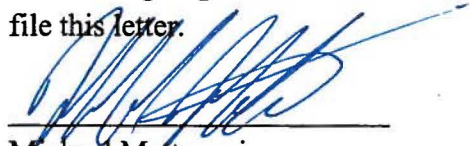
/s/ David A. Hirsh

Counsel for Grand Trunk Railway Company and
Illinois Central Railroad Company

cc: Kevin M. Sheys
Edward J. Fishman

VERIFICATION

I Michael Matteucci verify under penalty of perjury that the factual assertions in section 1 of the foregoing letter are true and correct. Further, I certify that I am qualified and authorized to file this letter.



Michael Matteucci

Region Director Contracts and Administration

Executed on March 22, 2019

VERIFICATION

I Thomas Hilliard verify under penalty of perjury that the factual assertions in section 2 of the foregoing letter are true and correct. Further, I certify that I am qualified and authorized to file this letter.

A handwritten signature in black ink, appearing to read 'TH Hilliard', written over a horizontal line.

Thomas Hilliard
Chief Engineer, Signals and Communications

Executed on March 22, 2019

Attachment 1

Train 390 - CN/IDOT Schedule Proposal
Schedule Skeleton Comparison

Current Schedule

Station	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
Carbondale,IL CT						7:30 AM
Du Quoin, IL	20	0		1	7:50 AM	7:51 AM
Centralia, IL	31	0		1	8:22 AM	8:23 AM
Effingham, IL	43	0		1	9:06 AM	9:07 AM
Mattoon, IL (Charleston)	23	0		1	9:30 AM	9:31 AM
XTI - <i>Tolono</i>	27		5		10:03 AM	10:03 AM
Champaign-Urbana, IL	8	0		3	10:11 AM	10:14 AM
Rantoul, IL	12	0		1	10:26 AM	10:27 AM
Gilman, IL	25	0		1	10:52 AM	10:53 AM
Kankakee, IL	21	0		1	11:14 AM	11:15 AM
Homewood, IL	27	0		2	11:42 AM	11:44 AM
XCS - <i>16th Street</i>	28	26			12:38 PM	12:38 PM
Chicago, IL CT	17	0	5			1:00 PM
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
	282	26	10	12	330	

CN/IDOT proposal - without crossing adjustment

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
					7:30 AM
21	1		1	7:52 AM	7:53 AM
33	2		1	8:28 AM	8:29 AM
47	2		1	9:18 AM	9:19 AM
23	1		1	9:43 AM	9:44 AM
31	1			10:16 AM	10:16 AM
9	0		3	10:25 AM	10:28 AM
13	8		1	10:49 AM	10:50 AM
27	1	5	1	11:23 AM	11:24 AM
22	1		1	11:47 AM	11:48 AM
28	1		2	12:17 PM	12:19 PM
27	22			1:08 PM	1:08 PM
11	1				1:20 PM
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time
	292	41	5	12	350

Change between current and CN/IDOT proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
0	0	0	0	0	0
1	1	0	0	2	2
2	2	0	0	6	6
4	2	0	0	12	12
0	1	0	0	13	13
4	1	-5	0	13	13
1	0	0	0	14	14
1	8	0	0	23	23
2	1	5	0	31	31
1	1	0	0	33	33
1	1	0	0	35	35
-1	-4	0	0	30	30
-6	1	-5	0	20	0
Total PRT change	Total Recovery change	Total Misc. change	Total Dwell change	Total Schedule change	Percent change
10	15	-5	0	20	6.1%

Current Schedule

Station	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
Carbondale,IL CT						7:30 AM
Du Quoin, IL	20	0		1	7:50 AM	7:51 AM
Centralia, IL	31	0		1	8:22 AM	8:23 AM
Effingham, IL	43	0		1	9:06 AM	9:07 AM
Mattoon, IL (Charleston)	23	0		1	9:30 AM	9:31 AM
XTI - <i>Tolono</i>	27		5		10:03 AM	10:03 AM
Champaign-Urbana, IL	8	0		3	10:11 AM	10:14 AM
Rantoul, IL	12	0		1	10:26 AM	10:27 AM
Gilman, IL	25	0		1	10:52 AM	10:53 AM
Kankakee, IL	21	0		1	11:14 AM	11:15 AM
Homewood, IL	27	0		2	11:42 AM	11:44 AM
XCS - <i>16th Street</i>	28	26			12:38 PM	12:38 PM
Chicago, IL CT	17	0	5			1:00 PM
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
	282	26	10	12	330	

CN/IDOT proposal - with crossing adjustment

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
					7:30 AM
21	1		1	7:52 AM	7:53 AM
33	2		1	8:28 AM	8:29 AM
47	2	3	1	9:21 AM	9:22 AM
23	1	4	1	9:50 AM	9:51 AM
31	1	1		10:24 AM	10:24 AM
9	0		3	10:33 AM	10:36 AM
13	8	1	1	10:58 AM	10:59 AM
27	1	6	1	11:33 AM	11:34 AM
22	1	1	1	11:58 AM	11:59 AM
28	1	1	2	12:29 PM	12:31 PM
27	20			1:18 PM	1:18 PM
11	1				1:30 PM
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time
	292	39	17	12	360

Change between current and CN/IDOT proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
0	0	0	0	0	0
1	1	0	0	2	2
2	2	0	0	6	6
4	2	3	0	15	15
0	1	4	0	20	20
4	1	-4	0	21	21
1	0	0	0	22	22
1	8	1	0	32	32
2	1	6	0	41	41
1	1	1	0	44	44
1	1	1	0	47	47
-1	-6	0	0	40	40
-6	1	-5	0	30	0
Total PRT change	Total Recovery change	Total Misc. change	Total Dwell change	Total Schedule change	Percent change
10	13	7	0	30	9.1%

**Train 391 - CN/IDOT Schedule Proposal
Schedule Skeleton Comparison**

Current Schedule

Station	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
Chicago, IL						8:15 AM
XCS - <i>Clark St.</i>	13				8:28 AM	8:28 AM
Homewood, IL	26	0		2	8:54 AM	8:56 AM
Kankakee, IL	25	0		1	9:21 AM	9:22 AM
Gilman, IL	21	0		1	9:43 AM	9:44 AM
Rantoul, IL	25	0		1	10:09 AM	10:10 AM
Champaign-Urbana, IL	12	0		3	10:22 AM	10:25 AM
XTI - <i>Tolono</i>	10		5		10:40 AM	10:40 AM
Mattoon, IL	24	0		1	11:04 AM	11:05 AM
Effingham, IL	23	0		1	11:28 AM	11:29 AM
Centralia, IL	46	0		1	12:15 PM	12:16 PM
Du Quoin, IL	32	0		1	12:48 PM	12:49 PM
Carbondale, IL	21	26	9		1:45 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
CDL-CHI	278	26	14	12	330	

CN/IDOT proposal - without crossing adjustment

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
					8:15 AM
13				8:28 AM	8:28 AM
27	2		2	8:57 AM	8:59 AM
27	2		1	9:28 AM	9:29 AM
22	8		1	9:59 AM	10:00 AM
27	1		1	10:28 AM	10:29 AM
13	3		3	10:45 AM	10:48 AM
9	5	5		11:07 AM	11:07 AM
29	1		1	11:37 AM	11:38 AM
23	8		1	12:09 PM	12:10 PM
47	3		1	1:00 PM	1:01 PM
34	1		1	1:36 PM	1:37 PM
20	8			2:05 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time
291	42	5	12	350	

