

242231

ENTERED
Office of Proceedings
October 21, 2016
Part of
Public Record

Date: October 21, 2016

Case: CSX Transportation, Inc. -- Acquisition of Operating Easement --
Grand Trunk Western Railroad Company



Ace-Federal Reporters, Inc.
Phone: 202-347-3700
Fax: 202-737-3638
Email: info@acefederal.com
Internet: www.acefederal.com

CSX TRANSPORTATION, INC. -- ACQUISITION OF OPERATING
EASEMENT -- GRAND TRUNK WESTERN RAILROAD COMPANY
DOCKET NO. FD 35522

SURFACE TRANSPORTATION BOARD
395 E STREET, SW
WASHINGTON, DC

FRIDAY, OCTOBER 21, 2016

The technical conference commenced at
10:00 a.m.

1 Technical Conference Attendee List

2 Peter J. Shudtz

3 CSX Transportation, Inc.

4 Vice President -- Federal Regulation and General
5 Counsel

6

7 Ben Chafin

8 CSX Transportation, Inc.

9 Division Communication & Signals Engineer Chicago

10 *Participating by phone

11

12 Robert Gutman

13 CSX Transportation, Inc.

14 AVP Operations Research Modeling & Analytics

15

16 John Widowfield

17 CSX Transportation, Inc.

18 Director Joint Facilities

19 *Participating by phone

20

21

22

1 Rebecca Benn

2 CSX Transportation, Inc.

3 Director -- Federal Affairs and Federal Legislation

4

5 Steve Armbrust

6 CSX Transportation, Inc.

7 Assistant General Counsel

8 *Participating by phone

9

10 Matt Warren

11 CSX Transportation, Inc.

12 Counsel, Sidley Austin LLP

13

14 Joseph Bushong

15 City of Chicago and Village of Evergreen Park

16 Senior Policy Advisor to U.S.

17 Senator Richard J. Durbin

18

19 Louis E. Gitomer

20 CSX Transportation, Inc.

21 Counsel, Law Offices of Louis E. Gitomer, LLC

22

1 Ill. State Senator Bill Cunningham
2 City of Chicago and Village of Evergreen Park
3 18th Senate District
4
5 Tom Livingston
6 CSX Transportation, Inc. Government and Community
7 Affairs
8
9 Alderman Matthew J. O'Shea
10 City of Chicago and Village of Evergreen Park
11 Chicago Ward 19
12
13 Robert Holtz
14 CSX Transportation, Inc.
15 Division of Manager Chicago Division
16 *Participating by phone
17
18 Charles A. Spitulnik
19 City of Chicago and Village of Evergreen Park
20 Counsel for City of Chicago
21
22

1 Allison I. Fultz

2 City of Chicago and Village of Evergreen Park

3 Counsel for City of Chicago

4

5 Andrea Calencia

6 City of Chicago and Village of Evergreen Park

7 Director of Legislative Council and

8 Government Affairs, City of Chicago

9 *Participating by phone

10

11 Ill. State Rep. Kelly Burke

12 City of Chicago and Village of Evergreen City of
13 Park

14 36th House District

15 *Participating by phone

16

17 Luann Hamilton

18 City of Chicago and Village of Evergreen Park

19 Deputy Commissioner, Chicago

20 Department of Transportation

21 *Participating by phone

22

1 Mayor James J. Sexton

2 Village of Evergreen Park

3 *Participating by phone

4

5 Jeffrey Sriver

6 City of Chicago and Village of Evergreen Park

7 Director of Transportation Planning

8 and Programming, Chicago Department Of

9 Transportation

10 *Participating by phone

11

12 Rebekah Scheinfeld

13 City of Chicago and Village of Evergreen Park

14 Commissioner of Transportation, City of Chicago

15 *Participating by phone

16

17

18

19

20

21

22

1 Joe Alonzo

2 City of Chicago and Village of Evergreen Park
3 Transportation Planner, Chicago Department of
4 Transportation

5 *Participating by phone

6

7 Joseph Cainkar

8 City of Chicago and Village of Evergreen Park
9 Village Attorney, Evergreen Park

10 *Participating by phone

11

12 David J. Seery

13 City of Chicago and Village of Evergreen Park
14 Deputy Corporation Counsel, City of Chicago

15 *Participating by phone

16

17 Marty Joyce

18 City of Chicago and Village of Evergreen Park
19 Chief of Staff, Alderman O'Shea, Chicago,
20 Ward 19

21 *Participating by phone

22

1 Scott M. Zimmerman

2 Surface Transportation Board

3 Office of Proceedings

4 Deputy Director - Policy

5

6 Matthew Bornstein

7 Surface Transportation Board

8 Office of Proceedings

9 Attorney

10

11 Evelyn Kitay

12 Surface Transportation Board

13 Office of General Counsel

14 Deputy General Counsel

15

16 Diana Wood

17 Surface Transportation Board

18 Office of Environmental Analysis

19 Environmental Protection Specialist

20

21

22

1 Jason Wolfe

2 Surface Transportation Board

3 Office of Public Assistance, Governmental Affairs,
4 And Compliance

5 Transportation Industry Analyst

6

7 Michael Higgins

8 Surface Transportation Board

9 Office of Public Assistance, Governmental
10 Affairs, and Compliance
11 Deputy Director

12

13

14

15

16

17

18

19

20

21

22

1 P R O C E E D I N G S

2 (10:00 a.m.)

