



ASSOCIATION OF AMERICAN RAILROADS  
425 3rd Street, SW, Suite 1000  
Washington, D.C. 20024

Timothy J. Strafford  
Associate General Counsel

Phone: (202) 639-2506  
Fax: (202) 639-2868  
E-mail: [tstrafford@aar.org](mailto:tstrafford@aar.org)

October 5, 2016

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

ENTERED  
Office of Proceedings  
October 5, 2016  
Part of  
Public Record

Re: EP 724 (Sub-No. 3), *United States Rail Service Issues — Data Collection*

Dear Ms. Brown:

Pursuant to the decision served in this proceeding on October 8, 2014, the Association of American Railroads, on behalf of its freight railroad member representatives in the Chicago Transportation Coordination Office, hereby files the attached data.

Sincerely,

Timothy J. Strafford  
Counsel for the Association  
of American Railroads

## EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

<b>Chicago Railroad</b>	<b>Year: 2016</b>	<b>Reporting week</b>	<b>Date Week Began:</b>	<b>09/25/16</b>
			<b>Date Week Ended:</b>	<b>10/01/16</b>

### Chicago Gateway

#### NARRATIVE SUMMARY OF OPERATING CONDITIONS

General Summary of current CTCO service contingency protocols, including descriptions of Alert Levels

1. Average Daily Car Counts By Terminal Yard For The Reporting Week	
Barr	<b>1,645</b>
Bensenville	<b>882</b>
Blue Island	<b>1,769</b>
Calumet	<b>544</b>
Cicero	<b>705</b>
Clearing	<b>2,838</b>
Corwith	<b>506</b>
Gibson	<b>935</b>
Kirk	<b>1,509</b>
Markham	<b>476</b>
Proviso	<b>2,083</b>
Other Yards	
*See EP 724 (Sub-No.3)*	

The Chicago Terminal Operating Condition (OPCON) Agreement provides the framework necessary to quickly identify and mitigate, to the degree reasonably practicable, potential and current operating conditions or events that would negatively impact rail traffic moving via the Chicago Gateway. Safety of operations is integral throughout the alert plan processes.

The plan provides for an automated monitoring of terminal, yard, corridor and weather conditions linked to specific levels of volume/activity which could adversely impact terminal operations. These metrics, when exceeding preset levels will require predetermined countermeasures geared to effectively remove a set percentage of cars/trains from the affected location(s) in order to restore fluidity of operations.

Further deterioration of the automatic indicators will require additional, predetermined, focused countermeasures geared to remove an even greater percentage of volumes to expedite a more rapid recovery, while enabling unaffected areas to continue a more normal operation.

Overall Terminal Operating Conditions and Individual Yard, Road or Corridor conditions that impact operations are monitored and categorized separately for purposes of required countermeasures. The Operating Conditions are defined as Green, Yellow and Red. Actions between railroad partners range from a creation of by-pass traffic to specific diversion of Chicago traffic (cars and trains) to other gateways.

CTCO is charged with development, implementation and management of the Chicago Terminal Operating Condition Agreement which includes quick escalation in cases of ineffective or insufficient countermeasures.

#### CHANGE (+/-) IN REPORTED NUMBERS:

Reported numbers remained similar to last week.

#### OPCON (ALERT LEVEL) CHANGES:

There were no Elevated Levels during the report period.

2. Average Daily Number Of Trains Held For Delivery To Chicago	
IHB	<b>0.00</b>
BNSF	<b>0.00</b>
BRC	<b>0.00</b>
CN	<b>0.14</b>
CP	<b>0.57</b>
CSX	<b>0.00</b>
NS	<b>0.00</b>
UP	<b>0.00</b>