



ASSOCIATION OF AMERICAN RAILROADS

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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
November 5, 2014
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. Also attached is a document describing revised definitions that informed the collection of the data submitted.

Sincerely,

Timothy J. Strafford
Counsel for the Association
of American Railroads

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Chicago Railroad	Year: 2014	Reporting week	Date Week Began:	10/26/14
			Date Week Ended:	11/01/14

Chicago Gateway

1. Average Daily Car Counts By Terminal Yard For The Reporting Week

Barr	2,212.30
Bensenville	1,900.60
Blue Island	1,488.70
Calumet	1,228.70
Cicero	1,126.70
Clearing	4,128.10
Corwith	1,181.30
Gibson	809.00
Kirk	1,361.40
Markham	670.70
Proviso	2,659.10
Other Yards	
See EP 724 (Sub-No.3)	

2. Average Daily Number Of Trains Held For Delivery To Chicago Sorted by Receiving Carrier For The Reporting Week

IHB	1.14
BNSF	0.29
BRC	1.71
CN	1.00
CP	0.29
CSX	1.71
NS	0.29
UP	0.14

NARRATIVE SUMMARY OF OPERATING CONDITIONS

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

The Chicago Terminal Alert Plan provides the framework necessary to identify and mitigate, to the degree reasonably practicable, potential and current operating conditions 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 monitoring terminal and/or individual operating, network or weather conditions and required action items geared to quickly restore fluidity to operations.

Overall Terminal conditions and Individual Yard, Road or Corridor conditions that impact operations are monitored and categorized separately for purposes of required actions. Levels of Alert are: Normal, Level 1, Level 2 and Level 3. Action Items, detailed by individual roads' Service Design and/or Terminal Operations groups, are geared to correspond to the appropriate condition and level. Actions between railroad partners range from a heightened awareness to actual diversion of Chicago traffic to other gateways.

CTCO is charged with development, implementation and management of the Chicago Terminal Alert Plan which includes appropriate escalation in cases of ineffective or insufficient contingencies.

CHANGE (+/-) IN REPORTED NUMBERS:

Reported numbers remained similar to last week. A modification to criteria for capturing trains held was made effective Sunday, 10/26/14.

ALERT LEVEL CHANGES:

The alert level for the reporting week was reduced to Normal on Monday, 10/27/2014.

EVENT(S) THAT AFFECTED OPERATING CONDITIONS:

There were no Major Events affecting the Terminal.

There was no Weather Event which affected the Terminal.

CHICAGO TERMINAL REPORTING UPDATE:

CRITERIA USED TO DEVELOP AND REPORT HELD TRAINS IN THE CHICAGO TERMINAL WEEKLY STB FILING

EFFECTIVE: Sunday, October 26th, 2014

CAPTURE WINDOW: 0600 - 0900

For this report, each road will capture a snapshot of held trains once daily between 0600 and 0900 CST.

REPORTING WINDOW: 0600 – 0930

Provide the information for each train held for review on the 10:00 AM Daily Planning Call.

CRITERIA: Trains must meet the following Criteria to be designated Held in the STB Report:

Train has been STOPPED because of the Bridge Carrier or Receiving Carrier for at least 6 hours when daily snapshot is taken.

Train is within The Chicago Terminal or within ONE CREW DISTRICT of the Terminal.

QUALIFYING CHECKLIST:

- 1) Train is stopped and has been stopped for 6 hours or more.
- 2) Train is in Terminal or within One Crew District
- 3) Receiving Carrier or Bridge Carrier is not currently able to accept this Train