3 MR. ZIMMERMAN: Alright well thank you
4 everybody for joining us today for this Technical
5 Conference. My name is Scott Zimmerman. I am the
6 Deputy Director of Policy in the Office of
7 Proceedings here at the Board. As you know we are
8 here for a Technical Conference in the Board's
9 Finance Docket Number 35522. The case is titled CSX
10 Transportation, Inc. Acquisition of Operating
11 Easement Grand Trunk Western Railroad Company.

12 Again we want to thank you all for
13 attending today, those of you from CSX and from the
14 Chicago communities. I know that both in person and
15 on the phone we have a number of elected officials
16 from the Chicago area who have taken the time out of
17 their busy schedules to join us for this today and we
18 are very appreciative of that. So thank you very
19 much.

20 If I could just go over a couple of
21 administrative things about how we plan to do things
22 here today and then we will get down to business.

1 There's a court reporter here in Washington
2 transcribing the Conference. This -- I want to make
3 sure that everyone understands that this is a
4 Technical Conference that is on the record in the
5 formal proceeding in FD 35522.

6 On occasion we will do informal things
7 like mediations where we will have a mediator kind of
8 on the informal side bring the parties together to
9 mediate a dispute. And then that mediator will be
10 recused from the formal side and the discussions that
11 go on in the mediation are confidential vis- -vis the
12 formal proceeding.

13 I just want to make sure that everybody
14 understands up front that this is not that kind of
15 situation -- this is not a mediation. The Board
16 staff are here, and I will introduce us all in just a
17 moment. With the exception of Mike Higgins, we are
18 all on the staff team that is working on the formal
19 case before the Board. We will continue to work on
20 the case; we are not recused. The transcript of this
21 Conference will be posted as a filing in the docket
22 and become part of the formal record. So I just want

1 to make sure that everybody understands that it is
2 not confidential, it is going to be part of the case,
3 everything that is said here today -- and we will be
4 working on the case after the Conference is over.

5 So with that being said let's start by
6 introducing everybody who is here today. To my right
7 for the Surface Transportation Board it is Evelyn
8 Kitay. Evelyn is the Deputy General Counsel. To my
9 left is Mike Higgins. Mike is Deputy Director of our
10 Office of Public Assistance, Governmental Affairs,
11 and Compliance.

12 To Evelyn's right is Matthew Bornstein.
13 Matt is an attorney in our Office of Proceedings.
14 And seated behind us Jason Wolfe; Jason is one of our
15 Transportation Industry Analysts so he is here -- he
16 is on the team and he brings a great deal of
17 operational expertise and experience to our team, as
18 a Transportation Industry Analyst in the Office of
19 Public Assistance, Governmental Affairs, and
20 Compliance.

21 And then right behind me is Diana Wood.
22 Diana is an Environmental Protection Specialist in

1 our Office of Environmental Analysis. So with that
2 if we could kind of go around the room here in
3 Washington and have everyone introduce themselves and
4 then after that I will call a roll of the people who
5 indicated that they would be participating on the
6 phone and we will let those folks identify themselves
7 as well -- so maybe if we could just go around from
8 Matt and go around counter-clockwise.

9 MR. WARREN: Sure I'm Matt Warren from --
10 I'm with Sidley Austin, I'm outside counsel to CSX
11 Transportation.

12 MR. GITOMER: Lou Gitomer, outside counsel
13 to CSX.

14 MR. GUTMAN: Bob Gutman, CSX and I work in
15 the Service Design Planning Role and I am a former
16 representative on the Chicago Planning route.

17 MR. SHUDTZ: Pete Shudtz, I am with Public
18 Affairs at CSXT.

19 MR. LIVINGSTON: Tom Livingston, Midwest
20 Government Affairs based in Chicago.

21 MS. BENN: Good morning I'm Rebecca Benn,
22 I'm Director of Federal Affairs for CSX.

1 MR. SPITULNIK: I'm Charles Spitulnik, I'm
2 with the law firm Kaplan, Kirsch and Rockwell and I'm
3 outside counsel for the City of Chicago.