Change between current and CN/IDOT proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
0	0	0	0	0	0
0	0	0	0	0	0
1	2	0	0	3	3
2	2	0	0	7	7
1	8	0	0	16	16
2	1	0	0	19	19
1	3	0	0	23	23
-1	5	0	0	27	27
5	1	0	0	33	33
0	8	0	0	41	41
1	3	0	0	45	45
2	1	0	0	48	48
-1	-18	-9	0	20	0
Total PRT change	Total Recovery change	Total Misc. change	Total Dwell change	Total Schedule change	Percent change
13	16	-9	0	20	6.1%

Current Schedule

Station	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
Chicago, IL						8:15 AM
XCS - <i>Clark St.</i>	13				8:28 AM	8:28 AM
Homewood, IL	26	0		2	8:54 AM	8:56 AM
Kankakee, IL	25	0		1	9:21 AM	9:22 AM
Gilman, IL	21	0		1	9:43 AM	9:44 AM
Rantoul, IL	25	0		1	10:09 AM	10:10 AM
Champaign-Urbana, IL	12	0		3	10:22 AM	10:25 AM
XTI - <i>Tolono</i>	10		5		10:40 AM	10:40 AM
Mattoon, IL	24	0		1	11:04 AM	11:05 AM
Effingham, IL	23	0		1	11:28 AM	11:29 AM
Centralia, IL	46	0		1	12:15 PM	12:16 PM
Du Quoin, IL	32	0		1	12:48 PM	12:49 PM
Carbondale, IL	21	26	9		1:45 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
CDL-CHI	278	26	14	12	330	

CN/IDOT proposal - with crossing adjustment

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
					8:15 AM
13				8:28 AM	8:28 AM
27	2		2	8:57 AM	8:59 AM
27	2	1	1	9:29 AM	9:30 AM
22	8		1	10:00 AM	10:01 AM
27	1	1	1	10:30 AM	10:31 AM
13	3	6	3	10:53 AM	10:56 AM
9	5	1		11:11 AM	11:11 AM
29	1	2	1	11:43 AM	11:44 AM
23	8	3	1	12:18 PM	12:19 PM
47	3	3	1	1:12 PM	1:13 PM
34	1		1	1:48 PM	1:49 PM
20	6			2:15 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time
291	40	17	12	360	

Change between current and CN/IDOT proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
0	0	0	0	0	0
0	0	0	0	0	0
1	2	0	0	3	3
2	2	1	0	8	8
1	8	0	0	17	17
2	1	1	0	21	21
1	3	6	0	31	31
-1	5	-4	0	31	31
5	1	2	0	39	39
0	8	3	0	50	50
1	3	3	0	57	57
2	1	0	0	60	60
-1	-20	-9	0	30	0
Total PRT change	Total Recovery change	Total Misc. change	Total Dwell change	Total Schedule change	Percent change
13	14	3	0	30	9.1%

Train 392 - CN/IDOT Schedule Proposal
Schedule Skeleton Comparison

Current Schedule

Station	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
Carbondale,IL CT						4:15 PM
Du Quoin, IL	20	0		1	4:35 PM	4:36 PM
Centralia, IL	31	0		1	5:07 PM	5:08 PM
Effingham, IL	43	0		1	5:51 PM	5:52 PM
Mattoon, IL (Charleston)	23	0		1	6:15 PM	6:16 PM
XTI - <i>Tolono</i>	27		5		6:48 PM	6:48 PM
Champaign-Urbana, IL	8	0		3	6:56 PM	6:59 PM
Rantoul, IL	12	0		1	7:11 PM	7:12 PM
Gilman, IL	25	0		1	7:37 PM	7:38 PM
Kankakee, IL	21	0		1	7:59 PM	8:00 PM
Homewood, IL	27	0		2	8:27 PM	8:29 PM
XCS - <i>16th Street</i>	28	26			9:23 PM	9:23 PM
Chicago, IL CT	17	0	5		9:45 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
	282	26	10	12	330	

CN/IDOT proposal - without crossing adjustment

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
					4:15 PM
21	1		1	4:37 PM	4:38 PM
33	2		1	5:13 PM	5:14 PM
47	2		1	6:03 PM	6:04 PM
23	2		1	6:29 PM	6:30 PM
31	8			7:09 PM	7:09 PM
9	-5		3	7:13 PM	7:16 PM
13	6	5	1	7:40 PM	7:41 PM
27	8		1	8:16 PM	8:17 PM
22	5		1	8:44 PM	8:45 PM
28	10		2	9:23 PM	9:25 PM
27	8			10:00 PM	10:00 PM
11	4			10:15 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time
	292	51	5	12	360

Change between current and CN/IDOT proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
0	0	0	0	0	0
1	1	0	0	2	2
2	2	0	0	6	6
4	2	0	0	12	12
0	2	0	0	14	14
4	8	-5	0	21	21
1	-5	0	0	17	17
1	6	5	0	29	29
2	8	0	0	39	39
1	5	0	0	45	45
1	10	0	0	56	56
-1	-18	0	0	37	37
-6	4	-5	0	30	0
Total PRT change	Total Recovery change	Total Misc. change	Total Dwell change	Total Schedule change	Percent change
10	25	-5	0	30	9.1%

Current Schedule

Station	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
Carbondale,IL CT						4:15 PM
Du Quoin, IL	20	0		1	4:35 PM	4:36 PM
Centralia, IL	31	0		1	5:07 PM	5:08 PM
Effingham, IL	43	0		1	5:51 PM	5:52 PM
Mattoon, IL (Charleston)	23	0		1	6:15 PM	6:16 PM
XTI - <i>Tolono</i>	27		5		6:48 PM	6:48 PM
Champaign-Urbana, IL	8	0		3	6:56 PM	6:59 PM
Rantoul, IL	12	0		1	7:11 PM	7:12 PM
Gilman, IL	25	0		1	7:37 PM	7:38 PM
Kankakee, IL	21	0		1	7:59 PM	8:00 PM
Homewood, IL	27	0		2	8:27 PM	8:29 PM
XCS - <i>16th Street</i>	28	26			9:23 PM	9:23 PM
Chicago, IL CT	17	0	5		9:45 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
	282	26	10	12	330	

CN/IDOT proposal - with crossing adjustment

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
					4:15 PM
21	1		1	4:37 PM	4:38 PM
33	2		1	5:13 PM	5:14 PM
47	2	3	1	6:06 PM	6:07 PM
23	2	3	1	6:35 PM	6:36 PM
31	8	1		7:16 PM	7:16 PM
9	-5	6	3	7:26 PM	7:29 PM
13	5	1	1	7:48 PM	7:49 PM
27	7	1	1	8:24 PM	8:25 PM
22	4	1	1	8:52 PM	8:53 PM
28	9	1	2	9:31 PM	9:33 PM
27	4			10:04 PM	10:04 PM
11				10:15 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time
	292	39	17	12	360

Change between current and CN/IDOT proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
0	0	0	0	0	0
1	1	0	0	2	2
2	2	0	0	6	6
4	2	3	0	15	15
0	2	3	0	20	20
4	8	-4	0	28	28
1	-5	6	0	30	30
1	5	1	0	37	37
2	7	1	0	47	47
1	4	1	0	53	53
1	9	1	0	64	64
-1	-22	0	0	41	41
-6	0	-5	0	30	0
Total PRT change	Total Recovery change	Total Misc. change	Total Dwell change	Total Schedule change	Percent change
10	13	7	0	30	9.1%

