

Jerry A.
Gruender/EJE/TS/Transtar
08/30/2006 10:56 AM

To Mike M. Steffen/EJE/TS/Transtar@USS
cc Ken L. Hay/EJE/TS/Transtar@USS
bcc
Subject Fw: Idling Train

— Forwarded by Jerry A. Gruender/EJE/TS/Transtar on 08/30/2006 10:53 AM —



Donna.Tarvid@lw.com
08/30/2006 10:52 AM

To EJEHELP@uss.com
cc
Subject Idling Train

On 8/30/2006 your train idled for more than 1/2 hour behind my house (8:55-9:30pm). (This has happened before.) I thought railroads were not allowed to do this except in their rail yard. The train idling at the end of my property completely shakes the entire house and is quite loud. I believe this is a violation. I would appreciate a prompt reply to my concern. I also want this idling to stop. Please reply. Thank you.

Donna M. Tarvid
516 Durham Drive
Frankfort, IL 60423

DISCUSSED WITH ATCL ON 8-30-06
EXPLAINED POSSIBLE SIDING.

(312) 993-2616 (work)

*Donna M. Tarvid
Legal Secretary
Latham & Watkins LLP
Sears Tower, Suite 5800
233 South Wacker Drive
Chicago, Illinois 60606
(312) 993-2616
(312) 993-9767 (fax)*

*

To comply with IRS regulations, we advise you that any discussion of Federal tax issues in this e-mail was not intended or written to be used, and cannot be used by you, (i) to avoid any penalties imposed under the Internal Revenue Code or (ii) to promote, market or recommend to another party any transaction or matter addressed herein.



"jill"
<jill@chadwickssurfaces.net>

11/20/2006 08:11 AM

To "Ray C. Baker" <RCBaker@uss.com>, "railsafetymail"
<railsafety@icc.illinois.gov>
cc "Ohlfs, David" <dohlfs@icc.illinois.gov>, "Stead, Mike"
<mstead@icc.illinois.gov>, "Bergeron, Rodney"
<rbergero@icc.illinois.gov>, "Wagoner, Bob"
bcc

Subject RE: On-Line Complaint from Jill Andersen

I hate to disagree with you, but perhaps the trains were stopped for 10 minutes, and a short break ensued and another 10 minute break started, etc. There is no time for traffic to recover from a 10 minute break. I have witnessed this myself on numerous occasions. Perhaps you are not aware of the traffic volume in this area. I have been working here for four years and never has the train situation been as bad as it has been for the last two weeks. Something has changed and if anyone is interested in correcting the situation this is what should be looked at. Thanks for your assistance, Jill Andersen, Chadwick's Surfaces International

-----Original Message-----

From: Ray C. Baker [mailto:RCBaker@uss.com]
Sent: Saturday, November 18, 2006 11:19 AM
To: railsafetymail
Cc: Ohlfs, David; jill; Stead, Mike; Bergeron, Rodney; Wagoner, Bob; Shanle, Sheri; Thomas Hunter; Mike M. Steffen; Ken L Ray
Subject: RE: On-Line Complaint from Jill Andersen

Railsafetymail : In response to Ms Anderson online complaint regarding train blocking at EJE Rockland Rd Dot No 260 484G and Bradley Rd Dot No 260 486V . Reviewed of the Remote monitoring equipment at Bradley Rd Dot No 260 486V and Rockland Rd Dot No 260 484G on the incident date of November 15 ,2006 did not indicate ANY blockage of 10 minutes or longer . The above mention crossings are equipped with remote monitors , that will send a fax and an e-mail to EJE Dispatcher Office for a power failure ,gate stuck down , or if the crossing is "occupied " for 10 minutes or longer .

Rockland Rd Dot No 260 484 G last had a 10 minute alarm on 11/13/06 at 5:58:57 A.M. that recovered at 6:01:17 A.M. that same morning. No other failures or alarms at that location are noted. Bradley Rd last had a 10 minute alarm on 11/14/06 at 4:50:47 A.M. that recovered at 7:53:03 A.M. that same morning .