4 MS. FULTZ: I'm Allison Fultz with Kaplan,
5 Kirsch and Rockwell, also outside counsel for the
6 City of Chicago.

7 MR. CUNNINGHAM: Bill Cunningham, I'm a
8 State Senator I represent the Chicago communities
9 involved in the case.

10 MR. O'SHEA: Good morning. Matthew O'Shea,
11 I serve as Alderman of the 19th Ward in the City of
12 Chicago.

13 MR. ZIMMERMAN: Good morning to everybody.
14 I think maybe the easiest way to identify everybody
15 who is on the phone is to read down the list of
16 people who indicated that they would be participating
17 and if you are on the call just please let us know.

18 First the CSX participants -- Robert
19 Holtz?

20 MR. HOLTZ: Yes sir I am here with Ben
21 Chafin and John Widowfield as well.

22 MR. ZIMMERMAN: Okay thank you. Steve

1 Armbrust?

2 MR. ARMBRUST: Good morning I'm here.

3 MR. ZIMMERMAN: Okay on the Chicago
4 community side is Representative Burke on the phone?

5 MS. BURKE: Yes I'm here, good morning.

6 MR. ZIMMERMAN: Good morning thank you for
7 joining us. Representative Hurley are you on the
8 phone? Mayor James Sexton, Mayor are you on the
9 phone?

10 MR. SEXTON: Good morning I'm here.

11 MR. ZIMMERMAN: Very good. And then we
12 have a number of other people. Joseph Cainkar?

13 MR. CAINKAR: Yes sir I am here, attorney
14 for the Village of Evergreen Park.

15 MR. ZIMMERMAN: Thank you sir, Marty
16 Joyce?

17 MR. JOYCE: Yes I'm here.

18 MR. ZIMMERMAN: Rebekah Scheinfeld?

19 MS. SCHEINFELD: Yes I'm here I'm with the
20 Department of Transportation.

21 MR. ZIMMERMAN: Thank you. Andrea
22 Valencia?

1 MS. VALENCIA: Yes I am here, Mayor's
2 Office, City of Chicago.

3 MR. ZIMMERMAN: Very good thank you.
4 Louann Hamilton?

5 MS. HAMILTON: Yes I am here, Deputy
6 Commissioner, Chicago DOT.

7 MR. ZIMMERMAN: Thank you. Jeffrey
8 Sriver?

9 MR. SRIVER: Yes here; Chicago DOT.

10 MR. ZIMMERMAN: Did I pronounce your name
11 correctly?

12 MR. SRIVER: Correct.

13 MR. ZIMMERMAN: Very good thank you. Joe
14 Alonzo?

15 MR. ALONZO: Yes here as well, Chicago
16 Department of Transportation.

17 MR. ZIMMERMAN: Very good and David Seery?

18 MR. SEERY: Yes I'm here, Deputy
19 Corporation Counsel Law Department for the City of
20 Chicago.

21 MR. ZIMMERMAN: Okay thank you all very
22 much. So just to cover a couple of administrative

1 things to hopefully make this run as smoothly as
2 possible -- particularly those of you who are on the
3 phone: For the Court Reporter's benefit if you could
4 try to speak very loudly and clearly and if and when
5 you speak if you could try to remember to
6 re-introduce yourself when you are speaking so that
7 the Court Reporter knows you are speaking, that would
8 be very helpful.

9 Did somebody just join the call? I think
10 we have a new guest at the table here in Washington.
11 Mr. Bushong?

12 MR. BUSHONG: Yes.

13 MR. ZIMMERMAN: Welcome. Mr. Bushong from
14 Senator Durbin's Office has joined the meeting, so
15 welcome. I appreciate your taking the time.

16 MR. BUSHONG: Thank you kindly.

17 MR. ZIMMERMAN: A couple other
18 administrative things -- we don't have a good sense
19 of how long this is going to last. We are going to
20 kind of see where the discussion takes us but
21 certainly if at any time anyone needs to take a
22 break we can do that. We have reserved two

1 conference rooms on this floor if either side wants
2 to take a break and caucus separately we can do
3 that.

4 Restrooms -- I'll tell you where the
5 restrooms are; you may have seen them, those of you
6 who are in D.C., when you came in; through the
7 conference room door straight down the hall the
8 restrooms are on the left.

9 And finally for those of us here in D.C.,
10 if for some reason there is some kind of emergency,
11 you hear the fire alarm or whatever -- the nearest
12 stairwell is straight out the door and immediately on
13 the left. Right before you get to the restrooms, it
14 will be the first door on the left that will take you
15 right down to the first floor and out of the
16 building. Any questions so far about the
17 administrative things that we talked about? Okay.