Train 393 - CN/IDOT Schedule Proposal
Schedule Skeleton Comparison

Current Schedule

Station	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
Chicago, IL						4:05 PM
XCS - <i>Clark St.</i>	13				4:18 PM	4:18 PM
Homewood, IL	26	0		2	4:44 PM	4:46 PM
Kankakee, IL	25	0		1	5:11 PM	5:12 PM
Gilman, IL	21	0		1	5:33 PM	5:34 PM
Rantoul, IL	25	0		1	5:59 PM	6:00 PM
Champaign-Urbana, IL	12	0		3	6:12 PM	6:15 PM
XTI - <i>Tolono</i>	10		5		6:30 PM	6:30 PM
Mattoon, IL	24	0		1	6:54 PM	6:55 PM
Effingham, IL	23	0		1	7:18 PM	7:19 PM
Centralia, IL	46	0		1	8:05 PM	8:06 PM
Du Quoin, IL	32	0		1	8:38 PM	8:39 PM
Carbondale, IL	21	26	9		9:35 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
	278	26	14	12	330	

CN/IDOT proposal - without crossing adjustment

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
					4:05 PM
13				4:18 PM	4:18 PM
27	2		2	4:47 PM	4:49 PM
27	2		1	5:18 PM	5:19 PM
22	8		1	5:49 PM	5:50 PM
27	1		1	6:18 PM	6:19 PM
13	6		3	6:38 PM	6:41 PM
9	4	5		6:59 PM	6:59 PM
29	0		1	7:28 PM	7:29 PM
23	6		1	7:58 PM	7:59 PM
47	5		1	8:51 PM	8:52 PM
34	4		1	9:30 PM	9:31 PM
20	11			10:02 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time
	291	49	5	12	357

Change between current and CN/IDOT proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
0	0	0	0	0	0
0	0	0	0	0	0
1	2	0	0	3	3
2	2	0	0	7	7
1	8	0	0	16	16
2	1	0	0	19	19
1	6	0	0	26	26
-1	4	0	0	29	29
5	0	0	0	34	34
0	6	0	0	40	40
1	5	0	0	46	46
2	4	0	0	52	52
-1	-15	-9	0	27	0
Total PRT change	Total Recovery change	Total Misc. change	Total Dwell change	Total Schedule change	Percent change
13	23	-9	0	27	8.2%

Current Schedule

Station	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
Chicago, IL						4:05 PM
XCS - <i>Clark St.</i>	13				4:18 PM	4:18 PM
Homewood, IL	26	0		2	4:44 PM	4:46 PM
Kankakee, IL	25	0		1	5:11 PM	5:12 PM
Gilman, IL	21	0		1	5:33 PM	5:34 PM
Rantoul, IL	25	0		1	5:59 PM	6:00 PM
Champaign-Urbana, IL	12	0		3	6:12 PM	6:15 PM
XTI - <i>Tolono</i>	10		5		6:30 PM	6:30 PM
Mattoon, IL	24	0		1	6:54 PM	6:55 PM
Effingham, IL	23	0		1	7:18 PM	7:19 PM
Centralia, IL	46	0		1	8:05 PM	8:06 PM
Du Quoin, IL	32	0		1	8:38 PM	8:39 PM
Carbondale, IL	21	26	9		9:35 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time	
	278	26	14	12	330	

CN/IDOT proposal - with crossing adjustment

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
					4:05 PM
13				4:18 PM	4:18 PM
27	2		2	4:47 PM	4:49 PM
27	2	1	1	5:19 PM	5:20 PM
22	8		1	5:50 PM	5:51 PM
27	1	1	1	6:20 PM	6:21 PM
13	6	1	3	6:41 PM	6:44 PM
9	4	6		7:03 PM	7:03 PM
29	0	2	1	7:34 PM	7:35 PM
23	6	3	1	8:07 PM	8:08 PM
47	5	3	1	9:03 PM	9:04 PM
34	4		1	9:42 PM	9:43 PM
20	2			10:05 PM	
	Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time
	291	40	17	12	360

Change between current and CN/IDOT proposal

PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart
0	0	0	0	0	0
0	0	0	0	0	0
1	2	0	0	3	3
2	2	1	0	8	8
1	8	0	0	17	17
2	1	1	0	21	21
1	6	1	0	29	29
-1	4	1	0	33	33
5	0	2	0	40	40
0	6	3	0	49	49
1	5	3	0	58	58
2	4	0	0	64	64
-1	-24	-9	0	30	0
Total PRT change	Total Recovery change	Total Misc. change	Total Dwell change	Total Schedule change	Percent change
13	14	3	0	30	9.1%

Attachment 2



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

November 15, 2018

By E-mail

Mr. John Orr
Senior Vice President & Chief Transportation Officer
Canadian National Railway Company / Illinois Central Railroad Company
17641 Ashland Avenue
Homewood, Illinois 60430

Dear Mr. Orr:

The Illinois Department of Transportation (IDOT) is requesting Canadian National Railway (CN) agree to update the passenger train schedule for the state-supported Illini/Saluki Amtrak service to reflect the reality that strong on time performance is not reasonably achievable under the existing outdated schedules. We are approaching you directly as host railroad and critical business partner for both commerce and passenger rail in Illinois.

Under current schedules, the Illini/Saluki service is failing to meet on-time standards the citizens of Illinois deserve. We would like Amtrak to operate under a more reliable and accurate schedule that corrects run time and recovery time deficiencies and makes allowance for the slower speeds necessitated by the short shunt issue related to Amtrak's Horizon/Amfleet equipment, so that the service will operate with greater reliability. We must ensure, however, that you will continue to work toward resolving short shunt issues that have caused frequent delays. CN must therefore commit to continuing to work to identify the causes of the short shunt. CN must commit to developing a work plan in conjunction with the ongoing testing results and as regulations require. The results of testing shall guide further actions expected by CN and/or other stakeholders in order to correct, resolve, and fulfill mandated federal grade crossing regulations. Further, if testing demonstrates conclusively that the issue is caused by any CN faulty signal equipment, then CN must agree to make such changes at no cost to Amtrak or IDOT.

This schedule change will be a two-part process. The first step is IDOT's and CN's agreement to the new schedules reflected in Appendix A. These are the same schedules CN proposed in the proceeding at the Surface Transportation Board concerning CN's Operating Agreement with Amtrak, with the exception of the schedule for train 392, for which the run time has been reduced by 15 minutes. We understand that CN designed these schedules to make 80%

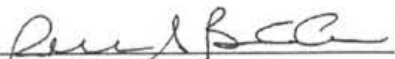
Mr. John Orr
November 15, 2018
Page 2

ASOTP regularly achievable and we expect that level of performance once the new schedules are implemented. However, in light of our proposed reduction in run time for train 392, we are willing to reduce our expectation to 75% ASOTP for train 392. The second step is implementation of the new schedules, including the short shunt adjustment, resulting in less delay against schedules and more realistic travel expectation. Again, reliability and accuracy of schedule is critically important for the traveling public in Illinois. Once the short shunt issue is resolved, the schedules without short shunt adjustment are to be implemented which will reduce travel times. IDOT commits to using its authority as the sponsor of the service to require Amtrak to make all necessary changes to the CN/Amtrak Operating Agreement required to implement the new schedules, and we expect CN similarly to work with Amtrak to expeditiously implement those changes. IDOT intends for these revisions to be made quickly and for the new schedules to start no later than January 1, 2019.

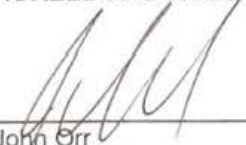
gm

^{November}
If you agree to the above, please sign on the line provided below and return this letter by ~~October 29th~~, 2018. Once we receive a signed copy, our next step is to engage Amtrak as our service operator.

Thank you for your consideration.