EJE Dispatch Center contact the EJE Train crews that worked in the Rondout area this date , the Train Crew Conductors stated that they did not block Rockland Rd Dot No 260 484G or Bradley Rd Dot No 260 486V in excess of 10 minutes on November 15, 2006 . The EJE review of the remote monitoring data and train crews found nothing exceptional . Please contact me if a more specific review is required . In addition , CP Rwy Co and Metra operate an at grade highway public crossing across Rockland Rd in the vicinity of the EJE Rwy Co public grade crossing at Rockland Rd .

"railsafetymail"
 <railsafety@icc.illinois.gov>
 To Sent by: "Stead, Mike" <jill@chadwickssurfaces.net>
 cc <mstead@icc.illinois.gov> "Wagoner, Bob" <rwagoner@icc.illinois.gov>, "Shanle, Sheri" <sshlanle@icc.illinois.gov>, "Bergeron, Rodney" <rbergero@icc.illinois.gov>, "Ohlfs, David" <dohlfs@icc.illinois.gov>, <rcbaker@uss.com>
 11/16/2006 02:57 PM
 Subject RE: On-Line Complaint from Jill Andersen

Ms. Anderson - Thank you for submitting an online complaint regarding trains blocking the Ill 176 and Bradley Street highway-rail grade crossings of the Elgin, Joliet & Eastern Railway's ("EJE") track near Rondout, Lake County. I appreciate your concern for public safety.

State law prohibits STOPPED trains from blocking a public grade crossing for longer than 10 minutes, as long as the train is not stopped for reasons beyond the railroad's reasonable control (mechanical problems, weather, etc.). Trains that are continuously moving, or that stop for up to 10 minutes and then begin to move again, are not in violation of the law. If you witness a STOPPED train blocking either the IL 176 or Bradley Street crossings for more than 10 minutes, I recommend you

contact the local police. Police have authority to issue a citation to crews of stopped trains that block a public grade crossing for longer than the 10 minute limit.

Instances when the IL 176 or Bradley Street crossings are blocked due to maintenance issues are sometimes unavoidable. It is important that railroads maintain the warning system at grade crossings, so that the crossing signals provide a consistent, credible warning to highway users.

A representative of this office will be assigned to investigate any possible mechanical problems associated with the signal systems at the IL 176 and Bradley Street crossings. In addition, we will contact the EJE to discuss possible changes to its operating schedule in order to minimize the times that trains block the crossings during morning rush periods.

If you have any questions, please contact me.

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
(217) 557-1285
mstead@icc.illinois.gov

-----Original Message-----

From: jill@chadwickssurfaces.net [mailto:jill@chadwickssurfaces.net]
Sent: Thursday, November 16, 2006 12:34 PM
To: railsafety@mail
Subject: On-Line Complaint from Jill Andersen

[TO]

railsafety@icc.illinois.gov

[FROM]

jill@chadwickssurfaces.net

[SUBJECT]

On-Line Complaint from Jill Andersen

[MESSAGE]

Date: 11/16/2006 12:34:01 PM

Full Name: Jill Andersen

Street Address: 14045 W. Rockland Rd.

City: Libertyville

State: IL

Zipcode: 60049

Bill Full Name: Jill Andersen

Home Phone No: 262-857-7899

Work Phone No: 847-680-3222

E-Mail Address: jill@chadwickssurfaces.net

Name of Street or Road that crosses the RR Track: Illinois 176 Crossing

In or Near: Bradley Road Crossing City: Rondout Crossing County: Lake

RailRoad Name: Excessive Gate or Flashing Lights Operation: Yes

Excessive Gate or Flashing Lights Operation: Yes

Blockage: Blockage

Other: For the past two weeks, there have been problems with these crossings on this major thoroughfare, Illinois 176. Trains have blocked the road for up to 25 minutes. Our customers are severely impacted by this and it affects our company tremendously. Yesterday two customers were very late for appointments. One had to wait for 15

minutes, the other for 25 minutes before the crossings were clear. Our employees have been late for work. The same problems exist on nearby tracks across Bradley Road and Waukegan Road. Delays at these crossings have also increased. One morning during rush hour, a railroad employee stopped traffic on Waukegan Road during rush hour only to hammer a small chain on the gate. He ran back and forth for nails.....not very well organized or planned. Did this have to happen at peak hours while traffic backed up for miles? Our employees have been late picking up their children from daycare because of train blockage and had to pay extra fees. The biggest issue however is emergency vehicles. To get through would be impossible and to go around would cost precious minutes in an emergency. These lengthy delays cause backups for miles and to get around is a nightmare. I would hope that when business are affected negatively by these delays, the ICC will step in and investigate. Perhaps the train company could work during the evening hours to reduce delays. IP Address: 75.43.25.181
Browser: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 2.0.50727; .NET CLR 1.1.4322) [END]