18 In the Board's Order that we served on
19 October 14th we said that the participants will
20 discuss how CSXT will ensure that the line is clear
21 before entering the line, the methods for
22 expeditiously handling the malfunction reporting and

1 repairs, the operating protocols CSXT has with other
2 carriers related to the line, CSXT's refusal to cut
3 trains blocking a public crossing for more than 10
4 minutes, and CSXT's timeline and plans for improving
5 operations on line. We then went on to say that the
6 Board expects CSXT to use this meeting as an
7 opportunity to communicate a clear, timely, and
8 accountable approach for addressing the operational
9 problems on the line.

10 So I understand that the CSXT folks have a
11 presentation that they would like to give to us,
12 which we will get to in just a moment, and then that
13 will be followed by -- we have a number probably --
14 follow-up questions to explore some of these issues.
15 But before we do that, I want to thank again in
16 particular the elected officials who took the time to
17 be here and also on the call and I would like to give
18 them an opportunity if they would like to, to make
19 whatever opening remarks or statements they would
20 like to make.

21 So why don't we start with folks that are
22 here in the room and I guess maybe we will just kind

1 of go clockwise around the table. Alderman O'Shea
2 would you like to have any remarks?

3 MR. O'SHEA: I would just like to say that
4 I am glad that everybody is here, that we have
5 everybody on the phone and hopefully we can come to a
6 resolution to the benefit of the communities of the
7 southwest side because the folks in our neighborhoods
8 have put up with a lot of aggravation and a lot of
9 frustration the past three plus years and they are
10 fed up and demanding that we do something about it.

11 That's why I am here today hopefully we
12 can work together and address this topic.

13 MR. CUNNINGHAM: And if I can add -- this
14 is Bill Cunningham. I just want to thank the STB
15 from Chairman Elliot to the staff for the time that
16 you have given us. You have been very responsive to
17 this. We have let our constituents know that they
18 are very thankful for that.

19 We fancy ourselves as public officials and
20 our main job is problem solving and we appreciate
21 that the STB is committed to that as well so thank
22 you.

1 MR. ZIMMERMAN: Representative Burke would
2 you like to say a few words?

3 MS. BURKE: I'd just like to thank
4 everybody for getting this together and I echo
5 Senator Cunningham's gratitude to the STB for taking
6 our platform seriously you know to the point where
7 officials in Washington came and stood out on
8 somebody's front porch on the southwest side just to
9 really get a first-hand look and see what was
10 happening on the ground and that's not something
11 that I think most people would do in Washington; we
12 are grateful and we are very thankful for the role
13 you have taken and helping us get together and solve
14 this problem.

15 MR. ZIMMERMAN: Thank you very much. Has
16 Representative Hurley joined the call? Okay -- Mayor
17 Sexton would you like to say a few words?

18 MR. SEXTON: Yes thank you I would like to
19 thank the Board for considering and having this
20 hearing this morning and I would also like to thank
21 all of our elected officials who have been involved
22 in making it happen. And lastly I guess the little

1 guy does have a say nowadays so thank you for helping
2 the little guy.

3 MR. ZIMMERMAN: Alright thank you very
4 much. So with that I think let's get down to
5 business and the CSX folks if you would like to go
6 ahead and make your opening statement.

7 Actually would anybody who is here in the
8 room from the Chicago communities just like to make
9 an opening statement before we turn to CSX?

10 MS. FULTZ: Just very briefly this is
11 Allison Fultz, I'm counsel of record for the City of
12 Chicago and the city very much appreciates the
13 opportunity to participate in this Conference so I'm
14 looking forward to the results of it.

15 MR. ZIMMERMAN: Alright with that now we
16 can proceed to CSX. We understand that you had some
17 things that you wanted to talk about and show us; and
18 following that, I think the Board staff will probably
19 have some follow-up questions and hopefully we can
20 engage in a good dialogue on some of these issues. So
21 with that, please go ahead.

22 MR. SHUDTZ: Thank you. Good morning my

1 name is Pete Shudtz. I'm the Vice President of
2 Federal Regulation and General Counsel for CSXT. The
3 first thing I would like to thank the Board for
4 inviting us all here today and I would like to thank
5 Senator Cunningham and Alderman O'Shea for
6 attending.

7 And thank all the elected governmental
8 officials who are on the phone today all seeking to
9 learn more about what we are doing and how we are
10 trying to accomplish and improve ourselves. And I
11 would also like to thank the Board for allowing some
12 of our participants who are in Chicago to attend by
13 phone as we have our division manager and other
14 folks on the phone here who maintain our operations
15 in Chicago daily.