Randall Blankenhorn
Illinois Department of Transportation

AGREED AND ACCEPTED:


John Orr
Canadian National Railway Company / Illinois Central Railroad Company

Date: November 16, 2018

ILLINOIS:

ILLINI®, SALUKI® and CITY OF NEW ORLEANS® serving

CHICAGO - CHAMPAIGN-URBANA - CENTRALIA - CARBONDALE and intermediate stations

Amtrak.com
1-800-USA-RAIL

Saluki	Illini	City of New Orleans	◀ Train Name ▶		City of New Orleans	Saluki	Illini
391	393	59	◀ Train Number ▶		58	390	392
Daily	Daily	Daily	◀ Normal Days of Operation ▶		Daily	Daily	Daily
  	  	  	◀ On Board Service ▶		  	  	  
Read Down		Mile	▼	Symbol	▲	Read Up	
8 15A	4 05P	0	Dp	CHICAGO, IL (CT) —Union Station —Madison—see page 4	●●QT	Ar	10 00A
19 8 59A	19 4 49P	24	↓	Homewood, IL (METRA/IC Line)	○	19 7 44A	19 12 31P
9 30A	5 20P	57	↓	Kankakee, IL	○	7 13A	11 59A
10 01	5 51P	82	↓	Gilman, IL	○		11 34A
10 31A	6 21P	115	↓	Rantoul, IL	○		10 59A
10 56A	6 44P	129	↓	CHAMPAIGN-URBANA, IL —Davenport, Indianapolis—see page 4	●●QT	6 10A	10 36A
11 44A	7 35P	173	↓	Mattoon, IL (Charleston)	○	5 23A	9 51A
12 18P	8 08P	200	↓	Effingham, IL	○	4 57A	9 22A
1 13P	9 04P	253	↓	Centralia, IL	○	4 10A	8 29A
1 49P	9 43P	289	↓	Du Quoin, IL	○		7 53A
2 17P	10 14P	309	Ar	CARBONDALE, IL —St. Louis, Kansas City—see page 4	●●QT	Dp	3 16A
							From New Orleans

Airport Connections

Chicago Airports

Chicago Transit Authority (CTA) rapid transit trains provide service to O'Hare and Midway Airports. Blue Line trains to O'Hare leave from Clinton and Congress Streets, two blocks south of Union Station. Orange Line trains to Midway leave from the corner of Quincy and Wells streets, three blocks east of Union Station. Pay fare in CTA station. (312) 836-7000 or www.transitchicago.com.

SHADING KEY

Daytime train

Overnight train

Service on the Illini® and Saluki®

-  **Coaches:** Reservations required.
-  **Business class:** Ticket price includes non-alcoholic beverage and newspaper, and access to the Amtrak Metropolitan Lounge in Chicago.
-  **Café:** Sandwiches, snacks and beverages.
-  Wi-Fi available.
-  **Unboxed Bicycles and Golf Bags:** A limited number of spaces are available on the Illini and Saluki to transport unboxed bicycles and golf bags to/from all stations served by those trains. Reservations are required; nominal charges apply; passenger assists with loading, stowing and unloading. Visit Amtrak.com/bikes for more information.
-   Passengers not carried locally between this station and Chicago except when connecting at Chicago to/from other Amtrak trains.

All Amtrak services and stations are non-smoking.

The Illini and Saluki are financed primarily through funds made available by the Illinois State Department of Transportation.

Trails and Rails Program: In cooperation with the National Park Service, volunteer rangers provide on board narratives between May and September on selected days on parts of the City of New Orleans route. Visit nps.gov/trailsandrails and amtrakparks.com.

Carry-On Pet Program

-  **Amtrak.com Pets Animals** A small cat or dog in a pet carrier may be carried on the Illini and Saluki, Trains 390-393, with reservations required. Reservations can be made at a staffed station or visit the website for complete information.

Service on the City of New Orleans®

-  **Coaches:** Reservations required.
-  **Sleeping cars:** Superliner sleeping accommodations.
- Amtrak Metropolitan Lounge available in Chicago, and the Magnolia Room in New Orleans for Sleeping car passengers.
-  **Dining:** Full meal service.
-  **Sightseer Lounge:** Sandwiches, snacks and beverages on select trains.
-  Checked baggage at select stations.
-   Trains 58 and 59: trainside checked bicycle service offered between staffed locations handling checked baggage. Customers will check in with the station agent, get a claim check/baggage tag for their bike, and hand up to a crew member inside the baggage car. Visit Amtrak.com/bikes for more information.
-   Passengers not carried locally between this station and Chicago except when connecting at Chicago to/from other Amtrak trains.

All Amtrak services and stations are non-smoking.

See page 4 for Route Map, Symbols Key and Thruway Connections for these trains.

Connecting Local Services

St. Louis Metrolink

Metrolink operates light rail local service from Civic Center Station, adjacent to Amtrak. Trains serve St. Louis, East Saint Louis and Belleville, Illinois, and Lambert-St. Louis International Airport. For information call (314) 982-1400 or visit www.metrostlouis.org.

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CHICAGO - CHAMPAIGN-URBANA - CENTRALIA - CARBONDALE and intermediate stations

Amtrak.com
1-800-USA-RAIL

Saluki	Illini	City of New Orleans	◀ Train Name ▶			City of New Orleans	Saluki	Illini
391	393	59	◀ Train Number ▶			58	390	392
Daily	Daily	Daily	◀ Normal Days of Operation ▶			Daily	Daily	Daily
 	 	 	◀ On Board Service ▶			 	 	 
Read Down		Mile	▼		Symbol	▲	Read Up	
8 15A	4 05P	8 05P	0	Dp	CHICAGO, IL (CT) —Union Station —Madison—see page 4	Ar	9 00A	1 20P
19 8 59A	19 4 49P	19 8 54P	24		Homewood, IL (METRA/IC Line)		19 7 44A	19 12 19P
9 29A	5 19P	9 23P	57		Kankakee, IL		7 13A	8 45P
10 00	5 50P		82		Gilman, IL			11 24A
10 29A	6 19P		115		Rantoul, IL			10 50A
10 48A	6 41P	10 34P	129		CHAMPAIGN-URBANA, IL —Davenport, Indianapolis—see page 4		6 10A	10 28A
11 38A	7 29P	11 13P	173		Mattoon, IL (Charleston)		5 23A	9 44A
12 10P	7 59P	11 37P	200		Effingham, IL		4 57A	9 19A
1 01P	8 52P	12 25A	253		Centralia, IL		4 10A	8 29A
1 37P	9 31P		289		Du Quoin, IL			7 53A
2 05P	10 02P	1 21A	309	Ar	CARBONDALE, IL —St. Louis, Kansas City—see page 4	Dp	3 16A	7 30A
		To New Orleans					From New Orleans	

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SHADING KEY

Daytime train

Overnight train

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-  **Café:** Sandwiches, snacks and beverages.
-  Wi-Fi available.
-  **Unboxed Bicycles and Golf Bags:** A limited number of spaces are available on the Illini and Saluki to transport unboxed bicycles and golf bags to/from all stations served by those trains. Reservations are required; nominal charges apply; passenger assists with loading, stowing and unloading. Visit Amtrak.com/bikes for more information.
-   Passengers not carried locally between this station and Chicago except when connecting at Chicago to/from other Amtrak trains.

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-   Trains 58 and 59: trainside checked bicycle service offered between staffed locations handling checked baggage. Customers will check in with the station agent, get a claim check/baggage tag for their bike, and hand up to a crew member inside the baggage car. Visit Amtrak.com/bikes for more information.
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AMENDMENT AGREEMENT CHANGE RECORD

Date: November __, 2018

Railroad: CN

Change Number: CN-033

Effective Date of Change: January 1, 2019

DESCRIPTION AND REASON OF CHANGE:

- Schedule changes to Illini/Saluki trains as shown in exhibits A – D per request of Illinois DOT.
- Schedules and Appendix V, Table 1 that are in effect until the short shunt speed restriction is removed are shown in Exhibits A and B.
- Schedules and Appendix V, Table 1 that will be in effect after the short shunt speed restriction is removed are shown in Exhibits C and D.