Train stopping

COURIER NEWS: Missing Castro, Cuba is 'normal'

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Train stopping

Waiting for the EJ&E freight train to get out of the way a morning ritual for Plainfield commuters

PLAINFIELD — Morning commuters here don't just deal with heavy traffic, but a daily freight train that stops in the middle of town during rush hour.

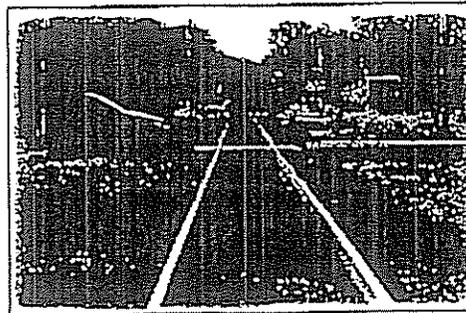
Six days a week, usually between 7 and 8 a.m., a train rumbles down the Elgin, Joliet and Eastern Railway. When it gets close to the center of town, the engineer must stop it, get out and manually switch the tracks, roll the train forward then stop again, get out and flip the switch back.

The entire process takes fewer than 10 minutes. But when you need to get somewhere in heavy traffic, sitting that long can feel like an eternity.

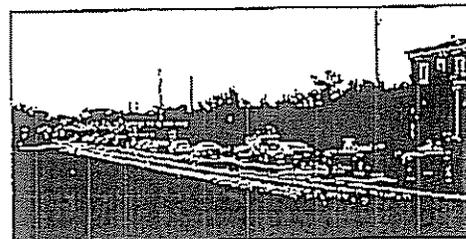
When a train comes through, traffic mainly clogs the right northbound lane of Illinois 59 as drivers wait to turn east onto Illinois 126 and Plainfield-Naperville Road, said traffic Sgt. Kevin Greco. The intersections, for the most part, are still passable, he said.

"For commuters, hopefully you would time (your trip)," Greco said. "You should know the schedule of the train by now. You should expect it."

Liz Collins, president and CEO of the Plainfield Area Chamber of Commerce, has contacted the EJ&E and Mayor Jim Waldorf hoping to spark movement toward solving the problem. She said it took about eight minutes recently to get through the railroad crossing near James Street and Illinois 126.



Looking south at the EJ&E railroad tracks from the Illinois 59 bridge, five downtown Plainfield streets cross the tracks including Plainfield-Naperville Road and Main, Center, Eastern and Lockport streets.



Traffic backs up on Lockport Street at 6:55 a.m. Wednesday as vehicles wait for a freight train to clear the crossing on the west branch of the EJ&E railroad in downtown Plainfield.

THURSDAY
AUGUST 3, 2006

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"Knowing what's going on makes it easier to sit there," she said. "After about 3 minutes you see cars making U-turns and going back a different way because they think they can get across a different set of tracks. If they knew it would only be a few minutes, maybe they would stay."

Hope for a solution

Manual switches on the EJ&E worked fine years ago when the morning rush hour wasn't as heavy — now a seven-minute standstill can cause a 20-car backup. Other locations along the tracks have automatic switches, which are expensive to install.

"We really regret the inconvenience that we cause people going through there and we hope that eventually we'll be able to remedy that," said John Armstrong, spokesman for US Steel Co., which owns the EJ&E Railway.

The stopped train could block up to three crossings, including one on Center Street, depending on how long it is, Armstrong said. By law, trains are allowed to block intersections for up to 10 minutes, he said.

Paying the price

If the project to install an automatic switch, which could cost \$725,000, is left to US Steel, the wait could be a couple years. But the Illinois Department of Transportation and the village could be tapped to help fund the project.

"We've looked into it and there's really no way with our budget that we could do anything about it before 2008," Armstrong said. "If we could get some financial assistance we would love to address it earlier."

