If the train is unreliable, why not just change the schedule?

APTA Rail Conference

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Collaboration in Shared Use Corridors

- Myth #1: “Passenger trains are reliable everywhere else in the world because they have dedicated tracks.”

  In fact…

  - Shared use is a standard throughout the world
  - The US has numerous successful shared-use corridors

- Myth #2: “Reliability is a zero-sum game.”

  In fact…

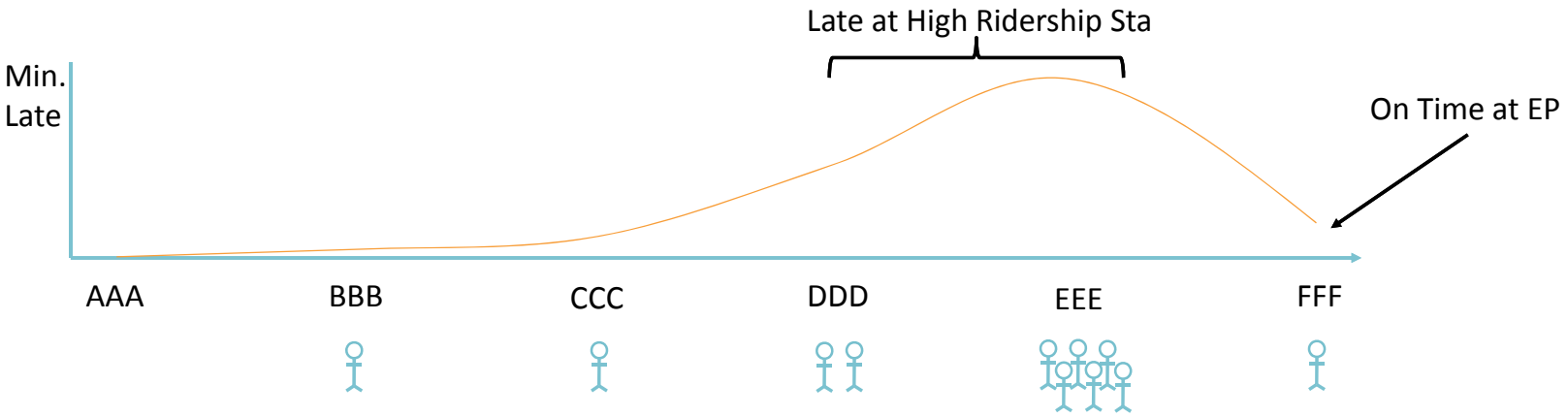
  - Disciplined operation helps all users of the corridor – freight railroad, intercity passengers, commuters, and shippers
  - “When Amtrak is running well, we know our freight trains are running well.”
  - “If I know this [freight] train has to be out of Amtrak’s way by 3AM, it makes me run my whole operation on time.”
  - “Passenger trains make us run the freight trains on time.”
  - “Working on Amtrak performance helped us realize how much our signal issues were hurting our freight operation.”

OTP Measurements Have Improved

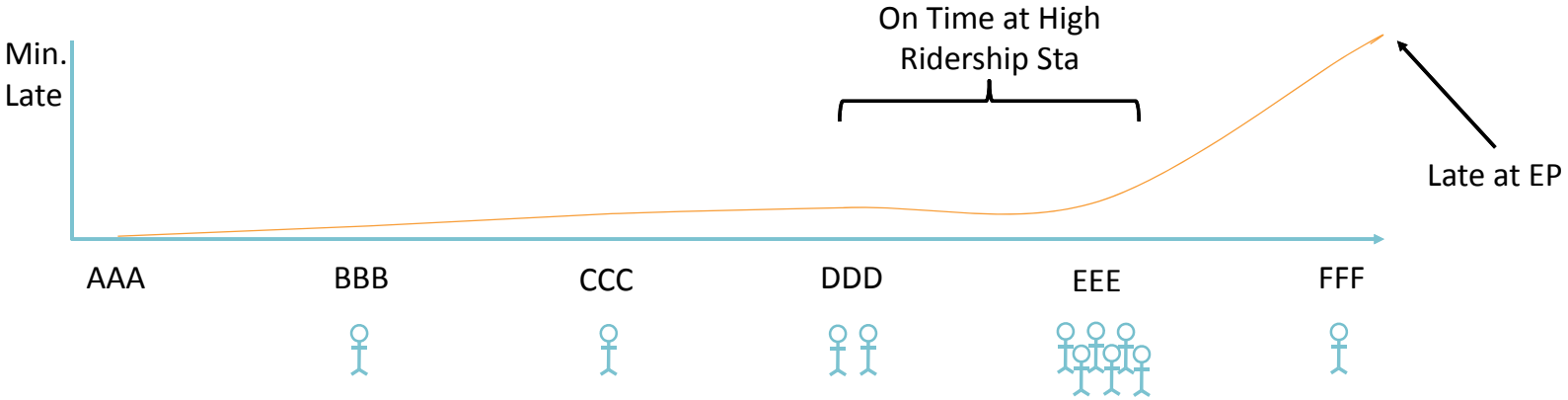
- Historic measures of OTP were train-centric
  - Legacy: End Point OTP
    - Simplified metric in a world of paper-based records and manual calculations
  - Recent: All Stations OTP
    - Computer systems made it practical to track and calculate OTP at all locations

- New: Customer OTP
  - Amtrak's information infrastructure allows merging ridership and train performance data
  - Customer OTP measures the percentage of customers who arrive at their detraining stations on time

Where is OTP measured?



A train may be on time at end point (EP), but most passengers may be late



A train may be late at end point (EP), but most passengers may be on time

Lengthening schedules to improve performance

- Where to put the time?
- Parkinson's Law: "Work expands so as to fill the time available for its completion."
- Lost revenue
- Increased costs (equipment, crew)
- Slower schedules slow down the corridor
- 100% of passengers have a longer schedule
  - 60% to 80% OTP: 20% of passengers become on time. 60% would have been on time anyway and now have a longer trip.

➢ ***The most effective way to improve performance is to prevent trains from being delayed in the first place.***