AGREEMENT ITEMS AFFECTED BY CHANGE:

- Appendix V, Table 1
- Appendix II

AGREEMENT PAGES AFFECTED BY CHANGE:

- Appendix V-13
- Appendix II – 25,26,27,28

REFERENCES:

- Schedules

APPROVAL AMTRAK:

Signature

Director Host Railroads

Title

APPROVAL RAILROAD:

Signature

Region Director Contracts & Administration

Title

SIGN AND INITIAL & RETURN ONE ORIGINAL TO:

Mike Matteucci
Region Director Contracts & Administration
CN
17641 S Ashland Ave
Homewood, IL 60914

Exhibit A

Train Number	Contract Checkpoints	Contract Arr/Dep	Contract Schedule Run Time on IC	Contract Recovery Time Base	Contract Basic Tolerance	Contract Allowed Station Dwell	Contract Segment Miles
301	Chi. 21 st St. ³ Joliet ²	D 7:07 A 8:01	54 min.	2 min.	5 min.	1 min.	34.9
302	Joliet ² Chi. 21 st St. ³	D 11 :19 A 12 :09	50 min.	2 min.	5 min.	1 min.	34.9
303	Chi. 21 st St. ³ Joliet ²	D 9 :31 A 10 :21	50 min.	2 min.	5 min.	1 min.	34.9
304	Joliet ² Chi. 21 st St. ³	D 19 :26 A 20 :16	50 min.	2 min.	5 min.	1 min.	34.9
305	Chi. 21 st St. ³ Joliet ²	D 17 :22 A 18 :12	50 min.	2 min.	5 min.	1 min.	34.9
306	Joliet ² Chi. 21 st St. ³	D 22 :02 A 22 :52	50 min.	2 min.	5 min.	1 min.	34.9
307	Chi. 21 st St. ³ Joliet ²	D 19 :07 A 19 :57	50 min.	2 min.	5 min.	1 min.	34.9
390*	Carbondale Chi. Clark St. ¹	D 7 :30 A 13 :20	350 min.	13 min.	10 min.	12 min.	306.7
391*	Chi. Clark St. ¹ Carbondale	D 8 :28 A 14:17	349 min.	13 min.	10 min.	12 min.	306.7
392*	Carbondale Chi. Clark St. ¹	D 16 :15 A 22 :07	352 min.	13 min.	10 min.	12 min.	306.7
393*	Chi. Clark St. ³ Carbondale	D 16 :18 A 22 :14	356 min.	13 min.	10 min.	12 min.	306.7

Last changed effective November 1, 2018 AAC-033

*With adjustments for speed restriction due to loss of shunt issues

V-13

Amtrak _____

CN AAC-033 Effective January 1, 2019

CN 

Exhibit B

Saluki Train 390				Schedule Skeleton - Illini/Train 390 (Daily)										November 1, 2018			
Effective 7/15/13 Daily	Days of Operation			Effective 11/1/18 Daily	Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point	
07:30 AM	Dp	Carbondale, IL	CT	07:30 AM		CNIC	0.0	T,E,I						07:30 AM	07:30 AM	Carbondale, IL	CT
07:51 AM	Dp	Du Quoin, IL		07:52 AM		CNIC	20.3		21	1		1	07:52 AM	07:53 AM	Du Quoin, IL		
08:23 AM	Dp	Centralia, IL		08:28 AM		CNIC	55.7		33	2		1	08:28 AM	08:29 AM	Centralia, IL		
09:07 AM	Dp	Effingham, IL		09:21 AM		CNIC	108.9		47	2	3	1	09:21 AM	09:22 AM	Effingham, IL		
09:31 AM	Dp	Mattoon, IL		09:50 AM		CNIC	135.7		23	1	4	1	09:50 AM	09:51 AM	Mattoon, IL (Charleston)		
10:14 AM	Dp	Champaign-Urbana, IL		10:33 AM		CNIC			31	1	1		10:24 AM	10:24 AM	XTI - Tolono		
10:27 AM	Dp	Rantoul, IL		10:58 AM		CNIC	180.3		9	0		3	10:33 AM	10:36 AM	Champaign-Urbana, IL		
10:53 AM	Dp	Gilman, IL		11:33 AM		CNIC	194.3		13	8	1	1	10:58 AM	10:59 AM	Rantoul, IL		
11:15 AM	Dp	Kankakee, IL		11:58 AM		CNIC	227.0		27	1	6	1	11:33 AM	11:34 AM	Gilman, IL		
11:44 AM	Dp	Homewood, IL		12:29 PM		CNIC	252.2		22	1	1	1	11:58 AM	11:59 AM	Kankakee, IL		
01:00 PM	Ar	Chicago, IL	CT	01:32 PM		CNIC	284.6		28	1	1	2	12:29 PM	12:31 PM	Homewood, IL		
						11/1/18	AMT	306.7		27	22			01:20 PM	01:20 PM	XCS - Clark St.	
										Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time			
										281	40	17	12	350	11/1/18		

App II 25
With adjustments for speed restriction due to loss of shunt issues

Amtrak _____

CN AAC-033 Effective January 1, 2019

CN MM

Saluki Train 391				Remarks and Changes	Schedule Skeleton - Illini/Train 391 (Daily)										January 13, 2014	
Effective 7/15/13 Daily	Days of Operation		Effective 1/13/14 Daily		RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arive	Depart	Station	Check Point	
					AMT	0.0	T,E,FA,W.									
08:15 AM	Dp	Chicago, IL	CT	08:15 AM	CNIC	2.2		13				08:28 AM	08:28 AM	XCS - Clark St. (CNIC Contra	X	
08:56 AM	Dp	Homewood, IL		08:57 AM	CNIC	24.3		27	2		2	08:57 AM	08:59 AM	Homewood, IL		
09:22 AM	Dp	Kankakee, IL		09:29 AM	CNIC	56.7		27	2	1	1	09:29 AM	09:30 AM	Kankakee, IL		
09:44 AM	Dp	Gilman, IL		10:00 AM	CNIC	81.9		22	8		1	10:00 AM	10:01 AM	Gilman, IL		
10:10 AM	Dp	Rantoul, IL		10:30 AM	CNIC	114.6		27	1	1	1	10:30 AM	10:31 AM	Rantoul, IL		
10:25 AM	Dp	Champaign-Urbana, IL		10:53 AM	CNIC	128.6		13	3	6	3	10:53 AM	10:56 AM	Champaign-Urbana, IL		
11:05 AM	Dp	Mattoon, IL		11:43 AM	CNIC			9	5	1		11:11 AM	11:11 AM	XTI - Tolono		
11:29 AM	Dp	Effingham, IL		12:18 PM	CNIC	173.2		29	1	2	1	11:43 AM	11:44 AM	Mattoon, IL		
12:16 PM	Dp	Centralia, IL		01:12 PM	CNIC	200.0		23	8	3	1	12:18 PM	12:19 PM	Effingham, IL		
12:49 PM	Dp	Du Quoin, IL		01:48 PM	CNIC	253.2		47	3	3	1	01:12 PM	01:13 PM	Centralia, IL		
01:45 PM	Ar	Carbondale, IL	CT	02:17 PM	CNIC	288.6		34	1		1	01:48 PM	01:49 PM	Du Quoin, IL		
					11/1/18	CNIC	308.9	20	8			02:17 PM		Carbondale, IL	X	
								Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time				
								278	42	17	12	349	11/1/18			

