

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
1/11/2016	2221		Spaulding	DELAY	22	Dispatcher failed to move Metra train around CP grinding equipment	10	8201	1. Metra 2221 was delayed 22 minutes following CP Rail Grinding equipment which was operating on Track and Time. Primary delay occurred at Spaulding. Opportunity to have 2221 run on #2 MT from Roselle West to Spaulding around rail grinder was not taken. Lengthy delay carried over to delays to Peak Period trains 2244 (9 minutes) and 2243 both of which turn from 2221.
1/11/2016	2244	PEAK		DELAY	9	Cascading delay	10	8201	CASCADE
1/11/2016	2243	PEAK		DELAY		Cascading delay	10	8201	CASCADE
1/11/2016	2248		Bensenville	DELAY	14	Two freights dispatched out of yard at once, forcing one into peak period	10	8201	1. CP 473 was allowed to depart Bensenville behind 2221 at the same time that CP 472 (8500 feet) on short time was [allowed to leave Genoa as the evening Metra rush approached. This created a "hostage railroading" situation whereby it became necessary to run 472 in the midst of the rush in order to get 473 out of the way. 472 wound up stopping on the plant at B17 from 1830 to 1850 delaying Metra 2248 who caught up with 472 at Wooddale. 2248 was 14 minutes late arriving Chicago which turned into similar delays to "flines" 2249, 2254, and 2255.
1/11/2016	2249		Bensenville	DELAY		Cascading delay	10	8201	CASCADE
1/11/2016	2254		Bensenville	DELAY		Cascading delay	10	8201	CASCADE
1/11/2016	2255		Bensenville	DELAY		Cascading delay	10	8201	CASCADE
1/15/2016	2250		B17	DELAY	20	Waiting for inbound freight	2	8450	Inbound train #2250, scheduled to arrive Chicago Union Station at 8:29 PM, is 15 to 20 minutes behind schedule dfreight train interference. 680-704 was released into Bensenville yard but did not have a route when they arrived which resulted in the train trailing out of the yard onto the main track.
1/15/2016	2251			DELAY		Cascading delay	2	8450	
1/15/2016	2256			DELAY		Cascading delay	2	8450	
2/9/2016	2256		B12	DELAY	25	Dispatched freight train slow to enter yard	34	7904	Please see delay to Metra 2256 (MWDW) last night - 25 minutes freight interference. What were the circumstances? Was running 2256 on #2 Mail and loading/unloading at crosswalks an option? It looks like 287-09 departed Gale wood at 2231 which should have been sufficient time to get the train in the clear at Bensenville. Appears the train was stopped in the plant at B12 attempting to line frozen switches into the yard. I don't believe running 2256 on Main 2 would have been an option for loading/ unloading due to 287-09 blocking the crosswalks. We had CCF do a replay. 287 came #2 main from Galewood and crossed to 3-lead so that #2 main, as you point out, was not an option. Please re-emphasize with all of the dispatchers that when trains are released to go into the yard, either at B 17 or B12, that there is a commitment from the yard that the route will be lined (or if not, what switches the freight crew will need to line before they can be clear) and a conversation with the crew that they will in fact be able to clear given the information received from the yard.
2/16/2016	2256		Spaulding	DELAY	20	Following freight train	21	8013	Metra 2256 delayed 20 MINUTES last night behind CP 472 working at Spaulding. 2256 then followed 472 to Tower B17 arriving Chicago minutes late. I thought we had agreed that trains working at Spaulding would Only occupy the block between TowelSffitiding allowing Metra traffic to run around on #1 Main between B35 and Spaulding. In this case, 472 could also have been held to follow 2256 from Almoi hold the main as 2256 is the last Metra inbound of the night. Please advise why neither ofthese provisions were chosen.
2/16/2016	2256		B17	DELAY		Freight train dispatched ahead of Metra train	21	8013	Yesterday afternoon, CP-473 departed Tower B17 1513 hrs, right ahead of Metra 2221 who is due there at 1503, but was running late due to picking up passengers from our stalled 2219 from an earlier Engine failure. 473 actually had a 10 minute lead on 2221 who went by B17 at 1523. Normally this would have worked out okay, however 473 was told to stop around Schaumburg when it was discovered that there was an additional car in the train without paperwork. When stopped, 473 was actually almost 10 miles out of Bensenville. Having gone that far already, we asked that 473 be allowed to continue West to clear Metra territory at Randall Road and resolve the paperwork issue up there. Train was, nevertheless, held until a radio waybill could be composed and issued, necessitating having 2221 stop at Roselle West while the Operator at B17 timed out the signal, then running on #2 Main to Tower B35. This situation would have resulted in a substantial Metra delay except for the fact that Metra 2242 had been annulled due to the earlier engine failure on 2219.
2/16/2016	2221		B17	DELAY		Cascading delay	21	8013	CASCADE
2/17/2016	2255		Bensenville	ALT TRACK		Dispatcher dispatched freight train ahead of Metra train	21	8013	Yesterday evening, there was a lengthy CP-484 that had run East via A5 stopped on #1 MT at Galewood East awaiting release from Bensenville Yard. Metra 2255 was lined up to run #3 MT from Tower 66 to Galewood East around 484. This would have been fine since 2255 has no scheduled passenger stops between 66 and Galewood East. 2255 also has a scheduled meet with inbound 2256 in the Mont Clare-Elmwood Park area, half-way between Galewood East and Tower B12. Had 2255 crossed back over to #1 MT at Galewood East ahead of 484, 2255 would have been on the correct track for his station work, and 2256 would have been able to proceed East on his correct #3 MT from B12 without any delay. Apparently, while 2255 was approaching B6, the Elgin Dispatcher received the release from Bensenville for 484. Rather than wait the additional 5 minutes (10 tops) for 2255 to come around, 484 was lined up to immediately proceed West on #1 MT from Galewood East. Doing this necessitated running 2255 West all the way to B12 on #3 Main which created two problems: 1) 2256 would have to wait at 612 @ 20 minutes for 2255 to clear (This is the same train, and for the most part the same passengers, that had to endure a 20 minute delay the previous evening for the 472 incident above). 2) 484 running West on #1 MT was now operating on the normal loading side for 2255, separating any boarding passengers from crossing to #3 Main where 2255 was running. Nothing was gained for 484 by doing this, since when 484 got to B12, they still had to wait for 2255 (as well as the badly delayed 2256) to clear the interlocking. In addition, with 484 stopped on #1 MT at B12, both River Grove Depot, as well as the heavily trafficked Thatcher Avenue, were blocked by 484. At least one individual wound up crawling underneath 484 in order to get to the opposite platform to board 2255 at River Grove. This may have been before 484 stopped.
2/17/2016	2256		Bensenville	DELAY	20	Cascading delay	21	8013	CASCADE
3/8/2016	2251		B17	DELAY		Dispatcher error	11	8169	Train #2 2 5 1, Scheduled to Arrive Big Timber Rd at 10:01 PM - Stopped. Train #2 2 5 1, scheduled to arrive Big Timber Rd at 10:01 PM, is stopped near Bensenville due to switch problems. duration ofthis delay is unknown. Metra will update this site as information becomes available. Had to hand line route at B17. Spoke with Delia at B17. She said she had indications on the switches but could not display a signal. Even though she had indications on the switches, she told the crew to "check their route". Crew took that as instructions to hand line. Niki, please remind operators that when they have proper switch indications for the needed route, they should not tell crews to check their route.

Summary of CP Delay Events 2016 - 2021

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3/10/2016	2244	PEAK	Spaulding	DELAY	24	Dispatched too many freights at once near peak period	12	8168	This evening, during the 45 minute scheduled gap between Metra #2242 (Spaulding 1535) and #2244 (Spaulding 1620) CP G-35 was allowed to triple up a train from the CN interchange at Spaulding out on to Metra #2 MT while holding the interlocking at Spaulding. #2244 wound up sitting at Spaulding while G35 completed their triple, then followed G35 to Bensenville. Having already delayed 2244 @ 10 minutes, we were assured that G35 would have a "straight shot" into Bensenville yard, but in spite of this, G35 stopped 3 times going into the yard before the rear of the 7700 foot train cleared B17 interlocking. #2244 was delayed over 30 minutes in the process, and arrived CUS at 1801, 24 minutes behind schedule. While delays of this magnitude to our service are never acceptable, this was particularly bad because: -2244 with a scheduled arrival at CUS at 1737 was operating in the peak of our evening rush hour, and is considered a "peak period" train. -2244's late operation necessitated numerous modifications to our normal rush hour operation including altering crew and equipment turns so that #2243, our 1746 departure from Chicago who normally turns from #2244, and is one of our most heavily patronized trains, could still depart on time. Track utilization changes between Tower B6 and Tower B12 also had to be arranged in order to accommodate the late running 2244. The practice of having G35 come out at Spaulding and triple up on the main line during the narrow windows between scheduled Metra trains is one that was quite common at one time, and was a chronic cause of Metra delays. It has come to our attention that this practice has occurred several time of late, and while up until tonight, no major delays have occurred because of it, the risks are there every time this plan is implemented. We have discussed this practice in the past and came up with the following possible solutions to avoid delays to our service: 1.Schedule G35 to do Spaulding work so as to come out on #2 MT AFTER #2256, our last inbound train to Chicago, passes Spaulding at 2223 hrs. Virtually unlimited time on the main is then available. 2.If necessary to make these moves while Metra trains are still running, have G35 assemble their train COMPLETELY WEST of the Spaulding interlocking on #2 MT so that EWD Metra trains can run on #1 MT from Tower B35 to Spaulding and cross back over to #2 MT AT SPAULDING. Our schedules will support this operation without causing delays to our service, but EWD Metra, trains must cross back at SPAULDING, not Roselle West. I know it's a bit awkward assembling West of Spaulding due to road crossings, but it can and has been done. 3.Do not try and triple up between trains while holding the plant. It is in many ways just as quick -- and much simpler -- to take one or two cuts into Bensenville, then return with light power for the remaining cut(s). All of these ideas have been discussed in the past, and to my knowledge, had been adhered to until just recently. I would appreciate your cooperation in insuring that the Spaulding operation does not again become a source of delays to our service and customers. As always, thanks for your help and assistance. If there are any questions, or if I can assist in any way, please let me know.
4/7/2016			Fox Lake	CALLBOX		Call box not working	30	7667	The box with the direct line to the C&M Dispatcher at Fox Lake has been out for a week now. It has been extremely difficult logistically to get movement authorities to our trains so that they can leave Fox Lake. WE have had late trains on occasion because of this. Can we please put our heads together and come up with a solution? If we can't get AT&T interested in fixing the problem, we will need to look for a different carrier. This has got to be fixed.
4/11/2016			Fox Lake	CALLBOX		Call box not working	30	7667	Fox Lake box is still out. Now Grayslake is out again as well. We have had 3 Metra delays today due to this situation. We need to come up with a solution now.
4/11/2016			Grayslake	CALLBOX		Call box not working	30	7667	Fox Lake box is still out. Now Grayslake is out again as well. We have had 3 Metra delays today due to this situation. We need to come up with a solution now.
5/13/2016	2254		TOW	DELAY	12	Waiting for freight to clear	9	8255	Metra 2254 shows delay of 12 minutes at TOW waiting for freight train to clear. Please advise circumstances.
7/26/2016	2231	PEAK	Itsaca and Wooddale	DELAY	11	Dispatching error compounding one blocked mainline, causing slowdown	16	8135	On Monday, July 25, 2016 while travelling EWD on #2 MT following Metra 2244 at approximately 1700 hrs., CP 472-24 with 87-42-12700, 8350 feet experienced an emergency brake application between Itasca and Wooddale. After Conductor walked almost the entire length of the train, it was reported that there was a knuckle and/or drawbar failure about 5 cars from the rear of the train. CP dispatched personnel stationed at Bensenville Yard from both their transportation and mechanical departments to assist the crew, and a Metra Signal Maintainer, who was in the area, also helped in expediting the clearing of #2 Main once the problems were identified. Arrangements were made to have CP-472 take the head portion of the train (up to the break) into Bensenville yard, and a crew that went on duty at Bensenville at 1800 hrs was promptly positioned with light power in order to retrieve the rear 5 cars once the head end cleared Tower B17. We are grateful for the prompt response to the situation by all involved, and appreciate the effort put forth to clear up our Main Tracks to salvage as much of the evening rush hour as possible. Unfortunately, because this train was operating during Metra's Peak Period, the logistics of single-tracking around the stalled train (8 miles from Tower B17 to Roselle West with 5 intermediate passenger stations and a dense WWD peak period schedule) had a devastating effect on our Operation, both during the peak period itself, and, because of crew and equipment turns, afterward. In review, it appears that the delays to 2233 through 2239 (as well as to subsequent trains since 2246 waited at Roselle West for 2239 to clear and 2243 waited at B17 for 2246 to clear) might have been significantly reduced, since, per Rule 6.23, once 2231 passed by the disabled train at restricted speed and determined that #1 Main was, in fact, not obstructed, the following trains should have been allowed to proceed through the area at track speed rather than at restricted speed as the trains in question were instructed.
7/26/2016	2233	PEAK		DELAY	15	Cascading delay	16	8135	CASCADE
7/26/2016	2235	PEAK		DELAY	14	Cascading delay	16	8135	CASCADE
7/26/2016	2237	PEAK		DELAY	10	Cascading delay	16	8135	CASCADE
7/26/2016	2239			DELAY	5	Cascading delay	16	8135	CASCADE
7/26/2016	2241			TERMINATED		Cascading delay	16	8135	CASCADE
7/26/2016	2243			DELAY	26	Cascading delay	16	8135	CASCADE
7/26/2016	2245			ANNULLED		Cascading delay	16	8135	CASCADE
7/26/2016	2247			DELAY	16	Cascading delay	16	8135	CASCADE
7/26/2016	2251			DELAY	11	Cascading delay	16	8135	CASCADE
7/26/2016	2253			DELAY	26	Cascading delay	16	8135	CASCADE