- Contact Janet Lundquist at (815) 729-6014 or jlundquist@scn1.com. 08/03/06

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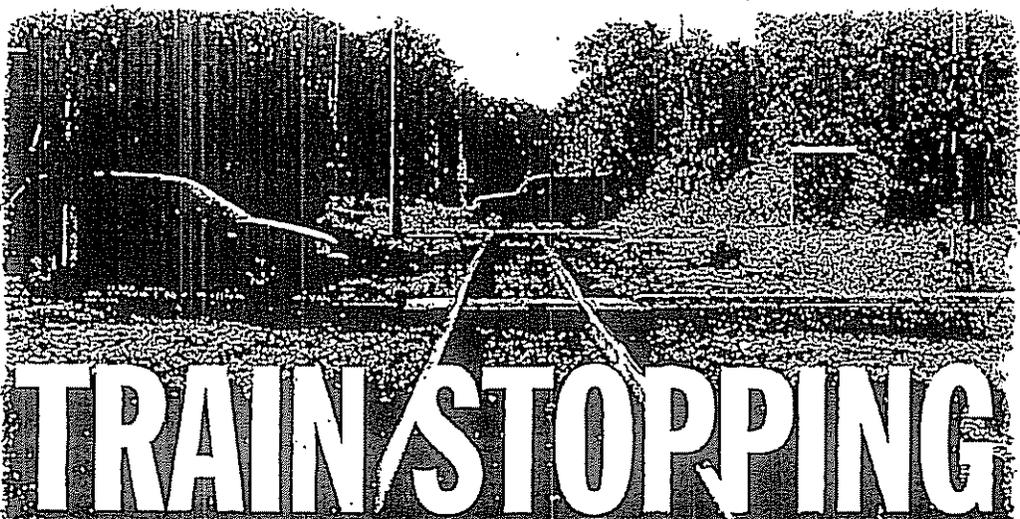
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TRAIN STOPPING

WAITING FOR THE EJ&E FREIGHT TRAIN TO GET OUT OF THE WAY IS A DAILY MORNING RITUAL FOR PLAINFIELD COMMUTERS

STEVEN BUYANSEY/STAFF PHOTOGRAPHER

PLAINFIELD — Morning commuters here don't just deal with heavy traffic, but a daily freight train that stops in the middle of town during rush hour.

Six days a week, usually between 7 and 8 a.m., a train rumbles down the Elgin, Joliet and Eastern Railway. When it gets close to the center of town, the engineer must stop it, get out and manually switch the tracks, roll the train forward then stop again, get out and flip the switch back.

The entire process takes fewer than 10 minutes. But when you need to get somewhere in heavy traffic, sitting that long can feel like an eternity.

When a train comes through,



LIZ COLLINS/SPECIAL TO THE HERALD NEWS

traffic mainly clogs the right northbound lane of Illinois 59 as drivers wait to turn east onto Illinois 126 and Plainfield-Naperville Road, said traffic Sgt. Kevin Greco. The intersections, for the most part, are still passable, he said.

"For commuters, hopefully you would time (your trip)," Greco said. "You should know the schedule of the train by

now. You should expect it."

Liz Collins, president and CEO of the Plainfield Area Chamber of Commerce, has contacted the EJ&E and Mayor Jim Waldorf hoping to spark movement toward solving the problem. She said it took about eight minutes recently to get through the railroad crossing near James

Above: Looking south at the EJ&E railroad tracks from the Illinois 59 bridge, five downtown Plainfield streets cross the tracks including Plainfield-Naperville Road and Main, Center, Eastern and Lockport streets. At left: Traffic backs up on Lockport Street at 6:55 a.m. Wednesday as vehicles wait for a freight train to clear the crossing on the west branch of the EJ&E railroad in downtown Plainfield.

Street and Illinois 126. "Knowing what's going on makes it easier to sit there," she said. "After about 3 minutes you see cars making U-turns and going back a different way because they think they can get across a different set of

◆ Turn to TRAIN, A9

STORY BY JANET LUNDQUIST

TRAIN

From page A1

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Hope for a solution

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"We really regret the inconvenience that we cause people going through there and we hope that eventually we'll be able to remedy that," said John Armstrong, spokesman for US Steel Co., which owns the EJ&E Railway.

The stopped train would block

up to three crossings, including one on Center Street, depending on how long it is, Armstrong said. By law, trains are allowed to block intersections for up to 10 minutes, he said.

