

July 12, 2022

VIA E-FILING

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

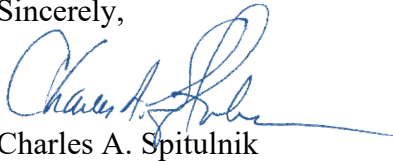
Re: STB Finance Docket No. 36500, *Canadian Pacific Railway Limited, et al. – Control – Kansas City Southern et al.*

Dear Ms. Brown:

I am attaching for e-filing the Reply Comments of the Commuter Rail Division of the Regional Transportation Authority d/b/a Metra, in the above-referenced proceeding.

If you have any questions, please do not hesitate to contact me.

Sincerely,


Charles A. Spitulnik

Enclosure

cc: All Parties of Record

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB Finance Docket No. 36500

**CANADIAN PACIFIC RAILWAY LIMITED; CANADIAN PACIFIC RAILWAY
COMPANY; SOO LINE RAILROAD COMPANY; CENTRAL MAINE & QUEBEC
RAILWAY US INC.; DAKOTA, MINNESOTA & EASTERN RAILROAD
CORPORATION; AND DELAWARE & HUDSON RAILWAY COMPANY, INC. –
CONTROL – KANSAS CITY SOUTHERN, THE KANSAS CITY SOUTHERN
RAILWAY COMPANY, GATEWAY EASTERN RAILWAY COMPANY,
AND THE TEXAS MEXICAN RAILWAY COMPANY**

**REPLY COMMENTS OF
THE COMMUTER RAIL DIVISION OF
THE REGIONAL TRANSPORTATION AUTHORITY D/B/A/ METRA**

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Dated: July 12, 2022

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SURFACE TRANSPORTATION BOARD**

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**REPLY COMMENTS OF
THE COMMUTER RAIL DIVISION OF
THE REGIONAL TRANSPORTATION AUTHORITY D/B/A/ METRA**

The Commuter Rail Division of the Regional Transportation Authority d/b/a/ Metra (“Metra”) submits these Reply Comments in response to comments submitted in the above-captioned proceeding regarding Applicants’¹ Application² to the Surface Transportation Board (“STB” or “Board”) to merge (“Transaction”), as filed October 29, 2021, and amended on May 13, 2022.

I. INTRODUCTION

Under federal law, this Board cannot approve a merger of two Class I railroads when the proposed transaction is not consistent with the public interest. 49 U.S.C. § 11324(c). As Metra

¹ Applicants in this proceeding are: Canadian Pacific Railway Limited (“Canadian Pacific”), Canadian Pacific Railway Company (“CPRC”), and their U.S. rail carrier subsidiaries Soo Line Railroad Company, Central Maine & Quebec Railway U.S. Inc., Dakota, Minnesota & Eastern Railroad Corporation, and Delaware and Hudson Railway Company, Inc. (collectively, “CP”); and Kansas City Southern and its U.S. rail carrier subsidiaries The Kansas City Southern Railway Company, Gateway Eastern Railway Company, and the Texas Mexican Railway Company (collectively, “KCS”). CP and KCS are collectively referred to as the “Applicants”.

² The “Application” is the application filed by Applicants on October 29, 2021 (CP-25/KCS-13), that was accepted by the Board in Decision No. 11 in Docket No. FD 36500, served November 23, 2021, and as amended and resubmitted by Applicants on May 13, 2022 (CP-47/KCS-34). Unless otherwise indicated, capitalized terms in these comments have the meaning as defined in Board Decision No. 11.

has stated in its initial comments,³ this transaction will negatively impact passenger safety and block Metra stations. The proposed transaction will adversely impact passenger train schedules on Metra's Milwaukee District-North ("MD-N") and Milwaukee District-West ("MD-W") lines, owned by Metra but dispatched by CP, by introducing at least eight additional large freight trains as well as the (organic) growth in freight traffic in northeast Illinois,⁴ and by CP's continuing practice of limiting Metra's ability to alter its schedules contrary to the requirements of applicable agreements. As Metra previously demonstrated, and as other parties to this proceeding confirmed, the merger is inconsistent with the public interest and cannot be approved without granting Metra the requested conditions that would allow it to control dispatching on its lines, and without ordering other capital improvements, thus mitigating the deleterious effects of the Transaction.

Comments from Chicago-area communities raise the same concerns. For example, a coalition of local governments representing communities served by Metra's MD-W service ("Coalition")⁵ commented that the new 10,000+ foot trains are expected to block crossings and increase danger by blocking emergency vehicles from traversing grade crossings. Moreover, other railroads and local governments correctly note that the Chicago-area rail network cannot handle the resulting increase in freight traffic, that Applicants' proposed improvements and operating plan do not mitigate the impacts of the Transaction, and that Applicants failed to properly study the impact of the Transaction on the Chicagoland area. *See infra* Section II.B. The

³ Metra's initial comments in this proceeding were filed on March 15, 2022, (METR-7) ("March 15 Comments").

⁴ CP views "organic" growth as growth that happens in the ordinary course of business but is not directly attributable to the proposed transaction. CP does not present a detailed description of why this future growth should not be considered in addressing the future of operations on MD-W and MD-N and ways to assess the impact of CP's future operations on Metra's commuter system.

⁵ These communities included the Village of Itasca, Illinois; the Village of Bensenville, Illinois; the City of Wood Dale, Illinois; Village of Roselle, Illinois; Village of Schaumburg, Illinois; Village of Hanover Park, Illinois; Village of Bartlett, Illinois; and City of Elgin, Illinois. *See* Opening Comments and Requests for Conditions of the Coalition to Stop CPKC, FD 36500 (STB filed Feb. 28, 2022) ("Coalition Comments").

Canadian National Railway Company (“CN”) in particular, whose extensive operations in the Chicago area are also impacted by CP’s operations and by additional congestion on Metra’s lines around Bensenville Yard, has submitted detailed comments highlighting the negative impact to Metra’s commuter rail service.⁶

II. REPLY TO COMMENTS

A. **Commenters correctly state that Applicants’ proposed merger will result in a significant increase in congestion and delays that will directly and negatively impact commuter rail service and commuter rail passenger safety in Chicago**

The communities served by Metra and other commenting railroads correctly note that Metra would face significant increases in delays and disruption due to the increase in freight trains projected to result from the Transaction. *See* Coalition Comments at 2, 5-7, 9-11; *See also* Letter from City of Lake Forest, Illinois, on behalf of the Village of Bannockburn, Illinois, Village of Deerfield, Illinois, Village of Green Oaks, Illinois, City of Lake Forest, Illinois, and Village of Northbrook, Illinois, FD 36500, at 2 (STB filed April. 21, 2022) (“Lake Forest *et al.* Comments”). *See also* CN-13 at 16, 215; NS-9 at 29; CSX-8 at 122; BNSF-9 at 11 (commenting on increased congestion and slower rail travel times in Chicago area as a result of the Transaction); Letter from Honorable Congressmember Katie Porter, FD 36500 (STB filed June 7, 2022) (noting Coalition Comments and adverse economic impact on those communities as a result of increased freight congestion).

In response to these community concerns, Metra calculated the impact to Metra’s on-time performance expected to result from the transaction using its own previously submitted RTC modeling. This modeling, updated to account for Applicants’ amended filing on May 13 and correcting for inaccurate information that Applicants provided previously, indicates that the

⁶ CN’s Comments on Application and Request for Conditions in Docket No. FD 36500 (STB filed February 28, 2022) (CN-13). *See infra*. Section II.

number of affected Metra trains that arrive beyond the standard five minute and fifty-nine second tolerance will more than double as a result of the proposed Transaction. *See* Reply V.S. Crowley and Mulholland, attached as **Attachment A**. This would constitute a several-fold increase in overall delays caused by CP's operations alone on affected Metra lines. *Id.* The significant decline in Metra's on-time performance provides clear evidence that this Transaction will negatively impact Metra's service to the degree that the Transaction is not in the public interest.⁷

Moreover, the impact to Metra's on-time performance will be even greater if, as Metra expects, Metra expands and adjusts service to meet changes in commuter trends and passenger demand, including increasing Metra traffic back to pre-Covid levels. *See* METR-7 at 5-6, 59. CP completely ignored this possibility in its Application and supporting documents, failing to even include Metra's current trains in its capacity analysis. *See* METR-7 at 57-58. As demonstrated in Metra's previous filings, the Applicants have responded to Metra's request to increase or change service by inferring, without contractual support, that Metra has no right to do so. *Id.* at 41-42, Ex. B, V.S. Oppenheim at 15-16. Contrary to CP's position, nothing in those contracts allocates spare capacity to one party or the other. *Id.* at 10-12, 41-42. Absent a remedy that protects Metra's operations from impacts of the proposed Transaction, a decision of this Board to grant the Application could allow CP to continue to assert that it can take for itself all capacity on Metra's lines and foreclose Metra's ability to assert those contractual rights. *Id.* at 72.

Further, as other commenters have noted, on-time performance metrics barely scratch the surface of harm to the public interest that will be caused by the proposed Transaction. METR-7, at 24-25; Coalition Comments and Lake Forest *et al.* Comments. First, delays at intermediary

⁷ As discussed in Metra's previous filings, on-time performance metrics track the timeliness of trains arriving at their final destination. A "reportable" delay occurs if a train arrives at its final destination more than five minutes and 59 seconds after its scheduled time of arrival. If a construction schedule is in place on a particular line, a "reportable" delay occurs if a train arrives at its final destination more than 15 minutes and 59 seconds after its scheduled time of arrival. *See* METR-7 at 24.

Metra train stations along Metra's MD-W and MD-N lines are not captured in Metra's on-time performance metrics because those metrics only measure delays to a train at its final destination. Intermittent delays occur often and go largely unreported, as Metra officials have testified.⁸ METR-7, Ex. B, V.S. Oppenheim at 13-15, 20; Dep. of R. Oppenheim at 165 (June 7, 2022), attached as **Attachment B** (explaining that e-mail documentation is a "representative sampling of things that occur . . . rather than a documentation of every single incident.").

Moreover, Metra and other commenters have highlighted the serious safety risks caused by CP's current dispatching and operational practices that are not captured at all in on-time performance metrics. *See* Coalition Comments, at 6-7, 16. These safety risks would be exacerbated with the expanded freight train numbers and lengths expected from the Transaction. Coalition Comments at 9, V.S. of Hunter at 6. Metra described consequent dangers when CP dispatchers ignore passenger safety by sending Metra trains to the wrong platform, and by blocking tracks at stations with stopped freight trains in a way that causes passengers to find often unsafe ways to dart across the tracks or crawl under parked freight trains to get to their trains. METR-7 at 27-29. These types of dangerous events happen even when CP has other options for dispatching that it ignores, such as dispatching trains at night when Metra does not operate. Indeed, CP continued to dispatch and operate in this unsafe manner even while these proceedings have been underway, and even after Metra's March 15 Comments were submitted detailing Metra's extensive correspondence with CP putting them on notice about the safety risks

⁸Applicants should not rely solely on place of origin/termination without commenting on the intermediate points where safety and delay has arisen. Metra's documentation, including e-mails kept in the regular course of business dating back to 2016 contained in Metra's March 15 Comments at Exhibit B-2, are examples of the continual CP-caused interference and Metra's efforts to control the situations. These e-mails provide ample evidence to underscore the potential for harm to the commuters. Separate verified statements submitted by Metra officials with personal experience offer further testimony on this topic to provide a full picture to the Board. METR-7, Ex. B, V.S. Oppenheim; Ex. E. V.S. Godfrey. Metra presented this evidence to show the baseline that the Board should use in order to anticipate the impact caused by the considerable increase in freight traffic represented by Applicants to Metra's lines and the resulting impact that Metra has modelled using industry standard RTC software.

of CP's dispatching practices. In the documents attached to these Reply Comments as **Attachment C** (Metra E-mails March 15 – July 12, 2022) and **Attachment D** (Table Summary of Metra E-mails March 15 – July 12, 2022), Metra has continued to reach out to CP when these unsafe dispatching decisions result in circumstances that place Metra passengers in danger or cause delays to Metra's trains, or both.

Nowhere in the Application, including the Operating Plan, or in discovery production, or in any other public comment have the Applicants suggested that they will make changes to CP's current, unsafe practices. Instead, CP continues to minimize or downplay the interference it continues to cause. See **Attachment C** at METR_FD36500_014114, METR_FD36500_014017. In fact, the Applicants continue to repeat, without providing reliable modeling, that there will be no impact *whatsoever* to Metra's service, all of the evidence to the contrary notwithstanding. The Board should reject the Applicants' strained, unsupported claim that the Transaction will have no impact on Metra's operations, particularly considering the volume of evidence that has been submitted in this proceeding, including RTC modeling, that clearly shows that it will. See METR-7, Ex. C., V.S. of Oppenheim; METR-8, Attachment A, Supplemental V.S. of LE Peabody.

As Metra has explained in its Comments filed on March 15, the Applicants' failure to provide RTC modeling is highly suspect, which underscores Applicants' lack of interest in demonstrating that the proposed Transaction is consistent with the statutory and regulatory requirements.⁹ An accurate determination of whether a transaction is consistent with the public interest logically requires that the best available analytical tools be used. RTC Modeling is, by objective measure, the industry standard for analyzing and projecting the effects of railroad operations. The lack of modeling raises the question of why it was not done.

⁹ 49 C.F.R. 1180; Decision No. 3 at 3.

Local governments representing hundreds of thousands of Chicago-area residents and businesses served by Metra's MD-W and MD-N lines have voiced support for Metra's position and have called on the Board to use its broad authority to condition approval of the Transaction on the transfer of dispatching rights for Metra's lines from CP to Metra. Lake Forest *et al.* Comments, at 3 (supporting Metra's request for dispatching authority); Coalition Comments (supporting Metra's position). These communities understand that it is essential that Metra be allowed the tools to protect Metra's passengers and the traveling public more generally from the negative impacts threatened by the Transaction.

Other commenters have expressed their concern over CP's dispatching practices, and Metra's experience confirms that Metra is better equipped to handle dispatching on *its own lines*¹⁰ in a manner that will improve upon the overall safety and on-time performance of commuter rail operations while minimizing material delay to the Applicants' freight rail operations.

Metra has demonstrated that it has the capacity and experience to take over dispatching, as it does on other lines or crossings it owns and operates jointly with Class I railroads. *See **Attachment E***, Objections and Responses by Metra to Interrogatories, Requests for Production of Documents, and Requests for Admission From Applicants CP *et al.*, at 4-5 (April 11, 2022). For example, Metra currently dispatches both passenger and freight trains on Metra's Rock Island Line and portions of the Southwest Service Line. On Metra's Rock Island Line, Metra dispatches approximately four daily freight trains—two CSX trains and two Iowa Interstate trains. *Id.* at 4. Metra's dispatching of this line also requires it to handle approximately 8-10 daily freight train crossings at the Canadian National Railway's Leighton Subdivision crossing east of

¹⁰ Metra staff have testified that ownership of lines without dispatching authority is uncommon in the commuter rail context. *See **Attachment F***, Dep. G. Godfrey at 118-19 (June 9, 2022).

Joliet. *Id.* at 4-5. On Metra's Southwest Service Line, Metra dispatches one Norfolk Southern train along the entire length of the line, as well as approximately 8 daily Norfolk Southern freight trains on this line between a connection at 59th Street and a connection with the Belt Railway Company of Chicago ("BRC") at 74th Street, and between 4 and 8 daily trains on another segment between Chicago Ridge and Landers. *Id.* at 5. Metra's dispatchers are also involved in handling approximately 20 daily trains on 5 crossings along the segment between 59th Street and 74th Street. *Id.*

In addition, Metra already staffs its own dispatchers that work under the supervision of CP's dispatching control station dispatching freight train traffic operating on Metra's MD-W and MD-N on CN's Waukesha Subdivision where it crosses MD-W. *Id.* at 4. On Metra's MD-N Line at Control Tower A5, Metra's dispatchers control dispatching under supervision and authority of CP's dispatching center and dispatch all freight and passenger traffic crossing that tower for both CP's C&M and Elgin Subdivisions. *Id.* at 5. On Metra's MD-W Line at Control Tower B12, Metra's dispatchers control dispatching under supervision of CP's dispatching center and dispatch all freight and passenger traffic crossing that tower for CP's Elgin Subdivision as well as the Galewood East and Cicero West (connection with BRC) Control Points. *Id.* at 5. Under CP dispatcher supervision, Metra dispatchers also control movements in and out of the east end of Bensenville Yard through the Control Point Franklin Park West, as well as movements to and from the Indiana Harbor Belt Railway at the Control Point Edgington. *Id.* at 5. Metra's dispatchers on these lines are available 24 hours a day to dispatch freight trains overnight. *Id.*

Metra also already employs senior operational and staff with significant experience and training in dispatching and with intimate knowledge of Metra's lines. *See* METR-7, Ex. B-1, Resume of Richard P. Oppenheim; Ex. E-1, Resume of Gregory J.M. Godfrey. Metra's staff have demonstrated to CP, both in discovery and in real time as events occur, better solutions to

minimize delays to both Metra and freight trains, in accordance with respective contractual requirements. See **Attachment B**, Dep. of R. Oppenheim at 198-204, 228-30, 241-59 (June 7, 2022); see also **Attachment C**.¹¹ Many of Mr. Oppenheim's more recent e-mails, attached as **Attachment C**, provide specific, concrete examples of better dispatching which would have reduced or eliminated delays to Metra.

Moreover, as Mr. Godfrey testified in his deposition, Metra has experience working in partnership with the freight railroads on the lines it dispatches as well as on the lines where other railroads dispatch Metra trains:

ANSWER:: Actually, I have specifically instructed my staff to hold Metra trains for freight trains.

QUESTION:: So your answer is yes?

ANSWER:: My answer is absolutely yes, because it's a network decision, not a train-based decision.

QUESTION:: And what do you mean by "a network decision"?

ANSWER:: So a network decision means that under the Chicago protocols, there is prioritization of trains that basically goes, you know, passenger operations, and then there's a list of other types of freight priorities. But because the Chicagoland network is so complicated, it is possible if Metra and the partner railroads don't have dialogue in order to manage the network correctly, that one -- not delaying one Metra train, let's say at 9:00 a.m., could result in delaying six Metra trains at 1:00 p.m. And so with respect to this conversation, all of the partner railroads and Metra, and again, respectfully to CP except until recent time, literally talk in real time about how to manage the network so we protect the health of Chicago, so freight services their customers; Metra services their customers. So it is a good decision to manage the network under the protocol so that the network management manages capacity. With respect to CP, especially the vicinity of Bensenville, you're quite right. It's possible that another partner railroad causes that delay on to Canadian Pacific track, but the dialogue of understanding why needs to generally improve, especially in light of the B-1 project at Franklin Park West, where I was recently asked to provide external support for the project, that it was a success for freight and passenger. Out of respect for the Canadian Pacific, because the delays actually got 1 percent worse, because I believe in the Chicago protocols and the general integrity of the network, I told this external party, I cannot comment, because the relationship with CP was that important

¹¹ Specifically, see e-mails labeled METR_FD36500_014093, METR_FD36500_014099, METR_FD36500_014103, METR_FD36500_014105, METR_FD36500_014000, METR_FD36500_014008, METR_FD36500_014036-38, METR_FD36500_014047-48, METR_FD36500_014049.

to me to figure out how to better use Franklin Park. But with due respect, percent 1 percent worse at Franklin Park may be another railroad. I just don't know that.

...

QUESTION:: And the consequences that could occur later to other trains could include consequences from activity that at the time of the dispatching decision is geographically somewhere else on the network, but will end up affecting or could end up affecting the same part of the network where the dispatching decision was made. Or it could affect operations on a different part of the network?

ANSWER:: That is correct. And that is why partnerships absolutely matter in Chicago because there's always joint benefits. And . . . I've always gone to bat for another railroad when we know another railroad partner is not there. But I say this with the greatest level of respect. We've not heard those reasons and needs from CP. Union Pacific, who is struggling tremendously right now, has told us their get well program, they have shared where they need to go. We discuss the challenges daily. We need to get back to partnership.

Dep. of G. Godfrey at 82-84 (June 9, 2022), attached as **Attachment F**.

As indicated above, Metra clearly has the knowledge, skills, desire, and ability to dispatch lines it owns and that it shares with freight railroads. Accordingly, the Board should impose the condition that Metra receive dispatching authority over the MD-W and MD-N lines if the Application is approved.

B. The system cannot handle the traffic resulting from the proposed Transaction and Applicants have failed to adequately demonstrate otherwise

Other commenters support Metra's modeling showing that Applicants' increases in traffic and proposed Amended Operating Plan will significantly undermine Metra's service. Coalition Comments at 14; CN-13 at 239-240. In fact, Metra's own RTC model, which is based on CP's Operating Plan and data CP provided in response to Metra's discovery, would not work without taking a number of projected new trains off the system, after which the model still predicted significant delays to Metra and the overall network. *See* METR-7 at 19; *id.* Ex. C., V.S. Crowley and Mulholland at 62; METR-8 at 8-9 (Application revisions and additional information do not change overall analysis); METR-9 at 2 (no change in overall analysis after corrections). This

result is in no small part because of the expected length of CPKC freight trains, which, as mentioned by other commenters, already reach or exceed 10,000 feet in length. Coalition Comments at 8. As noted by other commenters, this train length makes maneuvering and passing far more difficult, particularly on Metra's lines where dozens of Metra trains also operate during the day. Coalition Comments at 8. *See also* CN-13 at 215-217.