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
7/26/2016	2246			DELAY	46	Cascading delay	16	8135	CASCADE
7/26/2016	2248			DELAY	38	Cascading delay	16	8135	CASCADE
7/26/2016	2252			DELAY	33	Cascading delay	16	8135	CASCADE
7/28/2016	2256		B35	DELAY	7	Dispatching Metra train on the wrong track for passengers to alight	28	7686	Metra 2256 last night delayed 7 minutes due to using #1 MT Tower B35 to Roselle West around G35 and waiting on passengers on wrong side to cross overincluding substantial delay at Bartlett due to split platforms and lengthy walk involved to get to the #1 platform. #2253 delayed 14 minutes at Roselle West waiting for 2256 to clear #1 main. In discussions sometime ago, it was agreed to call G35 to follow Metra 2253 out of B17 at 2212 and then crossover to #2 MT at Roselle West behind #2256 who is the last Metra inbound of the night so as to preclude the possibility of G35 disrupting Metra schedules. Can we please look into resuming this practice?
7/28/2016	2256		B35	ALT TRACK		Dispatching Metra train on the wrong track for passengers to alight	28	7686	
7/28/2016	2253		Roselle West	DELAY	14	Cascading delay	28	7686	CASCADE
7/28/2016	2160		Fox Lake	CALLBOX		Call box not working	29	7685	2160 left Fox Lake 5 minutes late again. Conductor wrote, "late departure of 2160 due to CP Dispatcher not answering call box at Fox Lake". LMM working again last night. This is 3rd time with same problem recently.
8/1/2016	2227	PEAK		DELAY	11	Equipment error compounded by close to peak	15	8135	The scenario encountered on Monday, July 25, 2016 (described below) repeated itself almost identically on Friday, July 29, 2016. 472-29 was operating in the same slot as the train on Monday, following 2244 and ahead of 2246 out of Elgin. This time the train had 99-39-11000, 9396 feet long. In essentially the same location as Monday, this train also got a broken knuckle and drawbar, this time about 84 cars back. We were able to alleviate some of the delays encountered on Monday by operating only the first train by, 2227, at restricted speed and allowing the balance to go by at track speed. Nevertheless, the delays were devastating to our rush hour service, as well as to our customers, many of whom were personally assured following Monday's meltdown that we at Metra had taken appropriate steps with our counterparts at CP Rail to insure that this would not happen again. The situation was further hampered on Friday due to the broken drawbar becoming wedged underneath the car behind (and had we been made aware of this, we would have dispatched appropriate engineering or mechanical personnel from Metra to assist), which ultimately resulted in our single tracking around 472's rear end until almost 2200 hrs, over 5 hours after the initial break.
8/1/2016	2241			TERMINATED		Cascading delay	15	8135	CASCADE
8/1/2016	2243			DELAY	10	Cascading delay	15	8135	CASCADE
8/1/2016	2246			DELAY	35	Cascading delay	15	8135	CASCADE
8/1/2016	2248			DELAY	70	Cascading delay	15	8135	CASCADE
8/1/2016	2250			DELAY	13	Cascading delay	15	8135	CASCADE
8/1/2016	2251			DELAY	17	Cascading delay	15	8135	CASCADE
8/1/2016	2253			DELAY	23	Cascading delay	15	8135	CASCADE
8/1/2016	2252			DELAY	22	Cascading delay	15	8135	CASCADE
8/1/2016	2254			DELAY	39	Cascading delay	15	8135	CASCADE
8/1/2016	2255			DELAY	24	Cascading delay	15	8135	CASCADE
8/24/2016	2200		Spaulding	DELAY	10	Waiting for freight to clear plant	1	8564	This week, on Wednesday Aug24th, Metra 2200 delayed 10 minutes at Spaulding, arrived Chicago 8 minutes late waiting for G35 to clear plant shoving over to #1 main. This morning, Friday August 26th, 2200 again delayed at Spaulding for G35, this time 2200 arrived Chicago 7 minutes late. I understand that this morning, 2200 also stopped to pick up G35s Conductor and give ride back to head end. Late arrival of 2200 at Chicago also causes 2201 to leave late. Please follow up with G35 crew so that they understand to arrange their work at Spaulding so that it does not interfere with scheduled Metra traffic.
8/26/2016	2200		Spaulding	DELAY	7	Waiting for freight to clear plant	1	8564	
8/26/2016	2201			DELAY		Cascading delay	1	8564	
11/17/2016	2254		Bensenville	DELAY	18	Freight train slow to enter yard	25	7745	2254 delayed 18 minutes following freight 472 enroute, and additionally at B17Fivith 472 not yarding promptly and hanging out on plant. Please advise why 472 was released so closely ahead of 2254 and then not yard ed promptly. Delay to 2254 will carry over to 2255 as well. I spoke to B17 and she stated 472 was pulling into Bensenville at 2155 and cleared it at 2202. Train was stopped in the plant with 6 cars hanging out while lining switches in yard. B17 was told that train would have route lined into yard. Metra 2254 then did not go by B17 until 2208, 6 minutes after 472 was clear of the plant for a total delay of 18 minutes. With 2254 due B17 at 2150, clearly 472 should not have run ahead of them in the first place.
11/17/2016	2255		Bensenville	DELAY		Cascading delay	25	7745	CASCADE
12/31/2016	_600		Rondout	DELAY		Significant delay at Rondout due to freight stopped in plant - equipment problem	5	8433	_600 received significant delay at Rondout due to freight stopped in plant. Please provide any details/specifics you can. 280-01 experienced undesired emergency brake application at Rondout. Inspection found a separated air hose between their 93' and 94th car that was secured. 280 stopped in plant at 0543 --0615
1/3/2017	2200		B17	DELAY	9	Metra train delayed at Tower B17 waiting for 198 to clear plant pulling into yard	60	9857	Metra 2200 arrived Chicago 9 minutes late at 0539. Was delayed at Tower B17waiting for 198 to clear plant pulling into yard, then lost additional time running on #1 Main Track Tower B12 to Galewood East due to NS 17V using #3 Main and waiting for passengers crossing from #3 Main platforms to #1 Main. Delay to 2200 will also affect 2201 and possibly 2222.
1/3/2017	2200		B12	ALT TRACK		lost additional time waiting for passengers crossing from #3 Main platforms to #1 Main	60	9857	Metra 2200 arrived Chicago 9 minutes late at 0539. Was delayed at Tower B17waiting for 198 to clear plant pulling into yard, then lost additional time running on #1 Main Track Tower B12 to Galewood East due to NS 17V using #3 Main and waiting for passengers crossing from #3 Main platforms to #1 Main. Delay to 2200 will also affect 2201 and possibly 2222.
1/3/2017	2201			DELAY		Cascading delay	60	9857	CASCADE

Summary of CP Delay Events 2016 - 2021

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1/16/2017	2249		B17	DELAY	13	Waiting for freight train to clear in yard	36	8529	Metra 2249 delayed 13 minutes at B17 last night waiting for freight train to clear in yard. This also resulted in delays to flips 2254 and 2255. Please advise circumstances. the train involved was 484-15. They were 9378' and had 1 switch to get coming into the yard. Unfortunately, 484-15 expired on hours of service at 2245 and Bensenville was waiting on the power to operate a different train and the crew to tie up to be rested to run 199 on time today. In an effort to meet the needs of the operation, the decision was made to run 484 in the 1950-2015 window as the windows are all between 25-30 minutes prior to 2320 and the crew would have been expired Hours of Service if we waited for the larger window after 2320. They did not believe that it would delay 2249 and certainly didn't believe it would delay them to the extent it did
1/16/2017	2254		B17	DELAY		Cascading delay	36	8529	CASCADE
1/16/2017	2255		B17	DELAY		Cascading delay	36	8529	CASCADE
2/1/2017	2200		Bensenville	DELAY	12	Metra train delayed due to freight train stopped going in Bensenville Yard with rear end still in plant	53	7837	Metra 2200 delayed approximately 12 minutes at B17 this morning behind G35 who stopped going in Bensenville Yard with rear end still in plant. 2200 arrived Chicago 8 minutes late resulting in late departure on 2201. Please advise reason for G35 blocking plant. Was Bensenville committed to moving G35 before they were released from Spaulding?
2/1/2017	2201			DELAY		Cascading delay	53	7837	CASCADE
3/1/2017	2217		1317	DELAY	28	CP 586 released to come in the yard with CP 143 blocking the lead that 586 needed to use in order to clear the plant. CP 586 stopped with rear end blocking B17 plant.	52	7845	Metra 2217 arrived Tower 1317 1310 departed 1338 28 minutes delay; Metra 2236 arrived B17 1302 departed 134038 minutes delay. CP 586 was apparently released to come in the yard with CP 143 blocking the lead that 586 needed to use in order to clear the plant. CP 586 stopped with rear end blocking B17 plant. Please advise any additional circumstances surrounding these extensive delays, and any measures taken to prevent a recurrence.
3/1/2017	2236		B17	DELAY	38	CP 586 released to come in the yard with CP 143 blocking the lead that 586 needed to use in order to clear the plant. CP 586 stopped with rear end blocking B17 plant.	52	7845	Metra 2217 arrived Tower 1317 1310 departed 1338 28 minutes delay; Metra 2236 arrived B17 1302 departed 134038 minutes delay. CP 586 was apparently released to come in the yard with CP 143 blocking the lead that 586 needed to use in order to clear the plant. CP 586 stopped with rear end blocking B17 plant. Please
4/12/2017	2244	PEAK	B12	ALT TRACK		Freight train CP-241 in Emergency between B12 and Galewood East on Track 3, requiring Metra to use alternate track	59	9799	Freight train CP-241 in Emergency between B12 and Galewood East on Track 3. Will update when on the Move. 2244 will need to run on #2 MT B12 to Gatewood East and will have to load and unload passengers on crosswalks. 241 has Elmwood Park depot blocked so passengers will not be able to get to train. This is interfering with Metra's peak period trains in violation of the operating agreement.
4/14/2017	2252		1317	DELAY	18	Metra train delayed by train failing to clear yard	47	8054	Re lerence MWDW delays on attached report. Metra 2252 Friday April 14 2017 delayed 18 minutes at Tower 1317 behind CP-658 hanging plant. Delay carried over to 2253 who was 12 minutes late turning o112252. Was yard committed to handling 658 when they were release advise any other details available in regards to this delay and causes.
4/14/2017	2253		1317	DELAY	12	Cascading delay	47	8054	CASCADE
4/28/2017	2200		B17	DELAY	15	Freight train stopped several times while pulling into the yard with rear end blocking Metra Main Line at Tower B17	48	8043	Metra 2200 delayed about 15 minutes this morning behind CP-472 who apparently stopped several times while pulling into the yard with rear end blocking Metra Main Line at Tower B17.
4/28/2017	2200		B12	ALT TRACK		Metra train forced to use alternate track at station due to CP-143 on #3 MT with rear end blocking B12.	48	8043	After that, 2200 delayed additionally using #1 MT Tower B12 to Galewood waiting for passengers to walk across from the normal #3 Main platform. This was due to CP-143 on #3 MT with rear end blocking B12. Please advise why these trains were released without a clear route into the yard so as to clear Main Tracks in sufficient time to avoid delay to Metra scheduled operations. Delay to 2200 will carry over to flips 2201 and 2222.
4/28/2017	2201			DELAY		Cascading delay	48	8043	CASCADE
4/28/2017	2222			DELAY		Cascading delay	48	8043	CASCADE
6/26/2017	2158		Rondout	DELAY	4	Metra train held at Rondout @ 4 minutes to follow CP-384-251	45	8178	Metra 2158 last night delayed @ 12 minutes. They were held at Rondout @ 4 minutes to follow CP-384-251, then lost @ another 7 minutes following 384-251 to Tower A20. This also caused delays to 2151 who meets 2158 at Rondout, and 2155 who turns at Chicago from 2158. I interviewed the student that was in the office and was advised that they were intending to stack the route for Metra 2158 and inadvertently stacked the route for 384. They noticed just as the signal came in for 384. They thought that knocking the signal down and waiting for it to run time would take longer and result in a larger delay to Metra 2158 than just running the train. I will address with the dispatcher as well and have already addressed with the student. As part of the education process, student should be advised that in this case, if the mistake was noticed right away, it would have been considerably faster to contact 384 for permission to take the signal down, run time, and then line up 2158. Thanks for the follow up.
6/26/2017	2158		A20	DELAY	7	Metra train then lost @ another 7 minutes following 384-251 to Tower A20	45	8178	
6/26/2017	2151		Rondout	DELAY		Cascading delay	45	8178	CASCADE
6/26/2017	2155	CUS		DELAY		Cascading delay	45	8178	CASCADE