App II – 26
With adjustments for speed restriction due to loss of shunt issues

Illini Train 392			Remarks and Changes	Schedule Skeleton - Illini/Train 392 (Daily)										January 1, 2019	
Effective 7/15/13 Daily	Days of Operation	Effective 1/1/19 Daily		RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point	
					CNIC	0.0	T,E,I						04:15 PM	Carbondale, IL CT	X
04:15 PM	Dp	Carbondale, IL	CT	04:15 PM											
04:35 PM	Dp	Du Quoin, IL		04:38 PM											
05:07 PM	Dp	Centralia, IL		05:14 PM											
05:51 PM	Dp	Effingham, IL		06:07 PM											
06:15 PM	Dp	Mattoon, IL		06:36 PM											
06:56 PM	Dp	Champaign-Urbana, IL		07:29 PM											
07:11 PM	Dp	Rantoul, IL		07:49 PM											
07:37 PM	Dp	Gilman, IL		08:25 PM											
07:59 PM	Dp	Kankakee, IL		08:53 PM											
08:27 PM	Dp	Homewood, IL	D	09:33 PM											
09:45 PM	Ar	Chicago, IL	CT	10:24 PM											
				11/1/18	AMT	308.9		11	6		10:24 PM		Chicago, IL CT	X	
					Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time						
					281	42	17	12	352	11/1/18					

App II – 27
With adjustments for speed restriction due to loss of shunt issues

Amtrak _____

CN AAC-033 Effective January 1, 2019

CN MM

Illini			Schedule Skeleton - Illini/Train 393 (Daily)										January 13, 2014		
Train 393			Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adj.	Dwell Minutes	Arrive	Depart	Station	Check Point	
Effective 7/15/13		Effective 1/13/14		AMT	0.0	T,E,F,A,W,						04:05 PM	Chicago, IL	X	
Daily	Days of Operation	Daily		CNIC	2.2		13					04:18 PM	04:18 PM	XCS - Clark St. (CNIC Contra	X
04:05 PM	Dp Chicago, IL	CT 04:05 PM		CNIC <td>24.3</td> <td></td> <td>27</td> <td>2</td> <td></td> <td></td> <td>2</td> <td>04:47 PM</td> <td>04:49 PM</td> <td>Homewood, IL</td> <td></td>	24.3		27	2			2	04:47 PM	04:49 PM	Homewood, IL	
04:46 PM	Dp Homewood, IL	04:47 PM		CNIC <td>56.7</td> <td></td> <td>27</td> <td>2</td> <td>1</td> <td>1</td> <td></td> <td>05:19 PM</td> <td>05:20 PM</td> <td>Kankakee, IL</td> <td></td>	56.7		27	2	1	1		05:19 PM	05:20 PM	Kankakee, IL	
05:12 PM	Dp Kankakee, IL	05:19 PM		CNIC <td>81.9</td> <td></td> <td>22</td> <td>8</td> <td></td> <td></td> <td>1</td> <td>05:50 PM</td> <td>05:51 PM</td> <td>Gilman, IL</td> <td></td>	81.9		22	8			1	05:50 PM	05:51 PM	Gilman, IL	
05:34 PM	Dp Gilman, IL	05:50 PM		CNIC <td>114.6</td> <td></td> <td>27</td> <td>1</td> <td>1</td> <td>1</td> <td></td> <td>06:20 PM</td> <td>06:21 PM</td> <td>Rantoul, IL</td> <td></td>	114.6		27	1	1	1		06:20 PM	06:21 PM	Rantoul, IL	
06:00 PM	Dp Rantoul, IL	06:20 PM		CNIC <td>128.6</td> <td></td> <td>13</td> <td>6</td> <td>1</td> <td>3</td> <td></td> <td>06:41 PM</td> <td>06:44 PM</td> <td>Champaign-Urbana, IL</td> <td></td>	128.6		13	6	1	3		06:41 PM	06:44 PM	Champaign-Urbana, IL	
06:15 PM	Dp Champaign-Urbana, IL	06:41 PM		CNIC <td></td> <td></td> <td>9</td> <td>4</td> <td>6</td> <td></td> <td></td> <td>07:03 PM</td> <td>07:03 PM</td> <td>Xtl - Tolono</td> <td></td>			9	4	6			07:03 PM	07:03 PM	Xtl - Tolono	
06:55 PM	Dp Mattoon, IL	07:34 PM		CNIC <td>173.2</td> <td></td> <td>29</td> <td>0</td> <td>2</td> <td>1</td> <td></td> <td>07:34 PM</td> <td>07:35 PM</td> <td>Mattoon, IL</td> <td></td>	173.2		29	0	2	1		07:34 PM	07:35 PM	Mattoon, IL	
07:19 PM	Dp Effingham, IL	08:07 PM		CNIC <td>200.0</td> <td></td> <td>23</td> <td>6</td> <td>3</td> <td>1</td> <td></td> <td>08:07 PM</td> <td>08:08 PM</td> <td>Effingham, IL</td> <td></td>	200.0		23	6	3	1		08:07 PM	08:08 PM	Effingham, IL	
08:06 PM	Dp Centralia, IL	09:03 PM		CNIC <td>253.2</td> <td></td> <td>47</td> <td>5</td> <td>3</td> <td>1</td> <td></td> <td>09:03 PM</td> <td>09:04 PM</td> <td>Centralia, IL</td> <td></td>	253.2		47	5	3	1		09:03 PM	09:04 PM	Centralia, IL	
08:39 PM	Dp Du Quoin, IL	09:42 PM		CNIC <td>288.6</td> <td></td> <td>34</td> <td>4</td> <td></td> <td>1</td> <td></td> <td>09:42 PM</td> <td>09:43 PM</td> <td>Du Quoin, IL</td> <td></td>	288.6		34	4		1		09:42 PM	09:43 PM	Du Quoin, IL	
09:35 PM	Ar Carbondale, IL	CT 10:14 PM		11/1/18 CNIC <td>308.9</td> <td></td> <td>20</td> <td>11</td> <td></td> <td></td> <td></td> <td>10:14 PM</td> <td></td> <td>Carbondale, IL</td> <td>X</td>	308.9		20	11				10:14 PM		Carbondale, IL	X
							Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time				
						278	49	17	12	356	11/1/18				

11/1/18

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With adjustments for speed restriction due to loss of shunt issues

Amtrak _____

CN AAC-033 Effective January 1, 2019

CN MM

Exhibit C

Train Number	Contract Checkpoints	Contract Arr/Dep	Contract Schedule Run Time on IC	Contract Recovery Time Base	Contract Basic Tolerance	Contract Allowed Station Dwell	Contract Segment Miles
301	Chi. 21 st St. ³ Joliet ²	D 7:07 A 8:01	54 min.	2 min.	5 min.	1 min.	34.9
302	Joliet ² Chi. 21 st St. ³	D 11 :19 A 12 :09	50 min.	2 min.	5 min.	1 min.	34.9
303	Chi. 21 st St. ³ Joliet ²	D 9 :31 A 10 :21	50 min.	2 min.	5 min.	1 min.	34.9
304	Joliet ² Chi. 21 st St. ³	D 19 :26 A 20 :16	50 min.	2 min.	5 min.	1 min.	34.9
305	Chi. 21 st St. ³ Joliet ²	D 17 :22 A 18 :12	50 min.	2 min.	5 min.	1 min.	34.9
306	Joliet ² Chi. 21 st St. ³	D 22 :02 A 22 :52	50 min.	2 min.	5 min.	1 min.	34.9
307	Chi. 21 st St. ³ Joliet ²	D 19 :07 A 19 :57	50 min.	2 min.	5 min.	1 min.	34.9
390*	Carbondale Chi. Clark St. ¹	D 7 :30 A 13 :08	338 min.	13 min.	10 min.	12 min.	306.7
391*	Chi. Clark St. ¹ Carbondale	D 8 :28 A 14:05	337 min.	13 min.	10 min.	12 min.	306.7
392*	Carbondale Chi. Clark St. ¹	D 16 :15 A 22 :00	345 min.	13 min.	10 min.	12 min.	306.7
393*	Chi. Clark St. ³ Carbondale	D 16 :18 A 22 :02	344 min.	13 min.	10 min.	12 min.	306.7

*Schedules and Table 1 Effective once short shunt speed restrictions are removed.