Central to the expected difficulties with Applicants' Operating Plan is the increase in operations at Bensenville Yard, which is located on Metra's MD-W line. As CN notes, Applicants provided no explanation for how they expect Bensenville Yard will handle more and larger freight trains. CN-13 at 239. Likewise, CN notes Applicants have suspiciously not modeled traffic increases at Bensenville Yard or demonstrated how the increased traffic will be accommodated while Applicants conduct construction there, *see* CN-13 at 217-18, meaning that Metra's passengers have potentially years of extensive delays to look forward to even under the best circumstances, unless Metra is provided the protection of dispatching its own lines.

Commenters also noted the lack of analysis conducted by the Applicants in their Application of potential increases in local traffic to and from other yards in the complex Chicago switching district. *See* CN-13 at 215 (noting that CP failed to conduct any simulation studies on how the anticipated traffic between Bensenville Yard and Schiller Park will impact Metra's operations); Coalition Comments at 10-11 ("[i]t does not appear that the Applicants conducted any substantive modeling of their projected train operations."). In light of these deficiencies that either completely deny or substantially downplay the impacts of traffic increases that Applicants have ignored, and of ample evidence provided in the record of the potential adverse impacts of the proposed Transaction, the Application should be denied.

III. CONCLUSION

The comments submitted by other parties in these proceedings support Metra's position that the proposed Transaction is not in the public interest and will harm the safety of passengers and the reliability and efficiency of commuter rail service in Chicago. The other commenters also echo Metra's statements about the insufficient level of analytical support that Applicants have submitted for their position that there will be no impact to Metra's commuter rail service or its passengers. In view of all the foregoing, including the Verified Statements and exhibits submitted by Metra in this proceeding, Metra respectfully submits that the Application must be denied or, if not denied, approved only with the conditions that Metra has described in Metra's March 15 Comments.

Respectfully submitted,



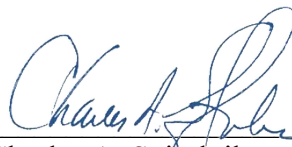
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Dated: July 12, 2022

CERTIFICATE OF SERVICE

I hereby certify that I have on the 12th day of July 2022, caused to be served a copy of the foregoing REPLY COMMENTS, upon all parties of record in this proceeding.



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ATTACHMENT A

Reply Verified Statement of Thomas D. Crowley and Robert D. Mulholland

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. FD 36500

CANADIAN PACIFIC RAILWAY LIMITED; CANADIAN PACIFIC RAILWAY
COMPANY; SOO LINE RAILROAD COMPANY; CENTRAL MAINE & QUEBEC
RAILWAY US INC.; DAKOTA, MINNESOTA & EASTER RAILROAD CORPORATION;
AND DELAWARE & HUDSON RAILWAY COMPANY, INC. – CONTROL – KANSAS
CITY SOUTHERN, THE KANSAS CITY SOUTHERN RAILWAY COMPANY, GATEWAY
EASTERN RAILWAY COMPANY, AND THE TEXAS MEXICAN RAILWAY COMPANY

REPLY VERIFIED STATEMENT

of

Thomas D. Crowley
President

and

Robert D. Mulholland
Senior Vice President

L. E. PEABODY & ASSOCIATES, INC.
ECONOMIC CONSULTANTS

On Behalf Of

**THE COMMUTER RAIL DIVISION OF THE
REGIONAL TRANSPORTATION AUTHORITY AND NORTHEAST
ILLINOIS REGIONAL COMMUTER RAILROAD CORPORATION
(METRA)**

Dated: July 12, 2022

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<u>LIST OF EXHIBITS</u>	
Exhibit No. ¹	Exhibit Description
(1)	(2)
14	On-Time Performance Based on RTC Results

¹ Exhibit No. 1 through Exhibit No. 10 are included with our Verified Statement filed in this proceeding on March 15, 2022. Exhibit No. 11 through Exhibit No. 13 are included with our Supplemental Verified Statement filed in this proceeding on June 9, 2022.

I. INTRODUCTION

We are Thomas D. Crowley and Robert D. Mulholland, President and a Senior Vice President, respectively, of L. E. Peabody & Associates, Inc. We are the same Thomas D. Crowley and Robert D. Mulholland who presented a Verified Statement (“VS”) in support of The Commuter Rail Division of the Regional Transportation Authority and Northeast Illinois Regional Commuter Railroad Corporation’s (“Metra”) March 15, 2022 Comments in this proceeding,² and a Supplemental Verified Statement (“SVS”) in support of Metra’s June 9, 2022 Comments.³ L. E. Peabody & Associates, Inc. is an Economic Consulting Firm that specializes in addressing economic, transportation, marketing, financial, accounting and fuel supply matters. We have spent most of our consulting careers of over 50 and 25 years, respectively, evaluating railroad operations, capacity, costs and profitability and pricing issues for shippers, producers, railroads and government agencies. Our credentials are included as Exhibit No. 1 and Exhibit No. 2 to our March 15, 2022 VS.

We have been asked by counsel for Metra to review public comments filed in response to the merger application and supporting documents filed by the Canadian Pacific Railway Company (“CP”) and the Kansas City Southern (“KCS”) (jointly “CP/KCS”), and to determine the extent to which analyses we conducted in support of our March 15, 2022 VS and June 9, 2022 SVS are relevant to those comments. The results of our review are contained in following sections of this Reply Verified Statement (“RVS”).

² As modified by an errata filed on June 9, 2022.

³ As modified by an errata filed on July 8, 2022.

II. METRA ON-TIME PERFORMANCE

Our March 15, 2022 VS and June 9, 2022 SVS contained the results of several Rail Traffic Controller (“RTC”) simulations we conducted to quantify the impact of the proposed merger on Metra’s commuter train operations.⁴ Our statements included tables showing the following outputs from the simulations: (1) average train speed; (2) delay percent; (3) delay per 100 train-miles; and (4) total delay, by train type.⁵

The changes in these statistics from the base case to the future case demonstrate that service levels would significantly diminish following the proposed merger due to the increased freight train volumes CP/KCS project as a result of the transaction. Metra was not the only commenting party to express concern over the effect of the proposed merger. For example, the following statements were offered expressing similar concerns:

The Application contains no... explanation or support for the position that tripling the number [of freight] trains per day during narrow time windows to accommodate commuter traffic will result in only ‘minimal’ impacts. Indeed, as explained by Mr. Hunter, it does not appear that the Applicants conducted any substantive modeling of their projected train operations.⁶

We understand that Canadian Pacific’s poor dispatching has led to regular interference with Metra’s peak and non-peak commuter rail services, which has endangered and inconvenienced local commuters.⁷

There is no indication in the filing that Applicants did any capacity studies to see how Year 2 and 3 volumes would fit through the yard, how many additional transfers to Schiller Park would be required during this period,

⁴ Our June 9, 2022 SVS responded to CP/KCS’ Amended Application and Operating Plan (filed on May 13, 2022) and corrected for inaccurate information regarding the length of two (2) sidings on the Marquette Subdivision that Applicants included in the CP track charts that they provided to Metra in Discovery.

⁵ See, Tables 3, 4, and 5 at pages 15, 16, and 19 of our June 9, 2022 SVS.

⁶ See, February 28, 2022 Opening Comments and Request for Conditions of the Coalition to Stop CPKC (“Coalition”) at page 11.

⁷ See, April 21, 2022 letter filing by the City of Lake Forest, Illinois, on behalf of the Village of Bannockburn, Illinois, Village of Deerfield, Village of Green Oaks, Illinois, City of Lake Forest, Illinois, and Village of Northbrook, Illinois at page 3.

and, as mentioned above, how much delay this would cause for the two affected Metra lines.⁸

The Applicants also fail to demonstrate that the planned increase in intermodal units being transferred will not adversely affect Metra's commuter operations, as required by 49 CFR 1111.8(a)(2) (2000).⁹

Although the statistics that we presented in our prior statements demonstrate the expected negative impact on train operations, they represent a small selection of the outputs produced by the RTC simulations. In light of other parties' comments and to provide further context, we are including another key metric in this RVS of the expected impact of the proposed merger on Metra's operations: On-Time Performance ("OTP").

In our March 15, 2022 VS, we discussed the way Metra OTP is measured by CP.¹⁰ In short, trains that arrive at their final scheduled station stop more than five (5) minutes, 59 seconds after the scheduled arrival time are considered late for purposes of OTP reporting.¹¹ Table 1 below shows the delay per 100-train miles statistic included in our June 9, 2022 SVS, along with the number of Metra trains arriving six (6) or more minutes late at their final stop as included in the RTC simulation output tables.

⁸ See, February 28, 2022 Verified Statement of Hugh Randall, filed in support of CN's Comments on Application and Request for Conditions, at Section 3.2.2.

⁹ *Id.*, at Appendix A.

¹⁰ See, Section IV.A. at pages 9 and 10 of our March 15, 2022 VS.

¹¹ There are exceptions for midday trains operating during construction season. Our RTC simulations did not include any interference from construction as inputs – these would be included in the PERMITS file. As such, we did not model any construction-related activity that would slow down trains in our simulations. Moreover, this analysis shows the change in train performance from the base case to the future case, and both cases modeled the same week in April, so the comparison is apples-to-apples.

Table 1
Metra Train Performance Metrics

RTC Simulation	Total Metra Trains	Delay Minutes per 100 Train-miles	Metra Trains Arriving 6 or more Minutes Late	Percentage of Metra Trains Arriving 6 or more Minutes Late
(1)	(2)	(3)	(4)	(5)
1. Base Case	594	1.15	16	2.7%
2. Future Case	865	4.59	63	7.3%
3. Future Case with Infrastructure	865	3.28	48	5.5%

Source: Exhibit No. 14.

As shown in Table 1 above, our RTC simulations show that the proposed merger will result in a significant increase in the number and percentage of Metra trains that will run behind schedule and arrive at their final stop more than six (6) minutes behind schedule. Specifically, RTC modeling shows that 7.3 percent of Metra’s trains will arrive late at their final stop following the merger, compared to 2.7 percent before the merger.¹² This is an increase of 170 percent.¹³

Official OTP metrics reflect only arrival time at final destination. However, delays at intermediate stations would also increase following the merger. Our RTC simulations show that the proposed merger will result in a 248% increase in the average arrival time behind schedule at intermediate stops in the future case relative to the base case.¹⁴

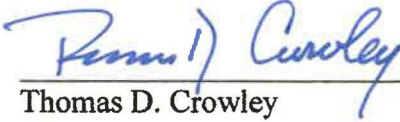
¹² See, Lines 1 and 2, Column (5) in Table 1 above.

¹³ $(7.3 \div 2.7 - 1) \times 100$.

¹⁴ See, workpaper “Metra Intermediate Station Delay_07122022.xlsx.”

VERIFICATIONS

I, Thomas D. Crowley, verify under penalty of perjury that I have read this Reply Verified Statement on behalf of Metra, that I know the contents thereof, and that the same are true and correct. Further, I certify that I am qualified and authorized to file this statement.


Thomas D. Crowley

Executed on 7/17/22

* * *

I, Robert D. Mulholland, verify under penalty of perjury that I have read this Reply Verified Statement on behalf of Metra, that I know the contents thereof, and that the same are true and correct. Further, I certify that I am qualified and authorized to file this statement.


Robert D. Mulholland

Executed on 7/12/2022

On-Time Performance in RTC Results

Item (1)	Source (2)	MD-W		MD-N		Total Metra (7)
		Out (Westbound) (3)	In (Eastbound) (4)	Out (Northbound) (5)	In (Southbound) (6)	
<u>A. Total Metra Trains</u>						
1. Base Case	1/	200	166	114	114	594
2. Future Case	2/	271	266	159	159	865
3. Future + Infrastructure	3/	271	266	159	169	865
<u>B. Delay Per 100 Train Miles for Metra Trains (In Minutes)</u>						
4. Base Case	1/	0.94	2.91	0.34	0.52	1.15
5. Future Case	2/	8.06	6.65	0.74	2.86	4.59
6. Future + Infrastructure	3/	3.43	6.21	1.35	2.27	3.28
<u>C. Metra Trains Arriving More than 6 Minutes after Scheduled Arrival Time</u>						
7. Base Case	1/	2	13	1	0	16
8. Future Case	2/	28	24	0	11	63
9. Future + Infrastructure	3/	17	25	1	5	48
<u>D. Percentage of Metra Trains Arriving More than 6 Minutes after Scheduled Arrival Time</u>						
10. Base Case	Line 7 ÷ Line 1	1.0%	7.8%	0.9%	0.0%	2.7%
11. Future Case	Line 8 ÷ Line 2	10.3%	9.0%	0.0%	6.9%	7.3%
12. Future + Infrastructure	Line 9 ÷ Line 3	6.3%	9.4%	0.6%	3.0%	5.5%
<u>E. Aggregate Arrival Time vs Schedule for Trains Arriving More than 6 Minutes after Scheduled Arrival Time (In Minutes)</u>						
13. Base Case	1/	29.60	119.18	7.60	0.00	156.38
14. Future Case	2/	437.05	297.82	0.00	122.62	857.48
15. Future + Infrastructure	3/	124.60	308.87	56.23	66.45	556.15
<u>F. Average Arrival Time vs Schedule for Trains Arriving after More than 6 Minutes Scheduled Arrival Time (In Minutes)</u>						
16. Base Case	L13 ÷ L7	14.8	9.2	7.6	N/A	9.8
17. Future Case	L14 ÷ L8	15.6	12.4	N/A	11.1	13.6
18. Future + Infrastructure	L15 ÷ L9	7.3	12.4	56.2	13.3	11.6

1/ Source: RTC Simulation Output File METRA - BASE CASE v16_ELG7_Siding Changes v2 .REPORT

2/ Source: RTC Simulation Output File METRA - FUTURE CASE_V14X REVISED Siding Changes v12.REPORT

3/ Source: RTC Simulation Output File METRA - FUTURE CASE wInfra 3-9.REPORT

ATTACHMENT B

Excerpts of Deposition of Richard Oppenheim June 7, 2022

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36500

CANADIAN PACIFIC RAILWAY LIMITED, et al.
- CONTROL -
KANSAS CITY SOUTHERN, et al.

VIDEOTAPED DEPOSITION OF
RICHARD OPPENHEIM

DATE: June 7, 2022
TIME: 10:03 a.m. (Central)
PLACE: Embassy Suites, Columbus Drive,
Chicago

JOB NO: June 7, 2022
PAGES: 1 to 307
REPORTED BY: Cynthia J. Conforti, CSR, CRR

1 Q And so if I were to look at all the times
2 473 delayed Metra trains in the kind of scenario
3 you're describing, what you're saying is I should
4 look not just at 2225; I should look at 2227 and
5 2233 as well; is that what you're saying?

6 A Yeah, if you're looking at recent ones,
7 yes. As far as going back, I mean, you got to
8 understand that there were periods where
9 documenting this stuff was more of a -- of a
10 focus, shall we say. I mean, there are a lot of
11 things that I get involved with, you know, new
12 schedules coming up, events. I don't capture
13 every delay, nor do I purport to capture every
14 delay. I think, more accurately, this is a
15 representative sampling of things that occur out
16 there rather than a documentation of every single
17 incident.

18 Q Well, it was intended to be a
19 documentation that went beyond the TOPS data that
20 you said is incomplete?

21 A That's true.

22 Q But the only way we can know what
23 happened, if you didn't document it, is to look at
24 the TOPS data, right?

25 A That's probably true.

1 A What I do know is that the CP dispatcher,
2 before he released the train from Rondout, when he
3 had this conversation with the UP dispatcher, if
4 he was given that choice, and knowing that he was
5 sending an 11,000-foot train down there, in the
6 middle of peak period, knowing that it would most
7 likely cause delays to Metra's peak period
8 operation, could easily have made the decision to
9 hold the train at Rondout and wait until after the
10 peak period was over.

11 Q Do you know anything about the conditions
12 at Rondout when that decision was made some period
13 of time before as to whether that was a -- would
14 have been a sensible dispatching move?

15 A As far as I'm concerned, a sensible
16 dispatching move is one that protects the Metra's
17 peak period operation according to the terms of
18 the operating agreement.

19 And yes, I'm not saying it would not have
20 created some difficulty for the CP -- C&M
21 dispatcher in terms of single tracking between
22 Rondout and Wadsworth around this freight train
23 that was being held, which they do all the time.
24 Not ideal, not the perfect situation, but when
25 your choice becomes, do you use single track

1 between Rondout and Wadsworth around a freight
2 train or do you shove it down to B-17 knowing it's
3 going to show up in the middle of peak period and
4 will most likely delay and interfere with Metra's
5 operation during the peak period, that's a
6 decision you can make.

7 Q Well, how do you know -- how do you the
8 decision regarding that train at Rondout would
9 necessarily have involved 286 showing up at B-17
10 during the peak?

11 A Well, I think the dispatcher should be
12 conscious of running times --

13 Q You don't know what else happened on that
14 run of that train between Milwaukee and Rondout
15 and A-20 and Bryn Mawr. You just know that by the
16 time it got to B-17, it -- there was no room for
17 it in that pocket -- I forget the name of that
18 pocket -- between B-17 and Bryn Mawr?

19 A Bryn Mawr, yes.

20 Q And so a decision was made to let it go
21 across B-17 into the yard?

22 A Right.

23 Q That's what you know.

24 A That's what I know, yes and --

25 Q And that's all you know. You don't know

1 the broader circumstances that the dispatcher
2 would have --

3 A I do know the dispatcher should have been
4 able to foresee that sending an 11,000-foot train
5 down to B-17 during peak period, and knowing that
6 there are all these kinds of circumstances that
7 could come up and -- but change when it gets
8 there, knowing that, should not have made the
9 decision to let that train go.

10 Q So how -- when during the day do you think
11 a CP dispatcher should allow an 11,000-foot train
12 to come south of Rondout?

13 A Well, the first peak period train gets out
14 to B-17 at 4:35 p.m., takes about a half an hour
15 to get from A-20 to B-17, so in order to clear
16 before that train showed up at 4:35, it would need
17 to get there about 4:15, which means you want it
18 by -- A-20 by 3:45 which means it needed to be at
19 Rondout by 3:25 in the afternoon.

20 Q That's if everything went --

21 A According to plan.

22 Q -- according to plan on that freight
23 train?

24 A Right.

25 Q You just said the dispatcher shouldn't

1 take the gamble that everything's going to go
2 well. So how conservative do you expect
3 dispatchers to be?

4 A I know this is going to sound very naive,
5 but I truly believe that little bit of teeth that
6 we have in our operating agreement that says "CP
7 will not interfere with the operation of Metra
8 peak period of trains," also includes not taking
9 chances or gambling or speculating that, oh, yeah,
10 maybe it will work out; and if it doesn't work
11 out, oh, well, it's only Metra.

12 Q But, sir, when you say, "maybe it will
13 work out," the -- you just gave me a sequence of
14 times when normal operations would allow for the
15 train to move without causing a delay.

16 Are you saying that it's unacceptable to
17 rely on what normal operations is or are you
18 saying you can never dispatch a train south of
19 Rondout, period, because it could always end up
20 during peak?

21 A You could calls make them less then 10,000
22 feet. That's always an option. If that's not
23 acceptable, then yes, I think you have to make all
24 those phone calls, you got to check with the UP
25 and find out what their situation is and when they

1 plan to move them across the val. You got to take
2 a look at what's going on at B-17. You got to
3 talk to Bensenville yard: Are you going to have a
4 spot for this train? Are they going to be able to
5 pull right in? Is there anybody that could line
6 the switches in the yard ahead of him so he could
7 pull right in.

8 All those questions should have been asked
9 before they just sent them down there, but it's --

10 Q Okay. Well, in this circumstance, you
11 don't know what calls were made or weren't made,
12 right?

13 A At this circumstance, at this point in
14 time a year and a half later, no, I do not. I can
15 tell you what should have been done, but I don't
16 know what was actually done.

17 Q And the reason this particular e-mail
18 showed up on the list of e-mails supporting the
19 idea that dispatchers received instructions from
20 management is what?

21 It looks like this is an instruction from
22 as a dispatcher -- I'm sorry, from a Bensenville
23 trainmaster on protest of the Elgin dispatcher.

24 A That would be -- if that's what it says,
25 then that's what it was then.

1 Q Okay. So I'm trying to understand.

2 According to what you said before, the
3 Elgin dispatcher has a train that's too long to
4 fit in the pocket between B-17 and Bryn Mawr. How
5 does a trainmaster overrule that decision?

6 A Again, you would have to follow the chain
7 back. Perhaps it originated with the trainmaster,
8 and it went through the -- one of the managers in
9 Minneapolis. I don't know the answer. I know the
10 end result, and I know where it's -- who
11 instigated it.

12 Q It could have been as simple as: We
13 committed to get that train clear of Bryn Mawr
14 before bringing it south of A-20 or Rondout --

15 A Right.

16 Q -- as one possibility.

17 A Right. In which case the question is:

18 Why did you commit to that and what
19 pre -- what preparation was done to ensure that
20 that train can -- would be able to make that move.

21 Q Is it also possible that there was a
22 shorter train behind it that could fit in the
23 pocket but that otherwise had to wait on the main
24 line at A-20 blocking Metra District North --
25 Milwaukee District North trains? Is that

1 possible?

2 A No, because the shorter train could have
3 run around the longer train anywhere between
4 Milwaukee and Rondout. That's two main tracks,
5 CTC all the way down, plus sidings and there's
6 many opportunities --

7 Q Talking about circumstance where the train
8 has made it to B-17 and the question -- the
9 decision that was made, according to this, was to
10 run it -- run it at B-17 rather than hold it at
11 B-17, right?