Summary of CP Delay Events 2016 - 2021

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7/10/2017	2208	PEAK	B12	ALT TRACK		NS 17V was dispatched from Cicero West to Tower B12 Westward on #3 MT behind #2202 and ahead of #2208	56	7608	During this morning's AM peak period operation, NS 17V was dispatched from Cicero West to Tower B12 Westward on #3 MT behind #2202 and ahead of #2208. #2208 is supposed to operate on #3 MT because it has scheduled stops at Elmwood Park, Mont Clare, Mars and Galewood where there are no passenger loading platforms on #2 MT, and there is opposing traffic scheduled on #1 MT. 17V was unable to clear Tower B12 prior to Metra 2208's arrival, so it became necessary to run #2208 on #2 MT from Tower B12 to Galewood East. This entailed loading and unloading passengers at crosswalks and/or road crossings at the four stations listed. While this is never a good operating practice, loading and unloading passengers in this manner was that much more problematic this morning because all of this was taking place during a heavy rainstorm, and passengers were unable to remain under platform shelters and still board the train. #2208 arrived Chicago at 7:26 AM, 6 minutes late. Moving NS-17V in this manner interfered with Metra's operation of peak period train 2208 in contradiction to terms set forth in the Metra-CP Operating agreement.
7/10/2017	2208	PEAK		DELAY	6	Alternative track use caused delays	56	7608	
7/10/2017	2208	PEAK	B12	ALT TRACK		NS 17-V dispatched to run West on #3 MT forcing Metra trains to use alternate track at stations	56	7608	Reference e-mail sent last Monday, July 10, 2017 (below) relative to Metra peak-period train #2208 scheduled to make local stops at Elmwood Park, Mont Clare, Mars, and Galewood being routed down #2 MT where there are no passenger platforms instead of running on #3 MT as they are supposed to due to NS 17-V operating VVWD on #3 MT. This same scenario was repeated this morning, MONDAY JULY 17, 2017 except this morning BOTH #2208 and #2212 who both make those same 4 local stops were run on #2 MT so that NS 17-V could run West on #3 MT. In this case, not only did passengers have to load and unload on crosswalks and road crossings instead of using boarding platforms, but also had to dodge 17-V who on #3 MT would have been between the loading platforms and the Metra train(s).
7/10/2017	2212	PEAK	B12	ALT TRACK		NS 17-V dispatched to run West on #3 MT forcing Metra trains to use alternate track at stations	56	7608	
9/13/2017			B12	DELAY		Dispatcher dispatched NS crew that was not lined up correctly during peak period	40	8483	NS 17v received the lineup at B12 at 53-5lined 2main-3main— 3 lead. It accepted the signal at 5:39:57. If you listen to the attached recordings, the crew appears not to kril their territory. When the B12 Dispatcher asks why theytopped, they stated they wererit lined the correct way. I reviewed the replay and they were indeed properly lin NS2204 had to be rerouted to track 1 @b17 causing' allellay. NS 17V finally cleared B12 @628a. NS crews on 17v are notoriously slow. Today they stopped at B12 even though properly lined for 3-lead resulting in a substantial delay to Metra 2204 who had to meet 2201 at B17 in order to run around 17v. Is there any way to work with NS crews so they don't tie up the railroad so long? Otherwise we should not chance running them during rush hours.
11/3/2017	2256		Spaulding	DELAY	15	Waiting for freight train to clear plant	51	7985	Metra 2256 delayed at Spaulding 15 minutes for G-65 to clear plant. Please advise circumstances for this.lengthy delay.
12/6/2017	2256		Bensenville	DELAY	14	Waiting for freight train coming from Bryn Mawr and pulling Bensenville Yard	38	8498	Metra 2256 Wednesday December 6. 2017 held at 1317 14 minutes for inbound lie ight train coming olicut-oliti-om Bryn Mawr and pulling Bensenville Yard. Please advise circumstances.
12/26/2017	2204	PEAK	Big Timber Road	DELAY	25	Equipment problem compounded by planned crewing at Randall Road just before peak period	41	8355	Compounded by ongoing signal problems at Tower B35 caused by a relay house fire over the past weekend, a CP-473 was allowed to leave Bensenville at 0330 heading West on the Elgin Sub. The train was being operated by a Chicago Terminal crew who was not qualified to run past Randall Road (MP 40.26), the intention being that a crew cabbng from Nahant or Savanna would meet the train at Randall Road and take over. Bear in mind that Metra's first EWD train of the morning rush hour departs Elgin at 0417 which means that an 0330 departure from Bensenville is doable, but iffy, under the best of circumstances. It was a known fact that due to the relay house fire, CP 473 would need to stop at both Spaulding and Tower B35 to get verbal authority past stop signals and would then be proceeding at restricted speed. The temperatures on this date and time were below zero which means that freight operations can typically be problematic and/or slower, and that Metra customers waiting for their trains are standing out in the cold at several locations. The fact that 473 was going to be re-crewed was not communicated, and when 473 stopped with the head end at Randall Road for the re-crew, the rear end of the train was blocking our Big Timber Road depot, as well as the crossovers at the Almora Control Point. The equipment for Metra 2204 (due out of Big Timber 0527) was allowed to follow 473 out of Elgin, but could not get to the depot to pick up passengers. 2206's eqpt went up #2 MT from Elgin depot to Big Timber but passengers at that depot were blocked by 473 could not get to the train. We wound up running 2206's equipment as 2204 25 minutes late, and 2204's equipment as 2206 (34 minutes late). Both trains originated at Elgin Depot. The first train capable of picking up passengers at Big Timber Road was 2210 due out of Big Timber 0612. The late departures wound up creating a domino effect on our operations causing 18 delays and 2 annulments. All of these trains are considered to be "Peak Period trains" which, according to the Metra-CP operating agreement, are not be interfered with.
12/26/2017	2206	PEAK	Big Timber Road	ALT TRACK		Stopped freight train required boarding on alternative tracks	41	8355	
12/26/2017	2206	PEAK	Big Timber Road	DELAY	34	Cascading delay	41	8355	
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017		PEAK	Big Timber Road	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017	2230		B35	DELAY	40	CP-472 was dispatched in a narrow window between scheduled Metra trains and wound up getting a broken drawbar just short of Tower B35	41	8355	Later that morning, CP-472 was dispatched in a narrow window between scheduled Metra trains and wound up getting a broken drawbar just short of Tower B35. Metra 2230 was directly behind 472 when this occurred, had to back up to Almora to use the other main around 472 resulting in a 40 minute delay to 2230 as well as a 17 minute delay to following 2232.
12/26/2017	2232		B35	DELAY	17	Cascading delay	41	8355	CASCADE
12/26/2017	2250		B17	DELAY	12	Freight train allowed to depart directly ahead of Metra 2250	41	8355	In the evening, a CP 650 which came off the C&M Sub at Tower B17, and was destined to the BRC at Cicero West, was allowed to depart directly ahead of Metra 2250 causing a 12 minute delay to 2250 as well as to 2250's "flips" 2251, 2256 and 2257.
12/26/2017	2251		B17	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017	2256		B17	DELAY		Cascading delay	41	8355	CASCADE
12/26/2017	2257		B17	DELAY		Cascading delay	41	8355	CASCADE
12/27/2017	2248		Bensenville	DELAY	15	Waiting for a CP-241 heading into Bensenville yard at Tower B12 to clear the main	41	8355	Metra 2248 delayed 15 minutes at Tower B12 waiting for a CP-241 heading into Bensenville yard at Tower B12 to clear the main so that 2248 could proceed. This resulted in delays to 2248's "flips" 2249, 2254, and 2255.
12/27/2017	2249		Bensenville	DELAY		Cascading delay	41	8355	CASCADE
12/27/2017	2254		Bensenville	DELAY		Cascading delay	41	8355	CASCADE
12/27/2017	2255		Bensenville	DELAY		Cascading delay	41	8355	CASCADE
12/28/2017	2244	PEAK	B12	ALT TRACK		Freight train released at peak of rush hour in tight window between Metra trains	41	8355	During the heart of the evening rush hour, a 67X was released at Cicero West to run to Tower B12 on #3 MT and into the yard via 6-lead, directly behind 2242 who cleared Cicero West at 1639. This left less than 20 minutes for 67X to clear B12 before Metra 2244 was due at 1657. 67X did not clear B12 until 1720 necessitating running 2244 down #2 MT where there are no station platforms at 4 stops (Elmwood Park, Mont Clare, Mars, and Galewood). Passenger loading and unloading then needed to take place using a single coach vestibule spotted at crosswalks or road crossings, a time consuming process. 2244 arrived Chicago 12 minutes late resulting in Peak Period train 2243 departing Chicago 7 minutes late. Minor delays were also experienced by Peak Period trains 2231, 2233, NCS 111 and NCS 113 which all had to operate on #1 MT due to 2244 occupying #2 MT, instead of the established operation which has some WWD rush hour trains running on #1 MT and some on #2 MT. While in most cases, CP Dispatchers have been cooperative and work with us to insure that our scheduled operation is protected, the succession of delays experienced this week has not only been a cause for increased customer complaints, but a cause for concern among those of us involved in Metra's Operations. Moving forward, we ask that Dispatchers use extra discretion in moving freight traffic close to scheduled Metra operations, and avoid close moves when possible. It is strongly suggested that prior to releasing trains for Bensenville yard, Dispatchers ascertain from Bensenville Yardmasters the total number of hand throw switches the crew will need to line prior to clearing at B12 or B17, and then pass along this information to the crew onboard the freight train, asking if they will be able to clear in sufficient time to avoid a delay to the next scheduled Metra train. We know that winter weather presents challenges to all of us, and hope that we will be able to work together to protect our respective operations. As always, your assistance is greatly appreciated. If I can be of any help, please let me know.
12/28/2017	2244	PEAK	Galewood	DELAY	12	Freight train released at peak of rush hour in tight window between Metra trains	41	8355	
12/28/2017	2234	PEAK	CUS	DELAY	7	Cascading delay	41	8355	CASCADE
12/28/2017	2231	PEAK		DELAY		Cascading delay	41	8355	CASCADE
12/28/2017	2233	PEAK		DELAY		Cascading delay	41	8355	CASCADE
3/3/2018	2604		Rondout	DELAY	15	Metra train was intentionally held 9 minutes to follow CP train whose crew was short on time, then followed the CP train	73	8395	Saturday, March 3rd, Metra 2604 was intentionally held 9 minutes at Rondout to follow a CP-470 whose crew was on short time. 2604 then followed 470 to Tower A20 resulting in a total delay of 15 minutes.
3/10/2018	2250		Spaulding	DELAY	20	Following CP freight form Spaulding to Tower 1317	73	8395	Metra 2250 delayed 20 minutes following CP Freight from Spaulding to Tower 1317. This also caused delays to 2251 and 2256. Please ad circumstances as to why this excessive delay took place.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
3/10/2018	2251			DELAY		Cascading delay	73	8395	
3/10/2018	2256			DELAY		Cascading delay	73	8395	
3/13/2018	2254		B17	DELAY		CP 280 train left on Metra #2 MT for a re-crew, occupying for over 5 hours, activated automatic warning device at crossings	73	8395	Last night (Tue Mar 13-Wed Mar 14) a CP 280 train departed Tower B17 @ 2100 and was left on Metra #2 MT, presumably for a re-crew. Train did not clear B12 until 0228 this morning, thus occupying #2 MT for over 5 hours. Also, it appears that 280's inbound crew may have pulled down too close to Scott Street, since we wound up with Automatic Warning Device activations at Scott St., Rose St. Calwagner and Ruby Streets. Metra 2254 was delayed copying mandatory directives for the crossings and lost time running around 280 on #1 MT and complying with the crossing restrictions; 2255 was delayed further when Police left lighted fuses at the crossings.
3/13/2018	2255		B17	DELAY		Cascading delay	73	8395	
3/14/2018	2202		Bensenville	DELAY	20	CP-G52 with 7400 feet was dispatched from Bensenville Yard ahead of Metra train	73	8395	This morning, (Wed. Mar 14) a CP-G52 was dispatched from Bensenville Yard on #3 MT ahead of Metra 2202. G52 with 7400 feet had to line switches at both ends of the Galewood receiving yard before being able to clear #3 Main. Metra 2202 wound up sitting behind 2202 for close to 20 minutes waiting for G52 to pull in the clear.
3/24/2018	2256		B12	DELAY	18	Freight interference	83	8223	2256 showing 18 minute delay at Tower B12 for freight interference. Please advise circumstances. It was a 6300' 17V that came out of 4L to MT2 after 2254 cleared. That route fired off at 2210 and 17V knocked it down at 2214. 17V cool west on MT3 because G47 was on that track. B12 dispatcher lined up 17V at B12 MT2 to 6L at 2210. 17V knocked down B12 at 2230 and clear the interlocking until 2316.
4/25/2018	2251		Galewood East	DELAY	15	traffic holding on line to be used by Metra train	74	8381	Metra 2251 last night delayed 15 minutes at Galewood East waiting for 2252 who was using 41 MT Tower B12 to Galewood East due to traffic holding on both #2 and #3 MT.
4/25/2018	2251		B17	DELAY		Following slow freight train from 1317 to B12	74	8381	Then 2254 delayed 11 minutes following EWD freight from 1317 to B12. Please advise why freight tri moved in a way that did not keep routes available for these scheduled Metra trains.
6/8/2018	2227		Bensenville	DELAY		Slow crew going into Bensenville	78	8291	2227 10" due to NS 17V going into Bensenville yard at B12 from #2 MT to 4 —lead. Yardmaster told Elgin Dispatcher that route for 17V was lined, but crew (who dragged their feet all the way from the BRC) still had to stop and get one switch. Had to turn 2225-7412 on #1 MT at Franklin Park and 17V was still not clear when 7412 came back. 7412 and 2227 waited on #1 MT looking at each other until 17V finally cleared and 7412 could cross over.
6/8/2018	2245		B12	DELAY		Dispatcher dispatched freight ahead of Metra train	78	8291	2245 7" CP-287 off BRC to go to B17 and Bryn Mawr to C&M came off #3 MT at Cicero East and ran #3 MT to B12 with 2245 running on #1 MT. Elgin Dispatcher had B12 run 287 right in front of 2245 to B17 instead of crossing 287 over behind 2245.
7/24/2018	2200		Spaulding	ALT TRACK		Metra dispatched on alternative track, forcing passengers to cross track	78	8219	Please refer to passenger complaint received today regarding operation of Metra 2200 on #1 MT between Tower B35 and Roselle West yesterday due to CP G35 working at Spaulding with Control point blocked. Also see our response below the complaint. As we have discussed before, operation of Metra trains on other than their regular tracks can create unique challenges for our customers, as well as a potential for more serious issues should someone arriving at the last minute somehow misjudge the speed of the approaching train and dash across the tracks in their zeal to not miss their train. This is particularly important in the case of Bartlett where the #2 MT platform and the #1 MT platform are a good city block away from each other. We understand that track work, signal problems, and some unforeseen occurrences necessitate operating on the opposite main, but we again request this only be done where it cannot otherwise be avoided. As to G35 switching at Spaulding, if they keep their train on #2 MT West of the Spaulding control point with the East Electric Lock switch lined for #2 MT except when needed for an immediate movement, there should be no problem bringing EWD Metra trains on #1 MT from B35 to Spaulding and then crossing back over to #2 MT before reaching the first passenger station at Bartlett. Please share this with Elgin Dispatchers and B17 Operators. Thanks for your assistance.
8/17/2018	2250		B17	DELAY	17	Dispatcher error squeezing freight trains in front of Metra, compounding signal problem and slow train crews.	70	8443	Metra 2250 delayed 17 minutes at Tower 1317 waiting for inbound freight from C&M Sub to clear plant going in yard. Delays to 2250 cause flips 2251 and 2256. Please advise why freight was released to come into yard with insufficient time to clear.
8/17/2018	2251			DELAY		Cascading delay	70	8443	
8/17/2018	2256			DELAY		Cascading delay	70	8443	
8/23/2018	2231		B17	DELAY	15	CP 198 12k foot train slow entering Bensenville; dispatched with impossible timing and without yard switches lined up	79	8269	This evening, Metra 2231 was held at Tower B17 approximately 15 minutes for CP 198 at 12,000 feet to enter Bensenville Yard from the Cut-off. The delay to 2231 carried over to 2233, and 2235 who all arrived their destinations 13 minutes late, and 2237 who arrived 8 minutes late. 2231 and 2237 carry an average of 1100 Metra customers each, and 2233 approximately 700. At 12,000 feet, it would have been next to impossible for 198 to clear in the 25 minute window between 2227 and 2231 without causing delay, even if all the yard switches had been lined for 198, which they were not. Moving 198 in this manner not only inconvenienced thousands of our customers, but also represented a gross disregard for the terms of the Me CP Operating Agreement which specifically prohibits interference with Metra Peak Period trains. Please review the handling of this situation this evening and advise what steps will be taken to prevent a recurrence
8/23/2018	2233			DELAY		Cascading delay	79	8269	
8/23/2018	2235			DELAY		Cascading delay	79	8269	
8/23/2018	2237			DELAY		Cascading delay	79	8269	
8/25/2018	2708		Galewood East	DELAY	16	Crew swap on mainline	92	18484	1. crew swap was set up at Galewood involving two CP trains, one of which was on #2 MT and one on #3 MT (I believe one may have been G52). This impacted Metra 2708 who was delayed 16 minutes in the process (see attached GPS report).
8/25/2018	2716		B17	DELAY		CP train parked on mainline #2 for 7 hours	92	18484	1. A CP-470 train (Loco BNSF 4930) went by Tower B17 at 1425 hrs on #2 MT and was parked West of Scott Street. For whatever reason this train remained Parked on Metres #2 MT for almost 7 HOURS. It did not get by B12 until 2127. The single track situation ultimately affected Metra 2716 who was running out of slot due to an earlier pedestrian strike. And, yes, the pedestrian strike was unforeseen (although it did occur and was cleaned up long before 470 went down #2 Main), but the point is this is precisely why the Metra mains need to be fluid. We should not be forced into a single track operation when unforeseen occurrences take place.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
9/5/2018	2158		Rondout	DELAY		Intentionally held to allow for freight with short crew time to proceed ahead, then forced to follow freight	75	8356	On Wednesday, September 5, 2018, Metra Train #2158 due Rondout 2031 stopped at Rondout per GPS data at 2040 hrs. and was held! 812 empty coal train who had to operate via Tower A5 and then make a main line crew change on the Elgin Sub. My understanding is tht Dispatcher was directed by the Chief Dispatcher to intentionally hold the scheduled Metra train in order to follow 812 due to the crew on 8 on "short time". Doing this resulted in not only the initial delay to 2158 at Rondout, but additional delay as 2158 following 812 enroute on signals. Bear in mind that 812 had to negotiate the UP controlled crossing at Mayfair as well as the 10 MPH move around the wye at Toy directly ahead of 2158. To help mitigate the delay, Dispatcher arrange for 2158 to run on #1 MT from Mayfair to Tower A5, however this help as 2158 still had to wait at each station while passengers who were blocked by 812 made it across to the opposite platform. 2158 ar Chicago at 2146, 12 minutes late causing their "flip" 2155 to depart Chicago 12 minutes late and arrive Fox Lake 9 minutes late. Both tra considered to be "reportable" delays. A fact also to be considered is that with 812's remaining time short enough to have prompted a mop% any of the many unforeseen variables that frequently cause freight trains to stop even briefly would have resulted in 812 being stranded o trackage for an extended period of time while a qualified re lie fcrew was located or called and transported.
9/5/2018	2158			ALT TRACK		Dispatcher used alternative mainline to accommodate delay	75	8356	
9/5/2018	2155		CUS	DELAY		Cascading delay	75	8356	
10/18/2018	2207	PEAK	B12	DELAY	22	Dispatcher dispatched train to cross that wasn't ready	68	8479	Delays were due to a CP-Q165 which had apparently been called out to move from IHB Norpaul Yard to Schiller Park yard crossing the Elgin Sub at Tower B12 in the process. CP Elgin Dispatcher instructed Metra Operator Tower B12 to line 0165 across, however 0165 was apparently not actually ready to move when the line-up was put in. Then, when it became apparent that Q-165 was not moving, many attempts were made to contact the crew on 0165 on several radio channels in order to get their authority to drop the signal. Q-165 could not be contacted for an extended period of time.
10/18/2018	2226	PEAK	B12	DELAY	17	Dispatcher dispatched train to cross that wasn't ready	68	8479	
10/18/2018	2230		Big Timber Road	DELAY		Cascading delay	68	8479	
10/29/2018	2251		Galewood East	DELAY	18	Delay caused by reduction of mainlines due to CP train pulling into Bensenville	81	8244	Metra 2251 on Mon Oct 29' was delayed 18 minutes at Galewood East due to being held for inbound 2252 who had to run East on #1 MT due to CP-198 (11,300 feet) pulling into yard at Tower B12 from #2 MT, thus leaving only #1 MT open to run trains. As
10/29/2018	2256		Big Timber Road	DELAY	12	Cascading delay	81	8244	
11/12/2018	2248	MD-W	Spaulding	DELAY	13	Following freight train from Spaulding to B17	90	18289	#2248 delayed 13 minutes following freight from Spaulding to Tower B17
11/12/2018	2256	MD-W	Galewood East	DELAY		Delay caused by 2-287 doubling out of Galewood Yard	90	18289	#2256 at Galewood East for a 2-287 doubling out of Galewood Yard
11/12/2018	2255	MD-W	B17	DELAY		Metra train blocked at B17 for inbound freight pulling in yard from cut-off.	90	18289	2255 blocked at Tower B17 for inbound freight pulling in yard from Cut-Off.
11/20/2018	2255		B17	DELAY	13	Slow freight train clearing yard	66	8558	Metra 2255 last night arrived Big Timber Road 17 minutes late last night. They were held 13 minutes at Tower B17 waiting for a lengthy 198 to clear the plant. 198 was moved between 2256 and 2255, a window that is clearly not big enough for a train of that size.
11/20/2018	2255		Spaulding	DELAY	8	Dispatcher held Metra train to cross freight train	66	8558	To make matters worse, B17 then ran a CN freight across Spaulding ahead of them delaying 2255 for an additional 8 minutes.
12/5/2018	2256		B17	DELAY	25	slow entry into yard	67	8515	Metra 2256 Wednesday Dec 5 2018 waited 25 minutes at Tower B17 while a lengthy (14,000 plus feet) CP-198 was brought into Bensen' from the Cut Off While we can certainly appreciate the challenges of running trains of extreme lengths, we ask that if this must be done, i done at the expense of Metra scheduled operations and our customers. We are hearing that part of the issue in tarring 198 last night was t another yard movement was blocking their route in the yard? Moving forward, when trains of this length are run, we ask that trains be sta arrive B17 when there are windows large enough to move them, and that entire route in yard be pre-lined before train is released at Tower
4/4/2019	2201			DELAY	22	9900 foot freight dispatched from Norpaul to Schiller Park across B12 directly ahead of Metra trains	156	13276	This morning, a 9900 foot Q-165 was dispatched from Norpaul to Schiller Park across Tower B12 directly ahead of Metra 2201 and 2204. 2201 was already stopped at B12 before Q165 even showed up. 2201 delayed 23 minutes and 2204 delayed 14 minutes. 2204 is a Peak Period train. 2201 is not but turns for 2222 at Big Timber who is Peak Period and will be late. Late 2204 will ultimately affect Peak Period train 2220 out of Roselle. 2201 delayed 22 minutes, arrived Big Timber 17 mins late.
4/4/2019	2204	PEAK	B12	DELAY	14	9900 foot freight dispatched from Norpaul to Schiller Park across B12 directly ahead of Metra trains	156	13276	2204 delayed 14 minutes arrived CUS 12 mins late.
4/4/2019	2220	PEAK	B12	DELAY	7	Cascading delay	156	13276	2220 departed Roselle 7 minutes late, will arrive CUS 5 to 6 minutes late.
5/1/2019	2221		Big Timber Road	ALT TRACK		Re-crewing at Randall Road blocked access to Big Timber Road depo and #1 main because of train length, forcing Metra trains to board/deboard on tracks with no depot	160	16673	Reference delays to Metra Milwaukee District West Line trains on attached sheet: On Wednesday, May 1, 2019, a lengthy CP-473 was dispatched from Bensenville with the intent of re-crewing the train at Randall Road. CP-473 stopped on #1 MT and due to train length completely blocked access to Metra's Big Timber Road depot and #1 main platform. metra 2221-2244 were sent up #2 MT to make their turn, however there is nothing at Big Timber on the #2 main side of the platform. Passengers were completely cut off from depot, parking lot, etc. passengers off 2221 had no place to go and passengers for 2244 could not get to train. Because of this, 2244 was held 17 minutes waiting for CP-473 to clear. In order to make flip at CUS to 2243, 2244 was expressed from River Grove to Chicago. 7452 was held on #1 MT at B12 to follow 2244 and handle shorts. Peak period train 2231 had to wait at B12 for #1 MT clear. This also affected Metra Peak Period trains 2233, 2235, and 2237