Paying the price

If the project to install an automatic switch, which could cost \$725,000, is left to US Steel, the wait could be a couple years. But the Illinois Department of Transportation and the village could be tapped to help fund the project.

"We've looked into it and there's really no way with our budget that we could do anything about it before 2008," Armstrong said. "If we could get some financial assistance we would love to address it earlier."

Contact Janet Lundquist at (815) 729-6014 or jlundquist@scn1.com.

Ken L Hay/EJE/TS/Transtar
05/31/2006 09:20 AM

To Mike M. Steffen/EJE/TS/Transtar,
cc James L. Neis/Transtar/USS, David M.
Gevaudan/BSR/TS/Transtar, Ray C. Baker/EJE/TS/Transtar,

6-12-06

NMS SAYS GWC HANDLING

DMG RESPONDED TO

BOB WAGONER

bcc

Subject Fw: On-Line Complaint from Lynda Elmore

Mike Will you be contacting Ms Elmore and Mr Stead? If so, please copy me with your response.
Thanks Ken

— Forwarded by Ken L Hay/EJE/TS/Transtar on 05/31/2006 09:20 AM —

Ray C.
Baker/EJE/TS/Transtar
05/30/2006 03:30 PM

To Ken L Hay/EJE/TS/Transtar@USS
cc David M. Gevaudan/BSR/TS/Transtar@USS, James L.
Neis/TTMS/TS/Transtar, Mike M.
Steffen/EJE/TS/Transtar@USS
Subject Fw: On-Line Complaint from Lynda Elmore

Ken , you have handled these ICC forwarded citizen complaints before Let me know how the M/W
Department can assist . Ray

— Forwarded by Ray C. Baker/EJE/TS/Transtar on 05/30/2006 03:27 PM —



"railsafety@mail"
<railsafety@icc.illinois.gov>
Sent by: "Stead, Mike"
<mstead@icc.illinois.gov>

05/30/2006 03:22 PM

To <LDElmore@aol.com>

cc "Wagoner, Bob" <rwagoner@icc.illinois.gov>, "Shanle,
Sheri" <sshantie@icc.illinois.gov>, <rcbaker@uss.com>

Subject RE: On-Line Complaint from Lynda Elmore

Ms. Elmore - Thank you for submitting an online complaint regarding
Elgin, Joliet & Eastern Railway (EJE) trains intermittently blocking the
Liberty Street highway-rail grade crossing in Aurora, Kane County. I
appreciate your concern for public safety.

A representative of this office will be assigned to investigate your
concerns. Our representative will also contact the EJE and discuss the
possibility of adjusting train schedules to avoid the morning and
evening rush periods.

In addition, by copy of this email I will ask an EJE representative to
contact you to discuss this situation.

I trust this information will be helpful. If you have any questions,
please contact me.

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
(217) 557-1285
mstead@icc.illinois.gov

-----Original Message-----

From: LDElmore@aol.com [mailto:LDElmore@aol.com]
Sent: Wednesday, May 24, 2006 4:47 PM
To: railsafetymail
Subject: On-Line Complaint from Lynda Elmore

[TO]

railsafety@icc.illinois.gov

[FROM]

LDElmore@aol.com

[SUBJECT]

On-Line Complaint from Lynda Elmore

[MESSAGE]

Date: 5/24/2006 4:47:09 PM

Full Name: Lynda Elmore

Street Address: 60 E. Downer Street

City: Aurora

State: Illinois

Zipcode: 60507

Bill Full Name: Lynda Elmore

Home Phone No: 630-898-0403

Work Phone No: 630-844-3619

E-Mail Address: LDElmore@aol.com

Name of Street or Road that crosses the RR Track: Liberty Street

Crossing In or Near: Eola Road

Crossing City: Auora

Crossing County: DuPage

RailRoad Name: Elgin, Joliet & Eastern Railroad (EJ&E)

Blockage: Blockage

Other: Yes

Other: I serve as an Alderman for the 10th ward of city of Aurora, through which this train line runs. Just east of the crossing is the very large Meridian Business Campus which employs several hundred individuals, many of which enter the campus by passing across the tracks on Liberty every day. I have in the past reported several incidents of trains violating the 15-minute blockage of the crossing. Several others in the business park indicate they too have reported the incidents. The Aurora police will assist when called but by then the frustration level of people trying to get to work or return home from work is running high.