12 A And that shows even poorer planning to
13 send yet two trains down in the Metra peak period,
14 trying to gamble that you're going to be able to
15 get the first one across and the second one in
16 there.

17 You know, UP has -- CP has made it clear
18 they don't want upset the UP and maybe have them
19 get more restrictive with the handling of CP
20 traffic, so they're going to do anything that they
21 have to do to avoid blocking the UP.

22 Certainly they could have held the first
23 train first at B-17, blocked the UP and let the
24 second one sit at signal 32 west of the val and
25 let them both wait there until the peak period was

1 MR. SPITULNIK: Pardon me. I believe that
2 the testimony demonstrates that the spreadsheet is
3 not a comprehensive compilation of every single
4 interference that's occurred. In his e--mails, he
5 has testified in this deposition that the e-mails
6 that were included there were not comprehensive.
7 They were examples, and the spreadsheet that we
8 have as Exhibit B--3 --

9 MR. MEYER: The testimony will stand on
10 its own footing and that --

11 BY MR MEYER:

12 Q And what you just characterized is
13 absolutely incorrect. So that's fine, we don't
14 have to have this debate, okay?

15 But I do, sir, think -- I would ask, any
16 time you make a statement like "it happens every
17 day" or "it happens three to four times a week,"
18 I'm going to take you to your e-mails and ask you
19 to find it, and I'm going to ask that the
20 deposition be continued in order to --

21 A So are you trying to tell me that if you
22 don't see it on my e-mail, it didn't happen? Is
23 that what you're trying to say?

24 Q No, I'm not trying to say -- no, not
25 trying to say that.

1 A Because there's lots of ways to find CP
2 interference.

3 Q So I'm trying to ask a question about the
4 peak periods and how they interact.

5 A And again --

6 Q And I understand you have a view that CP
7 ignores the peak periods. I get it, okay? But if
8 you think they're relevant, I'm entitled to ask
9 you how they're supposed to work.

10 A You are, and in order --

11 Q And that's what I'm asking you.

12 A In order for me to answer that question, I
13 need to find the page that's got the page
14 number --

15 Q The page is page 13 of Exhibit A-3, which
16 is at tab 1 right near the end of tab 1.

17 A All right. Once I have that page, I
18 can --

19 Q It's very close --

20 A -- do a better job of answering your
21 question.

22 Q I appreciate that. It's very close to the
23 end of tab 1.

24 MR. SPITULNIK: What page is it again,
25 please?

1 MR. MEYER: Page 13 of Exhibit A-3.

2 BY MR. MEYER:

3 Q All right. So just so we're on the same
4 page here, so to speak, you see that the next page
5 is the same page 14 that we see --

6 A Yeah, no, no, I understand that. I just
7 needed this other bit of information to answer
8 your question because you were asking me stuff
9 that's on page 14 that I didn't have the benefit
10 of looking at.

11 Q Understood.

12 A So we're talking right now -- your
13 question regarded a hypothetical freight train
14 that needs to come out of B-12, out of the east
15 end of Bensenville Yard.

16 Q I actually was intending to refer to B-17
17 to go to -- to go to A-20.

18 A Oh. This has no bearing on that
19 whatsoever. The peak period...

20 Q Isn't the Rondout -- A-20 to Rondout peak
21 period relevant?

22 A Okay. Let me back up then. I see where
23 you're going now.

24 Okay. So we're talking about changing the
25 peak period at A-20 from a train that leaves

1 6:0...

2 So you head up until 7 a -- we were
3 cutting off from 6:05 to 7:00 essentially is what
4 we were doing at A-20. So in order to get to
5 A-20, before 6:05 as opposed to 7:00, you'd have
6 to leave B-17 at 5:30.

7 So if you left B-17 at 5:30 and the first
8 train that you would possibly be interfering with
9 left Big Timber at 5:15, and I think that 4:52 was
10 not included. 2204, it leaves there at 5 -- 5:27,
11 gets to B-17 about 10 after 6:00.

12 So if you left at 6:00, and you got there
13 at 6:00 -- well, you'd have to leave before that
14 train. You'd have to leave before 6:00 -- you'd
15 have to leave by 6 o'clock under the current one.

16 If you were paying any attention to this
17 whatsoever, you would need to leave B-17 by
18 6:00 a.m., which would put you at A-20 at 6:30,
19 and under the current -- current time factor, at
20 6:30 you would not be in the peak period. Under
21 the change, you would be.

22 Q Okay. Good example. Thank you.

23 So going back to B -- not B-5.

24 Actually, I'm going to take you to one of
25 these other documents. In particular, I think I

1 be improved by having a broader vantage in order
2 to assess operations, what's likely to happen in
3 the near future, where things are coming,
4 conditions, where things are going, those are all
5 the kinds of factors that dispatchers evaluate in
6 making their decisions, isn't it?

7 A If your focus is on freight train
8 operations, then what you said is true.

9 Unfortunately, neglects the primary
10 rezoned detra, if you will, of why Metra is here
11 and what Metra is doing, and the fact that Metra,
12 for whatever reason, political, whatever the
13 reason was, purchased this property, owns this
14 property, became responsible for maintaining this
15 property, to focus on the freight operation
16 somehow became inappropriate during the course of
17 those transactions.

18 Q So you think if Metra took over
19 dispatching, then Metra dispatchers would focus on
20 the passenger operation?

21 A I think Metra dispatchers would be
22 enlightened and trained to recognize legitimate
23 windows in which to move freight traffic and would
24 do so responsibly and every bit as efficiently as
25 the CP dispatchers are doing while still focusing

1 on keeping the passenger operation pure and in the
2 best interest of Metra's customers.

3 Q What does the word "pure" mean in that
4 sentence?

5 A I think it would be -- it would reflect on
6 a commitment to keeping Metra's schedules -- I
7 thought "pure" was a good word, I don't know,
8 keeping Metra's schedules what they are on paper,
9 keeping the trains operating what the paper says
10 so that when people look at their website or look
11 at their timetable and go to the depot, they can
12 expect their train to be pulling in when it says.

13 Q So I may have heard a meaning that you did
14 not intend, but "pure" sounded to me like the word
15 "perfect" which you objected to earlier today.

16 A Nothing's ever going to be perfect in
17 railroading, I know that, but we're going to
18 try -- I would like to see it get as close as it
19 possibly can be.

20 Q For Metra's schedules?

21 A Everybody's schedules.

22 Q CP's dispatchers in Milwaukee, when
23 they're dispatching the Metra MD West and MD North
24 lines or dispatching trains on those lines, what
25 visibility do they have to what else is going on

1 on the CP network, if you know.

2 A I should know. I've got one in my office.
3 CP -- C&M dispatcher has got -- has got the
4 territory between Rondout and Milwaukee, and I
5 know they have a few screens for the rest of the
6 territory.

7 Q When you say "the rest of the territory,"
8 you mean --

9 A Rest of -- anywhere there's CTC they have
10 got --

11 Q Beyond Milwaukee on the -- in the River
12 Wisconsin?

13 A Yes.

14 Q All the way ought to La Crosse, right?

15 A Yes.

16 Q And what about on the -- what you refer to
17 as the Elgin Sub, the MD West line?

18 A I learned recently, and when I say
19 "recently," I think it was last week, and I was
20 not aware of this, apparently there is some sort
21 of a makeshift overview that picks up the Chicago
22 sub, which does not have CTC, and I'm not entirely
23 sure what it is or how they get it or what you
24 actually see on it. I didn't know that it
25 existed. But apparently that does exist, and,

1 theoretically, if Metra were to dispatch, the
2 Elgin sub could -- could have access to it and
3 utilize it.

4 Q And CP has visibility into the conditions
5 within Bensenville Yard?

6 A You mean -- are you referring to the
7 cameras maybe? I don't --

8 Q I'm referring to CP, not necessarily --
9 I'm not necessarily referring to just the
10 dispatchers in Minneapolis, but CP, the
11 organization, has more knowledge than Metra does
12 about conditions in Bensenville Yard; isn't that
13 right?

14 A I don't know. I -- I have lots and lots
15 of conversations with Jacob Reynolds out of
16 Bensenville, and I feel like I got a pretty
17 good -- good picture of what's going on out there.
18 And when you say "visibility," tome that implies a
19 view screen of trackage and so forth, and there is
20 no such thing for Bensenville Yard.

21 Q Bensenville -- CP -- CP will be aware of
22 what tracks were available to take trains at
23 Bensenville, what the operational needs are at
24 Bensenville?

25 A Yeah, I would say if someone at CP in the

1 dispatching office called Bensenville Yard and
2 talked to one of the trainmasters or the yard
3 master, they could get a very good, accurate
4 picture of what's going on there, so could anybody
5 at Metra.

6 Q By phoning to Bensenville Yard?

7 A Yeah. Ironically, Galewood Yard, which is
8 obviously nothing like Bensenville Yard, but it
9 becomes operationally a boon or a hindrance to
10 train operations.

11 I have suggested time and time again to
12 the Elgin dispatchers that somebody keep track of
13 which way the switches are lined, because there's
14 power switches to get in the yard, but once you're
15 there, they're all hand-thrown switches and
16 they're always guessing that -- they're setting a
17 freight train down to go in the yard at Galewood,
18 and they don't know which way the switches are
19 lined. And it's like, well, why don't you keep a
20 sheet of paper and every time, you know, you run a
21 train in there, write down a note that it's this
22 way. It's never been done.

23 My point being that we could handle
24 Bensenville the same way. We -- we could -- we
25 could make a log, we could establish -- have a

1 little map, we could put pins on it. There's all
2 kinds of thing you could do to keep track of
3 what's available at Bensenville.

4 Q So you just described a situation at
5 Galewood. I'm just curious could Metra
6 dispatchers overcome that problem?

7 A Yes.

8 Q How would they do it?

9 A Just exactly the way I just described
10 them. In fact, I'd make them the sheet. All you
11 got to do is --

12 Q These are hand-thrown switches?

13 A They are. And every time a train goes --
14 if the last train came off of 2 receiving, and you
15 send a train in on 1 receiving and bring them out
16 again, you write on your note, switch on -- is
17 line for 1 receiving, and the next time you got a
18 train going in there, you know which way the
19 switch is lined up. You know, it's not rocket
20 science.

21 Q Got it.

22 A It's just nobody ever bothered to do it.

23 Q Okay. I'm going to go back to your
24 compilation of e-mails for a bit.

25 This is Exhibit B--2, if you could go to

1 page 86.

2 A Am I in the right book? There we go.

3 Q Okay. This maybe not uniquely, but
4 doesn't look like an e-mail from you, I'm just
5 curious what this is.

6 A "Submitted by Metra Rail. Metra
7 responds."

8 Okay. So I've hit lightly on this
9 customer complaint situation that we are faced
10 with. Metra responds as the organization at Metra
11 that fields complaints from customers and tries to
12 respond to them and address their concerns, and
13 hopefully every once in a while somebody calls in
14 about something we can fix and we try and fix it
15 for them. If we can't fix it, we try to give them
16 a good explanation of why we can't fix it and what
17 we are trying to do.

18 Q Okay. So this would have been in your
19 e-mail?

20 A Yes.

21 Q And would have been picked up by the
22 effort that was made to find --

23 A Yes.

24 Q -- examples of --

25 A Yes, yes.

1 Q -- interferences that occurred during this
2 time period.

3 A Um-hmm.

4 Q Okay. And the Metra response would be an
5 accurate statement of circumstances?

6 A Yes.

7 Q Okay. Let's go to page 233. I'm sorry.
8 I'm sorry. Let's -- let's go back to 86, before
9 you leave 86.

10 A Okay.

11 Q There is a reference here to -- midway
12 through, the sentence that starts: We have on
13 numerous occasions requested --

14 A Yes.

15 Q -- that CP keep our trains on their normal
16 tracks except in cases of emergency or when
17 significant delays would otherwise occur?

18 A Yes.

19 Q In a situation where one of the tracks is
20 occupied, as we discussed earlier, where the
21 choice is between holding a Metra train or running
22 it onto the other track, if holding it would lead
23 to significant delays, then Metra is fine with
24 running it onto the other track; isn't that right?

25 A Can I answer that? I would love to answer

1 that, and I think I -- I'm reasonably sure I wrote
2 this. So here is the deal, and this is --

3 Q No, I'm not asking about the deal on this
4 day. I'm asking about the request to CP --

5 A Yes, because there's a third solution that
6 neither involves waiting for the train to clear
7 two mains, nor running on the opposite main, and
8 this was also suggested to -- to CP on the
9 numerous occasions that when they were switching
10 at Spaulding they leave their train west of the
11 Spaulding control point, west of the signal, they
12 come down with the head end of the train. There's
13 a hand-throw switch east of the crossover at
14 Spaulding, they do their work, they line the
15 switch, they go in the clear, they line the switch
16 back.

17 By doing that, when their train is sitting
18 west of Spaulding on 2 main, Metra can come down 1
19 main from Tower B-35 to Spaulding, cross over to 2
20 main at Spaulding and pull into Bartlett and all
21 the other stations on the track they're supposed
22 to be on.

23 The lazy man's approach is to have -- not
24 cut off back west of Spaulding and pull down with
25 the head end. The easy way to switch Spaulding

1 was to pull down right into the control point with
2 everything, cut off the cars, pull down by the
3 hand throw, shove in, pull out whatever they were
4 picking up, put the train back together, but
5 that -- by positioning it there on the switch
6 where you go into Spaulding Yard took away our
7 ability to cross back over at Spaulding when we
8 run around the train.

9 And that was what I was referring to when
10 I answered this customer complaint, that yes,
11 there was a way to avoid what you're saying and --
12 but we needed CP's cooperation to do that, and
13 they weren't cooperating.

14 Q Huh, interesting, because I don't see that
15 third option anywhere covered in this response.

16 A Way more detail than I would typically go
17 into with a customer, and I try not to make their
18 eyes glaze over.

19 I'm sure if somebody wanted to take the
20 time to do it, you could find correspondence
21 between myself and people at CP asking that
22 they -- when switching at Spaulding they leave the
23 train west of the -- of the control point. There
24 were many conversations with the people that ran
25 the operation at the time, and they did it a lot

1 of the times. A lot of the times they did leave
2 their train back there.

3 Q But let me get this straight, though.

4 Either way -- well, this operation at
5 Spaulding, if I understand the configuration of
6 the trackage at Spaulding, the interchange tracks
7 are on the south side of the main line, right?

8 A Correct.

9 Q So in order to switch there, track 2 is
10 going to be blocked?

11 A Correct, it's just a question of if they
12 block it in the interlocking or they block it west
13 of the interlocking. If they block it west of the
14 interlocking, we can come down on number 1, go
15 through the crossover at Spaulding at number 2,
16 hit Bartlett, Hannover Park, and Schaumburg on the
17 right platform.

18 If they block the -- if they block the
19 interlocking while they're doing their switching
20 at Spaulding, now we're forced to stay on number 1
21 all the way to Roselle West.

22 Q Because that's the next crossover?

23 A That's correct, that is the next
24 crossover, and it has the split Bartlett platform
25 problem to contend with and all the other ones of

1 being on the wrong track.

2 Q But just -- just to focus on the
3 dispatching question of whether to send a train
4 from one track to another, either way, the right
5 dispatching move is to cross the Metra train from
6 track 2 to track 1 to avoid delay; isn't that
7 right?

8 A No, if that is the only way -- the only
9 option that you have to run, yes --

10 Q You're not going to leave the Metra train
11 stopped on track 2 --

12 A No, no, we're not suggesting that. What
13 I'm suggesting is there was a way to do this to
14 satisfy Metra and take care of Spaulding, and the
15 customer was told the truth. With CP's
16 cooperation they would not have had to deal with
17 getting their train a block to the -- a block to
18 the west and on the wrong side. It was a very
19 simple request to CP that could have prevented
20 them from having to do that, and we'll keep asking
21 them. That's basically what I told them.

22 Q So if we could go to page 233.

23 So I think this is an e-mail where you are
24 talking about passengers having to cross tracks to
25 board and having to dodge the freight train?

1 A Yeah, okay.

2 Q "Dodge" means "stay out of the way of,"
3 right? You don't mean leap in front of, do you?

4 A I don't know. If you dodge in Dodgeball,
5 are you staying out of the way of the ball? I
6 guess you are. I don't know. I never thought of
7 it that way, but I suppose so.

8 Q Okay. So I'm trying to understand the
9 circumstance that led to this, though. It looks
10 like we're talking about Train 686, okay?

11 A Yes.

12 Q Out of Rondout ahead of 2128.

13 A Yes.

14 Q Is -- is 686 a southbound?

15 A It is.

16 Q Okay. And then -- and then in the next
17 line UP desk, P-342, is that referring to a UP
18 dispatcher?

19 A That's the UP dispatcher that controls
20 Shermer and the line from Shermer to Bryn Mawr.

21 Q Okay. Allegedly told CP C&M -- that would
22 be the CP C&M dispatcher, right?

23 A Right.

24 Q They would handle 686 right away.

25 A Right.

1 Q But when 686 approached Shermer, UP had a
2 track permit out on UP2. Is that just a different
3 UP freight train or is that a track?

4 A UP2 is the track. That's the east inbound
5 track.

6 Q Okay. So the track permit means --

7 A There was a maintenance away person
8 occupying the track, and you can't run a train on
9 it.

10 Q Got it.

11 And a CP 651 coming west on UP1. So both
12 tracks were unavailable by the time the 686 got
13 to --

14 A Yes.

15 Q -- what, A-20?

16 A Yeah. The freight train, assuming 686
17 stopped up at Shermer, which is I'm sure what the
18 case was, their train -- did I mention the
19 length -- that's -- that's where we have 5,000
20 feet essentially, and CP rarely runs anything that
21 small anymore.

22 So the assumption is they're hanging out
23 into the plant, into the control point at A-20.
24 So the head end of the train is on the little
25 connection between A-20 and Shermer. The rear end

1 of the train is on 2 Main drifting back towards
2 Northbrook depot. Depending on how long it was,
3 it could have even had the depot blocked, but
4 probably -- 686 I think is a bulk train. It's
5 probably not that long.

6 Q Okay. So when -- when 686 had to stop at
7 A-20, because it couldn't get onto the UP --

8 A Yes.

9 Q -- the right move was to run Metra around
10 it, right?

11 A Right. And don't -- don't miss the point
12 about they had to meet 2109 at Deerfield because
13 that involves waiting about five minutes until
14 2109 gets by and then cross over and then start
15 shooing people over to the other side.

16 Q Well, I understand but --

17 A That was -- that was the correct move.

18 Having brought 686 out of Rondout minutes
19 ahead of 2128 -- and I think that was my point.
20 There was no need to bring 686 out of Rondout that
21 close ahead of 2128. It just, you know --

22 Q Do you -- do you know what was said
23 between UP and CP about the availability of track
24 space on the UP? Could it have been: If you get
25 it here in 10 minutes, you can make it through?

1 A It could entirely have been that, correct.
2 But I still -- in my opinion, I still don't think
3 that justifies -- and I didn't put the time for
4 686, so I guess we don't know what minutes are,
5 but what did I say at Deerfield?

6 Due at 9:26. Anyway, yeah, 686 cleared
7 Deerfield at 9:23, and we're due there at 9:26.

8 So when -- when we're saying they're right
9 ahead of them, they're right ahead of them. And
10 even if they had a clear shot up under the UP,
11 because that's 25 miles an hour at A-20 and that's
12 25 miles an hour all the way up the cutoff to
13 Shermer and 25 through the plant at Shermer,
14 there's no way they wouldn't have gotten a small
15 delay from this.

16 It wouldn't have probably showed up on
17 anybody's radar. Maybe it would, maybe it
18 wouldn't have. But the bottom line is we were
19 going to get delayed by 686 no matter what -- no
20 matter what happened.

21 So now we got to wait for 2109 to go by.
22 We cross over, got to wait for people to get
23 shooed across at Deerfield and Lake Cook Road,
24 Northbrook. Apparently the freight was still
25 blocking A-20 when it got to A-20, so we stayed on

1 number 1. Now we got North Glenview, Glenview,
2 Golf and Morton Grove, four more stations on the
3 wrong side.

4 Q So if the move had worked as intended by
5 the dispatcher in the first place --

6 A If it -- yes, it would have had a --
7 probably would have had a five-minute delay to
8 2128 following.

9 Q And then do you know what getting that
10 train across to B-17 or into Bensenville Yard at
11 that -- as a result of that move might have
12 achieved in terms of later freight and passenger
13 operations? Since that train was no longer
14 sitting at A-20.

15 A I'm trying to think where that 10 --
16 generously, 15 minutes you would have saved by
17 waiting and following 2118. Where that would have
18 got you at Bensenville, I don't think it would
19 have bought you very much. There's an
20 inbound -- let's see, when was this? 2021.

21 So it just would have been the inbound at
22 B-17 at 10:10. They probably wouldn't have beaten
23 that 10:10 no matter what they did. They -- they
24 would have rushed up there to B-17 only to sit and
25 wait for the others unless they decided to nail

1 him too, which I guess is possible.

2 Q But if the -- if the alternative was to
3 leave the train sitting on Indy North line --

4 A At Rondout 2128. That's what the correct
5 move should have been.

6 Q So if you were in charge of dispatching
7 these lines, what you would have done is held the
8 train. That's pretty much always your answer,
9 isn't it?