Summary of CP Delay Events 2016 - 2021

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5/1/2019	2244		Big Timber Road	ALT TRACK	17	Re-crewing at Randall Road blocked access to Big Timber Road depot and #1 main because of train length, forcing Metra trains to board/deboard on tracks with no depot	160	16673	
5/1/2019	7452			DELAY		Cascading delay	160	16673	
5/1/2019	2231	PEAK		DELAY		Cascading delay	160	16673	
5/1/2019	2233	PEAK		DELAY		Cascading delay	160	16673	
5/1/2019	2235	PEAK		DELAY		Cascading delay	160	16673	
5/1/2019	2237	PEAK		DELAY		Cascading delay	160	16673	
5/30/2019	2200		Bartlett	ALT TRACK	6	Metra dispatched on wrong track	141	7692	The Delay Report shows #2200 6 down due to passengers on the wrong side Bartlett to Schaumburg, freight train . Announcements were made, not sure why Customers were on the wrong side. I called Track #19 to see if Blake had any insight as to why this train was late yesterday and today and he said he would look into it and call me back.
6/7/2019	2141		Rondout	DELAY	5	Metra train held for Amtrak, although Metra train is scheduled to go first	162	19346	Please see delay to Metra 2141 at Rondout on attached Milwaukee North delay report. 2141 was held approximately 5 minutes for Amtrak 340 to go first. Regarding this please note that: 1. 2141 is scheduled to go through Rondout ahead of 340. 2. 340, as scheduled, catches up to and follows Metra 2152 in route to Chicago. Running 2141 first will not in any way affect 340's arrival into Chicago.
6/11/2019	2250		Spaulding	DELAY	15	Freight train put ahead of Metra train	93	8563	Train #2250, scheduled to arrive Chicago Union Station at 8:29 PM, is operating 15 to 20 minutes behind schedule due to freight train interference. CP G35 was the reason. He had an hour window to get them out and heading east from Spaulding, their longest window but their move took too long. G35 departed there in advance of MW2250's arrival but they caught up to them before getting to Roselle. He was finally able to get MW2250 over 2-1 at Roselle of course by then the damage was done.
7/13/2019	2708		Cicero West	DELAY	15	Freight train set out in front of Metra train with reduced lines due to maintenance work	154	13273	Be advised that the above listed train will take a significant delay at CI' Cicero West for a meet with M W2708. We have MT2 out of service for MOW and a CP 281 on MT3. MW 2707 will probably take a 15+ minute delay. With tracks out of service, it is expected that freight trains will be dispatched judiciously and only where there is an opportunity for them to run without intentionally delaying scheduled Metra trains. I have asked repeatedly to have 281 sent via UP during track work and these requests have been ignored. If you insist on running 281 via A5 during track work, our expectations are that train will only be moved when there is a window that does not impact our operation - not simply on a basis as to when the train happens to be ready to go.
7/19/2019	2117		Fox Lake	DELAY	56	Blocked by CP freight train with broken knuckle	142	7652	2117 Expressed from Deerfield to Round Lake, arrived Fox Lake at 15:08 3:08 56 min late, 58 min A~20 blocked by CP freight with a broken knuckle and 2 main out of service due to scheduled track (it is summer time) work.
7/19/2019	2136			DELAY		Cascading delay	142	7652	2136 arrived CUS at 14:40 2:40 18 min late, 10 min Grayslake waiting on a late 2115, 10 picking up and delivering CP (knucklehead) Conductor with a replacement Knuckle.
7/19/2019	2138		A20	DELAY	69	CP freight blocking 1 main between A20 and Deerfield	142	7652	2138 arrived CUS at 16:31 4:31 69 min, 1 hour 9 min late, CP freight blocking 1 main between A-20 and Deerfield, had to make a see-saw move to west of Rondout to clear a path for a late 2117, 335 and 2119 and Amtrak (buffoonery) 7.
7/19/2019	2121		Rondout	DELAY	9	Following CP freight train (with knuckle fixed)	142	7652	2121 arrived Fox Lake at 16:26 4:26 13 min late, 8 min following CP (with a new knuckle) freight to Rondout, 9 min waiting on a Late 2140 to clear Rondout.
7/19/2019	2142			DELAY	10	Cascading delay	142	7652	2142 arrived CUS at 17:20 5:20 10 min late, 10 min waiting on 2121.
7/19/2019	2144			DELAY	15	Cascading delay	142	7652	2144 arrived CUS at 18:43 6:43 15 min late, 18 min Deerfield waiting on 2142.
7/19/2019	2131	PEAK	A20	DELAY	12	Following CP freight train	142	7652	2131 arrived Fox Lake at 18:30 6:30 12 min late, following CP (Classic Clownery) 281 from A-20 to Deerfield during rush hour.
7/19/2019	2146		A20	DELAY	7	Waiting on Cp 281 at A20	142	7652	2146 arrived CUS at 18:02 6:02 7 min late, 5 min Libertyville meeting 2125, 6 min approach (281 hanging out at A-20) signals.
7/28/2019	2714		B17	DELAY	20	Yard move closely ahead of Metra scheduled train	125	7818	This afternoon, an on-time Milwaukee West Line train (MW2714) was excessively delayed by a yarding Canadian Pacific train (286-27) at Tower B17 a short while ago. The 6600' freight train was asked to hand line a yard switch and make a 10 minute window to clear the mains at Tower B-17. The B-17 Operator further asked 2714 what their status was and they indicated that they were on-time, and in the vicinity of Itasca. The freight train was lined up, nonetheless. As clarification regarding the 20 minute delay to Metra 2714 at Tower B17, on Sunday July 28, 2019, was moving the yard that closely ahead of 2714 a conscious decision tsnp@ft, or were there other extenuating factors?
7/29/2019	2215		Galewood	DELAY	17	Waited for freight train to clear track	95	8446	2215 held at Galewood East 17 mins for EWD freight to clear #2 MT
7/29/2019	2215		Galewood	ALT TRACK		Metra train crossed over to use alternative mainline track, due to other mainline unavailable due to freight pulling out of Galewood	95	8446	[2215] then crossover and use #2 MT to B12, loading and unloading passengers on crosswalks. #1 MT was 005 for Sayre Ave resurfacing and #3 MT was unavailable due to WWD freight pulling out of Galewood yard on to #3 MT.
7/29/2019	2223		B12	DELAY	20	Held up due to constrained mainline availability because of re-crewing on mainline	95	8446	2223 held 20 minutes at Tower B12 to meet 2242 running East on #1 MT from B17 around a CP 650 re-crewing on #2 MT at Mannheim. Lost time on 2242 on this move also impacted 2231 waiting for #3 MT to clear up. 2231 (a Peak Period Train) was 6 minutes late at Big Timber Road.
7/29/2019	2231			DELAY	6	Cascading delay	95	8446	
7/29/2019	2228		B17	DELAY	13	Waiting for freight train to clear into Bensenville	139	7704	2228 13 minutes at Tower B17 waiting for freight train to clear into Bensenville yard.
7/29/2019	2232		B17	DELAY	8	Waiting for outbound freight coming out of Bensenville	139	7704	2232 8 minutes at Tower B17 waiting for outbound freight coming out of Bensenville yard.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
7/29/2019	2612		A20	DELAY	49	Dispatching decisions to prioritize CP in context of single tracking due to track work	148	7617	Around 12:35PM, they sent an eastbound train (CP 286-20) on #1 main around the out of service block o. Main #2 between Rondout and Deerfield. Waiting at the other end of the single track to head west, beginnin, at Deerfield towards Tower A20, were three westbound freight trains, CP 581-377, CP 281-21 and CP199-21. Before 199-21 could even clear the Shermer Cut-Offat Tower A20 and onto Main 1, they had MN2607 waiting on them at the signal at Tower A20. Delays compounded and the decision was made to see-saw MN2612 at Rondout while waiting on freight traffic, in an effort to keep MN2607 moving west. Ultimately, this led to the following 4 delays
7/29/2019	2607		A20	DELAY	30	Dispatching decisions to prioritize CP in context of single tracking due to track work	148	7617	
7/29/2019	2611		A20	DELAY	40	Dispatching decisions to prioritize CP in context of single tracking due to track work	148	7617	
7/29/2019	2612		A20	DELAY		Cascading delay	148	7617	
7/29/2019	2616		A20	DELAY	11	Dispatching decisions to prioritize CP in context of single tracking due to track work	148	7617	
7/30/2019	NCS 112		B12	DELAY	10	Metra train to follow CP train to Galewood East	95	8446	Metra NCS 112 held 10 minutes at Tower B12 to follow CP-281 to Galewood East.
7/30/2019	NCS 112		B12	DELAY	10	Held up to follow CP-281 to Galewood East	140	7703	Metra NCS 112 held 10 minutes at Tower B12 to follow CP-281 to Galewood East.
7/30/2019	2217		B17	DELAY	8	Held up waiting for CP-286 to clear going into Bensenville	140	7703	2217 8 minutes at Tower B17 waiting for CP-286 to clear going into Bensenville Yard
7/30/2019	2236		B17	DELAY	8	Held up waiting for CP-286 to clear going into Bensenville	140	7703	2236 initially 8 minutes at Tower B17 waiting for CP-286 to clear.
7/30/2019	2236		B12	DELAY	17	Held at B12 on account of PC-287 taking headroom at Galewood East	140	7703	Than additional 17 minutes at Tower B12 account CP- 287 taking headroom at Galewood East toward #3 MT.
7/30/2019	2236		Galewood East	ALT TRACK		Passengers blocked at station by freight train	140	7703	2236 had to wait for NC-105 to clear B12, then run #2 MT to Galewood loading and unloading passengers on crosswalks. Passengers at Galewood completely blocked by 287.
8/2/2019	2230		B12	DELAY		Metra train running 8 minutes late not given dispatch priority over freight train	131	7782	Metra 2230 was running approximately 8 minutes late due to heavy passenger loading brought about by the Lollapalooza fest in Chicago. 2230 was already lined up at Tower B12 for their normal route from #2 Main Track to #3 Main Track. qAs 2230 was approaching Mannheim, CP-281 had pulled down on 3-lead in preparation for departure and announced to the Elgin Dispatcher that they were ready to go. Elgin Dispatcher then directed the B12 Operator to take the signal away from 2230 and begin running time on the signal. 2230 was then to wait for outbound 2211 to clear B12 and 2230 then
8/2/2019	2230		B12	ALT TRACK		Delayed Metra train forced to use alternative tracks resulting in passengers having to cross tracks	131	7782	Also, bear in mind that passengers waiting for 2230 at Elmwood Park, Mont Clare, and Galewood would be standing on the platform adjacent to #3 Main, and would then either wind up being blocked by 281, or more likely would dash across in front of 281 in order to get to the #1 main platform and not miss their train. The safety implications of this scenario are staggering, not to mention the blatant disregard for Metra's Operation on our own tracks.
8/6/2019	2202		B17	DELAY	17	Freight train yarding blocked by another locomotive	97	8416	Arrived CUS r 06:30."-5reight interference Wood Dale East:21E40p signal 13-17 (686-770) freight train yarding blocked by another locomotive. rear-end was hanging out [CP 686 hanging out on #2 MT at Tower 1317 blocking 2202]; > This was due to a CP-686 that was run from Randall to Bensenville Yard ahead o 1 2202. Upon arrival at Bensenville Yard. 686 was bloc engine on the lead with train hanging out on #2 MT. Delay to 2202 will also affect 2203 as well as Peak Period Train 2226. Delays to 7201 2203 are likely potentially resulting in delays to Peak Period Trains 2220 and 2222.
8/6/2019	2203	PEAK		DELAY	20	Cascading delay	97	8416	> 2203 (-20) Arrived Elgin @ 07:58. 44:11e parted CUS late due to late arrival/turn of 2202. previous delITIFIS IS A PEAK PERIOD TRAIN.
8/6/2019	2220	PEAK		DELAY	9	Cascading delay	97	8416	> 2220 (-9) Arrived CUS 08:32. Departed Roselle late due to late arrival/turn o f 7201. following tanelyTEL1831S IS A PEAK PERIOD TRAr
8/6/2019	2224	PEAK		DELAY	7	Cascading delay	97	8416	> 2224 (-7) Arrived CUS @ 08:56.'1Departed Franklin Park late due to following 2220 and 2-2711IS IS A PEAK PERIOD TRAIN.
8/6/2019	2226	PEAK		DELAY	14	Cascading delay	97	8416	> 2226 (-14) Arrived CUS @ 09:14. '-1 Departed Elgin late due to late arrival/turn of2203;54lop signal- THIS IS A PEAK PERIOD TRAIN.
8/6/2019	2232			DELAY	32	Freight interference - wrong lineup into the yard	97	8416	2232 (-32) Arrived CUS rii) 12:15. -3Stop signal 13-12 freight interference (G57) wrong lineup into the yard. back up move
8/7/2019	2230		B17	DELAY	23	Dispatching an 11k foot train closely ahead of scheduled Metra train, not being able to clear main trais and lack of coordination with other freight dispatcher	97	8416	
8/9/2019	2200		B17	DELAY	27	Metra train held because freight train cleared to enter Bensenville but no actual clear route into the yard	101	8413	Metal 2200 This morning. Friday August 9. 2019 was stopped at Tower B17 approximately 25 minutes due to a CP-386 off the North Line started in to Bensenville Yard @ 0400 hrs but actually had no clear route into the yard because of an earlier locomotive derailment in the was known at the time 386 was released but train was released anyway. The delay to 2200 will carry over to 2201 (Peak Period Train) as 2222 (Also Peak Period Train) who both utilize 2200s crew and equipment. 2200 arrived Chicago 27 minutes late:
8/9/2019	2201	PEAK		DELAY		Cascading delay	101	8413	
8/9/2019	2222	PEAK		DELAY		Cascading delay	101	8413	
9/18/2019	2253		B17	DELAY	20	Metra train held waiting for CP-382 from Bryn Mawr pulling into the yard	113	8156	ast night, Metra 2253 was held @ 20 minutes at Tower B17 waiting fora CP-382 from Bryn Mawr pulling in to the yard. Please advise what prompted this delay to occur. Our yardmaster also left a notation to the effect that there may have been a miscalculation as to 382's actual length that may have been a contributing factor. I would appreciate it if you could look into this situation and let us know if there is any truth to this. Thanks for your assistance.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
9/23/2019	Multiple		B17	DELAY		Single tracking around CP trains for 3+ hours	96	8434	#1 MT at Tower B17 while 3 inbound trains on both tracks came off the cut off. Metra single tracking went on for 3 hours or more.
9/24/2019	2217		B17	DELAY	13	Metra waited for locomotive swap on mainline	96	8434	Today, 2-287-24 stopped at B17 @ 1100 hrs with a 581 train pulling up shortly behind them. 2-287 sat while a locomotive swap took place. Getting the fresh power back to the train resulted in a 12 to 13 minute delay to Metra 2217 who was running around both freights on #2 MT but had to wait at Tower B17 due to being blocked by the light power going back on 2-287's train.
9/24/2019	2236		B17	DELAY	13	Cascading delay	96	8434	
9/25/2019	2214	PEAK	B17	DELAY	7	Stopped at B17 because of long train dispatched between two Metra trains during peak periods	110	8328	Mawr behind Metra 2212 and 7201 and ahead of Metra 2214. The window between trains was insufficient to accommodate a train of this length and as a result the following delays were incurred by Metra Peak Period Trains: 2214 stopped at Tower B17 7 minutes arrived Chicago 7:59 AM, 2 minutes late.
9/25/2019	2216	PEAK		DELAY	9	Cascading delay	110	8328	2216 stopped behind 2214, then running on restricting signal due to 2214 ahead, passed Tower B17 9 minutes late, arrived Chicago 8 minutes late (reportable).
9/25/2019	2218	PEAK		DELAY	9	Cascading delay	110	8328	2218 following 2216 passed Tower B17 8 minutes late, arrived Chicago 9 minutes late (reportable). This resulted in a 5 minute late departure from Chicago on 2209 who uses Engineer and equipment from 2218.
9/25/2019	2209	PEAK		DELAY	5	Cascading delay	110	8328	
9/25/2019	North Central 108			DELAY	7	Cascading delay	110	8328	North Central 108 followed Metra 2216 from Tower B12, arrived Chicago 7 minutes late (reportable).
9/30/2019	2208	PEAK		DELAY	7	Following CP train	111	8221	2208 delayed 7 minutes following CP G54. 2208 is contractually a Peak Period train.
9/30/2019	2156		Rondout	DELAY	31	Metra train running late but able to make destination with 5 minute delay delayed 31 minutes due to dispatching freight train ahead of it	111	8221	2156 was running 12 minutes late on turn from 2141, but schedule for this trgtitecbaserS, time built into schedule which would have allowed for arrival at Chicago within 5 minute tolerance. Instead CP ran a lengthy 198 directly ahead of 2156 out of Rondout to operate via Tower known 10 MPH restriction around wye at A5, 198 caused an additional 20 minutes delay to 2156 resulting in 31 minute late arrival at Chic 2156. This also delayed Amtrak 342 behind 2156.
10/1/2019	2200		B35	DELAY	18	Metra train 16 minutes at Tower B35 to let CP train go through first	111	8221	Metra 2200 held 16 minutes at Tower B35 to let a CP-474 go through first. 2200 arrived Chicago 18 minutes late resulting in late departure 2201. This will also affect peak period train 2222 who turns from 2201.
10/1/2019	2201			DELAY		Cascading delay	111	8221	
10/1/2019	2222			DELAY		Cascading delay	111	8221	
10/4/2019	2154		A20	DELAY	18	Dispatching handoff between CP and UP caused Metra delay	111	8221	I know you gave me some Omaha contacts at one point initialing trouble locating them. The issue we have tonight is that CP had a 286 e 680-315 which they claim were both presented to Desk P-342 who agreed to handle them. Apparently 286 was stopped at Shermer brie0• up, however as 680 was going by A20. 3 minutes from Shermer. P342 lined up for a UP Southbound and a UP Northbound. Since 680 dic between Shermer and A20. Metra 2154 took an 18 minute delay waiting until CP 680 was finally lined up and pulled up to clear A20. Amti wound up stopping behind 2154 until they could move, and Techny Road crossing was blocked for the duration.