The crux of the problem is that the railroad companies is continually blocking the roadway at the worse possible times. Although I am sympathetic to the fact that they have a business to run, it would be extremely helpful if the extremely long freight trains that are stopping to block this intersection did not run between 7:30 - 8:30 AM and then again between 4:30 - 5:30 PM. I am more than willing to sit down with the appropriate individuals from the railroad to understand the situation better as I am sure they too do not need the frustration of these complaints.

IP Address: 205.188.116.69

Browser: Mozilla/4.0 (compatible; MSIE 6.0; AOL 9.0; Windows NT 5.1;

SV1; .NET CLR 1.0.3705)

[END]

EJEHELP/Transtar
Sent by: Ken L Hay

11/08/2005 06:41 PM

To EckPhoto@aol.com

cc

bcc

Subject Re: Noise pollution not safety

Chuck Following your last e-mail message, I sent you a response on 11-2-05 concerning this issue. But I will once again attempt to explain the railroads position. Federal law requires the blowing of the train horns at all railroad crossings. The law also provides for the horn pattern of blowing (two longs, a short and a long). The law however does not regulate the duration of the blow. The railroad is extremely concerned about this issue. We train our locomotive engineers to provide for the safety of the traveling public and the safety of the crew members. But we also expect them to use common sense in following the law. If you will provide me with times and dates when, in your opinion, the blowing has been excessive, we will down load data from the locomotive to determine the time duration of the blowing. If a locomotive engineer has been excessive without just cause, we will discipline the employee. The information the locomotive is only current for approximately two days, therefore a timely response from you would be appreciated. My direct e-mail address is kihay@uss.com and my telephone number is 815-740-6727. Thank you Ken Hay Safety Manager
EckPhoto@aol.com



EckPhoto@aol.com

11/08/2005 02:24 PM

To EJEHELP@uss.com

cc

Subject Noise pollution not safety

Please stop the nighttime HORNS in Lake Zurich, IL

Ray C. Baker
06/23/2005 09:32 AM

To: Mike M. Steffen/EJE/TS/Transtar@USS
cc: David M. Gevaudan/BSR/TS/Transtar@USS, James L.
Neis/TTMS/TS/Transtar, Ken L. Hay/EJE/TS/Transtar@USS
Subject: RE: On-Line Complaint from Lynda D. Elmore

Mike, as info I Ray

— Forwarded by Ray C. Baker/EJE/TS/Transtar on 06/23/2005 08:31 AM —



"Stead, Mike"
<mstead@icc.state.il.us>
s>
06/22/2005 04:04 PM

To: LDElmore@aol.com
cc: "Shanle, Sheri" <sshanel@icc.state.il.us>, rcbaker@uss.com,
"Wagoner, Bob" <rwagoner@icc.state.il.us>
Subject: RE: On-Line Complaint from Lynda D. Elmore

Ms. Elmore - Thank you for submitting an online complaint regarding stopped trains blocking the Liberty Street grade crossing of the Elgin Joliet & Eastern Railroad (EJE) track near Aurora. I appreciate your concern for public safety.

State law prohibits stopped trains from blocking public grade crossings for longer than 15 minutes, unless the train is stopped for any reason beyond the railroad's reasonable control. Crews operating any train that is stopped on a grade crossing for longer than 15 minutes are required to "break the train" to allow highway vehicles to use the crossing. Crews that do not abide by the law are subject to fine by local law enforcement. I recommend the next you witness a stopped train blocking a grade crossing for longer than 15 minutes that you contact the local law enforcement agency with jurisdiction for the roadway in question.

In the meantime, a representative of this office will contact the railroad to discuss ways to reduce the crossing blockage problem.

I trust this information will be helpful. If you have any questions, please contact me.