10 A No, it's not. It's not always the answer,
11 but if -- if by not holding it, you know you're --
12 you know you're going to delay Metra, then - then
13 yeah, then that's -- in my -- that's what should
14 happen. But there's lots of -- there's lots of
15 opportunities for moving freight trains that don't
16 cause delays and --

17 Q Throughout the day?

18 A Yeah. It's all -- it's all
19 circumstantial, and it's all: How heavy is the
20 freight train? How long is the freight train?
21 How much do you trust that UP dispatcher? Is it a
22 guy you work with every day and he always takes
23 care of you or is it a guy that is only thinking
24 about his own operation and -- I mean, you know,
25 it's all that kind of stuff that -- that goes to

1 the finer points of these things.

2 And I guess, to your point, if you don't
3 have that comfortable feeling that you're going to
4 be able to pull this move off without delaying
5 Metra, then yeah, you should wait 10 minutes and
6 go. I guarantee you that bulk train, 10 minutes,
7 wouldn't have made any difference in the world, in
8 the freight world.

9 MR. MEYER: I'm going -- could we go off
10 the record?

11 THE VIDEOGRAPHER: Off the record,
12 5:20 p.m.

13 (Recess taken from 5:20 p.m. to 5:36 p.m.)

14 THE VIDEOGRAPHER: Going on the record
15 5:36 p.m.

16 MR. MEYER: And I apologize, Chuck, I
17 didn't have the opportunity to -- for me to convey
18 how much longer I have. I think we'll see how
19 much longer I have. I don't anticipate a
20 significant amount of additional examination,
21 maybe 30 minutes or so. I'm going to take -- do
22 my best to get us finished soon.

23 Just one follow-up question to a topic we
24 covered earlier. I'm not sure I confirmed this.

25 When we were talking about the vantage

ATTACHMENT C

Metra E-mails March 15 – July 12, 2022

From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Thu, 17 Mar 2022 15:31:54 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Metra Delays - TUE MAR 15, 2022 and THU MAR 17, 2022

From: Rich Oppenheim
Sent: Thursday, March 17, 2022 10:31 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca; Tony Wick <Tony_Wick@cpr.ca>
Subject: Metra Delays - TUE MAR 15, 2022 and THU MAR 17, 2022

TUESDAY, MARCH 15, 2022:

Metra 2221 was held at Tower B17 10 minutes, and Metra 2240 was held at Tower B17 12 minutes, both waiting for CP-286 to clear the Control Point while pulling into Bensenville Yard. Note that both of these trains were covered by a Construction schedule so that evidence of their delays were not included in the daily reports.

WEDNESDAY, MARCH 17, 2022:

Metra 2202 followed CP-288 with 126-28, 9285 feet, from Tower B12 to Galewood. CP-288's rear end was hanging out on #3 MT at Galewood East control point while they set out cars. 2202 was delayed 18 minutes waiting for 288 to pull into the yard. The delay to 2202 carried over to Metra 2203 who turns from 2202 at Chicago. 2203 departed Chicago 14 minutes late and arrived Big Timber Road 10 minutes late. 2203 IS a Peak Period Train



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Thu, 24 Mar 2022 13:05:55 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: CP Elgin Dispatcher issues - THU MARCH 24, 2022

From: Rich Oppenheim
Sent: Thursday, March 24, 2022 8:05 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: CP Elgin Dispatcher issues - THU MARCH 24, 2022

A couple of things from this morning:

- **Metra 2202 ran #1 Main Track Tower B35 East to Tower B17 due to CP-472 on #2 Main Track. Passengers for 2202 had to cross from the normal depot side platform along #2 Main to the non-depot Platform along #1 Main at Bartlett, Hanover Park, Schaumburg, Roselle, Medinah, Itasca, Wooddale, and Bensenville. It is raining this morning, so passengers had to cross tracks on slippery crosswalks and wait in the rain.**
- **Metra Police reported gates going up and down at Highland Avenue in Elgin. This is considered a "false activation" and Metra Police are a creditable source. Item '2' should have been issued for the crossing under these circumstances. Instead, Elgin Dispatcher issued an Item '1' which requires train to stop at the crossing and wait for a trainman to walk to the crossing to provide flag protection. Most inbound Metra trains were delayed an additional 3 to 7 minutes unnecessarily.**



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Thu, 24 Mar 2022 17:25:54 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Delay to Metra 2232 THU MAR 24, 2022 - CP 287 occupying #3 MT at Tower A5

From: Rich Oppenheim
Sent: Thursday, March 24, 2022 12:25 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Delay to Metra 2232 THU MAR 24, 2022 - CP 287 occupying #3 MT at Tower A5

2232 THU Mar 24th delayed @ 15 minutes behind CP-281 on #2 MT at Cicero West. There were a variety of factors contributing to this situation:

- CP 287 (G57) came off BRC earlier this morning. Rather than taking West, G57 crew pulled off BRC and then shoved train East of Tower A5 holding Metra #3 Main. Outbound crew for 287 was not on duty at Bensenville until 1030 hrs and then had to be cabled down to train at Tower A5. 287's train was East of Tower A5 on Metra #3 MT at 1002 hrs. As of 1210, outbound crew still not there, so use of Metra #3 Main not an option until 287 moves.
- CP 67X running off BRC 1 for 4-Lead Galewood had #3 Main blocked at Cicero West while this was going on so 2232 had to go over to #2 Main at Galewood East behind 281.
- CP 281 had run down #2 MT and had pulled around Wye at Tower A5 but holding at Tower A6 waiting for Amtrak 333 to go. 281's rear end blocking #2 Main through Cicero West and Tower B6. Metra 2232 pulled down behind 281 until Amtrak 333 went and 281 was able to pull up behind.

Points to consider:

- Having 287 stage on Metra #3 Main East of Tower A5 may have seen safe when the move was set up @ 0900-0930, since the ensuing complications weren't envisioned. Nevertheless anytime plans are made to have a freight train park on one of Metra's mains for an extended period of time, unforeseen consequences are almost inevitable. That's why we discourage this practice.
- CP 281 could have been held back to pull out of Tower B12 behind Metra 2232 given the congested situation East of there. Alternatively, instead of having 281 drive down #2 Main right to Tower B6 and block all routes, arrangements could have been made to have them lay back a

few minutes until Metra 2213 cleared Galewood East, and then 281 could have crossed over to #1 Main at Galewood East leaving #2 Main open for Metra 2232.

- Instead of having 281 wait at Tower A6 for Amtrak 333 to go by, 281 could have been run out #2 Main from Tower A6 to Mayfair, then followed Amtrak 333 from there. 2232 would still have caught up to 281, but the delay would have been a few minutes rather than 15.
- 333 lost a few minutes between Tower A2 and Tower A5 due to some PTC issues. Obviously this was not foreseen, but 2232 would still have been delayed, probably 9 or 10 minutes instead of 15 minutes.
-



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Monday, March 28, 2022 8:02 AM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Delay to Metra 2704 SUN MAR 27 2022 - CP freight (472?) blocking departure at Elgin

From: Rich Oppenheim
Sent: Monday, March 28, 2022 9:01 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Delay to Metra 2704 SUN MAR 27 2022 - CP freight (472?) blocking departure at Elgin

I have the following from yesterday, SUN MARCH 27, 2022:

2704/0912/0918/-6: -10 min freight on 2 mt prevented us from leaving the yard. Then, had to follow the freight to Roselle West.

2704 is due to leave Elgin at 0755 after equipment backs out of Coach Yard. Not sure which freight train blocked them, but most likely it was a late 472? 2704's delay was covered by Construction Schedule so this delay is not represented on the morning reports.

-



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Wed, 30 Mar 2022 13:06:38 +0000
To: "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Delay to Peak Period Train Metra 2208 WED MAR 30, 2022

From: Rich Oppenheim
Sent: Wednesday, March 30, 2022 8:06 AM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>
Subject: Delay to Peak Period Train Metra 2208 WED MAR 30, 2022

This morning, Metra Peak Period Train 2208 followed CP I-52 (I52 CP8049 105 X 29, 8082 feet) from Tower B12. CP-I52 destined to BRC at Cicero West. 2208 delayed 6 minutes following I-52 to Galewood East. Then 2208 crossed from #3 Main to #2 Main at Galewood East. 2208 makes all local stops, so passengers waiting for 2208 at Hanson Park and Cicero/West had to wait for CP-I52 to clear the crosswalks, then use crosswalks to board 2208.

•



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Friday, April 1, 2022 10:47 AM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: CP-247 13,500 feet (and I-57) blocking 2232's passengers

From: Rich Oppenheim
Sent: Friday, April 1, 2022 11:46 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: CP-247 13,500 feet (and I-57) blocking 2232's passengers

Today, a 13,500 foot CP-247 was run out of Bensenville yard and through Tower B12 toward Galewood on #3 Main essentially on Metra 2232's time – 2232 went through Tower B12 at 1117 hrs crossing from #2 Main to #1 Main at Tower B12 while 247 was already pulling through the B12 Control point. 247 did not clear B12 on #3 main until 1127 hrs. To make matters even worse, there was a CP I-57 coming West on No 2 Main that pulled up to B12 and stopped, waiting for 2232 to clear. Passengers at River Grove, Elmwood Park, Mont Clare and Galewood who were waiting for 2232 could not get to their train. It was difficult for the crew on 2232 to determine exactly how many passengers were blocked, but they said there were definitely some. Waiting for 247 to clear was not a realistic option since that would have involved a 10 to 15 minute wait (plus 2232 was lined up to go first at Galewood East, so they couldn't wait for 247 to clear if they had wanted to). Passengers waiting for 2232 who could not get to the train are faced with a 2-hour wait for the next train, or make other transportation arrangements. CP-247 could have been held @ 10-15 minutes at Tower B12 to follow 2232 and avoided this situation.



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Fri, 1 Apr 2022 19:02:50 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Delay to Metra 2236 - Single tracking around I-57/249

From: Rich Oppenheim
Sent: Friday, April 1, 2022 1:55 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Delay to Metra 2236 - Single tracking around I-57/249

CP I-57 (outbound 249) was brought up to Tower B17 on #1 MT @ 1140 hrs. Outbound crew not called until 1215 hrs, and then also had to wait for inbound trains for the yard coming side by side on CP-1 and CP-2. As of 1400 hrs, I-57/249 is still holding there. Metra 2236 delayed 10 minutes holding for Metra 2217 to run around I57-249, arrived Chicago 7 minutes late.



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Thu, 7 Apr 2022 14:44:01 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Delay to Metra 2252 WED APR 6, 2022

From: Rich Oppenheim
Sent: Thursday, April 7, 2022 9:30 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Delay to Metra 2252 WED APR 6, 2022

Wednesday, April 6, 2022, Metra Train 2244 followed CP 252 (former 472) from Almora to Tower B17. CP-252 stopped in Control Point at Tower B17 due to crew lining hand throw switch in Bensenville Yard to line their route. This resulted in a 13 minutes delay to Metra 2244.



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Tue, 12 Apr 2022 13:41:35 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Metra Peak Period Train 2226 - TUE APR 12, 2022

From: Rich Oppenheim
Sent: Tuesday, April 12, 2022 8:40 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Metra Peak Period Train 2226 - TUE APR 12, 2022

This morning, Metra Peak Period Train 2226 (EWD) was run on #1 Main Track from Tower B12 to Galewood East due to NS-17V NS9604 22 X 84 6500' running WWD on #3 Main when 2226 normally loads/unloads passengers. Passengers at River Grove, Elmwood Park, Mont Clare, Mars, and Galewood had to use crosswalks to get from the #3 Main Track Platform to the #1 Main Track platform in order to board their train. Last minute passengers at River Grove were blocked from boarding their train.



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Wed, 13 Apr 2022 20:16:22 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Delay to Metra Peak Period Train 100 - WED APR 13, 2022

From: Rich Oppenheim
Sent: Wednesday, April 13, 2022 3:16 PM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>
Subject: Delay to Metra Peak Period Train 100 - WED APR 13, 2022

Metra North Central Service Train 100 (a Peak Period Train) was blocked at Tower B12 today (WED APR 13, 2022) for 12 minutes by CP I-165 (7602 feet) moving from IHB to CN3 going into Schiller Park. 100 arrived Chicago 9 minutes late.



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Mon, 18 Apr 2022 17:59:13 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Metra 2232 delay - CP I57-249 crew change

From: Rich Oppenheim
Sent: Monday, April 18, 2022 12:58 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Metra 2232 delay - CP I57-249 crew change

Today, MON APR 18, 2022, Metra 2232 delayed 6 minutes at Tower B17 meeting Metra 2213 due to CP I-57 (outbound CP-249) holding #1 MT at Tower B17 for crew change.



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Wed, 20 Apr 2022 19:58:25 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Metra #2 Main blocked between Cicero West and Tower B12 by 2-248-20 going on 5 hours

From: Rich Oppenheim
Sent: Wednesday, April 20, 2022 2:58 PM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>
Subject: Metra #2 Main blocked between Cicero West and Tower B12 by 2-248-20 going on 5 hours

CP 2/248-20 was released from Tower B17 @ 0930 this morning going to the BRC, and was by Tower B12 at 1006. Train proceeded down Metra #2 Main to Cicero West where a relief crew was supposed to meet them. Apparently, after this was done, the relief crew was diverted to Clearing Yard to get another train. We now have a 1400 crew on duty at Bensenville that will need to be transported down to get them. Due to train length, the rear end of 2/248 is within the control point at Galewood East, so we have been reduced to #1 MT and #3 MT only between Cicero West and Tower B12 for going on 5 hours now. It appears that we will likely be continuing in this manner into the evening Metra Peak Period. Who made the decision to divert the crew, and why is blocking Metra #2 Main for 5 or more hours acceptable?



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Thu, 21 Apr 2022 15:01:49 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Metra #2 Main blocked between Cicero West and Tower B12 by 2-248-20 going on 5 hours

From: Rich Oppenheim
Sent: Thursday, April 21, 2022 10:01 AM
To: John Kay <John_Kay@cpr.ca>; Jacob Rinnels <Jacob_Rinnels@cpr.ca>; Nicole Kurtenbach <Nicole_Kurtenbach@cpr.ca>; Jason M Ross <JasonM_Ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <Rufus_Trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; Will Wangerin <Will_Wangerin@cpr.ca>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Tom Jared <Tom_Jared@cpr.ca>
Subject: RE: Metra #2 Main blocked between Cicero West and Tower B12 by 2-248-20 going on 5 hours

John –

Thanks for your response, and I appreciate the fact that efforts were made to get this train moved as soon as possible once the miscommunication regarding the relief crew became known. For the record, although Metra was able to run service West on Main 1 and East on Main 3 during the 5+ hours that 2/248-20 was sitting there on Main 2, we did have one problem involving service to/from our Hanson Park station. As information, at Hanson Park, the depot, as well as all passenger entrance/egress is on the North side (#1 MT side) of the right of way. Access to the #3 Main platform, where passengers board and detrain from Chicago bound trains, is on the South side of the right of way, and is accessed via a crosswalk from the #1 Main side. The only thing South of the right-of-way at that location is Galewood yard, certainly no place for non-railroad employees to be. Accordingly, Metra Train 2240 due Hanson Park at 1524 hrs was unable to pick up or discharge passengers at that location yesterday.



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From: John Kay <John_Kay@cpr.ca>

Sent: Wednesday, April 20, 2022 4:34 PM

To: Rich Oppenheim <ROppenheim@METRARR.COM>; Jacob Rinnels <Jacob_Rinnels@cpr.ca>; Nicole Kurtenbach <Nicole_Kurtenbach@cpr.ca>; Jason M Ross <JasonM_Ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <Rufus_Trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; Will Wangerin <Will_Wangerin@cpr.ca>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Tom Jared <Tom_Jared@cpr.ca>

Subject: RE: Metra #2 Main blocked between Cicero West and Tower B12 by 2-248-20 going on 5 hours

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Rich,

Thank you for escalating this. After performing a drilldown, the crew was never diverted but the direction to them was not pinpointed enough on where to get on the 2/248-20 train. The train has since cleared main 2 at 1613 and did not delay any Metra service.

Again, I appreciate you bringing this to my attention and you can call me with any concern on the cell phone 24 hours a day.

Thank you,



J.P. Kay, Jr.

GM Operations – US East

11306 Franklin Ave.

Franklin Park, IL 60131

C 612-224-4080

CP Leadership Coach

From: Rich Oppenheim <ROppenheim@METRARR.COM>

Sent: Wednesday, April 20, 2022 2:58 PM

To: Jacob Rinnels <Jacob_Rinnels@cpr.ca>; Nicole Kurtenbach <Nicole_Kurtenbach@cpr.ca>; Jason M Ross <JasonM_Ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <Rufus_Trevillion@cpr.ca>; Tony Wick

<Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; Will Wangerin <Will_Wangerin@cpr.ca>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Tom Jared <Tom_Jared@cpr.ca>

Subject: Metra #2 Main blocked between Cicero West and Tower B12 by 2-248-20 going on 5 hours

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

CP 2/248-20 was released from Tower B17 @ 0930 this morning going to the BRC, and was by Tower B12 at 1006. Train proceeded down Metra #2 Main to Cicero West where a relief crew was supposed to meet them. Apparently, after this was done, the relief crew was diverted to Clearing Yard to get another train. We now have a 1400 crew on duty at Bensenville that will need to be transported down to get them. Due to train length, the rear end of 2/248 is within the control point at Galewood East, so we have been reduced to #1 MT and #3 MT only between Cicero West and Tower B12 for going on 5 hours now. It appears that we will likely be continuing in this manner into the evening Metra Peak Period. Who made the decision to divert the crew, and why is blocking Metra #2 Main for 5 or more hours acceptable?



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Fri, 22 Apr 2022 14:03:24 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: Metra vs CP Freight - THU APR 22, 2022

From: Rich Oppenheim
Sent: Friday, April 22, 2022 9:03 AM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>
Subject: Metra vs CP Freight - THU APR 22, 2022

Thursday, April 22, 2022 Metra 2202 ran #1 Main from Roselle West to Tower B17 due to CP-252 directly ahead on #2 Main yarding slowly at Bensenville. Passengers for 2202 boarding at Roselle, Medinah, Itasca, Wooddale, and Bensenville had to cross from their normal boarding location on Platform 2 (where the depots are located) over to Platform #1 while the freight train was approaching. Passengers at Bensenville were blocked from boarding 2202 due to CP-252 still blocking crosswalk.

Also on Thursday, April 22, 2022, Metra 2228 held West of crossings at Bensenville in order to meet Metra 2209 who was using #2 Main from Franklin Park West to Tower B17 around CP Freight I-57 who was making a crew change on #1 MT East of Tower B17. 2228 arrived Chicago at 0957, 12 minutes late, but was shown as "on time" account 2228 being covered by a 10 minute Construction Schedule.



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From: "Rich Oppenheim" <ROppenheim@METRARR.COM>
Sent: Fri, 22 Apr 2022 14:25:57 +0000
To: "Christian L. Alexander" <calexander@kaplankirsch.com>; "Charles A. Spitulnik" <cspitulnik@kaplankirsch.com>; "Charlie Harrison" <CHarrison@METRARR.COM>; "Sue-Ann Rosen" <srosen@METRARR.COM>
Subject: FW: CP Freight Interference to Metra Peak Period Trains - FRI APR 23, 2022

From: Rich Oppenheim
Sent: Friday, April 22, 2022 9:25 AM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>
Subject: CP Freight Interference to Metra Peak Period Trains - FRI APR 23, 2022

This morning, CP I-52 who did not fit at Galewood, had been advanced to Cicero West to get on BRC but it appears that arrangements with BRC had not been finalized to handle the train promptly. As a result, I-52 wound up taking headroom toward Tower A5 on #3 Main, then shoving back into 4-Lead in Galewood Yard. Metra 2202 was delayed @ 6 minutes waiting for the shove move to clear Cicero West. Then, because train did not fit in Galewood Yard between Cicero West and Galewood East, shove move had to take additional headroom at the West end of Galewood Yard toward #3 Main, then wait for Conductor to walk back to the head end of the train before heading to BRC.

- Because of the Westward headroom move at Galewood East, 2208 (Peak Period Train) who makes local stops East of Tower B12 had to operate on #2 Main (where there are no station platforms) from Tower B12 to Galewood East. Passengers at Elmwood Park, Mont Clare, Mars, and Galewood for 2208 had to board using crosswalks and road crossings.
- Metra 2226, also a Metra Peak Period train, had to run East on #1 MT from Tower B12 to Galewood East, due to CP I-31 running Westward on #3 Main (2226's normal track) necessitating passengers for 2226 at River Grove, Elmwood Park, Mont Clare, Mars, and Galewood using crosswalks to the #1 Main platform to board their train. Passengers crossing from #3 Main to #1 Main had to do so while CP I-31 was coming West on #3 Main, the track on which 2226 would normally have been operating.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Monday, May 2, 2022 8:49 AM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Metra 2248 and 2252 delayed Tower B17 - FRI APR 29, 2022
Attachments: 2248 and 2252 FRI 4-29-22.pdf

From: Rich Oppenheim
Sent: Monday, May 2, 2022 9:48 AM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steven Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>
Subject: Metra 2248 and 2252 delayed Tower B17 - FRI APR 29, 2022

Please see attached GPS reports for Metra Trains 2248 and 2252 on Friday, April 29th, 2022.