10/12/2019	2603		Morton Grove	DELAY	15	Metra train held at Morton Grove to allow 281 to cross over in front	153	10967	Reference Milwaukee North Line Delay sheet on attached delay report. On Sat Oct 12 CP-281 ran #2 MT A6 to Morton Grove with 2603 on #1 MT. 2603 was held at Morton Grove to allow 281 to cross over in front resulting in 15 minute delay to 2603. Please advise why this was done as opposed to having 281 follow 2603. Also please look into delay to 2607 running around freight between Tower A6 and Mayfair
10/18/2019	2208	PEAK	B12	DELAY	12	Light engines requiring axle block held up Metra train	130	7784	FYI, this morning, Light Engines ran from Tower 1317 to Cicero East to access BRC during height of morning rush. Since light engines required an axle block, Metra 2208 had to be held approximately 12 minutes at Tower B12 until Light power ahead on #3 MT cleared the Control Point at Galewood West. 2208 arrived CUS 8 minutes late.
10/23/2019	2215		Bensenville	DELAY		Two main lines used by CP for crew change and setting out cars, resulting in single tracking for Metra train	124	7827	CP G57 (outbound 287-23) has been occupying Metra #2 MT between Tower B12 and Tower B17 since 0915 this morning. My understanding is that arrangements were made to have this train hold #2 MT while setting out cars in Bensenville Yard. Metra Operations have been single tracking around this train on #1 MT going on 3 hours. To make matters worse, we now have a CP-581 stopped on #1 MT at Mannheim changing crews, essentially taking away both of the Metra owned Main Tracks for yard activities. It was agreed some time ago that the Metra Main tracks were to be used for moving trains. Crew changes were acceptable if relief crews were in place and trains were staged so as not to delay Metra's operations. Yard activities, such as picking up and setting out cars and locomotives were to take place in the yard or on the Cut-off between Tower B17 and Bryn Mawr. With both Metra Mains occupied both Metra 2215 who followed 581 to B17, as well as Metra 2234 who was waiting at Tower B17 for 2215, incurred minor delays. Moving forward, we respectfully request that CP resume the use of Metra's two Main tracks between Tower B12 and Tower B17 for moving traffic as was agreed to.
10/23/2019	2234		Bensenville	DELAY		Two main lines used by CP for crew change and setting out cars, resulting in single tracking for Metra train	124	7827	CP G57 (outbound 287-23) has been occupying Metra #2 MT between Tower B12 and Tower B17 since 0915 this morning. My understanding is that arrangements were made to have this train hold #2 MT while setting out cars in Bensenville Yard. Metra Operations have been single tracking around this train on #1 MT going on 3 hours. To make matters worse, we now have a CP-581 stopped on #1 MT at Mannheim changing crews, essentially taking away both of the Metra owned Main Tracks for yard activities. It was agreed some time ago that the Metra Main tracks were to be used for moving trains. Crew changes were acceptable if relief crews were in place and trains were staged so as not to delay Metra's operations. Yard activities, such as picking up and setting out cars and locomotives were to take place in the yard or on the Cut-off between Tower B17 and Bryn Mawr. With both Metra Mains occupied both Metra 2215 who followed 581 to B17, as well as Metra 2234 who was waiting at Tower B17 for 2215, incurred minor delays. Moving forward, we respectfully request that CP resume the use of Metra's two Main tracks between Tower B12 and Tower B17 for moving traffic as was agreed to.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
11/12/2019	2125		Greyslake Crossing	DELAY		Dispatching coordination issue	120	7846	Last night we experienced delays on both 2125 and 2129 at the Grayslake crossing for cross traffic. Today 2117 also delayed. We have asked CP if they would be agreeable to allowing CN RTCs access to their overview screens which are available on the internet by using Internet Explorer (only) as a browser. CP indicated that they would be willing to do this. Since implementation of CTC on the Fox Lake Sub earlier this year, we now have control points at Liberty (4 miles East of CN Crossing) as well as at Grayslake East and Grayslake West just West of the crossing. If Desk 15 had access to the CP C&M Dispatcher overview they would be able to see the trains on the Fox Lake Sub approaching and should be better able to judge whether cross traffic could clear in time or not.
11/12/2019	2129		Greyslake Crossing	DELAY		Dispatching coordination issue	120	7846	Last night we experienced delays on both 2125 and 2129 at the Grayslake crossing for cross traffic. Today 2117 also delayed. We have asked CP if they would be agreeable to allowing CN RTCs access to their overview screens which are available on the internet by using Internet Explorer (only) as a browser. CP indicated that they would be willing to do this. Since implementation of CTC on the Fox Lake Sub earlier this year, we now have control points at Liberty (4 miles East of CN Crossing) as well as at Grayslake East and Grayslake West just West of the crossing. If Desk 15 had access to the CP C&M Dispatcher overview they would be able to see the trains on the Fox Lake Sub approaching and should be better able to judge whether cross traffic could clear in time or not.
11/12/2019	2200		Roselle West	ALT TRACK		9k CP-472 experience broken knuckle, crew decided to leave on main line, requiring Metra trains to load from opposite platforms in 9 degree weather	147	7634	Metra 2200 and 2202 used #1 MT from Tower B35 to Tower B17 loading passengers on the opposite platform at 8 stations (Bartlett through Bensenville) requiring that passengers stand out in cold (temperature was @ 9 degrees). CP-472 began moving toward Bensenville @ 0530 and Metra 2204 was allowed to run their normal #2 MT to Roselle West, and was then lined up to run #1 MT to Tower B17 in case CP-472 didn't yard right away. This turned out to be the case, and with CP-472 going into the outbound lead, it was not possible to cross 2204 back to #2 MT at Tower B17. That meant that 2204 had to stay on #1 MT to Tower B12 with 2201 holding at Tower B12 for them to clear. This delayed 2201 (peak period train) 17 minutes. 2204 (also peak period train) arrived CUS 6 minutes late.
11/12/2019	2202		Roselle West	ALT TRACK		9k CP-472 experience broken knuckle, crew decided to leave on main line, requiring Metra trains to load from opposite platforms in 9 degree weather	147	7634	
11/12/2019	2201	PEAK	Bensenville	DELAY	17	Fixed CP train allowed to run number #2 MT toward Bensenville holding up Metra trains	147	7634	CP-472 began moving toward Bensenville @ 0530 and Metra 2204 was allowed to run their normal #2 MT to Roselle West, and was then lined up to run #1 MT to Tower B17 in case CP-472 didn't yard right away. This turned out to be the case, and with CP-472 going into the outbound lead, it was not possible to cross 2204 back to #2 MT at Tower B17. That meant that 2204 had to stay on #1 MT to Tower B12 with 2201 holding at Tower B12 for them to clear. This delayed 2201 (peak period train) 17 minutes. 2204 (also peak period train) arrived CUS 6 minutes late.
11/12/2019	2204	PEAK	Bensenville	DELAY	6	Fixed CP train allowed to run number #2 MT toward Bensenville holding up Metra trains	147	7634	CP-472 began moving toward Bensenville @ 0530 and Metra 2204 was allowed to run their normal #2 MT to Roselle West, and was then lined up to run #1 MT to Tower B17 in case CP-472 didn't yard right away. This turned out to be the case, and with CP-472 going into the outbound lead, it was not possible to cross 2204 back to #2 MT at Tower B17. That meant that 2204 had to stay on #1 MT to Tower B12 with 2201 holding at Tower B12 for them to clear. This delayed 2201 (peak period train) 17 minutes. 2204 (also peak period train) arrived CUS 6 minutes late.
11/12/2019	2213		B12	DELAY	25	Two CP trains simultaneously allowed to go to Mannheim for crew change, leaving Metra trains constricted at B12/B17	147	7634	About 1030 hrs, CP-287 on #1 MT and CP-582 on #2 MT were both allowed to simultaneously go to Mannheim for a crew change. Metra 2213 arrived Tower B12 and Metra 2232 arrived Tower B17 with no place to go. CP-582 started to move about that time, so 2232 followed 582 and 2213 crossed over at B12 after 2232 cleared. 2213 was 25 minutes late arriving Big Timber Road. Before CP-287 moved and cleared up #1 MT between B12 and B17, ANOTHER eastbound, CP-380 was brought down to Mannheim for a crew change. The above scene almost repeated itself with 2215 and 2234, however 287 did begin moving toward the C&M just as 2215 got to B12, so 2215 followed 287 and proceeded once 287 cleared B17 going on to the Cut off, and then 2234 crossed over at B17 and proceed East on #1 MT.
11/13/2019	2117		Greyslake Crossing	DELAY		Dispatching coordination issue	120	7846	Last night we experienced delays on both 2125 and 2129 at the Grayslake crossing for cross traffic. Today 2117 also delayed. We have asked CP if they would be agreeable to allowing CN RTCs access to their overview screens which are available on the internet by using Internet Explorer (only) as a browser. CP indicated that they would be willing to do this. Since implementation of CTC on the Fox Lake Sub earlier this year, we now have control points at Liberty (4 miles East of CN Crossing) as well as at Grayslake East and Grayslake West just West of the crossing. If Desk 15 had access to the CP C&M Dispatcher overview they would be able to see the trains on the Fox Lake Sub approaching and should be better able to judge whether cross traffic could clear in time or not.
11/16/2019	2711		B17	DELAY		Metra train held at B17 waiting for CP train to clear going into Bensenville Yard	120	7846	Metra 2711 date delayed 18 minutes at Tower B17 waiting for CP 286-15 to clear going into Bensenville Yard. This will also cause delay 2718 who turns from 2711 at Elgin. There was a window of approximately 1 hour 30 minutes behind 2711 . Please advise why this excess was necessary.
11/16/2019	2718			DELAY		Cascading delay	120	7846	
11/23/2019	2710		B17	DELAY	8	CP freight clearing in yard	152	7870	Saturday Nov 23, 2019 Metra 2710 delayed 8 minutes at TowerB17 for CP freight clearing in yard
11/24/2019	2714		B17	DELAY	12	CP freight clearing in yard	152	7870	Sunday Nov 24, 2019 Metra 2714 delayed12 minutes at Tower B17 also for freight yarding. Before releasing trains for yard can we provide advance information to crews regarding switches that will need to be lined, etc.. then receive assurance from crew that they will be able to clear in the allotted time? Your assistance would be greatly appreciated.
11/25/2019	2134		Rondout	DELAY	9	Metra train delayed following freight train from Rondout to Tower A20	115	8145	MON 11-25-19 -- Metre 2134 delayed 9 minutes following freight train from Rondout to Tower A20.
11/26/2019	2228		Roselle West	DELAY	20	Equipment issue on freight train operating closely ahead of 2228 created mainline restriction and backup	115	8145	TUES 11-26-19 -- CP 472 was run out of Almora directly ahead of Metre 2228, then had knuckle/drawbar failure just East of Roselle West. Due to operating so closely ahead of 2228, 2209 was already lined West at B17 on #1 MT so 2228 was held 20 minutes at Roselle West to meet #2209 and use #1 MT. Under normal circumstances, preferred move would have been to hold 2209 and run 2228 had there been sufficient warning. 2211 was also held 18 minutes at B17 to meet 2230.
11/26/2019	2211			DELAY	15	Cascading delay	115	8145	2211 was also held 18 minutes at B17 to meet 2230.
11/26/2019	2219		B12	DELAY	15	CP 650 allowed to occupy #2 MT between Tower 617 and B12 to make crew change	115	8145	TUES 11-26-19 -- CP 650 was allowed to occupy #2 MT between Tower 617 and Tower B12 in order to make a crew change at Mannheim during time period where 2219 and 2238 are scheduled to meet between 612 and B17. Crew change could easily have been made at Tower B17 or Galewood, or 650 should have been held to follow 2238. 2219 was delayed 15 minutes.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
11/27/2019	2132		A20	DELAY	9	Waited for CP-199 to clear Tower A20	115	8145	WED 11-27-19 -- 2132 was 9 minutes late -- Waited for CP-199 to clear Tower A20 and waited for CP-281 to clear Tower A6.
11/27/2019	2132		A6	DELAY		Waited for CP-281 to clear Tower A6	115	8145	WED 11-27-19 -- 2132 was 9 minutes late -- Waited for CP-199 to clear Tower A20 and waited for CP-281 to clear Tower A6.
11/27/2019	2134		A20	DELAY	6	Following freight from Rondout to Tower A20	115	8145	WED 11-27-19 -- 2134 was 6 minutes late due to following freight from Rondout to Tower A20.
11/27/2019	2242		B12	DELAY	11	Freight occupying #3 MT	115	8145	WED 11-27-19 -- 2242 was 11 minutes late due to freight train at Tower B12 occupying #3 MT
11/27/2019	2242		B12	ALT TRACK		Freight occupying #3 MT	115	8145	2242 had to operate on #2 MT from B12 to Galewood East necessitating loading and unloading passengers through one coach on crosswalks.
11/29/2019	2132		A6	DELAY	18	CP 281 lost air as locomotives entered Tower A6 control point	115	8145	FRI 11-29-19 -- CP 281 lost air as locos were entering Tower A6 control point. This resulted in delays to 2132 (18 minutes) 2115 (39 minutes) and 2215 (10 minutes).
11/29/2019	2115		A6	DELAY	39	CP 281 lost air as locomotives entered Tower A6 control point	115	8145	FRI 11-29-19 -- CP 281 lost air as locos were entering Tower A6 control point. This resulted in delays to 2132 (18 minutes) 2115 (39 minutes) and 2215 (10 minutes).
11/29/2019	2215		A6	DELAY	10	CP 281 lost air as locomotives entered Tower A6 control point	115	8145	FRI 11-29-19 -- CP 281 lost air as locos were entering Tower A6 control point. This resulted in delays to 2132 (18 minutes) 2115 (39 minutes) and 2215 (10 minutes).
12/1/2019	2608		Rondout	DELAY	8	CP 286 dispatched ahead of Metra train on its schedule	115	8145	CP 286 was run out of Rondout directly ahead of 2608 -- essentially on 2608's schedule. 2608 arrived Chicago 8 minutes late.
12/2/2019	2226		B17	DELAY	12	CP train brought out of B12 toward #2 MT at tail end of morning rush and lost air	115	8145	CP 2/287 was brought out of B12 toward #2 MT at tail end of morning rush. 2/287 lost air in plant causing 2226 to hold at B17 for 2207. 2226 arrived Chicago 12 minutes late.
12/23/2019	2253		B17	DELAY		Crew change on mainline turned into fuel level check, which delayed their pull towards Bryn Mawr	109	8350	MW2253 Followed a recrewed CP581 on main 1 at B17. Freight Crew took it upon themselves to check the fuel levels of their road power, which delayed their pull towards Bryn Mawr, when it was not requested or required of the crew by anyone. MW2253 was 2mins late by A5, 7mins late by B-12 (no delays A5-B12) and lost the balance of their time waiting for CP 581 to clear Elgin Sub 1 main to the C&M at B-17.
1/31/2020	2242		B17	DELAY	12	C198 11,800 stopped at B17 and started off CP-2 with no chance of clearing ahead of Metra train	176	7979	An 11,800 foot CP-198 was stopped at B17. Train was started off CP-2 for New Arrival Track @ 1548 with no chance of clearing B17 plant ahead of 2242 due B17 1604 and 2223 due B17 1607. 2242 was held 12 minutes, 2223 8 minutes for 198 to clear into yard.
1/31/2020	2223		B17	DELAY	8	C198 11,800 stopped at B17 and started off CP-2 with no chance of clearing ahead of Metra train	176	7979	An 11,800 foot CP-198 was stopped at B17. Train was started off CP-2 for New Arrival Track @ 1548 with no chance of clearing B17 plant ahead of 2242 due B17 1604 and 2223 due B17 1607. 2242 was held 12 minutes, 2223 8 minutes for 198 to clear into yard.
2/1/2020	2706		Bensenville	DELAY	12	Delayed for CP 286 yarding at Bensenville	176	KKR#15 98189	
2/1/2020	2717		B17	DELAY	35	Single tracking around CP681 in emergency	176	KKR#15 98189	Metra 2717 was stopped at B17 35 minutes to meet 2720 due to CP681 who was dispatched directly ahead of 2717 having locomotive issues at Medinah
2/2/2020	2213			DELAY	18	Departed CUS 7 min late due to mechanical issues 10" CP 581 & CP2-287 stopped on 1 MT between B12 & B17 waiting for train to clear into yard.	176	KKR#15 98189	
6/11/2020	2219		B17	SIGNAL VIOLATION	68	Signal violation by CP Frt Crew	184	KKR#15 98189	
6/11/2020	2240		B17	SIGNAL VIOLATION	20	Signal violation by CP Frt Crew	185	KKR#15 98189	
6/11/2020	2221		B17	DELAY	20	Following delayed 2219 (see above delay)	185	KKR#15 98189	
6/11/2020	2242		B17	DELAY	20	Late turn from delayed 2219 (see above delay)	184	KKR#15 98189	
6/15/2020	2121		A20	DELAY	20	Waiting for CP287 to come off the cut off and run ahead.	188	KKR#15 98189	
7/31/2020	2248		B17	DELAY	18	CP Freight interference at B17	163	KKR#15 98189	
8/3/2020	2248		B17	DELAY	13	Freight train interference	163	KKR#15 98189	
8/4/2020	2157		Rondout	DELAY	12	Freight train interference	163	KKR#15 98189	
8/4/2020	108	PEAK	B12	DELAY	7	108 7 minutes Tower B12 for Q165 going into Schiller Park (108 is Peak Period train)	163	8357	108 7 minutes Tower B12 for Q165 going into Schiller Park (108 is Peak Period train)
8/4/2020	2217		B12	DELAY	18	2217 held for 18 minutes for CP286 going in yard	163		