16 I think we have all introduced ourselves
17 here who are in attendance, and I would like to just
18 start off by saying we are here to discuss CSXT's
19 operation of the 22-mile Elsdon Line. CSX acquired
20 perpetual easements over the Elsdon Line from the
21 Grand Trunk Western, a subsidiary of Canadian
22 National.

1 CSXT acquired the easement in 2013 to
2 reduce congestion on the other lines that CSXT also
3 uses to operate through the Chicago[ZS1] terminal and
4 to increase the efficiency of operations throughout
5 the terminal. CSXT operates 75 trains a day through
6 the Chicago terminal.

7 Using the Elsdon Line allows CSXT to
8 reduce congestion on other lines throughout the
9 Chicago terminal. Restrictions on the use of the
10 Elsdon line would shift the traffic and create
11 additional congestion in other lines in the Chicago
12 terminal as well as other neighborhoods in the City
13 of Chicago.

14 CN subsidiaries also operate on the
15 Elsdon Line and we will detail. Bob Gutman who is
16 here on my left will lead our discussion today using
17 the Board's October 14th decision as a roadmap for
18 our responses concerning, for instance, is CSXT
19 ensuring that the line is clear before entering the
20 line?

21 Secondly -- the methods in handling our
22 malfunctions and for the reporting of repairs and

1 thirdly the cutting of trains blocking or occupying
2 the crossings for more than 10 minutes.

3 Over the course of our discussion we will
4 also address the operating protocols that CSXT has
5 with the other carriers. We will go into the line
6 and CSXT's timelines and plans for further improving
7 operations on the Elsdon line. So I think that is
8 our agenda and Scott I believe the Board has
9 requested us to proceed so I will turn to Bob and Bob
10 would you kindly take us.

11 MR. GUTMAN: Thank you and during the
12 course of the discussion I will be asking both Robert
13 Holtz and Ben Chafin our two primary responsible
14 people for this territory and field to be getting
15 into the specifics of it. Again, thank you for this
16 opportunity. One of the additional paths, I had said
17 that I was a former Chicago Planning rep for three
18 years as part of the Chicago group for CSXT.

19 I also have the challenge of pulling
20 together all of the information that we have started
21 to report and getting that analyzed. What I would
22 like to do we have two short exhibits that I would

1 like to go over first just to make sure that everyone
2 has a frame of reference so that as we get into the
3 more detailed operating discussions it may help with
4 the understanding of that.

5 So if we can show the first map with the
6 crossings on it. Not that one -- you have two map
7 exhibits -- they are not those.

8 (Off mic discussion)

9 (Off record discussion)

10 MR. ZIMMERMAN: All right. So I think we
11 all have hard copies of the map so -- back on the
12 record.

13 MR. GUTMAN: Just for the Court Reporter
14 for the record -- we are looking at a map with the
15 heading Elsdon Subdivision Road Crossings and we will
16 make that Exhibit Number 1. Thank you.

17 So as I said what I would like to do is
18 provide some context to the exhibits. So the first
19 one is a simple map that shows the Elsdon Subdivision
20 kind of in isolation and it highlights the 22 miles
21 that was referenced for the route and it highlights
22 the 43 road crossings spatially on where they exist

1 on this.

2 Actually there are only 40 on the map
3 because the top three crossings northwest of 79th
4 Street, CSX do not operate any trains over those so
5 we won't be speaking to those crossings. As you look
6 at the map what you will see are different densities
7 along the route and what you look for is the space in
8 between there.

9 And so the point on this is the density is
10 very, very high which makes operationally traversing
11 the trains very, very difficult because you will be
12 pretty much on crossings the entire time that you
13 were on the sub-division. If you now go to the
14 second map that's -- and we will call this map Elsdon
15 Junction Map and that is Exhibit Number 2.

16 So what this one is a little bit further
17 zoom out of it and what you will see is the Elsdon
18 Subdivision in context to the border of Chicago
19 territory and lightly shaded in the background are
20 all of the other roads and so it is very important if
21 you go back to Pete's opening comments -- understand
22 the Elsdon Sub in context of the broader railroad

1 operations in Chicago.

2 And, in fact, most of the trains that
3 operate on this do not traverse the entire line from
4 Munster all the way up to the end. Very few actually
5 do it. They come on at the multiple entry and exit
6 points and the majority of the trains on this
7 territory are actually road trains that are either
8 departing for points very, very far away from -- they
9 originate off the line and come on to the line and go
10 very, very far away -- or they are coming to the line
11 from very, very far away.

12 And CSX does have five different feeder
13 lines going into Chicago. If you look at the lower
14 end we highlight first some of the junctions and the
15 Munster Junction and the Thornton Junction is the
16 first big segment there. And also highlighted on the
17 diagram -- and Robert Holtz will speak to it in a
18 minute -- is the different control mechanisms that
19 are part of these systems.