- 2248 was stopped at Tower B17 @ 12 minutes waiting for CP-246 to clear the Control Point while entering Bensenville Yard. 2248 is due at Tower B17 1905 and 2247 at 1915. There is a 1 hour window after both 2248 and 2247 are by.
- 2252 followed a 9-252 off the Chicago Sub and was then stopped behind 9-252 incurring a delay of 19 minutes. Under current COVID operation, 2252 is the last scheduled EWD Metra train. There would have been unlimited time for 9-252 to yard if they had followed 2252 out of Elgin.



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Logout

Train
2248Date
2022-04-29 - 2022-...Route
MDW - Milwaukee ...

OTP - By Train/Date

Reporting requirements R1.1 and R1.2 based on CR-0203 Stops Leaving Early/Late Report -

Date	Line	Direction	Train	Station	Station Order	Scheduled Arrival Time	Actual Arrival Time	Arrival Deviation	Scheduled Departure Time	Actual Departure Time	Departure Deviation	Dwell Time
04/29/2022	MDW - Milwaukee West	INBOUND	2248	BIG TIMBER	1	04/29/2022 06:22 PM	04/29/2022 06:23:06 PM	00:01:06	04/29/2022 06:22 PM	04/29/2022 06:23:06 PM	00:01:06	00:01:06
04/29/2022	MDW - Milwaukee West	INBOUND	2248	ELGIN	2	04/29/2022 06:28 PM	04/29/2022 06:27:42 PM	-00:00:18	04/29/2022 06:28 PM	04/29/2022 06:28:56 PM	00:00:56	00:00:56
04/29/2022	MDW - Milwaukee West	INBOUND	2248	NATIONAL ST	3	04/29/2022 06:30 PM	04/29/2022 06:30:15 PM	00:00:15	04/29/2022 06:30 PM	04/29/2022 06:31:21 PM	00:01:21	00:01:21
04/29/2022	MDW - Milwaukee West	INBOUND	2248	BARTLETT	4	04/29/2022 06:38 PM	04/29/2022 06:37:47 PM	-00:00:13	04/29/2022 06:38 PM	04/29/2022 06:40:54 PM	00:02:54	00:02:54
04/29/2022	MDW - Milwaukee West	INBOUND	2248	HANOVER PARK	5	04/29/2022 06:41 PM	04/29/2022 06:43:40 PM	00:02:40	04/29/2022 06:41 PM	04/29/2022 06:44:57 PM	00:03:57	00:03:57
04/29/2022	MDW - Milwaukee West	INBOUND	2248	SCHAUMBURG	6	04/29/2022 06:45 PM	04/29/2022 06:47:11 PM	00:02:11	04/29/2022 06:45 PM	04/29/2022 06:48:19 PM	00:03:19	00:03:19
04/29/2022	MDW - Milwaukee West	INBOUND	2248	ROSELLE	7	04/29/2022 06:50 PM	04/29/2022 06:51:46 PM	00:01:46	04/29/2022 06:50 PM	04/29/2022 06:52:53 PM	00:02:53	00:02:53
04/29/2022	MDW - Milwaukee West	INBOUND	2248	MEDINAH	8	04/29/2022 06:52 PM	04/29/2022 06:54:24 PM	00:02:24	04/29/2022 06:52 PM	04/29/2022 06:55:16 PM	00:03:16	00:03:16
04/29/2022	MDW - Milwaukee West	INBOUND	2248	ITASCA	9	04/29/2022 06:56 PM	04/29/2022 06:58:13 PM	00:02:13	04/29/2022 06:56 PM	04/29/2022 06:59:12 PM	00:03:12	00:03:12
04/29/2022	MDW - Milwaukee West	INBOUND	2248	WOOD DALE	10	04/29/2022 07:00 PM	04/29/2022 07:02:11 PM	00:02:11	04/29/2022 07:00 PM	04/29/2022 07:03:21 PM	00:03:21	00:03:21
04/29/2022	MDW - Milwaukee West	INBOUND	2248	BENSENVILLE	11	04/29/2022 07:04 PM	04/29/2022 07:16:02 PM	00:12:02	04/29/2022 07:04 PM	04/29/2022 07:17:03 PM	00:13:03	00:13:03
04/29/2022	MDW - Milwaukee West	INBOUND	2248	FRANKLIN PARK	12	04/29/2022 07:11 PM	04/29/2022 07:21:42 PM	00:10:42	04/29/2022 07:11 PM	04/29/2022 07:22:47 PM	00:11:47	00:11:47
04/29/2022	MDW - Milwaukee West	INBOUND	2248	RIVER GROVE	13	04/29/2022 07:14 PM	04/29/2022 07:25:23 PM	00:11:23	04/29/2022 07:14 PM	04/29/2022 07:27:20 PM	00:13:20	00:13:20
04/29/2022	MDW - Milwaukee West	INBOUND	2248	ELMWOOD PARK	14	04/29/2022 07:17 PM	04/29/2022 07:29:43 PM	00:12:43	04/29/2022 07:17 PM	04/29/2022 07:31:00 PM	00:14:00	00:14:00
04/29/2022	MDW - Milwaukee West	INBOUND	2248	MONT CLARE	15	04/29/2022 07:19 PM	04/29/2022 07:32:21 PM	00:13:21	04/29/2022 07:19 PM	04/29/2022 07:33:35 PM	00:14:35	00:14:35
04/29/2022	MDW - Milwaukee West	INBOUND	2248	GALEWOOD	16	04/29/2022 07:21 PM	04/29/2022 07:35:11 PM	00:14:11	04/29/2022 07:21 PM	04/29/2022 07:36:10 PM	00:15:10	00:15:10
04/29/2022	MDW - Milwaukee West	INBOUND	2248									

CR-246



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Train
2252Date
2022-04-29 - 2022-..Route
MDW - Milwaukee ..

OTP - By Train/Date

Reporting requirements R1.1 and R1.2 based on CR-0203 Stops Leaving Early/Late Report -

Date	Line	Direction	Train	Station	Station Order	Scheduled Arrival Time	Actual Arrival Time	Arrival Deviation	Scheduled Departure Time	Actual Departure Time	Departure Deviation	Dwell Time
04/29/2022	MDW - Milwaukee West	INBOUND	2252	BIG TIMBER	1	04/29/2022 08:22 PM	04/29/2022 08:23:33 PM	00:01:33	04/29/2022 08:22 PM	04/29/2022 08:23:33 PM	00:01:33	00:01:33
04/29/2022	MDW - Milwaukee West	INBOUND	2252	ELGIN	2	04/29/2022 08:28 PM	04/29/2022 08:28:44 PM	00:00:44	04/29/2022 08:28 PM	04/29/2022 08:30:58 PM	00:02:58	00:02:58
04/29/2022	MDW - Milwaukee West	INBOUND	2252	NATIONAL ST	3	04/29/2022 08:30 PM	04/29/2022 08:32:14 PM	00:02:14	04/29/2022 08:30 PM	04/29/2022 08:33:16 PM	00:03:16	00:03:16
04/29/2022	MDW - Milwaukee West	INBOUND	2252	BARTLETT	4	04/29/2022 08:38 PM	04/29/2022 08:39:35 PM	00:01:35	04/29/2022 08:38 PM	04/29/2022 08:40:34 PM	00:02:34	00:02:34
04/29/2022	MDW - Milwaukee West	INBOUND	2252	HANOVER PARK	5	04/29/2022 08:41 PM	04/29/2022 08:42:59 PM	00:01:59	04/29/2022 08:41 PM	04/29/2022 08:44:11 PM	00:03:11	00:03:11
04/29/2022	MDW - Milwaukee West	INBOUND	2252	SCHAUMBURG	6	04/29/2022 08:45 PM	04/29/2022 08:46:14 PM	00:01:14	04/29/2022 08:45 PM	04/29/2022 08:47:11 PM	00:02:11	00:02:11
04/29/2022	MDW - Milwaukee West	INBOUND	2252	ROSELLE	7	04/29/2022 08:50 PM	04/29/2022 08:50:18 PM	00:00:18	04/29/2022 08:50 PM	04/29/2022 08:51:13 PM	00:01:13	00:01:13
04/29/2022	MDW - Milwaukee West	INBOUND	2252	MEDINAH	8	04/29/2022 08:52 PM	04/29/2022 08:52:41 PM	00:00:41	04/29/2022 08:52 PM	04/29/2022 08:53:29 PM	00:01:29	00:01:29
04/29/2022	MDW - Milwaukee West	INBOUND	2252	ITASCA	9	04/29/2022 08:56 PM	04/29/2022 08:56:19 PM	00:00:19	04/29/2022 08:56 PM	04/29/2022 08:57:10 PM	00:01:10	00:01:10
04/29/2022	MDW - Milwaukee West	INBOUND	2252	WOOD DALE	10	04/29/2022 09:00 PM	04/29/2022 09:00:00 PM	00:00:00	04/29/2022 09:00 PM	04/29/2022 09:01:02 PM	00:01:02	00:01:02
04/29/2022	MDW - Milwaukee West	INBOUND	2252	BENSENVILLE	11	04/29/2022 09:04 PM	04/29/2022 09:23:05 PM	00:19:05	04/29/2022 09:04 PM	04/29/2022 09:24:06 PM	00:20:06	00:20:06
04/29/2022	MDW - Milwaukee West	INBOUND	2252	FRANKLIN PARK	12	04/29/2022 09:11 PM	04/29/2022 09:30:03 PM	00:19:03	04/29/2022 09:11 PM	04/29/2022 09:30:56 PM	00:19:56	00:19:56
04/29/2022	MDW - Milwaukee West	INBOUND	2252	RIVER GROVE	13	04/29/2022 09:14 PM	04/29/2022 09:33:31 PM	00:19:31	04/29/2022 09:14 PM	04/29/2022 09:34:16 PM	00:20:16	00:20:16
04/29/2022	MDW - Milwaukee West	INBOUND	2252	ELMWOOD PARK	14	04/29/2022 09:17 PM	04/29/2022 09:36:35 PM	00:19:35	04/29/2022 09:17 PM	04/29/2022 09:37:34 PM	00:20:34	00:20:34
04/29/2022	MDW - Milwaukee West	INBOUND	2252	MONT CLARE	15	04/29/2022 09:19 PM	04/29/2022 09:38:48 PM	00:19:48	04/29/2022 09:19 PM	04/29/2022 09:39:42 PM	00:20:42	00:20:42
04/29/2022	MDW - Milwaukee West	INBOUND	2252	GALEWOOD	16	04/29/2022 09:21 PM	04/29/2022 09:41:17 PM	00:20:17	04/29/2022 09:21 PM	04/29/2022 09:42:06 PM	00:21:06	00:21:06
04/29/2022	MDW - Milwaukee West	INBOUND	2252				04/29/2022					

Op 9-202

From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Monday, May 2, 2022 12:56 PM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Metra 2128 delayed following 540-73- MON MAY 2, 2022

From: Rich Oppenheim
Sent: Monday, May 2, 2022 1:56 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steven Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Metra 2128 delayed following 540-73- MON MAY 2, 2022

Metra 2128 delayed 15 minutes following CP 540-73 Rondout to Tower A6. CP 540-73 cleared Rondout 0902, 13 minutes ahead of 2128 due Rondout 0915. CP 540-73 was destined for BRC, but instead of operating via UP and Tower B17, was sent to Tower A5 where they crossed over to #3 Main Track and pulled down toward Tower A2 for headroom before shoving back past Cicero West in order to be in position to go on to the BRC. While making this move, CP 540-73 also had to stop when the head end got to the East end of the A5 control point in order to let off the Conductor to protect the shove move, prior to having the train pull down to clear the A5 plant. When releasing 540 from Rondout so closely ahead of 2128, it was known that a Form B was in effect to protect the surfacing gang working on the opposite main at Morton Grove, and that the possibility of 540 being slowed down or stopped by the foreman in charge of the Form B was a real possibility. And while it is true that 540 was subsequently slowed down by a PTC problem as the train went through Deerfield, and that this delay would not have been foreseen in advance, it would have been possible to have 540 get out of 2128's way after the PTC delay occurred by crossing 540 over to #1 Main Track at Morton Grove East or Mayfair. Ultimately, one still needs to question the need to move this train so closely ahead of the scheduled Metra train. The CP crew still had over 6 hours left to work when it was released ahead of 2128, and the next scheduled passenger train behind 2128 was not for another two hours.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Wednesday, May 4, 2022 1:31 PM
To: Charlie Harrison; Christian L. Alexander; Sue-Ann Rosen; Charles A. Spitulnik
Subject: FW: Metra 2236 routed #1 Main Tower B12 to Tower B6 account CP freight on Mains 2 and 3

From: Rich Oppenheim
Sent: Wednesday, May 4, 2022 2:26 PM
To: John Kay <John_Kay@cpr.ca>; Jacob Rinnels <Jacob_Rinnels@cpr.ca>; Nicole Kurtenbach <Nicole_Kurtenbach@cpr.ca>; Jason M Ross <JasonM_Ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <Rufus_Trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; Will Wangerin <Will_Wangerin@cpr.ca>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Tom Jared <Tom_Jared@cpr.ca>
Subject: RE: Metra 2236 routed #1 Main Tower B12 to Tower B6 account CP freight on Mains 2 and 3

There was no delay to 2236, but what we do not know is how many people showed up at the last minute to board 2236 and were unable to do so due to being blocked, or, worse, ran across in front of one of the approaching freight trains. While we insist that platform announcements be made in these situations, announcements are not a cure-all. Some people wait in their cars until the last minute and don't hear them. Also, quite a few of our customers have a language challenge, particularly in those areas, and some may hear the announcements but not understand them. For that reason, we encourage keeping the Metra trains with scheduled stops on their normal tracks whenever possible.

From: John Kay <John_Kay@cpr.ca>
Sent: Wednesday, May 4, 2022 1:58 PM
To: Rich Oppenheim <ROppenheim@METRARR.COM>; Jacob Rinnels <Jacob_Rinnels@cpr.ca>; Nicole Kurtenbach <Nicole_Kurtenbach@cpr.ca>; Jason M Ross <JasonM_Ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <Rufus_Trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; Will Wangerin <Will_Wangerin@cpr.ca>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Tom Jared <Tom_Jared@cpr.ca>
Subject: RE: Metra 2236 routed #1 Main Tower B12 to Tower B6 account CP freight on Mains 2 and 3

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Thank you for the feedback Rich. Was the train a peak period train? Was the train delayed at all?

In reviewing with our dispatcher, our plan was to have 249 shove A5, but had a dimensional car (attempted to call our clearance bureau but unable to get cleared), and had to operate via B17. To ensure no Metra delays, 249 was operated to Main 2 at Cicero West and pulled down to Galewood East. The train did not clear without blocking

Narrangestt Ave., which is an emergency crossing for 911 emergency vehicles. Our dispatcher advised that no Metra trains were delayed and the GPS was called in advance to advise the passengers of the platform change.



J.P. Kay, Jr.

GM Operations – US East
11306 Franklin Ave.
Franklin Park, IL 60131
C 612-224-4080

CP Leadership Coach

From: Rich Oppenheim <ROppenheim@METRARR.COM>

Sent: Wednesday, May 4, 2022 1:42 PM

To: Jacob Rinnels <Jacob_Rinnels@cpr.ca>; Nicole Kurtenbach <Nicole_Kurtenbach@cpr.ca>; Jason M Ross <JasonM_Ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <Rufus_Trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; Will Wangerin <Will_Wangerin@cpr.ca>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Tom Jared <Tom_Jared@cpr.ca>

Subject: Metra 2236 routed #1 Main Tower B12 to Tower B6 account CP freight on Mains 2 and 3

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Metra 2236 today ran #1 Main Track (normal outbound or Westward Track) from Tower B12 to Tower B6. This was due to:

- CP 538-746 moving Eastward on #3 Main Track (2236's normal track) from Tower B12 to BRC connection at Cicero West, and
- CP 249-04 moving Westward on #2 Main Track from BRC connection Cicero West to Tower B12.

Passengers waiting to board 2236 at River Grove, Elmwood Park, Mont Clare, and Galewood needed to cross all 3 main tracks on crosswalks in order to access the #1 Main platform at the same time that two freight trains, one in each direction, were passing those stations.



Rich Oppenheim | Director, Sub Oper CUS Dist

547 W. Jackson Blvd, Chicago, IL, 60661

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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Friday, May 6, 2022 8:40 AM
To: Charles A. Spitulnik; Christian L. Alexander; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Metra Period freight interference - 2216 FRI MAY 6, 2022 - CP 254 pulling into Bensenville Yard

From: Rich Oppenheim
Sent: Friday, May 6, 2022 9:10 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; Deanna Ortiz <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Metra Period freight interference - 2216 FRI MAY 6, 2022 - CP 254 pulling into Bensenville Yard

This morning, FRI MAY 6, 2022, Metra 2216 (peak period train) was held at Tower B17 approximately 7 minutes waiting for CP 254 pulling into Bensenville yard from Bryn Mawr to clear the Tower B17 Control Point. TMDS system shows 2216 by Tower B35 East at 07:02:48 (due 0701) and by Tower B17 07:45:35 (due 0737).



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Monday, May 9, 2022 3:02 PM
To: Charles A. Spitulnik; Christian L. Alexander; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Delay to Metra 2627 Sat Night-Sun Morning May 8 2022

From: Rich Oppenheim
Sent: Monday, May 9, 2022 4:01 PM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>
Subject: Delay to Metra 2627 Sat Night-Sun Morning May 8 2022

CP C&M Dispatcher early Sun AM May 8, 2022 set up a meet with Metra 2627 and EWD WSOR T-004 at Liberty Siding. As a result, 2627 was delayed 14 minutes. Please remind Dispatchers that contractually, WSOR may only occupy Fox Lake Sub when doing so will not cause delay to Metra trains.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Friday, May 13, 2022 9:14 AM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Delay to Metra Peak Period Trains 2227 and 2229 - THU MAY 12, 2022

From: Rich Oppenheim
Sent: Friday, May 13, 2022 10:13 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Delay to Metra Peak Period Trains 2227 and 2229 - THU MAY 12, 2022

On Thursday, May 12, 2022, CP-253 with a 10,134 foot train cleared Tower B17 heading West toward Elgin Sub at 1657 hrs, directly ahead of Peak Period Train 2227 who is due at Tower B17 1658. 2227 followed CP-253 enroute all the way to Big Timber Road, arriving Big Timber Road at 1814 hrs, 21 minutes late.

Also on Thursday, May 12, 2022, Metra Peak Period Train 2229 was held at Tower B12 waiting for CP-641 with a 8400 foot train to clear going into the yard. CP-641 cleared Galewood at 1703 and Tower B12 at 1713 hrs going into the yard. 2229 turns at Franklin Park to 2404 who departed Franklin Park 7 minutes late.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Monday, May 16, 2022 1:11 PM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Delay to Metra 2717 SAT May 14, 2022

From: Rich Oppenheim
Sent: Monday, May 16, 2022 2:10 PM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>
Subject: Delay to Metra 2717 SAT May 14, 2022

On SATURDAY, MAY 14, 2022, Metra 2717 delayed approximately 12 minutes at Galewood East due to the following freight scenario:

- CP-640 coming East on #2 MT out of Tower B12 for BRC.
- CP I-37 was brought off BRC-1 at Cicero West for #1 MT AHEAD of 2717. 2717 running West on #3 MT waited first for I-37 to clear the Cicero West Control point, then proceeded West to the Galewood East Control Point where they waited for CP-640 to clear #2 MT. (2717 could not have proceeded West on #3 MT due to another freight train doubling up toward #3 MT at Tower B12, although waiting to cross over to #1 MT was preferred due to passenger loading).
- The combination of the two freight train delays resulted in 2717 arriving Galewood station 11 minutes late. Train continued through to Elgin operating 11 to 12 minutes late enroute, arriving Elgin 9 minutes late.

In retrospect, crossing 2717 from #3 MT to #1 MT at Tower B6 and continuing West on #1 MT with I-37 pulling off the BRC using #3 MT to Galewood East and then following 2717 from Galewood East would have eliminated the delays to all trains.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Thursday, May 19, 2022 2:11 PM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Delay to Metra Peak Period Train 2233 - WED MAY 18, 2022

From: Rich Oppenheim
Sent: Thursday, May 19, 2022 11:00 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Delay to Metra Peak Period Train 2233 - WED MAY 18, 2022

On WED MAY 18, 2022, Metra Peak Period Train 2233 was held at Tower B35 East to allow CP-540 to operate through first on #2 MT. Normal move for Metra 2233, who terminates at National Street station and then pulls in the East end of the Elgin Coach Yard at National St West, is to cross 1 to 2 at B35 East and go right in the clear at National St. West. By running CP-540 first, 2233 arrived its final station of National Street 15 minutes late. There would have been plenty of time for CP 540 to be held at National St. West until 2233 cleared into the coach yard first.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Friday, May 20, 2022 1:03 PM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Delay to Metra Peak Period Train 2205 - THU MAY 19, 2022; PASSENGER LOADING ISSUES WED-THU MAY 18-19, 2022

From: Rich Oppenheim
Sent: Friday, May 20, 2022 2:03 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Delay to Metra Peak Period Train 2205 - THU MAY 19, 2022; PASSENGER LOADING ISSUES WED-THU MAY 18-19, 2022

On THU MAY 19, 2022, Metra Peak Period Train 2205 was held at Tower B12 7 minutes waiting for CN A-446 moving from Schiller Park to IHB-Norpaul to clear the B12 Control Point. CN A-446 cleared Tower B12 at 0805 and 2205 is due at B12 at 0757.