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
8/4/2020	2216	PEAK	B12	DELAY	7	2216 7 minutes Tower B12 for Q165 going into Schiller Park (2216 is Peak Period Train) (See above delay)	163	8357	2216 7 minutes Tower B12 for Q165 going into Schiller Park (2216 is Peak Period Train)
8/4/2020	2236		B17	DELAY	23	Held at B17 for 2217 acct single tracking around freight (See above delay)	163	KKR#15 98189	
8/15/2020	2721		B12	DELAY	8	Held at B12 for 2722 acct single tracking around freight	165	KKR#15 98189	
8/15/2020	2714		B17	DELAY	30	Freight train interference	165	KKR#15 98189	
8/17/2020	2202	AM	B17	DELAY	8	Freight train interference	165	KKR#15 98189	
8/24/2020	2244	PM	B17	DELAY	17	CP freight yarding at Bensenville	173	KKR#15 98189	
8/24/2020	2227	PM	B17	DELAY	22	CP freight yarding at Bensenville	173	KKR#15 98189	
8/31/2020	2213		B17	DELAY	20	CP-65K changing power on #1 MT at Tower B17	191		
9/3/2020	2128		Fox Lake	DELAY		Dispatch/PTC	198		
9/9/2020	2121		A20	DELAY	15	Dispatching decision	183		
9/18/2020	2216	AM		DELAY	15	Freight train interference	186	KKR#15 98189	
10/1/2020	2230		B17	DELAY	10	8 min CP frt at B17; 6 min CP frt at B12	169	KKR#15 98189	
10/1/2020	2236		B17	DELAY	30	CP freight train interference	169	KKR#15 98189	
10/29/2020	2242		B17	DELAY	20	CP freight train interference	163	KKR#15 98189	
10/29/2020	2223		B17	DELAY	17	A 9500 foot 286 was released to come into the yard directly ahead of Metra train	163	8359	I understand that we just had this conversation yesterday, and procedures take time to be placed in operation. I do need to mention, however, that just now, a 9500 foot 286 was released to come into the yard directly ahead of Metra #2223 (due B17 1606) and Metra 2242 (due B17 1605). Both trains wound up being delayed 17 minutes. I sincerely hope that you will be able to move forward toward putting the procedures we discussed into operation. If I can assist in any way, please let me know. Thanks again for your help.
11/5/2020	2223		B17	DELAY	17	CP Freight train interference	181		
11/5/2020	2242	PM	B17	DELAY	20	CP Freight train interference	181	KKR#15 98189	
12/15/2020	2232		B17	DELAY	6	Held at B17 for 2213 single tracking around G57-287 on Trk 2	168	KKR#15 98189	
12/15/2020	2236		B17	DELAY	35	IM-1 taking headroom on 2 west of B17 to shove into yard	168	KKR#15 98189	
12/21/2020	2216	AM	Elgin	DELAY	19	Departed late due to CP-686 interference	167	KKR#15 98189	
12/21/2020	2222	AM	Elgin	DELAY	13	Late departure held for late 2216 (see above delay)	177	KKR#15 98189	
12/24/2020	2206	AM	B12	DELAY	15	Q165 (8300 ft)	177	KKR#15 98189	
12/24/2020	2208	AM	B12	DELAY	10	Following delayed 2206 (see above delay)	177	KKR#15 98189	
12/26/2020	2702		B1	DELAY	13	Dispatcher decision	177	KKR#15 98189	
12/26/2020	2707		Galewood East	DELAY	10	No. 2707 delayed 10 minutes at Galewood East account freight CP281 (CP6231, 115 cars, 8,627ft)	178		No. 2707 delayed 10 minutes at Galewood East account freight CP281 (CP6231, 115 cars, 8,627ft)
12/30/2020	2240		B17	DELAY	15	CP-472 slow and then blocked B17	197		
1/8/2021	2216	AM	Elgin	DELAY	16	Held for CP 472-07	229	KKR#15 98189	
1/8/2021	2222	AM	Elgin	DELAY	13	Late out of yard due to late departing 2216 (see above)	229	KKR#15 98189	
1/14/2021	2225	PM	B17	DELAY	14	CP 470 had to line 3 switches in the yard	216	KKR#15 98189	
1/28/2021	2237	PM	B17	DELAY	82	CP286 (11,000 ft) and CP473 (12,000 ft)	204	KKR#15 98189	
1/28/2021	2246	PM	B17	DELAY	35	CP286 (11,000 ft) and CP473 (12,000 ft)	204	KKR#15 98189	

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
2/17/2021	2216	AM	B17	DELAY	14	Freight train clearing	211	KKR#15 98189	
2/3/2021	2227	PM	B12	DELAY	14	Held for 2244 acct single tracking around Frt on trk 2	241	KKR#15 98189	
2/11/2021	2216		B12	DELAY	16	Blocked at Tower B12 by CP Q165 running from Norpaul to Schiller Park	228		
2/12/2021	2222		B17	DELAY	9	Blocked at Tower B17 by CP 198 pulling in yard	228		
2/17/2021	2216	PEAK	B17	DELAY	16	Stopped at B17 for CP-288	211		Stopped at B17 for CP-288
3/9/2021	2232		B17			Crew change on mainline	222		
3/15/2021	2225		B17	DELAY	9	CP Freight Train Interference	214	KKR#15 98189	Metra Peak Period Train 2225 held at Tower B17 12 minutes for 11,000 foot CP 286 to clear in yard.
4/12/2021	2244	PM	Galewood	DELAY	20	Following CP Freight Train	227	KKR#15 98189	
4/12/2021	2252		Galewood	DELAY	16	CP Freight Train Interference	227	KKR#15 98189	
4/16/2021	2244	PM	B17	DELAY	11	CP Freight Train Interference	244	KKR#15 98189	
4/16/2021	2227	PM	B17	DELAY	13	CP Freight Train Interference	244	KKR#15 98189	
4/19/2021	2128		B17	DELAY		Single tracking created conflied between 2128 and 2109	213		Yesterday, MONDAY APRIL 19, 2021 we had first a CP 686 and then a CP 380 making extended (not one crew off one crew on) crew changes at Mannheim using #2 MT between Tower B17 and Franklin Park West. #2 MT was occupied from @ 0845 until 1215. This created a conflict between Metra trains 2128-2109 as well as between Metra trains 2113-2132 who are scheduled to meet in this location.
4/19/2021	2132		B17	DELAY		Single tracking created conflied between 2132-2113	213		
4/20/2021	2132		B17	DELAY		Single tracking created conflied between 2132-2113	213		Today, TUESDAY APRIL 20, 2021 we had first a CP-287 and then a CP 67X both occupying #1 MT. 67X not only blocked #1 MT, but also blocked Franklin Park depot as well as all of the road crossings in Franklin Park for over 30 minutes. Again, conflicts were created between scheduled Metra trains 2132-2113 as well as between 2136-2117.
5/5/2021	2225	PM	Almora	DELAY	26	CP Freight blocking route at Almora	220	KKR#15 98189	
5/5/2021	2227	PM	Almora	DELAY	6	CP Freight blocking route at Almora	220	KKR#15 98189	
7/2/2021	2236		B17	DELAY		Stopped freight train on maintline forcing single tracking	208		
7/19/2021	2202		B17	DELAY	13	Freight train interference	207	KKR#15 98189	
8/1/2021	2627		Rondout	DELAY	17	Delayed at Rondout for CP Freight	210	KKR#15 98189	
8/2/2021	2124	PEAK	A20	DELAY	16	Metra train held for freight CP-341 from UP	210		
8/3/2021	2203	AM	A5	DELAY	6	CP Freight Train Interference	205	KKR#15 98189	
8/3/2021	2212	AM	Rondout	DELAY	6	Following delayed 2210	205	KKR#15 98189	
8/3/2021	2213	PEAK	B17	DELAY	10	CP-286 slow going into yard	210		
8/3/2021	2232	PEAK	B17	DELAY	10	CP-286 slow going into yard	210		
8/6/2021	2222	AM	B17	DELAY	12	CP199 (11500ft)	237	KKR#15 98189	
8/9/2021	2213		B17	DELAY	15	Train not ready when brought down main by dispatcher	219		
8/10/2021	2213		B17	DELAY		Train not ready when brought down main by dispatcher	219		
8/20/2021	2213		B17	DELAY	12	Dispatcher put freight on line ahead of Metra trains	221		
8/20/2021	2232		B12	DELAY	14	Dispatcher put freight on line ahead of Metra trains	221		
8/25/2021	2222		B17	DELAY	10	Metra train waited for CP-199 to pull out of yard	224		
9/8/2021	2222	PEAK	B17	DELAY	7	Dispatcher squeezed freight train in	215		Metra #2222 7 minutes. 2222 is a PEAK PERIOD TRAIN which is supposed to run as a non-stop express from Roselle to Western Avenue. On paper, there is a 19 minute gap between #2216 and #2222 and Dispatchers/Yardmasters are constantly trying to squeeze trains out of Bensenville Yard in this narrow window. Doing this inevitably results in a delay to #2222 whose operation as a Peak Period Train should not be interfered with. If instead of trying to squeeze trains in this narrow window, waiting until #2226 clears B17 at 0809 results in a window of almost an hour. Pushing the trains out earlier not only delays 2222, but generally winds up with the freight train waiting for a window at Deval on the UP anyway.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
9/8/2021	2213	PEAK	B17	DELAY	15	Dispatcher squeezed freight train in	215		
9/13/2021	2209		B17	DELAY	12	CP Freight Train stopped on mainline	209		
9/13/2021	2240		B17	DELAY	12	CP Freight Train stopped on mainline	209	KKR#15 98189	
9/13/2021	2213		B17	DELAY	9	CP Freight Train stopped on mainline	209	KKR#15 98189	
9/23/2021	2128		Deerfield	DELAY	9	Held up by prioritized freight train	233		
9/23/2021	2128		Deerfield	ALT TRACK	9	Required to switch tracks, passenger had to cross tracks to board	233		Passengers at Deerfield, Lake Cook Road, Northbrook, North Glenview, Glenview, Golf, and Morton Grove all had to cross tracks to board. The ones at the first 3 stations also had to dodge the freight train in order to get over there.
9/23/2021	2232		B17	DELAY	7	Crew change called with far less time than the window allowed between Metra trains	233		Metra #2213 delayed 15 minutes at Franklin Park West meeting #2232 account CP G57/287 holding #1 MT at Tower B17 to set out cars. We have been told repeatedly that when G57/287 needs to pick up or set out locomotives or cars, the work would be done in Bensenville yard instead of tying up one of the two Main Tracks. Why was this not done today?
9/25/2021	2717		B17	DELAY	11	CP198-21 yarding at Bensenville	231	KKR#15 98189	
9/25/2021	2720		B17	DELAY	12	Following CP686-757 Elgin to 12	231	KKR#15 98189	
9/26/2021	2714		B17	DELAY	16	CP Frt yarding at B17	231	KKR#15 98189	
9/30/2021	2236		B17	DELAY	14	CP286 (12,245 ft)	225	KKR#15 98189	
9/30/2021	2217		B17	DELAY	12	CP286 (12,245 ft)	225	KKR#15 98189	
10/1/2021	2202	AM	B12	ALT TRACK	3	2202 routed trk 1 instead of trk 3 acct NS17V 8500ft on trk 3	238	KKR#15 98189	
10/1/2021	2204	AM	B12	DELAY	25	CP Q165 off IHB for Schiller Park	238	KKR#15 98189	
10/1/2021	2206	AM	B12	DELAY	10	Following delayed NCS100 (see below delay)	238	KKR#15 98189	
10/1/2021	2208	AM	B12	ALT TRACK	3	2208 routed trk 2 instead of trk 3 acct CP141 9893 ft on trk 3	238	KKR#15 98189	
10/1/2021	2230		B17	DELAY	10	CP199 (11,000 ft)	239	KKR#15 98189	
10/1/2021	2232		B12	ALT TRACK	5	2232 routed trk 1 instead of trk 3 acct CP281 13,995 ft on trk3	239	KKR#15 98189	
10/1/2021	100	AM	B12	DELAY	10	Followed delayed MW2204 acct CP Q165 on track 2	239	KKR#15 98189	
10/5/2021	2232		B12	ALT TRACK		2232 routed trk 1 instead of trk 3 acct CP281 13,000 ft on trk 3	205	KKR#15 98189	
10/12/2021	2217		B17	DELAY	7	Delayed running on restricting signals due to CP 287 ahead and waiting for 287s rear end to clear Tower B17	245		
10/12/2021	2236		B17	DELAY	13	Waiting for 2217, then crossing over to run around 650-772	245		
10/13/2021	2228		B17	DELAY	17	Held behind CP 472 for crew change	243		
10/13/2021	2213		Franklin Park West	DELAY	15	Held due to CP 287 being held on Metra #1 MT, making space for additional inbound CP trains	245		
10/31/2021	2724		Galewood East	DELAY	15	Mw2724 stopped 15 m because (288 Cp8915 6805) on 2MT going to Belt 2 and behind him on 3MT going to Belt 2 was the (140 CP8576 12,277) which was blocking Galewood East preventing the MW2724 to crossover to 2MT.	284	KKR#16 30670	Mw2724 stopped 15 m because (288 Cp8915 6805) on 2MT going to Belt 2 and behind him on 3MT going to Belt 2 was the (140 CP8576 12,277) which was blocking Galewood East preventing the MW2724 to crossover to 2MT.
11/2/2021	NCS 108	PEAK	B12 DELAY	DELAY	18	CP dispatched 10k foot train from IHB Norpaul to Schiller Park during peak period	248		