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
(217) 557-1285
mstead@icc.state.il.us

-----Original Message-----

From: LDElmore@aol.com [mailto:LDElmore@aol.com]
Sent: Tuesday, June 21, 2005 2:02 PM
To: Stead, Mike
Subject: On-Line Complaint from Lynda D. Elmore

[TO]
mstead@icc.state.il.us
[FROM]
LDElmore@aol.com
[SUBJECT]
On-Line Complaint from Lynda D. Elmore
[MESSAGE]

Mike M.
Steffen/EJE/TS/Transtar
09/06/2007 12:16 PM

To David M. Gevaudan/BSR/TS/Transtar@USS
cc "Mogan, Dennis" <dmogan@icc.illinois.gov>, Ken L
Hay/EJE/TS/Transtar@USS, "Stead, Mike"
<mstead@icc.illinois.gov>
bcc
Subject Re: Idling Train Complaint - Hoffman Estates, Cook County


Dave,

Earlier this year we placed a sign reading "Park engines here" adjacent to the Sutton siding approximately 150 feet railroad east (geographic south) of the I-90 overpass. We are verifying that the sign has not been vandalized or removed. I will again issue instructions that when train length permits, locomotives will be parked adjacent to this sign.

Mike
David M. Gevaudan/BSR/TS/Transtar



David M.
Gevaudan/BSR/TS/Transtar
09/06/2007 10:25 AM

To "Stead, Mike" <mstead@icc.illinois.gov>
cc "Mogan, Dennis" <dmogan@icc.illinois.gov>, Mike M.
Steffen/EJE/TS/Transtar@USS, Ken L
Hay/EJE/TS/Transtar@USS
Subject Re: Idling Train Complaint - Hoffman Estates, Cook County


Mr. Stead - In my conversation with Mr. Morgan he suggested that perhaps trains could be parked on Sutton Siding with the locomotives situated close to the I-90 overhead in order to help mask the locomotive noise. I thought Mr. Morgan's idea was worth looking into and I committed to Mr. Morgan that I would review his recommendation with the EJE train operations personnel. I never committed that a General Order would be issued immediately directing trains to stop on Sutton Siding with the locomotives situated at the I-90 overhead.

We are in the process of reviewing Mr. Morgan's recommendation and I will advise you of our findings as soon as possible.

David M. Gevaudan
General Manager - EJE Rwy / DCRR / T&N Rwy
One North Buchanan Street
Gary, Indiana 46402
dmgevaudan@uss.com
815-740-6904 Office
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09/06/2007 09:43 AM

To <dmgevaudan@uss.com>
cc "Mogan, Dennis" <dmogan@icc.illinois.gov>



Mr. Gevaudan – This office recently received a complaint from Rep. Fred Crespo's office on behalf of one of his constituents, Rich Johns, regarding EJE trains idling for extended periods in Hoffman Estates. Dennis Mogan, Operating Practices Inspector representing this office, investigated Mr. Johns' complaint and contacted you to discuss the issue.

It is my understanding that you indicated to Mr. Mogan that a General Order would be issued directing EJE train crews to stop trains near the Interstate 90 (I-90) overpass in order to diffuse the noise created by idling trains away from Mr. Johns' neighborhood.

Last evening (9/5/07) at 7:15 PM Mr. Mogan witnessed a coal train parked on the Suttan Siding just west of MP 42 on the EJE. Mr. Mogan drove down to the unoccupied locomotives, which were properly secured and running at low idle. The locomotives were stopped about 40 feet short of the derail. The locomotives (UP 8146; SP 107) headed up a 119-car empty coal train, and was put in the siding at 4:00 PM. Mr. Mogan was advised by the EJE dispatcher that the Union Pacific had a crew called for 7:00 PM at West Chicago, and the train would be moving by about 10:00 PM.

Mr. Mogan walked from Old Suttan Road to the rear of the standing train and measured 1899 feet of available track space on the siding from the rear of the train to the derail on the west end of the siding. In his opinion the train could have been stopped short of the I-90 overpass, which would have acted as a noise buffer. It appears that the reason the train was pulled down tight to the derail was to accommodate the crew, so the employees wouldn't have had to walk several hundred feet to the crew hauler that picked them up.

This office believes that issuance of an Order directing train crews to stop trains near the Interstate 90 (I-90) overpass, instead of near the derail, would not adversely affect train operations, and would be a positive public relations move for the railroad in the Hoffman Estates area. I ask that you notify me and Mr. Mogan (via phone or email) when EJE has issued a General Order to address this issue.

If you have any questions, please contact me or Mr. Mogan (312-590-1016; dmogan@icc.illinois.gov).

Michael E. Stead
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Illinois Commerce Commission
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