WED MAY 18, 2022

Metra 2228 ran #1 MT Tower B12 to Galewood East due to NS 17V with 176 cars, 10,273 feet on #3 MT pulling in to Bensenville yard at Tower B12. Passengers had to cross to #1 Platform at River Grove, Elmwood Park, Mont Clare, and Galewood.

THU MAY 19, 2022

Metra 2230 ran #1 MT Tower B17 to Galewood East due to CP-183 with 7774 feet on #2 MT pulling through Tower B12 plant for headroom before going to Schiller Park. Passengers for 2230 were on wrong side at Franklin Park, River Grove, Elmwood Park, Mont Clare and Galewood. Passengers at River Grove would have been blocked.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Wednesday, May 25, 2022 2:31 PM
To: Charles A. Spitulnik; Christian L. Alexander; Charlie Harrison; Sue-Ann Rosen
Subject: FW: Delay to Metra 2221 by CP 246-24

From: Rich Oppenheim
Sent: Wednesday, May 25, 2022 3:30 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca
Subject: Delay to Metra 2221 by CP 246-24

CP 246-24 with 9600 feet of train started in toward Bensenville Yard at Tower B17 @ 10-15 minutes ahead of Metra 2221. 2221 delayed @ 20 minutes waiting for 246 to clear.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Monday, June 6, 2022 10:43 AM
To: Christian L. Alexander; Charles A. Spitulnik; Sue-Ann Rosen; Charlie Harrison
Subject: FW: CP 67X Main Line Crew Change Mannheim

From: Rich Oppenheim
Sent: Monday, June 6, 2022 11:42 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca; Hunt Cary <hunt_cary@cpr.ca>
Subject: CP 67X Main Line Crew Change Mannheim

Metra 2232 today MON JUNE 6, 2022, held 7 minutes at Tower B17 for Metra 2213 to clear #2 MT running around CP-67X holding #1 MT at Mannheim while changing crews and EOT marker.



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From: Rich Oppenheim
Sent: Saturday, June 4, 2022 6:36 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca; Hunt Cary <hunt_cary@cpr.ca>
Subject: Metra Delays due to CP Freight Interference - SAT JUNE 4, 2022

Today, SAT JUNE 4, 2022, CP allowed a 14,000 foot CP-149 to double (or triple) up while occupying the Tower B17 control point. Because train was too long to fit between Tower B17 and Bryn Mawr, and because an adequate commitment from UP Desk P342 Dispatcher was not obtained prior to allowing 149 to occupy and hold the Tower B17 control point, Metra 2708 wound up being held 28 minutes waiting for CP-149 to finally clear the Control Point. For the record, 149 occupied the Tower B17 Control Point from 0943 until 1101. 2708 with 171 passengers who was due at Tower B17 1037 did not clear until 1104, arrived Chicago 1138, 26 minutes late. Today's scenario was an almost identical repeat of a similar occurrence a month or two ago. As was discussed at the time, there are several possible solutions to preventing this same scenario from occurring over and over since the UP clearly is incapable of honoring a commitment to move a train when it has to be established an hour and a half before the move will be ready to go.

- Keep trains to a maximum length of 10,000 feet so that they fit between B27 and Bryn Mawr.
- Keep a track clear behind 149 in the yard with someone to protect the shove so that they can back off the plant if UP cannot handle once they are doubled up.
- 149 typically has a mid-train DPU. When over 10,000 feet, split into two trains and then recombine at Milwaukee or somewhere on the C&M.

As if the debacle at Tower B17 wasn't bad enough, at almost the same time, C&M Dispatcher brought 247 out of Tower A5 on #2 Main alongside of Metra #2603 who was on #1 Main. Metra #2603 cleared Morton Grove at 1109 on #1 Main, 247 did not clear Morton Grove until 1112. With 2603 clearly in the lead, C&M Dispatcher nevertheless lined 247 to cross over at Tower A20 (through a 25 MPH crossover) AHEAD of 2603. This resulted in 2603 sitting for 10 minutes while 247 crossed in front of them, then had to follow 247 on restricting and approach signals all the way to Rondout. 2603 arrived Fox Lake 13 minutes late, a blatant example of CP Dispatchers literally prioritizing moving freight trains ahead of Metra traffic



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Monday, June 6, 2022 9:04 AM
To: Christian L. Alexander; Charles A. Spitulnik; Charlie Harrison; Sue-Ann Rosen
Subject: FW: ADDITIONAL ISSUE - CP 247 SAT JUNE 4, 2022: Metra Delays due to CP Freight Interference - SAT JUNE 4, 2022

From: Rich Oppenheim
Sent: Monday, June 6, 2022 10:03 AM
To: 'jacob_rinnels@cpr.ca' <jacob_rinnels@cpr.ca>; 'nicole_kurtenbach@cpr.ca' <nicole_kurtenbach@cpr.ca>; 'jasonM_ross@cpr.ca' <jasonM_ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; 'tracy_l_miller@cpr.ca' <tracy_l_miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; 'tom_jared@cpr.ca' <tom_jared@cpr.ca>; 'Hunt Cary' <hunt_cary@cpr.ca>
Subject: ADDITIONAL ISSUE - CP 247 SAT JUNE 4, 2022: Metra Delays due to CP Freight Interference - SAT JUNE 4, 2022

We received word this morning from a passenger who was attempting to board Metra 2206 at Mont Clare station Saturday morning, June 4th, 2022, but was unable to do so due to 2206 operating on #2 MT with CP-247 alongside on #3 MT. At Elmwood Park, Mont Clare, and Galewood (regular weekend Metra stops) platforms are adjacent to #1 MT (outbound) and #3 MT (inbound). Operating on #2 MT, 2706 was loading and unloading passengers by utilizing crosswalks and road crossings so that people could get from the platform to the train. 2706 cleared Tower B12 at 0947 on #2 MT; 247 had 12,854 feet and cleared Tower B12 at 0945, then stopped at Galewood East Control Point to allow 2706 to pass before 247 then crossed over from #3 MT to #1 MT. This resulted in 247 being stopped between the platform and the Metra train at Mont Clare. Being unable to access her train at Mont Clare, the passenger left and made alternate travel arrangements. We do not know how many other potential passengers also experienced this situation.



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Sent: Saturday, June 4, 2022 6:36 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha

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Subject: Metra Delays due to CP Freight Interference - SAT JUNE 4, 2022

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Rich Oppenheim

From: Rich Oppenheim
Sent: Monday, June 6, 2022 10:03 AM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenber; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tracy_l_miller@cpr.ca'; Steve M. Cork; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: ADDITIONAL ISSUE - CP 247 SAT JUNE 4, 2022: Metra Delays due to CP Freight Interference - SAT JUNE 4, 2022

We received word this morning from a passenger who was attempting to board Metra 2206 at Mont Clare station Saturday morning, June 4th, 2022, but was unable to do so due to 2206 operating on #2 MT with CP-247 alongside on #3 MT. At Elmwood Park, Mont Clare, and Galewood (regular weekend Metra stops) platforms are adjacent to #1 MT (outbound) and #3 MT (inbound). Operating on #2 MT, 2706 was loading and unloading passengers by utilizing crosswalks and road crossings so that people could get from the platform to the train. 2706 cleared Tower B12 at 0947 on #2 MT; 247 had 12,854 feet and cleared Tower B12 at 0945, then stopped at Galewood East Control Point to allow 2706 to pass before 247 then crossed over from #3 MT to #1 MT. This resulted in 247 being stopped between the platform and the Metra train at Mont Clare. Being unable to access her train at Mont Clare, the passenger left and made alternate travel arrangements. We do not know how many other potential passengers also experienced this situation.

*Passenger
Complaint*



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From: Rich Oppenheim
Sent: Saturday, June 4, 2022 6:36 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenber <Brad_Wiستنberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca; Hunt Cary <hunt_cary@cpr.ca>
Subject: Metra Delays due to CP Freight Interference - SAT JUNE 4, 2022

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Rich Oppenheim

From: Rich Oppenheim
Sent: Monday, June 6, 2022 11:42 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork; Greg J.M. Godfrey; tracy_l_miller@cpr.ca; Steve M. Cork; tom_jared@cpr.ca; Hunt Cary
Subject: CP 67X Main Line Crew Change Mannheim

Metra 2232 today MON JUNE 6, 2022, held 7 minutes at Tower B17 for Metra 2213 to clear #2 MT running around CP-67X holding #1 MT at Mannheim while changing crews and EOT marker.



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To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <rufus_trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; tracy_l_miller@cpr.ca; Steve M. Cork <SCork@METRARR.COM>; tom_jared@cpr.ca; Hunt Cary <hunt_cary@cpr.ca>
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Rich Oppenheim

From: Rich Oppenheim
Sent: Friday, June 10, 2022 4:14 PM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tracy_l_miller@cpr.ca'; Steve M. Cork; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: Delay to Metra :Peak Period Train 108 FRI JUNE 10, 2022

Today, Friday June 10, 2022, Metra Peak Period Train NCS 108 arrived CUS 9 minutes late. Train was delayed at Tower B12, held to follow Metra 2216. Metra NCS-108 would normally operate #2 Main Track from Tower B12 while #2216 went down #3 Main Track at the same time. Metra #2216 was unable to operate on #3 Main today due to CP I-52 Loco NS 4345 with 165 cars, 9677 feet using #3 Main Track from 4-Lead Bensenville to Galewood Yard, occupying #3 MT from 0724 to 0754.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Monday, June 13, 2022 12:57 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenber; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork; Greg J.M. Godfrey; tracy_l_miller@cpr.ca; Steve M. Cork; tom_jared@cpr.ca; Hunt Cary
Subject: Metra 2113 MON JUNE 13, 2022 Delayed following CP 247

Today, MON JUNE 13, 2022, Metra 2113 was delayed following CP-247 as follows:

2113 held initially 5 minutes at Tower A6 waiting for CP 247 to clear wye, then following CP247 enroute to Rondout. CP C&M Dispatcher did not confirm with UP Operator CY Tower as to whether or not 247 would be handled promptly at Mayfair. If he had, he would have been told that UP had scheduled trains at Mayfair in both directions at 10:50 and 10:55 am. 247 stopped ahead of 2113 putting 2113 13 minutes late by the time they got by Mayfair. 2113 15 minutes late by Deerfield and 18 minutes late by Rondout. 2113 arrived Fox Lake 12:24 pm, 12 minutes late.

Delay could have been avoided by bringing 247 out of Tower A6 on #2 Main allowing 2113 to proceed on schedule on #1 Main.

MW2113 Direction: WEST Status: Finaled

Subdivision Lead Engine Loads Emtys Tons Lngth Station Time EOT D. Code Delay Amt

Carrier: METX

Date(s) Run: 06/13/2022

C&M METX 421 6 0 490 595 TOWER A-4 10:47:30

Other Units: METX 8531

C&M METX 421 6 0 490 595 TOWER A-5 10:50:22

Other Units: METX 8531

C&M METX 421 6 0 490 595 TOWER A-6 10:52:02

Other Units: METX 8531

C&M METX 421 6 0 490 595 GRAYLAND 11:04:36

Other Units: METX 8531

C&M METX 421 6 0 490 595 MORTON GROVE EAST 11:16:33

Other Units: METX 8531

C&M METX 421 6 0 490 595 TOWER A-20 11:30:39

Other Units: METX 8531

C&M METX 421 6 0 490 595 DEERFIELD WEST 11:41:36

Other Units: METX 8531

C&M METX 421 6 0 490 595 LAKE FOREST EAST 11:45:02

Other Units: METX 8531

C&M METX 421 6 0 490 595 RONDOUT 11:54:32

MW2113

12:02:43
LIBERTY EAST

595

490
0

1

METR_FD36500_014099

	6
	5912:03:18
LIBERTY WEST	
	490
	0
	6
	595
12:09:00	
CN CROSSING	
	490
	0
	6
	595
12:10:06	
GRAYS LAKE EAST	
	490
	0
	6
	595
12:12:38	
GRAYS LAKE WEST	
	490
	0
	6
	595
12:21:55	
FOX LAKE EAST	
	490
	0
	6
Arrival at Fox Lake Depot: 12:24 pm	



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Rich Oppenheim

From: Rich Oppenheim
Sent: Tuesday, June 14, 2022 1:03 PM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiesterberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tracy_l_miller@cpr.ca'; Steve M. Cork; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: Metra 2230 on #1 Franklin Park W to Galewood TUE JUNE 14, 2022

Today, TUE JUNE 14, 2022, Metra 2232 ran #1 MT Franklin Park West to Galewood East due to NS-17V blocking Tower B12 Control Point moving from #2 MT to 6-lead. 2232 used opposite platform at Franklin Park, River Grove, Elmwood Park, Mont Clare, and Galewood. Passengers at Franklin Park were separated from boarding 2232 by NS-17V.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Wednesday, June 15, 2022 11:47 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork; Greg J.M. Godfrey; tracy_l_miller@cpr.ca; Steve M. Cork; tom_jared@cpr.ca; Hunt Cary
Subject: Metra 2230 on #1 Tower B12 to Galewood WED JUNE 15, 2022

Today, WED JUNE 15, 2022, Metra 2232 ran #1 MT Tower B12 to Galewood East due to NS-17V proceeding West on #3 MT from Cicero West to Tower B12. 2232 used the opposite platform (Platform 1) at River Grove, Elmwood Park, Mont Clare, and Galewood. Passengers at all of these stations would have been waiting on the regular inbound platform adjacent to #3 Main and then had to cross all 3 tracks to get to the #1 Main Platform. This would have been done at the same time that NS-17V was proceeding West on #3 Main (2232's regular track) at the same time that 2232 was moving East. Passengers at River Grove would also have been blocked by 17V as 2232 approached.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Thursday, June 16, 2022 9:02 AM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; MOC Director East; will_wangerin@cpr.ca; 'tracy_L_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: Metra Delays - WED JUNE 15, 2022 - CP Operator Tower B17 error

WED JUNE 15, 2022, Metra incurred delays to Metra 2233 (Peak Period) and Metra 2235 (Peak Period) due to CP Operator Tower B17 mis-lining #2233 at Tower B35 East. 2233 is supposed to cross over from #1 Main to #2 Main at Tower B35 East, then into East end of Elgin Coach Yard at National St West. CP Operator Tower B17 lined 2233 straight up #1 Main toward Elgin in error. Even with the wrong line up, delays could have been avoided by instructing 2233 to take the line up they had and proceed West on #1 Main to Elgin, then shove back through crossover at Elgin East in order to yard equipment at National St West off #2 Main. Instead Operator ran time on the signal at Tower B35 East after the crew notified them they were lined up wrong. 2233 arrived final station of National Street at 6:14 pm, 14 minutes late. Metra 2235 was stopped behind #2233 and arrived Big Timber Road 7 minutes late.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Friday, June 17, 2022 3:15 PM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork; Greg J.M. Godfrey; tracy_l_miller@cpr.ca; Steve M. Cork; tom_jared@cpr.ca; Hunt Cary
Subject: Excessive Delays to Metra 2219 FRI JUNE 17, 2022

Today, FRI JUNE 17, 2022, #2 Main Track was Out of Service between Roselle West and Tower17. CP-252-16 with Loco CP8063 with 7565 feet was released to follow Metra 2236 from Almora, met Metra 2217 at Roselle West, and then crossed over to #1 Main to run Roselle West to Tower B17. Upon arrival at Tower B17 252 crossed from #1 Main to Outbound lead, but stopped with rear end in Tower B17 Control point for @ 40 minutes. Metra 2219 followed a CP 249 from Franklin Park West to Tower B17. 249 went up CP-2 toward C&M causing about 10 minute delay to 2219, but then 2219 sat at Tower B17 waiting for 252 to clear up #1 Main. After CP 252 finally cleared, 2219 departed @ 40 minutes late. It will be necessary to terminate 2219 at Elgin depot instead of taking Big Timber Road passengers to Big Timber Road who will have to detrain at Elgin and take 2221. 2242 will originate at Elgin instead of Big Timber Road. Passengers at Big Timber Road waiting for 2242 will experience a 1 hour delay waiting for 2244.

If Bensenville was not in a position to handle CP-252 immediately upon arrival, 252 should have been held to follow 2240 which would have put them at Roselle West after #2 Main was released.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Monday, June 20, 2022 9:53 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork; Greg J.M. Godfrey; tracy_l_miller@cpr.ca; Steve M. Cork; tom_jared@cpr.ca; Hunt Cary
Subject: Metra 2607 held to follow CP 247-18 SAT JUNE 18, 2022

SATURDAY, JUNE 18, 2022, CP 247-18 at 13,100 feet was run on #2 Main Track from Tower A6 to Morton Grove East where they crossed over to #1 MT (through a 25 MPH crossover). Metra 2607 was running outbound on #1 Main Track alongside of 247-18 but was then delayed 10 minutes waiting for 247 to crossover in front of them at Morton Grove East, then followed on Restricting and Approach signals.

Considering the 13,100 foot train length of 247-18, they should have been staged to FOLLOW Metra 2607 (and possibly Amtrak 335) from Morton Grove East to avoid the delay.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Monday, June 20, 2022 10:07 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork; Greg J.M. Godfrey; tracy_l_miller@cpr.ca; Steve M. Cork; tom_jared@cpr.ca; Hunt Cary
Subject: Metra 2603 held to follow CP 247-19 SUN JUNE 19, 2022

SUNDAY, JUNE 19, 2022, Metra 2603 was held at Tower A6 9 minutes in order for CP 247-19 to run ahead of them. 2603 then followed 247-19 enroute on Restricting and Approach signals causing additional delay to 2603, eventually running 13 minutes late enroute.

Considering the location of 247-19 and the 10 MPH restriction around the wye between Tower B6 and Tower A6, 247-19 should have followed Metra 2603 to avoid the unnecessary delay.



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P: 312-322-8939 | E: ROppenheim@METRARR.COM

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Rich Oppenheim

From: Rich Oppenheim
Sent: Tuesday, June 21, 2022 10:16 AM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenber; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tracy_l_miller@cpr.ca'; Steve M. Cork; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: Metra Delays and Operation on non-regular tracks MON JUNE 20, 2022

On MONDAY, JUNE 20, 2022, due to CP I-31 (10,100 feet) using #2 MT between Galewood East and Tower B12, and CP I-57 using #3 MT at the same time and in same location:

- Metra NCS112 was held at Tower B12 7 minutes waiting for Metra 2209 to clear Tower B12, then use #1 MT to Galewood East due to other two mains occupied by freight trains.
- Metra 2228 had to run on #1 MT from Franklin Park West to Galewood East. Passengers had to board on the opposite platform at Franklin Park, River Grove, Elmwood Park, Mont Clare, and Galewood. Passengers at Franklin Park and River Grove were blocked by freight trains.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Tuesday, June 21, 2022 10:36 AM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tracy_l_miller@cpr.ca'; Steve M. Cork; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: Metra 2230 delayed following CP-252

Today, TUESDAY JUNE 21, 2022, Metra 2230 delayed 20 minutes following CP-252 from Elgin to Tower B17. Although single track was in effect between Roselle West and Tower B17 using #1 MT (the tie and surfacing gangs were on #2 MT), 252 could have followed 2230 since there is no opposing Metra train scheduled to meet 2230 at Tower B17, and 252 would have had until 1105 to clear for 2213.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Friday, June 24, 2022 12:29 PM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tracy_l_miller@cpr.ca'; Steve M. Cork; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: Metra Delays and Operations on Non-scheduled tracks MON JUNE 20, THU JUNE 23 and FRI JUNE 24, 2022

On MON JUNE 20, 2022:

- NC 112 held at Tower B12 7 mins to meet Metra 2209 and then used #1 MT to Galewood East due to I-57 on #3 MT,
- 2228 ran #1 MT Tower B12 to Galewood East with passengers using crosswalks to get to the opposite platform at River Grove, Elmwood Park, Mont Clare, and Galewood. Some passengers at River Grove were blocked by I-57.

THU JUNE 23, 2022:

- CP 541 was doubling train out of Galewood Yard Westward toward #2 MT. This move blocked BOTH #2 MT and #3 MT at Galewood East control point. #2209 and NC #112 are scheduled to meet in the block between Galewood East and Tower B12. As a result, 2209 had to hold 9 minutes at Galewood East waiting for NC112 to clear #1 MT.

FRI JUNE 24, 2022:

- 2230 ran #1 MT Tower B12 to Galewood East due to CP 247 with 63-127, 12,238 feet in length occupying #3 MT. Passengers had to cross from the platform adjacent to #3 MT to the platform adjacent to #1 MT while the 12,238 foot train was approaching on their track. This affected 5 stations, River Grove, Elmwood Park, Mont Clare and Galewood



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Rich Oppenheim

From: Rich Oppenheim
Sent: Monday, June 27, 2022 11:14 AM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tracy_l_miller@cpr.ca'; Steve M. Cork; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: Metra Peak Period Train Interference - MON JUNE 27, 2022

This morning, NS-17V with 52-113 9600 feet was run West on #3 Main Track from Cicero West to Tower B12 during the morning Metra Peak Period. As a result, Metra 2226 had to run #1 Main from Tower B12 to Galewood East causing passengers waiting to board #2226 at River Grove, Elmwood Park, Mont Clare, Mars, and Galewood to cross tracks to board their train from the opposite platform, and in certain cases to miss their train completely. NS 17V also prevented passengers approaching River Grove from the South side who wished to board NCS-110 who was operating on #2 Main from being able to access their train. See Passenger Complaint below received shortly after this incident occurred:

Please reply above this line.