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
11/2/2021	NCS 101	PEAK	B12	DELAY	17	CP dispatched 10k foot train from IHB Norpaul to Schiller Park during peak period	248		
11/2/2021	2216		B12	DELAY	5	CP dispatched 10k foot train from IHB Norpaul to Schiller Park during peak period	248		
11/2/2021	2117		Deerfield	DELAY	30	Freight CP-287 dispatched ahead of Metra trains without sufficient window	249		
11/2/2021	2136		Deerfield	DELAY	32	Freight CP-287 dispatched ahead of Metra trains without sufficient window	249		
11/5/2021	2225		B17	DELAY	9	Stopped at Tower B17 for 9 minutes waiting for CP-470 to clear into yard	251		
11/10/2021	2226		River Grove	ALT TRACK		MW2226 had to re-route 1MT River Grove to Galewood due to (17V NS7539 59 X 119 11590) on 3MT.	283	KKR#16 30669	MW2226 had to re-route 1MT River Grove to Galewood due to (17V NS7539 59 X 119 11590) on 3MT.
11/12/2021	2213		Franklin Park West	DELAY	16	MW2213 was held 16m at Franklin Park West for MW2232 due to (K446 CSXT3240 2 X 96 5985') on 2MT.	280	KKR#16 30666	MW2213 was held 16m at Franklin Park West for MW2232 due to (K446 CSXT3240 2 X 96 5985') on 2MT.
11/12/2021	2210		B12	DELAY	8	MW2210 delayed at B17 due to cross traffic (470 CP8912) 8m late by B12.	281	KKR#16 30667	MW2210 delayed at B17 due to cross traffic (470 CP8912) 8m late by B12.
11/14/2021	2720		B17	DELAY	28	2720 was delayed 28 min at b17 freight interference. Train causing delay 198-10 CP 897. Over 10,000 feet. B-17 was told by a "senior director" to run it no matter what	291		2720 was delayed 28 min at b17 freight interference. Train causing delay 198-10 CP 897. Over 10,000 feet. B-17 was told by a "senior director" to run it no matter what
11/15/2021	2230		Galewood	ALT TRACK		MW2230 had to re-route down 1MT at B12 to Galewood due to (281 CP8957 49 X 145 12708') on 3MT.	278	KKR#16 30664	MW2230 had to re-route down 1MT at B12 to Galewood due to (281 CP8957 49 X 145 12708') on 3MT.
11/15/2021	2206			ALT TRACK		MW2206 and MW2208 had to re-route down 2MT due to (651 CP8022 35 X 147 11248) on 3MT.	279	KKR#16 30665	MW2206 and MW2208 had to re-route down 2MT due to (651 CP8022 35 X 147 11248) on 3MT.
11/15/2021	2208			ALT TRACK		MW2206 and MW2208 had to re-route down 2MT due to (651 CP8022 35 X 147 11248) on 3MT.	279	KKR#16 30665	MW2206 and MW2208 had to re-route down 2MT due to (651 CP8022 35 X 147 11248) on 3MT.
11/16/2021	2217		B12	ALT TRACK		MW2217 will run 3MT Cicero West to B12 due to (287 CP8931 85 X 86 10160) recrewing on 1MT.	277	KKR#16 30663	MW2217 will run 3MT Cicero West to B12 due to (287 CP8931 85 X 86 10160) recrewing on 1MT.
11/22/2021	2222	PEAK	B17	DELAY	13	CP 680 moving off cut off from Bryn Mawr toward yard	295		
12/2/2021	2202			ALT TRACK		MW2202 and MW2204 had to reroute down 1MT due to (288 NS1171 90X12 6103) was on 2MT. Also (141 CP8794 78X46 8320) was 3MT.	276	KKR#16 30662	MW2202 and MW2204 had to reroute down 1MT due to (288 NS1171 90X12 6103) was on 2MT. Also (141 CP8794 78X46 8320) was 3MT.
12/2/2021	2204			ALT TRACK		MW2202 and MW2204 had to reroute down 1MT due to (288 NS1171 90X12 6103) was on 2MT. Also (141 CP8794 78X46 8320) was 3MT.	276	KKR#16 30662	MW2202 and MW2204 had to reroute down 1MT due to (288 NS1171 90X12 6103) was on 2MT. Also (141 CP8794 78X46 8320) was 3MT.
12/3/2021	2226		B12	ALT TRACK		MW2226 had to re-route 2MT to 1MT at B12 due to (17V NS7675 23 X 105 8458) on 3MT.	275	KKR#16 30661	MW2226 had to re-route 2MT to 1MT at B12 due to (17V NS7675 23 X 105 8458) on 3MT.
12/6/2021	2232		B12	DELAY	6	MW2232 was 7m late by B12 due to (281 KCS5010 79 X 61 11,054') departing 5L to 2MT.	274	KKR#16 30660	MW2232 was 7m late by B12 due to (281 KCS5010 79 X 61 11,054') departing 5L to 2MT.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
12/7/2021	2228		B12	ALT TRACK		MW2228 had to re-route 2MT to 1MT at B12 due to (17V NS9972 29 X 131 10,300') on 3MT.	272	KKR#16 30658	MW2228 had to re-route 2MT to 1MT at B12 due to (17V NS9972 29 X 131 10,300') on 3MT.
12/7/2021	2204		B12	DELAY	11	MW2204 was 11 minutes late by B12 due to 472 going into the yard at B17.	273	KKR#16 30659	MW2204 was 11 minutes late by B12 due to 472 going into the yard at B17.
12/9/2021	2110	AM	Morton Grove	DELAY	24	Dispatcher exacerbated delays by refusing to upgrade signal fault	252	KKR#16 24262	Please be advised that this morning's inbound commuter Peak Period was severely disrupted due to a track circuit that went out on #2 Main Track in the Morton Grove to Mayfair block that appeared behind #2110. In addition to causing red signals between Morton Grove and Forest Glen, the circuit caused crossing gates to stay down at Devon Avenue and Caldwell Avenue. Because call to report gates down came from a private citizen, Dispatcher issued an Item '1'. With crews having to go out and flag 2 busy crossings, the delays were extensive:.... Particularly troublesome was that after the signal maintainer arrived on the scene and confirmed that the problem was in fact gates stuck down (false activation) and not some other random problem, he attempted to get the Item '1' upgraded to an Item '2'. Doing this would have eliminated a need for a crew member to walk ahead and flag 2 crossings, probably saving 10 to 15 minutes per train. The train Dispatcher refused to upgrade to an Item '1' claiming that, "the system would not allow it".
12/9/2021	2116	AM	Morton Grove	DELAY	14	Dispatcher exacerbated delays by refusing to upgrade signal fault	252	KKR#16 24262	(see above)
12/9/2021	2118	AM	Morton Grove	DELAY	12	Dispatcher exacerbated delays by refusing to upgrade signal fault	252	KKR#16 24262	(see above)
12/9/2021	2120	AM	Morton Grove	DELAY	11	Dispatcher exacerbated delays by refusing to upgrade signal fault	252	KKR#16 24262	(see above)
12/9/2021	2124	AM	Morton Grove	DELAY	10	Dispatcher exacerbated delays by refusing to upgrade signal fault	252	KKR#16 24262	(see above)
12/9/2021	2126	AM	Morton Grove	DELAY	12	Dispatcher exacerbated delays by refusing to upgrade signal fault	252	KKR#16 24262	(see above)
12/9/2021	2118	AM	Morton Grove	HOTLINE		Hotline disabled, unable to reach dispatcher	252	KKR#16 24261	In the midst of the signal problems this morning, I attempted to contact C&M in order to get Metra 2118 and 2124 crossed over to #1 MT at Morton Grove East after #2105 cleared in order to take advantage of the clear signals on #1 MT. I let the Hot line ring for at least 20 minutes while I was also on hold on the other line in the queue, and the Hot Line was never answered.
12/9/2021	2124	AM	Morton Grove	HOTLINE		Hotline disabled, unable to reach dispatcher	253	KKR#16 24261	In the midst of the signal problems this morning, I attempted to contact C&M in order to get Metra 2118 and 2124 crossed over to #1 MT at Morton Grove East after #2105 cleared in order to take advantage of the clear signals on #1 MT. I let the Hot line ring for at least 20 minutes while I was also on hold on the other line in the queue, and the Hot Line was never answered.
12/10/2021	2221		B17	DELAY	20	Dispatcher overruled Bensenville superintendent to line up 12k foot 286 freight train, causing delays	256	KKR#16 24192	
12/10/2021	2240		B17	DELAY	20	Dispatcher overruled Bensenville superintendent to line up 12k foot 286 freight train, causing delays	256	KKR#16 24192	
12/12/2021	2704		Galewood	DELAY	5	MW2704 was stopped 5m @ Galewood waiting on freight 17V-11 to clear. The 17V-11 was 28x128, 7594 tons, and a length of 9633 ft.	286	KKR#16 30671	As info, MW2704 was stopped 5m @ Galewood waiting on freight 17V-11 to clear. The 17V-11 was 28x128, 7594 tons, and a length of 9633 ft. It was coming out of 4L @ Galewood for tk 2 heading towards B12.
12/13/2021	2202		B12	ALT TRACK		MW2202 had to re-route 1MT at B12 to Cicero West due to (17V NS9542 18 X 73 5910) on 3MT.	271	KKR#16 30656	MW2202 had to re-route 1MT at B12 to Cicero West due to (17V NS9542 18 X 73 5910) on 3MT.
12/16/2021	2230		B12	ALT TRACK		MW2230 had to re-route 1MT at B12 to Galewood due to (17V NS9690 39X123 10239) on 3MT.	270	KKR#16 30642	MW2230 had to re-route 1MT at B12 to Galewood due to (17V NS9690 39X123 10239) on 3MT.
12/17/2021	2249		B12	DELAY	17	Dispatcher dispatched freight train after asking crew if it could clear in 20 minutes, crew said yes	287	KKR#16 30673	MW2249 delayed 17m at B12 for Freight headend move from CN3 to Track 2 east. CP Dispatcher asked if they can clear in 20m which crew on Freight IM-2, CP 8648 stated Yes. Freight took signal at 746pm and Cleared at 825pm. MW2249 by B12 at 827pm. 17m Late.
12/17/2021	2232		B12	ALT TRACK		MW2232 had to re-route 1MT B12 to B6 due to (281 BN7947 55X163 13973') on 3MT.	269	KKR#16 30641	MW2232 had to re-route 1MT B12 to B6 due to (281 BN7947 55X163 13973') on 3MT.
12/20/2021	2213		Franklin Pk	DELAY	17	Metra train held due to CP G57-287 holding at B17 for slow crew change	318	KKR#16 26477	Metra 2213 MON DEC 20, 2021 held at Franklin Park West 17 minutes to meet inbound Metra 2232 due to CP G57-287 holding #1 MT at Tower B17 for crew change. For the record, G57-287 was brought up to B17 @ 20 minutes ahead of 2213, but outbound crew is not called until 1140! There is no discernable reason that G57-287 could not have been held to follow 2213 out of Galewood to avoid the extensive delay to the scheduled Metra train.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
12/20/2021	2226		Galewood East	ALT TRACK		MW2226 had to re-route 1MT at Galewood East to B6 due to MW2202 stopped on 3MT.	320	KKR#16 30639	MW2226 had to re-route 1MT at Galewood East to B6 due to MW2202 stopped on 3MT.
12/20/2021	2212		Galewood East	ALT TRACK		MW2212 had to re-route 1MT at Galewood East to B6.	268	KKR#16 30640	MW2212 had to re-route 1MT at Galewood East to B6.
12/21/2021	2226		B12	ALT TRACK		Metra train forced on other than normal track due to freight on Metra's main track	267	KKR#16 30637	MW2226 had to re-route 1MT B12 to Galewood East due to (17V NS1103 7 X 158 10,100') on 3MT.
12/22/2021	2230		B12	DELAY	7	MW2230 7m late by B12 4m stopped at B12 due to (281 BNSF 6674 20 X 77 5834') crossing over 3MT to 2MT at B12.	322	KKR#16 30653	MW2230 7m late by B12 4m stopped at B12 due to (281 BNSF 6674 20 X 77 5834') crossing over 3MT to 2MT at B12.
12/27/2021	2208		B12	ALT TRACK		Metra train forced on other than normal track due to freight on Metra's main track	266	KKR#16 30636	MW2208 had to re-route down 2MT B12 to Galewood East due to (17V NS8057 21 X 99 7601") on 3MT.
12/28/2021	2232		B12	ALT TRACK		Metra train forced on other than normal track due to freight on Metra's main track	265	KKR#16 30635	MW2232 had to re-route 1MT B12 to Galewood East due to (281 CP 8769 56 X 127 12,900') on 3MT.
12/29/2021	2232		B17	DELAY	8	Metra 2232 held 8 minutes at Tower B17 to meet Metra 2213, due to CP 67X on #2 MT at Tower B17 changing crews.	260	KKR#16 30538	Metra 2232 held 8 minutes at Tower B17 to meet Metra 2213, due to CP 67X on #2 MT at Tower B17 changing crews.
12/29/2021	2221		Franklin Pk	DELAY	8	Metra 2221 held 8 minutes at Franklin Park West to meet Metra 2236 due to CP-681 on #1 MT at Tower B17 changing crews.	260	KKR#16 30538	Metra 2221 held 8 minutes at Franklin Park West to meet Metra 2236 due to CP-681 on #1 MT at Tower B17 changing crews.
12/29/2021	NCS101		B12	DELAY	27	CP intentionally pushed CP 165 12,198ft from IHB to Schiller Park across Tower B12 during morning peak	262	KKR#16 30595	On Wednesday, December 29, 2021, CP intentionally pushed a CP 165 train, 12,198 from the IHB into Schiller Park across Tower B12 during the morning Metra Peak Period. The following Metra Peak Period trains were delayed significantly
12/29/2021	NCS108		B12	DELAY	20	CP intentionally pushed CP 165 12,198ft from IHB to Schiller Park across Tower B12 during morning peak	262	KKR#16 30595	On Wednesday, December 29, 2021, CP intentionally pushed a CP 165 train, 12,198 from the IHB into Schiller Park across Tower B12 during the morning Metra Peak Period. The following Metra Peak Period trains were delayed significantly
12/29/2021	2216		B12	DELAY	15	CP intentionally pushed CP 165 12,198ft from IHB to Schiller Park across Tower B12 during morning peak	262	KKR#16 30595	On Wednesday, December 29, 2021, CP intentionally pushed a CP 165 train, 12,198 from the IHB into Schiller Park across Tower B12 during the morning Metra Peak Period. The following Metra Peak Period trains were delayed significantly
12/29/2021	2228		B12	ALT TRACK		Metra train forced on other than normal track due to freight on Metra's main track	264	KKR#16 30634	MW2228 had to re-route 1MT B12 to Galewood East due to (17V NS4532 17 X 109 7956') on 3MT.
12/31/2021	2700		Galewood East	ALT TRACK		MW2700 had to re-route 1MT B12 to Galewood East due to (G52 CP8030 86 X 3 6504') on 3MT.	288	KKR#16 31015	MW2700 had to re-route 1MT B12 to Galewood East due to (G52 CP8030 86 X 3 6504') on 3MT.
12/31/2021	2710		Galewood East	ALT TRACK		MW2710 had to re-route 1MT B12 to Galewood East due to (17V CSXT5472 46 X 87 8686') on 3MT.	288	KKR#16 31015	MW2710 had to re-route 1MT B12 to Galewood East due to (17V CSXT5472 46 X 87 8686') on 3MT.
1/6/2022	2227		B17	DELAY	16	Held for CP286 moving from CP2 to the outbound	291	KKR#16 34124	2227 (Peak Period Train) Delayed 16 mins at B17 for CP286-05 with 11k' of train moving from CP2 to the Outbound. Allegedly this decision to move was made by a Bensenville trainmaster on protest of the CP Elgin Dispatcher.
1/6/2022	2229		B17	DELAY		Cascading delay (see above delay)	291	KKR#16 34124	
1/6/2022	2233		B17	DELAY		Cascading delay (see above delay)	291	KKR#16 34124	
1/6/2022	2244			DELAY		Cascading Delay (see above delay)	291	KKR#16 34124	
1/7/2022	2204	AM	B12	DELAY	12	Held for CP 165 coming from IHB to Schiller park yard	291	KKR#16 34124	2204 and NCS-100 (both peak period trains) were stopped at Tower B12 waiting for CP freight 165 (8643 feet) coming from the IHB to Schiller Park Yard.
1/8/2022	NCS100	AM	B12	DELAY	4	Following delayed 2204 (see above delay)	291	KKR#16 34124	
1/8/2022	2717		B17	DELAY	15	Metra 2717 stopped 15 minutes at Tower B17 waiting for CP-286 to clear plant going into Bensenville Yard	293		