V-13

Exhibit D

Saluki Train 390				Schedule Skeleton - Illini/Train 390 (Daily)											November 1, 2018	
Effective 7/15/13				Effective 11/1/18	Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point
Daily	Days of Operation			Daily		CNIC	0.0	T,E,I								
07:30 AM	Dp	Carbondale, IL	CT	07:30 AM		CNIC	20.3		21	1		1	07:52 AM	07:30 AM	Carbondale, IL CT	X
07:51 AM	Dp	Du Quoin, IL		07:52 AM		CNIC	55.7		33	2		1	08:28 AM	07:53 AM	Du Quoin, IL	
08:23 AM	Dp	Centralia, IL		08:28 AM		CNIC	108.9		47	2		1	09:18 AM	08:29 AM	Centralia, IL	
09:07 AM	Dp	Effingham, IL		09:18 AM		CNIC	135.7		23	1		1	09:43 AM	09:19 AM	Effingham, IL	
09:31 AM	Dp	Mattoon, IL		09:43 AM		CNIC			31	1			10:16 AM	09:44 AM	Mattoon, IL (Charleston)	
10:14 AM	Dp	Champaign-Urbana, IL		10:25 AM		CNIC	180.3		9	0		3	10:25 AM	10:16 AM	XPI - Tolono	
10:27 AM	Dp	Rantoul, IL		10:49 AM		CNIC	194.3		13	8		1	10:49 AM	10:28 AM	Champaign-Urbana, IL	
10:53 AM	Dp	Gilman, IL		11:23 AM		CNIC	227.0		27	1	5	1	11:23 AM	10:50 AM	Rantoul, IL	
11:15 AM	Dp	Kankakee, IL		11:47 AM		CNIC	252.2		22	1		1	11:47 AM	11:24 AM	Gilman, IL	
11:44 AM	Dp	Homewood, IL		12:17 PM		CNIC	284.6		28	1		2	12:17 PM	11:48 AM	Kankakee, IL	
01:00 PM	Ar	Chicago, IL	CT	01:20 PM	11/1/18	AMT	306.7		27	22			01:08 PM	12:19 PM	Homewood, IL	
													01:08 PM	XCS - Clark St.		X
							Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time					
							281	40	5	12	338		11/1/18			

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Schedules effective once short shunt speed restrictions are removed.

Amtrak _____

CN AAC-033 Effective January 1, 2019

CN MM

Saluki Train 391				Schedule Skeleton - Illini/Train 391 (Daily)										January 13, 2014											
Effective 7/15/13 Daily	Days of Operation			Effective 1/13/14 Daily	Remarks and Changes										RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point
08:15 AM	Dp	Chicago, IL	CT	08:15 AM															08:28 AM	08:28 AM	XCS - Clark St. (CNIC Contra	X			
08:56 AM	Dp	Homewood, IL		08:57 AM															08:57 AM	08:59 AM	Homewood, IL				
09:22 AM	Dp	Kankakee, IL		09:28 AM															09:28 AM	09:29 AM	Kankakee, IL				
09:44 AM	Dp	Gilman, IL		09:59 AM															09:59 AM	10:00 AM	Gilman, IL				
10:10 AM	Dp	Rantoul, IL		10:28 AM															10:28 AM	10:29 AM	Rantoul, IL				
10:25 AM	Dp	Champaign-Urbana, IL		10:45 AM															10:45 AM	10:48 AM	Champaign-Urbana, IL				
11:05 AM	Dp	Mattoon, IL		11:37 AM															11:07 AM	11:07 AM	XTI - Tolono				
11:29 AM	Dp	Effingham, IL		12:09 PM															11:37 AM	11:38 AM	Mattoon, IL				
12:16 PM	Dp	Centralia, IL		01:00 PM															12:09 PM	12:10 PM	Effingham, IL				
12:49 PM	Dp	Du Quoin, IL		01:36 PM															01:00 PM	01:01 PM	Centralia, IL				
01:45 PM	Ar	Carbondale, IL	CT	02:05 PM															01:36 PM	01:37 PM	Du Quoin, IL				
					11/1/18	CNIC	308.9			20	8								02:05 PM		Carbondale, IL	X			
					Total Pure Run		Total Recovery Minutes		Total Misc. Adj.		Total Dwell		Total Schedule Time												
					278		42		5		12		337		11/1/18										

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Schedules effective once short shunt speed restrictions are removed.

Illini Train 392			Schedule Skeleton - Illini/Train 392 (Daily) November 1, 2018												
Effective 8/19/13 Daily	Days of Operation	Effective 11/1/18 Daily	Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Deel Minutes	Arrive	Depart	Station	Check Point	
4:15 PM	Dp Carbondale, IL	CT 4:15 PM		CNIC	0.0	T.E.I.						4:15 PM	Carbondale, IL	CT	X
4:35 PM	Dp Du Quoin, IL	4:37 PM		CNIC	20.3		21	1			1	4:37 PM	4:38 PM	Du Quoin, IL	
5:07 PM	Dp Centralia, IL	5:13 PM		CNIC	55.7		33	2			1	5:13 PM	5:14 PM	Centralia, IL	
5:51 PM	Dp Effingham, IL	6:06 PM		CNIC	108.9		47	2			1	6:03 PM	6:04 PM	Effingham, IL	
6:15 PM	Dp Mattoon, IL	6:35 PM		CNIC	135.7		23	2			1	6:29 PM	6:30 PM	Mattoon, IL (Charleston)	
6:56 PM	Dp Champaign-Urbana, IL	7:26 PM		CNIC			31	8				7:09 PM	7:09 PM	XTI - Tolono	
7:11 PM	Dp Rantoul, IL	7:49 PM		CNIC	180.3		9	-5			3	7:13 PM	7:18 PM	Champaign-Urbana, IL	
7:37 PM	Dp Gilman, IL	8:26 PM		CNIC	194.3		13	6	5		1	7:40 PM	7:41 PM	Rantoul, IL	
7:59 PM	Dp Kankakee, IL	8:56 PM		CNIC	227.0		27	8			1	8:16 PM	8:17 PM	Gilman, IL	
8:27 PM	Dp Homewood, IL	D 9:35 PM		CNIC	252.2		22	5			1	8:44 PM	8:46 PM	Kankakee, IL	
9:45 PM	Ar Chicago, IL	CT 10:17 PM		CNIC	284.6		28	10			2	9:23 PM	9:25 PM	Homewood, IL	
				AMT	306.7		27	8				10:00 PM	10:00 PM	XCS - Clark St. (CNIC Contract)	X
				Total Pure Run		Total Recovery Minutes		Total Misc. Adj.		Total Deel		Total Schedule Time			
				281		47		5		12		345		11/1/18	

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Schedules effective once short shunt speed restrictions are removed.