20 And what you will see as you keep going we
21 have also highlighted some of the key facilities
22 because this line isn't just about traversing the

1 territory. You also have to deal with making sure
2 when you get off of the territory that you can safely
3 yard the train in the intended destination.

4 So when we talk about the context of line
5 clear it is not just to get off the line -- it's that
6 the facilities it is going to are capable of
7 receiving it in that timely fashion. And so we have
8 highlighted some of the key ones: the BRC all the way
9 on the northern end, the Clearing Yard, CSX's Barr
10 Yard itself, and then the Markham Yard for the CN.

11 And so it was mentioned earlier that the
12 CN does run a substantial number of trains on this
13 line. Robert would you like to add some additional
14 context?

15 MR. HOLTZ: Yeah, I would just say that
16 the three key junctions Hayford Junction which is
17 controlled by the BRC; Ashburn Junction which is
18 controlled by the Norfolk Southern; and then Thornton
19 Junction, which is automatic interlocking --
20 first-come, first-served -- with BRC and CSX jointly.
21 You know all three have operational challenges and
22 you know we certainly communicate with the dispatch

1 of train movements that control specific
2 interlockings that I think are highlighted here on
3 the Elsdon Junction map so definitely something that
4 creates an operational for us -- and requires
5 constant communication with our Board rail
6 counterparts and operating Board of the Elsdon Line.

7 MR. GUTMAN: So we're going to get a
8 little bit here in a few moments into the details of
9 what does -- when we say the line is clear before we
10 do it -- understand it in its pleural context that's
11 not just the train is operating. It is the ability
12 to get into and out of the yards -- but also the
13 cross-traffic of other roads, we are just meeting
14 that don't ever really touch our own division they
15 are just -- that's the complexity of what we are
16 trying to work with.

17 So just to build on that the broader
18 objective I had mentioned earlier that I was with the
19 Chicago Planning Group, the broader objectives of all
20 of the roads in Chicago because of this
21 inter-connectiveness and the complexity of Chicago is
22 to safely handle all of the train volumes that want

1 to go through Chicago.

2 We don't want to get into a situation
3 where from a capacity or congestion standpoint that
4 we have to route trains away from Chicago like we had
5 to do back in the winter storms of 2013-2014. So
6 again we want to handle all of it and we want to
7 handle it as quickly and fluidly as possible so this
8 whole notion -- and to that objective again we are
9 going to talk about our protocols and what that
10 means.

11 The Chicago Planning Group and the Chicago
12 Transportation Coordination Office have a broader
13 series of objectives for the entire Chicago complex.
14 And it starts with the bigger items just like the
15 private partnership with CREATE which is designed to
16 identify what all of those infrastructure needs are
17 to promote the fluidity in handled volume. Trackage
18 rights -- almost every road in Chicago has the
19 ability to operate over each and every other person's
20 territories to again promote the fluidity.

21 Lots of investment in technology systems
22 first with the operational picture which provided

1 visibility to what was happening on all of those to
2 the more recent development of what is known as the
3 Clear Path System which is really intended to help
4 people better traverse this maze or spider web by
5 having just what it implies, the Clear Path is a way
6 to systematically communicate to each other what they
7 can better expect as they are trying to go through
8 this spider web.

9 In addition there are an elaborate
10 documented set of what you refer to as dot con or
11 protocols and this is when any car of the City of
12 Chicago is in trouble, or anticipated to be in
13 trouble, very specific sets that all the railroads
14 have agreed to promote, not their individual interest
15 but the broader fluidity of Chicago and that is
16 something that has been in place now for quite a
17 while.

18 In addition there are regular daily
19 coordination calls that the CTC upholds, actually
20 multiple times a day where they are making sure that
21 everything is fluid within Chicago and even broader
22 strategic items where all of the railroads get

1 together for scheduled maintenance and various
2 coordination because if you are going to be doing
3 track maintenance on your line that means you are
4 going to have to operate your trains over someone
5 else's.

6 So all of those have to be coordinated,
7 including having rules of not doing maintenance, one
8 road doing maintenance on a line where, the secondary
9 route you would use, the other road is doing it at
10 the same time. So I am just trying to press on that,
11 as we talk about what we mean as we get into some of
12 these finite points, or the finite points of this,
13 that that context is important and to further
14 illustrate the point after some of the issues that
15 happened in 2014 the Chicago Transportation Office --
16 Coordination Office -- does report weekly to the STB
17 any trains that are being held for interchange to
18 another carrier on a weekly basis.

19 And just to give you a feel for it they
20 are not reporting that in the City of Chicago. They
21 are going all the way out to the points where those
22 road trains are originating from the last crew point.