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
1/10/2022	2717		B17	DELAY	15	Held for CP-286 to clear	293	KKR#16 34658	Metra 2717 stopped 15 minutes at Tower B17 waiting for CP-286 to clear plant going into Bensenville Yard.
1/10/2022	2212	AM	B12	DELAY	12	CP G52 Freight Train Interference	293	KKR#16 34574	Metra Peak Period Trains delayed this morning, MON JAN 10, 2022 due to CP G52 (8043) being dispatched out #3 MT ahead of Metra #2212 in the heart of the Metra Peak period. G52 was initially held for release by BRC due to communications misunderstanding and train stopped with the Control Point at Galwood East being blocked.
1/10/2022	NCS108	AM	B12	DELAY	8	Following Delayed 2212 (see above delay)	293	KKR#16 34574	
1/10/2022	2216	AM	B12	DELAY		Following Delayed 2212 (see above delay)	293	KKR#16 34574	
1/10/2022	2217		B17	DELAY	10	CP 287 Crew Change for two hours	293	KKR#16 34658	CP-287 on Metra #1 Main Track at Tower B17 for @ 2 hours plus making crew change and ??? 2217 delayed 10 minutes at Franklin Park West waiting for 2236, then crossed to #2 MT to run around 287.
1/13/2022	2217		B17	ALT TRACK		2217 had to reroute to 2MT due to CP 287 delay (see above delay)	295	KKR#16 34658	
1/13/2022	2210	AM	B17	DELAY	10	Held for CP 686 being pushed off cut-off	323	KKR#16 35911	Metra Peak Period Trains delayed this morning, THU JAN 10, 2022 due to CP 686 being pushed off Cut-off between Bryn Mawr and Tower B17 into Bensenville Yard during the heart of the Metra peak period
1/13/2022	2203	AM	B17	DELAY	7	Cascading delay	323	KKR#16 35911	waiting at Tower B17 for 686 to clear the Control Point
1/13/2022	NCS110	AM	B12	DELAY	4	Cascading delay	323	KKR#16 35911	waiting at Tower B12 to follow the late 2210.
1/13/2022	2232		Galewood East	DELAY	13	Metra 2232 waited at Galewood East. 2232 delayed 13 minutes at Galewood East waiting for 287's light engine to clear #3 MT	304	KKR#16 37372	Metra 2232 waited at Galewood East. 2232 delayed 13 minutes at Galewood East waiting for 287's light engine to clear #3 MT. CP brought 198 with 10,800 feet via Tower A5 and held train on #2 MT between Tower B6 and Galewood East until yard could handle.
1/17/2022	2223	PM	B17	DELAY	11	Metra 2223 held for CP473	306	KKR#16 37373	2223 was actually HELD 5 minutes at Tower B17 to allow CP-473 to pull out of the yard first. 2223 then proceeded to follow 473 all the way to Big Timber Road.
1/18/2022	2117		A20	DELAY		CP 287 was dispatched out of Tower A20 today essentially on 2117's time.	308		The bigger issue is that the practice of running a freight train directly ahead of, and on the schedule of, a scheduled passenger train opens the possibility for passengers waiting for 2117, who typically stay inside the depo buildings (which are on the #2 Main Track Platform) until the last minute, particularly in cold weather, to run across the crosswalk to catch their train. Seeing the headlight approaching, passengers will typically assume that this is their train slowing down to a stop, giving them ample time to get across. Instead it is a freight train traveling at track speed which opens the possibility for a potential tragedy."
1/18/2022	2240		B17	DELAY	10	Delayed by CP583 for crew change.	311	KKR#16 37380	Metra 2240 today, TUES JAN 18, 2022 delayed 10 minutes at Tower B17, held to meet Metra 2221 who was using #2 MT between Franklin Park West and Tower B17 around CP-583 who was holding #1 MT at Tower B17 for crew change.
1/26/2022	2202	AM	B17	DELAY	31	waiting for a 13,799 foot CP-198 to clear	325	KKR#16 40010	2202 stopped at Tower B17 31 minutes waiting for a 13,799 foot CP-198 to clear the Control Point pulling into Bensenville Yard. 2202 arrived CUS 6:43 AM, 30 minutes late.
1/26/2022	2203	AM	Big Timber	DELAY	28	Cascading delay (see above delay)	325	KKR#16 40010	2203 (Peak Period Train) departed CUS 6:49 AM 28 minutes late, late turn off inbound 2202. 2203 arrived Big Timber Road 8:21 AM, 32 minutes late.
1/26/2022	2228	AM	Big Timber	DELAY	14	Cascading delay (see above delay)	325	KKR#16 40010	2228 departed Big Timber Road 8:36 AM, 14 minutes late , due to late turn off inbound 2203.
1/26/2022	NCS101		B12	DELAY	5	Delayed by CP transfer	325	KKR#16 40010	NC-101 (Peak Period Train) was blocked 5 minutes at Tower B12 waiting for CP IM-1 transfer job to pull out of Schiller Park Yard and clear the Junction 16 Control Point.
1/26/2022	NCS112		B12	DELAY	5	Blocked by CP freight	325	KKR#16 40010	NC-112 was blocked at Tower B12 5 minutes by CP I65-26 pulling into Schiller Park Yard.
1/27/2022	2202		B17	DELAY	12	delayed due to CP Freight activity at Tower B17	326	KKR#16 40364	This morning, THURSDAY JAN 27, 2022 the same trains that received the most significant delay yesterday – 2202 and their flip, 2203 – were again delayed due to CP Freight activity at Tower B17. Today it was following CP-472 from Elgin to Tower B17. CP-472 stopped several times pulling into Bensenville yard to line switches with 2202 waiting behind them. 2202 was 12 minutes late going by B17
1/27/2022	2203		B17	DELAY	7	Cascading delay (see above delay)	326	KKR#16 40364	
1/27/2022	2246	PM	Galewood East	DELAY	13	Delayed by CP freight	328	KKR#16 40631	2246 had to run #1 MT from Tower B12 to Galewood East (instead of normal #3 MT). Had to wait for passengers on wrong side at Elmwood Park, Mont Clare, and Galewood to cross to board train, then waited for #2239 to clear #2 MT at Galewood East in order to cross back.
1/28/2022	2219		B17	DELAY		CP freight stopped blocking passenger boarding and detraining	312	KKR#16 40908	CP 581-12 came off BRC and was brought up to Mannheim for crew change. CP 581-12 cleared Tower B12 at 1345 and stopped with rear of train blocking Franklin Park depot as well as road crossings at Rose Street, Calwagner Street, Ruby Street, and Scott Street, essentially the entire town of Franklin Park. Train is just starting to move at 1453. Franklin Park depot and the 4 road crossings will have been blocked 1 hour 10 minutes by the time the train clears. Metra #2219 ran #2 MT Tower B12 to Tower B17. Passengers waiting for #2219 at Franklin Park were unable to board; Passengers detraining from #2219 at Franklin Park were unable to access the North side of town including the depot. Metra #2240 will be delayed at Tower B17 waiting for #2221 to clear #2 MT operating around 581-312.
1/28/2022	2240		B17	DELAY		Cascading delay (see above delay)	312	KKR#16 40908	
1/28/2022	2221		B17	DELAY		Cascading delay (see above delay)	312	KKR#16 40908	
1/31/2022	2221		B17	DELAY	15	Delayed by CP crew change	313	KKR#16 41489	CP-581 was on #1 MT East of Tower B17 waiting on crew change. 2240 was holding at Tower B17 waiting for 2221 to run around CP-581. 2221 was then blocked at Tower B17 @ 15 minutes waiting for CP 2-288 to pull into yard. When 2-288 finally cleared, 2221 went 2-1, then 2240 left.

Summary of CP Delay Events 2016 - 2021

DATE	TRAIN	PEAK	LOCATION	TYPE	MIN	DESCRIPTION	Exhibit A-2 PAGE #	DOC ID	BACKGROUND
1/31/2022	2240		B17	DELAY	20	Cascading delay (see above delay)	313	KKR#16 41489	
2/2/2022	2232		B12	ALT TRACK		Ran on #1 MT instead of their normal #3 MT from Tower B12 to Galewood East due to freight train NS-17V running Westward on #3 MT.	314	KKR#16 42205	passengers waiting for #2232 at River Grove, Elmwood Park, Mont Clare, and Galewood had to utilize crosswalks to walk across 3 main tracks to get from the normal inbound platform where they were waiting, to the opposite side to board their train, essentially at the same time that the freight was coming West.
2/2/2022	2132		A20	DELAY	6	CP freight block	314	KKR#16 42205	CP-281 was running West on #2 Main Track all the way to Tower A20 alongside Amtrak 333 who was on #1 MT. For the record, Amtrak 333 is due at Tower A20 Westward at 1132 hrs and Metra 2132 is due at Tower A20 Eastward at 1136 hrs. We're not sure why 281 was brought up to Tower A20 to crossover in the 4 minutes between Amtrak 333 and Metra 2132, but 281 could certainly have crossed over behind 333 at either Morton Grove or Mayfair and avoided the problem. Instead, Metra 2132 wound up waiting 6 minutes for Amtrak 333 to clear A20, then was crossed over to #1 MT to run from Tower A20 to Morton Grove. This meant that passengers at North Glenview, Glenview, Golf, and Morton Grove waiting for #2132 in the inclement weather had to utilize crosswalks to get to the other side.
2/3/2022	2242		B17	DELAY	8	Metra 2242 waited at Tower B17 8 minutes for CP-473 to clear the Control Point, arrived Chicago 4:54 PM, 5 minutes late	316		
2/3/2022	2223		B17	DELAY	7	Metra 2223 waited at Tower B17 7 minutes for CP-473 to clear the Control point, then followed directly behind 473 all the way to Almore.	316		
2/22/2022	2228		B17	DELAY	7	Crew change on mainline required Metra train to use alternative mainline	317	KKR#16 49336	Metra 2228 held 7 minutes at Tower B17 waiting for Metra 2209 to clear #2 MT. Metra 2209 had to run #2 MT from Franklin Park West to Tower B17 due
2/22/2022	2228		B17	ALT TRACK		Crew change on mainline required Metra train to use alternative mainline	317	KKR#16 49336	Metra 2228 held 7 minutes at Tower B17 waiting for Metra 2209 to clear #2 MT. Metra 2209 had to run #2 MT from Franklin Park West to Tower B17 due
2/22/2022	2236		B17	DELAY	30	Metra train held because freight crew time expired	317	KKR#16 49336	to CP 681 stopped on #1 MT changing crews.
2/22/2022	2236		B17	ALT TRACK		Dispatcher dispatched Metra train on the "wrong" side of the trains to get around stopped freight train	317	KKR#16 49336	2236 – CP-650 coming off Chicago Sub at Randall Road had a crew that expired on Hours of Service @ 1300. 650 was pushed ahead of 2236 out of Almore about 7 to 10 minutes ahead of 2236's scheduled departure. 650 was unable to make Tower B17 prior to 1300, so train stopped around Itasca to wait for a recrow. 2236 had been lined in behind 650. Operator B17 had to get 2236 stopped and run time at Roselle West. For some reason Operator B17 also took down 2236's signal at Bartlett East and held them there while time ran at Roselle West. 2236 was eventually released at Bartlett East and ran #1 MT from Roselle West to Tower B17. Passengers were then on the wrong side at Roselle, Medinah, Itasca, Wooddale and Bensenville. Metra 2217 was held at Tower B17 until 2236 cleared #1 MT. This resulted in a 30 minute delay to #2236 and a 22 minute delay to 2217. In this situation, it appears that running 650 behind 2236 with a relief crew meeting them enroute, would have been the better plan.
2/22/2022	2217		B17	DELAY		Cascading delay	317	KKR#16 49336	See above
2/22/2022	2229		B17	DELAY	10	Metra 2219 delayed 10 minutes at Tower B17 waiting for the rear end of CP 286 to clear the Control point going into the Yard	317	KKR#16 49336	Metra 2219 delayed 10 minutes at Tower B17 waiting for the rear end of CP 286 to clear the Control point going into the Yard
2/24/2022	2204	PEAK	B12	DELAY	12	Thursday February 24, 2022, Metra Peak Period Train #2204 was delayed 12 minutes at Tower B12, blocked by CP-165 moving from IHB into Schiller Park across Metra's 3 Main tracks.	329	KKR#16 50133	Thursday February 24, 2022, Metra Peak Period Train #2204 was delayed 12 minutes at Tower B12, blocked by CP-165 moving from IHB into Schiller Park across Metra's 3 Main tracks.
2/24/2022	2156		A20	DELAY	19	ALSO, THU FEB 24, 2022: Metra 2156 was held @ 4 minutes at Rondout to follow CP 288. 2156 then lost an additional 15 minutes following 288 all the way to Tower A20 and waiting while 288 went up the cut-off to get on the UP	329	KKR#16 50133	ALSO, THU FEB 24, 2022: Metra 2156 was held @ 4 minutes at Rondout to follow CP 288. 2156 then lost an additional 15 minutes following 288 all the way to Tower A20 and waiting while 288 went up the cut-off to get on the UP
2/28/2022	2225		B17	DELAY	24	Metra train held at B17 for freight train (CP 473) holding outside of Bensenville, then followed CP 473 in route all the way to Big Timber Road	330	KKR#16 50990	On Monday, February 28th , 2022, Metra Peak Period Train 2225 was held at Tower B17 19 minutes (by Franklin Park West 16:37:31, Tower B17 17:01:04) waiting for CP 473 who was allowed to double up in Bensenville Yard while occupying both Metra Main Tracks at Tower B17. Metra 2225 then followed CP 473 in route all the way to Big Timber Road. Metra 2225 arrived Big Timber Road 17:55:01, 24 minutes late.

Summary of CP Delay Events 2016 - 2021

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2/28/2022	2227		B17	DELAY	20	Cascading delay	330	KKR#16 50990	While Metra 2225 was stopped at Tower B17 waiting for CP 473, Metra Peak Period Train 2227 caught up to 2225 and was stopped behind him. 2227 followed 2225 to Big Timber Road arriving at 18:13:10, 20 minutes late.
3/6/2022	2707		B17	DELAY	45	MW2707 was delayed about 45mins this morning waiting for a CP 199 train to triple up and depart Bensenville at Tower B17	331	KKR#16 53047	MW2707 was delayed about 45mins this morning waiting for a CP 199 train to triple up and depart Bensenville at Tower B17. Train was CP 8768 with 77 cars and 12,442' long. B17 operator says several scenarios for the move were discussed between her and the Elgin Dispatcher to eliminate any delays to Metra service but were eventually over ruled by higher decision makers at CP
3/6/2022	2704		B17	DELAY	14	MW2704 was delayed 14 mins at Tower B-17 for CP 198 with 72 cars and 12,922' long moving CP2 to the New Arrival track into Bensenville Yard	331	KKR#16 53047	Earlier, MW2704 was delayed 14 mins at Tower B-17 for CP 198 with 72 cars and 12,922' long moving CP2 to the New Arrival track into Bensenville Yard. Train took longer than usual to yard because of an IM1 job in the way once they got into the yard, which prevented them from clearing the mains.
3/14/2022	2226	PEAK	B12	ALT TRACK		Metra 2226 was routed on #1 MT from Tower B12 to Galewood East due to CP 651 operating on #3 MT between BRC Connection Cicero West and Tower B12. As a result, passengers waiting on the #3 Main Track platforms had to cross at the last minute to opposite side to board. Resulted in passenger complaint.	332	KKR#16 55606	Metra 2226 was routed on #1 MT from Tower B12 to Galewood East due to CP 651 operating on #3 MT between BRC Connection Cicero West and Tower B12. As a result, passengers waiting on the #3 Main Track platforms had to cross at the last minute to opposite side to board. Resulted in passenger complaint.