Illini				Schedule Skeleton - Illini/Train 393 (Daily)											011/1/2018	
Train 393			Effective 011/1/2018 Daily	Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station	Check Point	
Effective 7/15/13 Daily	Days of Operation				AMT	0.0	T,E,FA,W,S									
04:05 PM	Dp	Chicago, IL	CT	04:05 PM								04:18 PM	04:18 PM	XCS - Clark St. (CNIC Contra	X	
04:46 PM	Dp	Homewood, IL		04:47 PM				27	2		2	04:47 PM	04:48 PM	Homewood, IL		
05:12 PM	Dp	Kankakee, IL		05:18 PM				27	2		1	05:18 PM	05:19 PM	Kankakee, IL		
05:34 PM	Dp	Gilman, IL		05:49 PM				22	8		1	05:49 PM	05:50 PM	Gilman, IL		
06:00 PM	Dp	Rantoul, IL		06:18 PM				27	1		1	06:18 PM	06:19 PM	Rantoul, IL		
06:15 PM	Dp	Champaign-Urbana, IL		06:38 PM				13	6		3	06:38 PM	06:41 PM	Champaign-Urbana, IL		
06:55 PM	Dp	Mattoon, IL		07:28 PM				9	4	5		06:59 PM	06:59 PM	XN - Tolono		
07:19 PM	Dp	Effingham, IL		07:58 PM				29	0		1	07:28 PM	07:29 PM	Mattoon, IL		
08:06 PM	Dp	Centralia, IL		08:51 PM				23	6		1	07:58 PM	07:59 PM	Effingham, IL		
08:06 PM	Dp	Centralia, IL		08:51 PM				47	5		1	08:51 PM	08:52 PM	Centralia, IL		
08:39 PM	Dp	Du Quoin, IL		09:30 PM				34	4		1	09:30 PM	09:31 PM	Du Quoin, IL		
09:35 PM	Ar	Carbondale, IL	CT	10:02 PM	11/1/18	CNIC	308.9		20	11		10:02 PM		Carbondale, IL	X	
									Total Pure Run	Total Recovery Minutes	Total Misc. Adj.	Total Dwell	Total Schedule Time			
									278	49	5	12	344	11/1/18		

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Schedules effective once short shunt speed restrictions are removed.

Amtrak _____

CN AAC-033 Effective January 1, 2019

CN MM

Attachment 3

NATIONAL RAILROAD PASSENGER CORPORATION

1 Massachusetts Avenue, NW, Washington, DC 20001

Joe McHugh
Vice President, State Supported Services
Business Development



January 15, 2019

Ms. Beth McCluskey
Director, Office of Intermodal Program Implementation
Illinois Department of Transportation
69 W. Washington St., Suite 2100
Chicago, IL 60602

Re: *Illini/Saluki Schedules*

Dear Ms. McCluskey:

I am writing in response to your November 20, 2018 email to Ray Lang regarding the *Illini/Saluki* schedule change, and the letter dated November 15, 2018 from Illinois Department of Transportation (IDOT) Secretary Randy Blankenhorn to Canadian National Railway (CN) Senior Vice President & Chief Transportation Officer John Orr. Your email asked Amtrak to begin operating trains according to the schedules attached to that letter on an unidentified date in January 2019.

The Agreement for Illinois Downstate Rail Passenger Service between Amtrak and the State of Illinois ("Annual Operating Agreement") in Section 5(a) provides a protocol for the handling of "State Requested Changes to Service." While we do not believe the November 20 email to Ray Lang constituted a formal notice of a requested change of service under Sections 5 and 18 of the Annual Operating Agreement, and Amtrak is not acknowledging it as such, I am nonetheless responding to your email as if it had been submitted as a State Requested Service Change, out of courtesy to IDOT. I must also point out that Amtrak was not a party to either the discussions IDOT and CN had, or the decisions that were made regarding the *Illini/Saluki* schedule. Furthermore, Amtrak was not consulted by either IDOT or CN at any time during those discussions. In fact, the first Amtrak heard of it was when Ray Lang received your November 20 email.

Amtrak does not concur with the proposed schedule change. The remainder of this letter explains Amtrak's position.

Upon receipt of your November 20 email, Amtrak recognized that the schedule change extension would result in running times of more than six hours for each of the four *Illini/Saluki* trains. Per Amtrak's agreement with the Brotherhood of Locomotive Engineers and Trainmen, train schedules of longer than six hours require a second engineer on each train. Consequently, Amtrak immediately began preparing a financial forecast for IDOT's review. This forecast was sent to you on December 5, 2018. It showed an estimated \$3.16 million increase in the annual state operating payment, primarily because of the higher



crew costs and associated train and engine crew additive, as well as assumed higher performance incentive payments to the CN. Ray Lang and Joe Shacter reviewed this forecast with you and John Oimoen that same day and following a brief discussion, you informed them that IDOT is still in favor of the schedule change and asked Amtrak to determine when the change could be implemented from a crewing perspective.

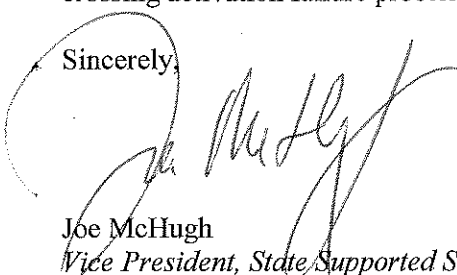
On December 14, Joe Shacter emailed you regarding the need to hire additional employees to meet the schedule change requirements, as well as the lengthy process required for crew recruitment/ background checks, classroom work, training, testing, qualifying and certification so that Amtrak's trains are operated safely. Joe Shacter's December 14 email outlined an expected crew availability start date of spring 2021. Upon further internal discussion, we now believe that if an emergency class were convened in early 2019, crews could be available about six months earlier than originally outlined in Joe's email. Nonetheless, it is impossible for Amtrak to meet the January 2019 start date requested in your November 20 email.

Also, in early December, Joe Shacter advised John Oimoen by telephone of nearly \$4 million in disputed incentive payments CN is claiming that Amtrak owes them. John Oimoen requested further detail in writing about this issue. Upon consultation with our Host Railroad Group, I can report the following. Since October 2014, CN's incentive payments for the *Illini/Saluki* Service have been impacted by the speed restrictions imposed unilaterally by CN. CN has claimed that Amtrak has improperly withheld incentive payments for the Amtrak trains operating at reduced speeds. Based on CN's calculations, the total withheld by Amtrak for the period from October 2014 through and including September 2018, is \$4,163,992.46. Despite significant testing, there is no empirical evidence to support CN's assertion that the speed restrictions imposed unilaterally by CN due to a crossing activation failure issue were required because of Amtrak equipment characteristics. The aforementioned language of the November 15, 2018 letter from IDOT to CN endorses the CN position that "...the slower speeds", and hence the failure of CN to earn performance incentives pursuant to the terms of the Amtrak-CN Operating Agreement, are "necessitated by the short shunt issue related to Amtrak's Horizon/Amfleet equipment..."

Finally, the November 15, 2018 letter provides no guarantee to the State or Amtrak that CN will return to the *Illini/Saluki* schedules now in effect once the crossing activation failure issue has been rectified. In fact, the opposite is true – the post-rectification schedules still show longer running times than today's timetables, with one of them still longer than six hours, and a second within three minutes of six hours. We cannot agree to this, particularly because, since the start of Amtrak fiscal year 2019, almost 40% of *Illini/Saluki* trains have arrived at their endpoint on-time, evidence that CN is able to operate a significant number of these trains on time even under the current restrictions and should certainly be expected to do so even more often after the crossing activation failure issue has been resolved.

For all these reasons, Amtrak is unable to concur with the schedule extension. We instead suggest that IDOT continue to partner with us and CN in persuading the FRA to take a leadership role in solving the crossing activation failure problem once and for all.

Sincerely,



Joe McHugh
Vice President, State Supported Services-
Business Development

Attachment 4

**Confidential Attachment
Redacted**