1 And so again I use that to illustrate the point that
2 there is a lot of coordination that goes on; so when
3 we talk about coordination and protocols, the Clear
4 Route, understand it in the broader context of
5 Chicago.

6 So -- before we get into the next point I
7 just want to say that I think we are all aware of
8 some of the history going back to 2013 and the fact
9 that CSX was not -- that the track that we acquired
10 was not in the condition that it needed to be for us
11 to operate consistently and reliably over that.

12 And during the period since then there has
13 been lots of good cooperative meetings, some of which
14 were referenced earlier where there has been a
15 tremendous amount of investment and actions and so
16 you are going to hear Ben Chafin on the Signal side
17 specifically talking about the gate malfunction
18 issue.

19 And the gate malfunction issue when we
20 first acquired the line was the biggest concern and
21 really was highlighted in the original complaint as
22 the primary area. To put some context around that:

1 In the first nine months that we operated the
2 territory, our average gate-crossing failures were 49
3 per month for the entire segment. In the nine months
4 ending in September of this year that number was
5 reduced to 21 and so that's a 57% improvement. I'm
6 not showing those statistics or sharing those to say
7 that we are satisfied in any way with the 21. We
8 know that that number needs to improve and CSX is
9 determined to take a whole series of actions that you
10 are going to hear about to improve those numbers.

11 And in September the most recent report
12 that we submitted the number was 16 for the gate
13 malfunctions. So again there has been some
14 considerable progress around there. And Ben Chafin
15 will be talking about that. On the road crossing
16 blockages which is another serious concern that
17 relates directly to ensuring the line is clear --
18 that number, for context, is 137 blockages greater
19 than 10 minutes due to a train. And that was for the
20 entire line segment.

21 Put some context, that 137 is out of
22 11,500-plus crossing events that occurred -- so that

1 relates to about 1.2% blockage and, as I showed on
2 the exhibit, every train is pretty much occupying a
3 crossing. And again, not to say that that is a good
4 number but to flip it around and say as we talk about
5 this, 99 -- nearly 99 percent of the time we are
6 successful in crossing without exceeding that
7 10-minute threshold that we have been talking about
8 here and reporting on, but it also highlights the
9 importance of the need to enter it.

10 The other item I would just highlight is
11 that Chicago is in fact a 24/7 operation --and that
12 is not just CSX's, all of the roads -- and that we
13 have elaborate systems and processes to communicate
14 and coordinate with all of the other roads. And
15 that, as you saw from the diagram and comments, even
16 everything perfectly -- we won't necessarily be in
17 control of hitting that 100 percent target that we
18 are trying for. So with that I would like to turn it
19 over to Robert to elaborate a little bit more on the
20 procedures that you specifically use on this line to
21 insure the line is clear before entering.

22 MR. HOLTZ: Sure. Thank you. This is

1 Robert Holtz. So basically we defined the Clear
2 Route protocols for operations. The definition of
3 Clear Route for the purpose of the protocol is the
4 final course taken by one of our trains from point of
5 entry to point of exit and/or destination via the
6 Elsdon line that eliminate the foreseeable
7 possibility of the track having to stop or slow
8 whatsoever.

9 Before permitting the train to occupy the
10 Elsdon Line our train dispatchers confirm that Clear
11 Route just as I defined it for you for the entirety
12 of the intended route is actually in place. Our
13 train dispatcher will ensure the CSX trains are
14 coordinated in order to prevent any train from
15 stopping for the duration of its route on the Elsdon.

16 And as I mentioned earlier with some of
17 the junctions that are controlled by foreign carriers
18 at various locations where trains will actually be
19 going off the Elsdon Line into a foreign carrier's
20 terminal or yard where those foreign carriers are
21 involved in the dispatch of the train movements at
22 any point within the intended route on the Elsdon,

1 our train dispatcher must receive verbal confirmation
2 of the commitment to insure the given train movement
3 will be able to operate continuously without delay in
4 order to prevent stopping on the Elsdon line and
5 ultimately the occupancy of railroad crossings for
6 greater than a period of 10 minutes. And when those
7 train movements do terminate off the Elsdon line our
8 train dispatcher does also obtain verbal confirmation
9 that the receiving road has a commitment to accept
10 the train on arrival before we even begin obtaining
11 all the intermediate verbal confirmations necessary
12 from the board roads and the dispatch of the train to
13 allow for continuous movement without delay, insuring
14 the movement does not stop and we do not to occupy
15 the crossings on the Elsdon corridor greater than
16 intended.

17 MR. GUTMAN: And to help us achieve that
18 there have been some specific actions. Robert, would
19 you talk a little bit about the recent example of
20 additional visibility with the Norfolk Southern?