A note on Next Action was added to the following issue in IssueTrak:

Open in IssueTrak

Issue #: 72533
Subject: 2022-06-27, md-w, Safety
Status: Open
Class: Customer Service
Issue Type: Transportation MD-W
Subtype 1: Complaint
Subtype 2: On-Time Performance
Priority: Medium
Project:
Location: 547 - 12th Floor 547 - 12th Floor
Organization: Transportation
Submitter: Metra Rail on 27-Jun-2022
Assigned To: Metra Responds Group on 27-Jun-2022
Next Action: CUS Transportation Response Group on 27-Jun-2022

*Passenger
Complaint*

Issue Description:

Rail Line:md-w Message:A huge slow outbound freight train was allowed to crossblock Cumberland 7 minutes before the 815 inbound train was due during rush hour. This caused riders on the south side of the tracks to miss the 815 train and the next inbound NSC train to switch track. Riders had to run around to the other platform as the train approached. Very dangerous and I understand metra owns this line so unnecessary.

Date:2022-06-27 Time:08:15:00

Notes:

Darren Tam on 27-Jun-2022:

Michael,

Thank you for contacting Metra Railroad. We have sent your concerns to our Transportation Department for their information and further handling.

Regards,
Metra



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Rich Oppenheim

From: Rich Oppenheim
Sent: Monday, June 27, 2022 11:19 AM
To: jacob_rinnels@cpr.ca; nicole_kurtenbach@cpr.ca; jasonM_ross@cpr.ca; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; tracy_l_miller@cpr.ca; Steve M. Cork; Greg J.M. Godfrey; tracy_l_miller@cpr.ca; Steve M. Cork; tom_jared@cpr.ca; Hunt Cary
Subject: Delay to Metra 2230 - MON JUNE 27, 2022

Today, MON JUNE 27, 2022, Metra Train 2230 was delayed 14 minutes at Tower B12 waiting for CP I-65 with 83-2, 13,900 feet going from IHB to Schiller Park, crossing the Elgin Sub diamonds.



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Rich Oppenheim

From: Rich Oppenheim
Sent: Wednesday, June 29, 2022 9:19 AM
To: 'jacob_rinnels@cpr.ca'; 'nicole_kurtenbach@cpr.ca'; 'jasonM_ross@cpr.ca'; Victor Flores; Janet Carbonelli; David Rodriguez; Georgette Geha; 'Deanna Ortiz'; John Kay; Aisha Jackson; Rufus Trevillion; Tony Wick; Gary Prince; Tina Minnich; Brad Wiestenberg; Christopher Grimes; MOC Director East; will_wangerin@cpr.ca; 'tracy_l_miller@cpr.ca'; Steve M. Cork; Greg J.M. Godfrey; 'tracy_l_miller@cpr.ca'; Steve M. Cork; 'tom_jared@cpr.ca'; 'Hunt Cary'
Subject: Delay to Metra 2230 - TUE JUNE 28, 2022

On TUE JUNE 28, 2022, Metra 2230 was routed on to #1 Main from Tower B12 to Galewood East due to CP 2BAL Loco UP 5476 with 90 ballast loads running West on #3 Main from Galewood to Tower B12. Passengers waiting for 2230 at River Grove, Elmwood Park, Mont Clare and Galewood had to cross all 3 mains to the #1 Main Platform at the same time that CP 2BAL was moving Westward on 2230's regular track.



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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Saturday, July 9, 2022 9:37 AM
To: Charles A. Spitulnik; Christian L. Alexander; Sue-Ann Rosen; Charlie Harrison; Victor Flores; Kevin McCann; Steve M. Cork; Greg J.M. Godfrey
Subject: Fwd: CP-Metra FRI JULY 8, 2022

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From: Rich Oppenheim <ROppenheim@METRARR.COM>
Sent: Saturday, July 9, 2022 10:36:22 AM
To: Hunt Cary <Hunt_Cary@cpr.ca>
Subject: Re: CP-Metra FRI JULY 8, 2022

Hunt -

Thanks for your prompt response. Both of the occurrences mentioned are problematic from our customers' perspective. Remember that the people who ride our trains assume that Metra is in control of what takes place on the railroad they're riding. When their train slows down and stops and they look out the window and see a freight train running ahead or passing them, they question why we would do such a thing. Similarly, making people cross tracks and board their train on a different platform while a freight train passes by or stops on what they consider to be "their" platform, they also question what Metra must be thinking about to make such an arrangement.

I agree that both of these instances are not major from a strictly train movement standpoint, but from our customers' perspective, they can be quite significant. Since we are now at the point where we need to attract back and retain every single rider that we can in order to survive, occurrences like these become that much more significant. Your continued support is greatly appreciated.

Rich

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From: Hunt Cary <Hunt_Cary@cpr.ca>
Sent: Saturday, July 9, 2022 8:30:21 AM
To: Rich Oppenheim <ROppenheim@METRARR.COM>
Subject: RE: CP-Metra FRI JULY 8, 2022

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Rich – per our conversation,

Curious how the two items were Issues?

2113 arrived on-time, we did have an extensive conversation with the RTC involved

2236 did run wrong main, it was 11-mins behind and that contributed to having to do so – the process was followed.

Just thought it was worth noting....I appreciate all you do and our collaboration to protect what should happen.

Hunt

From: Rich Oppenheim <ROppenheim@METRARR.COM>

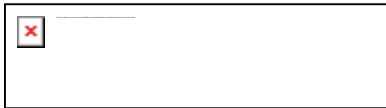
Sent: Friday, July 8, 2022 1:46 PM

To: Jacob Rinnels <Jacob_Rinnels@cpr.ca>; Nicole Kurtenbach <Nicole_Kurtenbach@cpr.ca>; Jason M Ross <JasonM_Ross@cpr.ca>; Victor Flores <VFlores@METRARR.COM>; Janet Carbonelli <JCarbonelli@METRARR.COM>; David Rodriguez <DRodriguez@METRARR.COM>; Georgette Geha <GGeha@METRARR.COM>; 'Deanna Ortiz' <DOrtiz@METRARR.COM>; John Kay <John_Kay@cpr.ca>; Aisha Jackson <Aisha_Jackson@cpr.ca>; Rufus Trevillion <Rufus_Trevillion@cpr.ca>; Tony Wick <Tony_Wick@cpr.ca>; Gary Prince <Gary_Prince@cpr.ca>; Tina Minnich <Tina_Minnich@cpr.ca>; Brad Wiestenberg <Brad_Wiestenberg@cpr.ca>; Christopher Grimes <Christopher_Grimes@cpr.ca>; MOC Director East <MOC_Director_East@cpr.ca>; Will Wangerin <Will_Wangerin@cpr.ca>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Greg J.M. Godfrey <GGodfrey@METRARR.COM>; Tracy L Miller <Tracy_L_Miller@cpr.ca>; Steve M. Cork <SCork@METRARR.COM>; Tom Jared <Tom_Jared@cpr.ca>; Hunt Cary <Hunt_Cary@cpr.ca>

Subject: CP-Metra Issues FRI JULY 8, 2022

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

- Metra 2113 held 4 minutes at Tower A20 waiting on signal to follow CP-149.
- Metra 2236 ran #1 MT Tower B12 to Cicero West due to CP-248 on #2 MT crossing over to Galewood Yard at Galewood East. Passengers using opposite platform at River Grove, Elmwood Park, Mont Clare, and Galewood.



Rich Oppenheim | Director, Sub Oper CUS Dist

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ATTACHMENT D

Table Summary of Metra E-mails March 15 – July 12, 2022

TABLE INDEX OF EMAILS DOCUMENTING CP CAUSED EVENTS ON METRA MD-N AND MD-W LINES**March 15, 2022 – July 8th, 2022**

2022.05.03

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	DOC #
3/15/2022	2221		B17	DELAY	10	Waiting for freight to clear	METR_FD36500_013998
3/15/2022	2240		B17	DELAY	12	Waiting for freight to clear	METR_FD36500_013998
3/17/2022	2202		B12	DELAY	18	Waiting for freight to clear	METR_FD36500_013998
3/17/2022	2203	PEAK	B12	DELAY	10	Cascading delay	METR_FD36500_013998
3/24/2022	2202		B17	ALT TRACK		CP-472 on #2 Main Track, passengers had to cross slippery tracks	METR_FD36500_014000
3/24/2022	2232		Cicero West	DELAY	15	CP 287 occupying #3 MT at Tower A5	METR_FD36500_014000
3/27/2022	2704		Roselle West	DELAY	10	Behind slow freight train	METR_FD36500_014004
3/30/2022	2208	PEAK	Galewood East	DELAY	6	CP-I52 Interference	METR_FD36500_014006
3/30/2022	2208	PEAK		ALT TRACK		CP-I52 Interference	METR_FD36500_014006
4/1/2022	2232		B17	ALT Track		13,500 foot CP-247 Interference	METR_FD36500_014008
4/1/2022	2236		B17	DELAY	10	Single tracking around I-57/249	METR_FD36500_014009
4/6/2022	2244		B17	DELAY	13	Delayed due to CP Freight activity at Tower B17	METR_FD36500_014011
4/12/2022	2226		B12	ALT TRACK		Ran on #1 MT instead of their normal #3 MT from Tower B12 to Galewood East due to NS-17V NS9604 22 X 84 6500 running Westward on #3 MT.	METR_FD36500_014012
4/13/2022	100	PEAK	B12	DELAY	9	100 9 minutes Tower B12 for Q165 going into Schiller Park (100 is Peak Period train)	METR_FD36500_014014
4/18/2022	2232		B17	DELAY	6	CP I57-249 crew change	METR_FD36500_014016
4/20/2022	MT 2		B12	Blocked	5 Hours	Metra #2 Main blocked between Cicero West and Tower B12 by 2-248-20 going on 5 hours	METR_FD36500_014017
4/20/2022	2240		B12	ALT TRACK		Cascading delay (see above delay)	METR_FD36500_014017
4/22/2022	2022		B17	ALT TRACK		Metra dispatched on alternative track, forcing passengers to load from opposite platforms due to CP-252 yarding slowly	METR_FD36500_014023
4/22/2022	2228		Bensenville	DELAY	12	CP Freight interference, crew change	METR_FD36500_014023
4/22/2022	2202		Cicero West	DELAY	6	CP Freight Interference	METR_FD36500_014023
4/22/2022	2208	PEAK	B12	ALT TRACK		Passengers had to board using crosswalks and road crossings	METR_FD36500_014023

4/22/2022	2226	PEAK	Galewood East	ALT TRACK		2226 had to re-route down #1 MT due to CP I-31 on 2226's normal track	METR_FD36500_014025
4/29/2022	2248		B17	DELAY	12	Waiting for freight to clear	METR_FD36500_014036
4/29/2022	2252		B17	DELAY	19	Waiting for freight to clear	METR_FD36500_014036-38
5/2/2022	2128		A6	DELAY	15	Waiting for freight to clear	METR_FD36500_014039-40
5/4/2022	2236		B12	ALT TRACK		CP Freight Interference. Passengers waiting to board 2236 at several stations needed to cross all 3 main tracks on crosswalks in order to access the #1 Main platform at the same time that two freight trains, one in each direction, were passing those stations.	METR_FD36500_014041-43
5/6/2022	2216	PEAK	B17	DELAY	7	CP Freight Interference	METR_FD36500_014044
5/8/2022	2627		Liberty Siding	DELAY	14	CP Freight Interference	METR_FD36500_014045
5/12/2022	2227	PEAK	B17	DELAY	21	CP Freight Interference	METR_FD36500_014046
5/12/2022	2229	PEAK	B12	DELAY	7	CP Freight Interference	METR_FD36500_014046
5/14/2022	2717		Galewood East	DELAY	12	CP Freight Interference	METR_FD36500_014047-48
5/18/2022	2233	PEAK	B35	DELAY	15	CP Freight Interference	METR_FD36500_014049
5/18/2022	2228		B12	ALT TRACK		NS Freight Interference	METR_FD36500_014050-51
5/19/2022	2205	PEAK	B12	DELAY	7	CN Freight Interference. Passengers had to cross to platform.	METR_FD36500_014050-51
5/19/2022	2230		B17	ALT TRACK		CP Freight Interference. Passengers for 2230 were on wrong side at a number of stops.	METR_FD36500_014050-51
5/25/2022	2221		B17	DELAY	20	CP Freight Interference	METR_FD36500_014052
6/4/2022	2708		B17	DELAY	28	CP Freight Interference	METR_FD36500_014053-56
6/4/2022	2603		A5	DELAY	13	CP Freight Interference	METR_FD36500_014053-56
6/6/2022	2232		B17	DELAY	7	CP Freight Interference	METR_FD36500_014053-56
6/6/2022	2206		Mont Clare Station	Blocked		Passengers had to board using crosswalks and road crossings	METR_FD36500_014053-56
6/10/2022	NCS 108 and 2216	yes	B12	DELAY	9 min	Delay due to havign to follow a different Metra train which was unable to operate on its intended track due to freight interference	METR_FD36500_014098
6/13/2022	Metra 2113		Tower A6	DELAY	12 min	Delay	METR_FD36500_014099

6/14/2022	Metra 2232		Tower B12	blocked platform		Blocked platforms forced passengers to use opposite platforms	METR_FD36500_014101
6/15/2022	Metra 2232		B12	blocked platform/wrong tracks		Passengers having access blocked and having to cross tracks	METR_FD36500_014102
6/15/2022	2235	Yes	Tower B35 East	DELAY	7	delay due to dp operator mis-lining train	METR_FD36500_
6/15/2022	Metra 2233	Yes	Tower B35 East	DELAY	14	delay where this train was behind another metra train held up due to CP (see above)	METR_FD36500_014103
6/17/2022	Metra 2219		Roselle West to Tower 17	DELAY	40	CP Freight interference	METR_FD36500_014101
6/18/2022	Metra 2607		Morton Grove East	DELAY	10	CP freight interference - Metra train forced to follow CP train	METR_FD36500_014105
6/19/2022	2603		Tower A6	DELAY	13	CP freight interference	METR_FD36500_104106
6/20/2022	2228		Franklin Park West to Galewood East	ALT TRACK		CP train on a track forced Metra passengers to use alternate platform	METR_FD36500_014107
6/20/2022	NCS112		B12	DELAY AND ALT TRACK	7	Metra train delayed and had to use alternate track due to cp interference	METR_FD36500_014107
6/21/2022	2230		Elgin to Tower B17	DELAY	20	Metra train delay due to having to follow a CP train	METR_FD36500_014108
6/23/2022	2209		Galewood East	DELAY	9	Metra train had to hold causing a delay due to CP doubling	METR_FD36500_014109
6/24/2022	2230		Galewood East (and other stations)	ALT TRACK		cp directed train onto a path that forced passengers to cross tracks	METR_FD36500_014109
6/27/2022	2226	PEAK	Cicero West to Tower B12	ALT TRACK		alt track causes issues for passengers	METR_FD36500_014110
6/27/2022	2230		B12	DELAY	14	delay due to cp train crossing	METR_FD36500_014112
6/28/2022	2230		B12	ALT TRACK		passengers had to cross tracks due to CP running on a track	METR_FD36500_014113
7/8/2022	2113		A20	DELAY	4	CP freight delay	METR_FD36500_014115
7/8/2022	2236		B12	ALT TRACK		CP Freight interference	METR_FD36500_014115

ATTACHMENT E

Metra Discovery Responses April 11, 2022

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB Finance Docket No. 36500

**CANADIAN PACIFIC RAILWAY LIMITED; CANADIAN PACIFIC RAILWAY
COMPANY; SOO LINE RAILROAD COMPANY; CENTRAL MAINE & QUEBEC
RAILWAY US INC.; DAKOTA, MINNESOTA & EASTERN RAILROAD
CORPORATION; AND DELAWARE & HUDSON RAILWAY COMPANY, INC. –
CONTROL – KANSAS CITY SOUTHERN, THE KANSAS CITY SOUTHERN
RAILWAY COMPANY, GATEWAY EASTERN RAILWAY COMPANY,
AND THE TEXAS MEXICAN RAILWAY COMPANY**

**OBJECTIONS AND RESPONSES BY COMMUTER RAIL DIVISION OF THE
REGIONAL TRANSPORTATION AUTHORITY D/B/A METRA TO
INTERROGATORIES, REQUESTS FOR PRODUCTION OF DOCUMENTS, AND
REQUESTS FOR ADMISSION FORM APPLICANTS CANADIAN PACIFIC RAILWAY
LIMITED, *ET AL.***

The Commuter Rail Division of the Regional Transportation Authority d/b/a Metra (“Metra”), by and through counsel, hereby responds and objects as follows to the First Set of Interrogatories, Requests for Production of Documents, and Requests for Admission served March 25, 2022 (“Discovery Requests”), submitted by Canadian Pacific Railway Limited, Canadian Pacific Railway Company, Soo Line Railroad Company, Central Maine & Quebec Railway US Inc., Dakota, Minnesota & Eastern Railroad Corporation, and Delaware and Hudson Railway Company, Inc. (collectively, “Canadian Pacific” or “CP”) and Kansas City Southern, The Kansas City Southern Railway Company, Gateway Eastern Railway Company, and The Texas Mexican Railway Company (collectively, “KCS”; together with CP, the “Applicants”).

GENERAL OBJECTIONS

Each and every one of Metra's responses to the Discovery Requests is subject to and incorporates the following general objections, as applicable. These objections are set forth here to avoid the duplication and repetition of restating them for each request. Some general objections may be referred to in a given answer for purposes of clarity. The failure to list a particular general objection in a given answer should not be construed as a waiver of that objection.

1. Metra objects to these Discovery Requests to the extent that they call for the disclosure of information protected by the attorney-client privilege, the common-interest privilege, or other privilege and/or the right of privacy.

2. Metra objects to these Discovery Requests to the extent that they call for the disclosure of information protected by the attorney work-product privilege.

3. Metra objects to these Discovery Requests to the extent that they impose any obligations on Metra beyond those imposed by the Code of Federal Regulations, the United States Code, or order of the Surface Transportation Board ("STB").

4. Metra objects to these Discovery Requests to the extent that they call for information that neither is relevant to the subject matter of the pending proceedings, nor appears reasonably calculated to lead to the discovery of admissible evidence. The issue before the STB as relevant to Metra is whether Applicants' proposed merger is in the public interest. Discovery regarding other matters is not relevant to this matter and is not likely to be reasonably calculated to lead to the discovery of admissible evidence.

5. Metra objects to these Discovery Requests to the extent that they request information that is publicly available, or that either previously originated from or was received by Applicants on the basis that such a request serves only to annoy the party burdened with producing the documents.

6. Metra objects to these Discovery Requests to the extent that they are unduly burdensome, and the time and effort required to attempt to compile all responsive information or documents outweighs the potential discoverability or probative value thereof.

7. Metra objects to these Discovery Requests to the extent that they are designed to cause undue annoyance, harassment, or oppression.

8. Metra objects to these Discovery Requests to the extent that they are overly broad with respect to scope, context, and/or time period.

9. Metra objects to these Discovery Requests to the extent that they are vague, indefinite, or ambiguous, and as such would require Metra to speculate as to the meaning or scope of the discovery request and potentially responsive information.

10. Notwithstanding these objections, Metra's responses to these Discovery Requests are based upon a diligent search by Metra and its counsel. Discovery and other investigation and research concerning these proceedings are continuing. Metra, therefore, reserves the right to amend or supplement its responses at any time in light of deposition testimony, further investigation, research, or analysis, to the extent permitted or required by law, and to introduce any and all evidence in these proceedings.

RESPONSES TO INTERROGATORIES

Interrogatory No. 1:

Describe Metra's dispatching practices for any line for which it dispatches both commuter and freight trains, including but not limited to (i) whether Metra's dispatchers on such lines are available 24 hours a day to dispatch freight trains overnight, (ii) how many freight trains a day Metra dispatches on such lines, (iii) Metra's dispatchers' interaction process with other Class I railroads that have dispatching authority over adjacent or nearby subdivisions, and (v) which subdivisions Metra's dispatchers monitor and factor into their dispatching decisions.

Response to Interrogatory No. 1:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that is not in Metra's possession or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that its dispatchers currently dispatch both passenger and freight trains on the Metra's Rock Island Line and portions of the Southwest Service Line. In addition, Metra's dispatchers working under the supervision of CP's dispatching control station dispatch freight train traffic operating on Metra's MD-W and MD-N on CN's Waukesha Subdivision where it crosses MD-W. Metra's dispatchers on these lines are available 24 hours a day to dispatch freight trains overnight.

On Metra's Rock Island Line, Metra dispatches approximately four daily freight trains—two CSX trains and two Iowa Interstate trains. Metra's dispatching of this line also requires it to

handle approximately 8-10 daily freight train crossings at the Canadian National Railway's Leighton Subdivision crossing east of Joliet.

On Metra's Southwest Service Line, Metra dispatches one Norfolk Southern train along the entire length of the line, as well as approximately 8 daily Norfolk Southern freight trains on this line between a connection at 59th Street and a connection with the BRC at 74th Street, and between 4 and 8 daily trains on another segment between Chicago Ridge and Landers. Metra's dispatchers are also involved in handling approximately 20 daily trains on 5 crossings along the segment between 59th Street and 74th Street.

On Metra's MD-N Line at Control Tower A5, Metra's dispatchers control dispatching under supervision and authority of CP's dispatching center and dispatch all freight and passenger traffic crossing that tower for both CP's C&M and Elgin Subdivisions. On Metra's MD-W Line at Control Tower B12, Metra's dispatchers control dispatching under supervision and authority of CP's dispatching center and dispatch all freight and passenger traffic crossing that tower for CP's Elgin Subdivision as well as the Galewood East and Cicero West (connection with Belt Railway Company of Chicago ("BRC")) Control Points. Under CP dispatcher authority, they also control movements in and out of the east end of Bensenville Yard through the Control Point Franklin Park West, as well as movements to and from the Indiana Harbor Belt Railway at the Control Point Edgington.

Interrogatory No. 2:

Identify which railroad's freight trains are purportedly obstructing Metra's trains in the social media posts in Figure 4 of Metra's Comments and Request for Conditions filed on March

15, 2022, and the direction of travel and track on which the depicted Metra and freight trains were operating. Produce all Documents in support of that identification.

Response to Interrogatory No. 2:

Metra specifically objects to this request on the basis that it requests information that is not in Metra's possession or would require Metra to conduct unduly burdensome additional research.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra does not possess this information.

Interrogatory No. 3:

Describe in detail each instance in which Greg Godfrey and his staff allegedly "witnessed CP dispatchers who [were] able to prioritize or avoid delay to Metra being directly told by senior management to move CP trains, regardless of the impact on the network" and that "sometimes Metra train dispatchers are even forced and required by CP to follow these instructions to display signals for freight trains ahead of Metra trains" as asserted on page six of the Verified Statement of Greg Godfrey (Exhibit E to Metra's Comments and Request for Conditions filed on March 15, 2022) and, for each such instance, identify (i) the date and time it occurred and (ii) the Metra employees, the CP dispatchers and the CP senior management personnel who were allegedly involved.

Response to Interrogatory No. 3:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it

requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that it has already produced this information. These instances are discussed in detail in the documents already provided to Applicants attached to Metra's Comments. *See, e.g.*, METR-7, Ex. B-2 at 204, 252-53, 256, 291, 331.

Interrogatory No. 4:

Identify the "daily operations decisions" that CP dispatchers make which "clearly favor their freight operations, both in and outside of the peak-periods" as asserted on page 10 of the Verified Statement of Richard P. Oppenheim (Exhibit B to Metra's Comments and Request for Conditions filed on March 15, 2022), including but not limited to specific examples and the dates and times of those actions.

Response to Interrogatory No. 4:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating it has already provided this information to Applicants. This is discussed in the documents already provided to Applicants attached to Metra's Comments. *See, e.g.*, METR-7, Ex. B at 11-12; *id.* Ex. B-2 at 1-333. Further information regarding specific

examples with dates and times is also provided in the additional documentation produced in response to Applicants' Request for Production No. 4, below.

Interrogatory No. 5.:

Explain in detail how CP "could schedule night service to avoid interference with Metra's trains" as asserted on page 10 of the Verified Statement of Richard P. Oppenheim (Exhibit B to Metra's Comments and Request for Conditions filed on March 15, 2022), including but not limited to how such a practice would work under current operating procedures.

Response to Interrogatory No. 5:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that, as discussed in Metra's Comments, Metra operates dozens of passenger trains on MD-W and MD-N. None of Metra's inbound trains operate scheduled service for over seven hours between 9:45 pm and 4:52 am during the week, and none of its outbound trains operate scheduled service for over six hours between 12:05 am and 6:21 am during the week. See <https://schedules.metrarail.com/pdf/alternative/MD-W.pdf> and <https://schedules.metrarail.com/pdf/alternative/MD-N.pdf>. These windows, which are similar during the weekend, constitute a significant proportion of time available for freight movements that are not appropriate for passenger service. Typically, the only CP freight train that operates

during this night-time window on the C&M Sub is a 471 (now relabeled 255) train. On the Elgin Subdivision, sporadic movements between Bensenville Yard and the BRC connection at Cicero West could easily be augmented with additional freight traffic. The rest of CP's freight trains regularly operate during the times when Metra trains also operate.

Interrogatory No. 6:

Describe in detail each instance in which CP dispatchers have allegedly “ignored or disabled the hot line, leaving [Mr. Oppenheim] and [his] staff without expeditious recourse when CP dispatching decisions are either the cause of CP-related issues on Metra’s lines or CP-related issues could be resolved or mitigated through dispatching” as asserted on page 17 of the Verified Statement of Richard P. Oppenheim (Exhibit B to Metra’s Comments and Request for Conditions filed on March 15, 2022) and, for each such instance, identify (i) the date and time it occurred and (ii) the Metra employees and CP employees who were allegedly involved.

Response to Interrogatory No. 6:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra’s possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has already provided this information to Applicants. This is discussed in detail in the documents already provided to Applicants attached to Metra’s Comments. *See, e.g.*, METR-7, Ex. B-2 at 29, 252-54.

Interrogatory No. 7:

Describe in detail each instance in which CP's dispatchers have allegedly "require[d] passengers to cross tracks unnecessarily, dodge on-coming freight trains, or circumnavigate idling freight trains at Metra stations" as asserted on page 25 of Metra's Comments and Request for Conditions filed on March 15, 2022, and identify the date and time of each such instance.

Response to Interrogatory No. 7:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has already produced this information to Applicants. CP dispatchers create this dangerous and inconvenient situation on a constant basis in the process of rerouting Metra trains around or past freight trains. This occurs often and Metra does not have a specific count of the times it has occurred. However, Metra has documented a number of these events, which are discussed in detail in the documents already provided to Applicants attached to Metra's Comments. *See, e.g.*, METR-7, Ex. B-2 at 21, 28, 34, 41, 48, 54, 55, 56, 57, 58, 59, 62, 65, 75, 78, 85, 86, 95, 115, 131, 139, 140, 141, 147, 160, 220, 231, 233, 235, 238, 239, 293, 295, 299, 301, 308, 312, 314, 317, 328, 332.

Interrogatory No. 8:

Describe in detail each instance in which CP has allegedly “demonstrated a lack of regard for constraints on its operating and dispatching authority for the MD-W and MD-N” as asserted on page 79 of Metra’s Comments and Request for Conditions filed on March 15, 2022 and, for each such instance, identify (i) the date and time it occurred and (ii) the Metra employees and CP employees who were allegedly involved.

Response to Interrogatory No. 8:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra’s possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating this is discussed in detail in the documents already provided to Applicants attached to Metra’s Comments. *See, e.g.*, METR-7, Verified Statement of Richard Oppenheim, Ex. B at 11-12; *id.* Ex. B-2 at 1-333. Further information regarding specific examples with dates and times is also provided in the additional documentation produced in response to Applicants’ Request for Production No. 4, below.

Interrogatory No. 9:

For the period from January 1, 2016 until February 28, 2022, describe in detail each instance in which CP has “dispatche[d] Metra trains on different main line tracks from the ones that Metra has identified for use by its passengers heading in a specified direction” as asserted on

page 27 of Metra's Comments and Request for Conditions filed on March 15, 2022, and, for each such instance, identify (i) the date and time it occurred and (ii) the reason it occurred.

Response to Interrogatory No. 9:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that CP dispatchers dispatch Metra trains on different main line tracks from the ones that Metra has identified for use by its passengers heading in a specified direction on a constant basis in the process of rerouting Metra trains around or past freight trains. This occurs often and Metra does not have a specific count of the times it has occurred. However, Metra has documented a number of these events, which are discussed in detail in the documents already provided to Applicants attached to Metra's Comments. *See, e.g.*, METR-7, Ex. B-2 at 21, 28, 34, 41, 48, 54, 55, 56, 57, 58, 59, 62, 65, 75, 78, 85, 86, 95, 115, 131, 139, 140, 141, 147, 160, 220, 231, 233, 235, 238, 239, 293, 295, 299, 301, 308, 312, 314, 317, 328, 332.

RESPONSES TO REQUESTS FOR PRODUCTION

Request No. 1:

Please produce the workpaper titled "GG-CP-Analysis-FINAL-3-15-2022 MDDATA" in Excel (or other) native format.

Response to Request No. 1:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra will produce this document in native format in its virtual document room.

Request No. 2.

Produce data showing 100% of the trains operated on the lines and for the periods covered in the workpaper titled "GG-CP-Analysis-FINAL-3-15-2022 MDDATA".

Response to Request No. 2:

Metra specifically objects to this request on the basis that it is overly broad, unduly burdensome, and not proportional to the scope of the issues raised in this proceeding. Metra also objects on the basis to the extent that this request requires Metra to conduct a special study to obtain this data.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that it has already produced data for "100% of the trains operated on the lines" within the parameters and purposes for which the data was used, i.e. Metra trains delayed due to CP's dispatching and operations.

Request No. 3:

Produce all Documents providing support for the assertions made on page six of the Verified Statement of Greg Godfrey (Exhibit E to Metra's Comments and Request for Conditions filed on March 15, 2022) that "[o]n a number of recent occasions [Godfrey's] staff and [he] have witnessed CP dispatchers who are able to prioritize or avoid delay to Metra being directly told by senior management to move CP trains, regardless of the impact on the network" and that "sometimes Metra train dispatchers are even forced and required by CP to follow these instructions to display signals for freight trains ahead of Metra trains."

Response to Request No. 3:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has already produced the documents requested. *See* METR-7, Exs. B-2 and B-3.

Request No. 4:

Produce all Documents providing support for the assertion made on page 10 of the Verified Statement of Richard P. Oppenheim (Exhibit B to Metra's Comments and Request for Conditions filed on March 15, 2022) that "CP dispatchers make daily operations decisions which clearly favor their freight operations, both in and outside of the peak-periods."

Response to Request No. 4:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has already produced the documents requested. *See* METR-7, Exs. B-2 and B-3; *id.*, Ex. D-1. In addition, Metra is producing additional documents documenting details regarding specific occurrences in its virtual document room.

Request No. 5:

Produce all Documents providing support for the assertion made on page 10 of the Verified Statement of Richard P. Oppenheim (Exhibit B to Metra's Comments and Request for Conditions filed on March 15, 2022) that CP "could schedule night service to avoid interference with Metra's trains."

Response to Request No. 5:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that the Documents that Metra possesses supporting this

statement are already publicly available. See <https://schedules.metrarail.com/pdf/alternative/MD-W.pdf> and <https://schedules.metrarail.com/pdf/alternative/MD-N.pdf>.

Request No. 6:

Produce all Documents providing support for the assertion made on page 17 of the Verified Statement of Richard P. Oppenheim (Exhibit B to Metra’s Comments and Request for Conditions filed on March 15, 2022) that “CP dispatchers have at times ignored or disabled the hot line, leaving [Mr. Oppenheim] and [his] staff without expeditious recourse when CP dispatching decisions are either the cause of CP-related issues on Metra’s lines or CP-related issues could be resolved or mitigated through dispatching.”

Response to Request No. 6:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra’s possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has already produced the documents requested. *See, e.g.,* METR-7, Ex. B-2 at 29, 252-54.

Request No. 7:

Produce all Documents providing support for the assertion made on page 19 of Metra’s Comments and Request for Conditions filed on March 15, 2022, that Metra encounters “regular interference” during peak periods.

Response to Request No. 7:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has already produced the documents requested. *See* METR-7, Exs. B-2 and B-3; *id.*, Ex. D-1. *See also* the additional documentation provided in response to Request No. 4.

Request No. 8:

Produce all Documents providing support for the assertion made on page 25 of Metra's Comments and Request for Conditions filed on March 15, 2022, that "CP's dispatching decisions too often require passengers to cross tracks unnecessarily, dodge on-coming freight trains, or circumnavigate idling freight trains at Metra stations."

Response to Request No. 8:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that it has already provided this information to Applicants. This

occurs often and Metra does not have a specific count of the times it has occurred. However, Metra has documented a number of these events, which are discussed in detail in the documents already provided to Applicants attached to Metra's Comments. *See, e.g.*, METR-7, Ex. B-2 at 21, 28, 34, 41, 48, 54, 55, 56, 57, 58, 59, 62, 65, 75, 78, 85, 86, 95, 115, 131, 139, 140, 141, 147, 160, 220, 231, 233, 235, 238, 239, 293, 295, 299, 301, 308, 312, 314, 317, 328, 332.

Request No. 9:

Produce all Documents providing support for the assertion made on page 79 of Metra's Comments and Request for Conditions filed on March 15, 2022, that "CP has in the past demonstrated a lack of regard for constraints on its operating and dispatching authority for the MD-W and MD-N."

Response to Request No. 9:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has already produced the documents requested. METR-7, Exs. B-2 and B-3; *id.*, Ex. D-1. *See also* the additional documentation provided in response to Request No. 4.

Request No. 10:

Produce all Documents providing support for the assertion made on page 27 of Metra's Comments and Request for Conditions filed on March 15, 2022, that "CP regularly dispatches Metra trains on different main line tracks from the ones that Metra has identified for use by its passengers heading in a specified direction."

Response to Request No. 10:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that it has already provided this information. This occurs often and Metra does not have a specific count of the times it has occurred. However, Metra has documented a number of these events, which are discussed in detail in the documents already provided to Applicants attached to Metra's Comments. *See, e.g.*, METR-7, Ex. B-2 at 21, 28, 34, 41, 48, 54, 55, 56, 57, 58, 59, 62, 65, 75, 78, 85, 86, 95, 115, 131, 139, 140, 141, 147, 160, 220, 231, 233, 235, 238, 239, 293, 295, 299, 301, 308, 312, 314, 317, 328, 332.

Request No. 11:

Produce all Documents relating to any proceeding before the Interstate Commerce Commission or the Surface Transportation Board concerning Metra's acquisition of ownership of the MD-W Line.

Response to Request No. 11:

Metra specifically objects to this request on the basis that the word “concerning” is vague, indefinite and ambiguous. Additionally, Metra objects on the basis that this request is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra’s possession, or would be unduly burdensome for Metra to produce when it is already readily available to Applicants through publicly accessible means.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has no Documents responsive to this request.

Request No. 12:

Produce all Documents reflecting the transfer of ownership of the MD-W Line to Metra.

Response to Request No: 12:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra’s possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra is producing responsive documents in its virtual document room.

Request No. 13:

Produce all Documents studying, analyzing, discussing, or reflecting CP's common carrier obligations with respect to the MD-W Line.

Response to Request No. 13:

Metra specifically objects to this request on the basis that it is unduly burdensome and not proportional to the scope of the issues raised in this proceeding, and to the extent that it requests information that Metra has already provided to Applicants, that is not in Metra's possession, or would be unduly burdensome for Metra to produce.

Subject to and without waiving the above General Objections and specific objections raised, Metra responds by stating that Metra has no Documents responsive to this request.

RESPONSES TO APPLICANTS' REQUESTS FOR ADMISSION

Request for Admission No. 1:

Admit or deny that Metra is not a freight common carrier with respect to any part of the MD-W Line.

Response to Request for Admission No. 1:

Admit.

Request for Admission No. 2:

Admit or deny that CP is a freight common carrier possessing a common carrier obligation with respect to the MD-W Line.

Response to Request for Admission No. 2:

Metra objects on the basis that responding to this request requires Metra to reach a legal conclusion. Subject to this objection and without waiving its right to respond further regarding this request, Metra admits.

Request for Admission No. 3:

Admit or deny that CP is the only freight common carrier with the right to operate its locomotives over the MD-W Line.

Response to Request for Admission No. 3:

Deny.

Request for Admission No. 4:

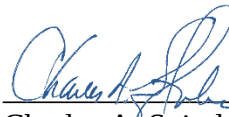
Admit or deny that the rights that CP possesses under its agreements with Metra governing CP's operations over the MD-W Line support CP's discharge of its common carrier obligations with respect to the MD-W Line.

Response to Request for Admission No. 4:

Admit.

Respectfully Submitted,

COMMUTER RAIL DIVISION OF THE
REGIONAL TRANSPORTATION
AUTHORITY D/B/A/ METRA
By Counsel

A handwritten signature in blue ink, appearing to read "Charles A. Spitulnik", is written over a horizontal line.

Charles A. Spitulnik
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Date: April 11, 2022

CERTIFICATE OF SERVICE

I hereby certify that on the 11th day of April, 2022, I caused the foregoing Response to Applicants' Interrogatories, Requests for Production of Documents, and Requests for Admission by Metra to be served on the following parties and upon all parties of record in this proceeding.



Charles A. Spitulnik

The Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Brad Chase
1001 Sherwin Road
Winnipeg, MB R3H 0T8
Canada

Timothy O. Nugent
98 East Third Street
Manteno, IL 60950

ATTACHMENT F

Excerpts of Deposition of Gregory Godfrey June 9, 2022

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36500

CANADIAN PACIFIC RAILWAY LIMITED, et al.
- CONTROL -
KANSAS CITY SOUTHERN, et al.

VIDEOTAPED DEPOSITION OF
GREG GODFREY

DATE: June 9, 2022
TIME: 7:08 a.m. (Central)
PLACE: Embassy Suites, Columbus Drive,
Chicago

JOB NO: June 9, 2022
PAGES: 1 to 148
REPORTED BY: Cynthia J. Conforti, CSR, CRR

1 trains that Metra had to be run around?

2 A Actually, I have specifically instructed
3 my staff to hold Metra trains for freight trains.

4 Q So your answer is yes?

5 A My answer is absolutely yes, because it's
6 a network decision, not a train-based decision.

7 Q And what do you mean by "a network
8 decision"?

9 A So a network decision means that under the
10 Chicago protocols, there is prioritization of
11 trains that basically goes, you know, passenger
12 operations, and then there's a list of other types
13 of freight priorities. But because the
14 Chicagoland network is so complicated, it is
15 possible if Metra and the partner railroads don't
16 have dialogue in order to manage the network
17 correctly, that one -- not delaying one Metra
18 train, let's say at 9:00 a.m., could result in
19 delaying six Metra trains at 1:00 p.m.

20 And so with respect to this conversation,
21 all of the partner railroads and Metra, and again,
22 respectful to CP except until recent time,
23 literally talk in real time about how to manage
24 the network so we protect the health of Chicago,
25 so freight services their customers; Metra

1 services their customers.

2 So it is a good decision to manage the
3 network under the protocol so that the network
4 management manages capacity. With respect to CP,
5 especially the vicinity of Bensenville, you're
6 quite right.

7 It's possible that another partner
8 railroad causes that delay on to Canadian Pacific
9 track, but the dialogue of understanding why needs
10 to generally improve, especially in light of
11 the B-1 project at Franklin Park West, where I was
12 recently asked to provide external support for the
13 project, that it was a success for freight and
14 passenger.

15 Out of respect for the Canadian Pacific,
16 because the delays actually got 1 percent worse,
17 because I believe in the Chicago protocols and
18 the general integrity of the network, I told this
19 external party, I cannot comment, because the
20 relationship with CP was that important to me to
21 figure out how to better use Franklin Park.

22 But with due respect, 1 percent worse at
23 Franklin Park may be another railroad. I just
24 don't know that.

25 Q Okay. I think you were describing -- and

1 I'm not intending to ask this question about
2 Bensenville in particular or Canadian Pacific in
3 particular, but if I understood your testimony a
4 minute ago about decisions being network
5 decisions, not ones about an individual train
6 only, do I understand correctly that the
7 appropriate dispatching decision in a particular
8 case about a particular train needs to consider
9 the implications of a particular move, not just
10 for that train but for consequences that may occur
11 later to other trains?

12 A Correct.

13 Q And the consequences that could occur
14 later to other trains could include consequences
15 from activity that at the time of the dispatching
16 decision is geographically somewhere else on the
17 network, but will end up affecting or could end up
18 affecting the same part of the network where the
19 dispatching decision was made. Or it could affect
20 operations on a different part of the network?

21 A That is correct. And that is why
22 partnerships absolutely matter in Chicago because
23 there's always joint benefits. And I have
24 for ten -- I actually celebrated ten years in
25 Chicago, and I've always gone to bat for another

1 decisions that CP dispatchers make affecting Metra
2 are in that category?

3 A Correct. In this analysis, I did not
4 calculate the -- again, getting back to our OTP, I
5 did not calculate that percentage, correct.

6 Q So going back -- coming back to the
7 discussion we have had about authority versus
8 control, the responsibility for exercising the
9 dispatching judgment about which trains should
10 move at a particular point on a line and across
11 the network, as you described earlier, that's a
12 set of decisions that goes along with authority
13 and the dispatching authority; is that right?

14 A If I understand your question, there's no
15 other railroad that owns the track that doesn't
16 control and have the authority in a commuter
17 setting.

18 Q That doesn't sound like that's responsive
19 at all to my question. I'm asking just a building
20 block question really. Which is:

21 The way you've been defining the term
22 "timetable authority," that goes along with
23 dispatching responsibility?

24 A Yes, and it's usually -- and what
25 is -- why I'm trying to just understand your

1 question is all of that is usually attached to
2 ownership. So there's authority, control, and
3 ownership usually in one section of track.

4 Q Have you canvassed dispatching
5 arrangements across the U.S. rail network to
6 assess whether there are circumstances where one
7 railroad owns the track that another railroad
8 dispatches?

9 A I have not canvassed it, but certainly in
10 a commuter setting, my general knowledge of the
11 industry is it's not -- it's it is not a common
12 arrangement.

13 Q Okay. It's not common. But, again, I'm
14 really asking a different question.

15 A Okay.

16 Q Which is, the job of the person who has
17 the control is to safely line the route in
18 accordance with the instructions and the judgments
19 made by the dispatcher who has the authority; is
20 that correct?

21 A That is correct.

22 Q That's what it means for there to be --
23 strike that.

24 Okay. So I want to turn your attention to
25 paragraph 16 of your verified statement.