21 MR. HOLTZ: Sure, so as an example of how
22 we are continuing to promote fluidity through this

1 communication with our partners once they are at the
2 controlling junction, the Norfolk Southern for
3 example, in Ashburn we were noticing that although we
4 would receive the verbal commitment for the train to
5 progress towards -- with the BRC, for example, the
6 signal may not be displayed in the field as quickly
7 as it could be to promote or at least improve the
8 velocity of the train approaching that location at
9 Ashburn which could result in an occupancy of greater
10 than 10 minutes even though the train is continuously
11 moving.

12 And what we did to help rectify that
13 situation is we have actually given the Norfolk
14 Southern and that tower operator at Ashburn which is
15 actually Landers visibility to our dispatch screens
16 at our own expense both with the equipment and the
17 licensing for them to view that so that they can have
18 additional and improved visibility of the movement of
19 the train on our line before it occupies the Elsdon
20 in an effort for them to display the signal sooner or
21 make that decision sooner in order to promote
22 increased velocity on the Elsdon line.

1 And that is just one example of the
2 investments we have made to increase communication
3 and visibility in conjunction with our protocols.

4 MR. GUTMAN: So again I highlighted
5 earlier some of the broader statistics and again we
6 can get into some details -- I know there is a lot of
7 different communities represented, but what you heard
8 Robert say is even though we are using this 10 minute
9 threshold what you will realize is that a lot of the
10 trains that are exceeding the 10 minutes -- when you
11 look at the distribution of the events they are not
12 willful stops, they are actually progressing from a
13 precision standpoint of time where we are going to
14 go.

15 So you will see a big drop-off as you go
16 through that. Naturally the majority of the trains
17 are in fact not being stopped, they are moving --
18 they are just not moving as fast as we would like for
19 some of the reasons that Robert and I have
20 highlighted.

21 Again I highlighted some of the issues
22 with the gate malfunction and some of the broader

1 statistics. Ben will you please share with us some
2 of the actions that you have taken to achieve the
3 improvements that we have achieved and then probably
4 more importantly what are the future actions that we
5 are planning on taking?

6 MR. CHAFIN: Yes sir, good morning. Going
7 back to 2013 CSX spent over \$650,000 just in new
8 programs alone. Some of the additional items that we
9 took care of -- there were a handful of road
10 crossings that were completely rebuilt, resurfaced
11 with new rails, new ballast, new pavement.

12 Double bonded -- we are double bonded
13 right now between 83rd and 115th, which is
14 essentially a secondary means of protecting
15 continuity in the rail or the electrical circuit
16 which will prevent false activations.

17 There is remote monitoring presently at 15
18 road crossings, specifically in the Evergreen Park
19 area. We have added [ZS2]two signal maintainer
20 positions so essentially what that means is that we
21 will now have 24 hour, 7 days a week maintenance
22 personnel on site at the road crossings which will

1 you know improve the response times significantly.

2 So going forward some of the things that
3 we are going to be working on is the remote
4 monitoring. CSX has begun the internal process to
5 approve capital to improve the remaining gates on the
6 Elsdon Line which we anticipate to maintain in the
7 second quarter of 2017. This will provide CSX for
8 remote monitoring of the remaining gates on the
9 Elsdon Line which provide real time information when
10 the gates are down and allows us to monitor false
11 activations more quickly.

12 To discuss the double bonding of the
13 joints between 83rd and 115th so we are going to --
14 we have also been given the internal approvals for
15 additional sections of joint railroad continuous rail
16 to further reduce the rail joint and signal bond
17 related areas, so that means that all of the joints
18 and rail bonds will no longer be in the track.

19 PTC is slated for the first half of 2017
20 with the completion of installation by the end of
21 2018. PTC will be fully implemented by the end of
22 2020. Just the signal work will cost several

1 millions of dollars to complete the implementation
2 and improve road crossings on the line. At the same
3 time that we are doing the PTC on the entire
4 subdivision we will make improvements to all 43 rail
5 crossings that are on the subdivision. Some of that
6 will include actual complete replacement. Some of it
7 will be just minor improvements but all rail
8 crossings will be touched during the PTC
9 implementation.

10 MR. GUTMAN: Okay. A few other items that
11 we can touch on briefly. CSX does have already
12 approved and has begun the preliminary process of
13 clearing what we are putting in a new junction at
14 Hayford Junction up on the map and will be a new
15 track that will allow us to run into the Clearing
16 Yard area, and our intermodal facility is up in that
17 area so that will provide a lot less obstructions at
18 that critical Hayford Junction and that one we hope
19 -- depending on the weather schedule, that that
20 project should be completed in early 2017.

21 So again that was a major one and that one
22 is a substantial project that we have had in the

1 works for some time. Another item that we have done
2 -- obviously the third goal is to reduce the
3 occurrences or the frequencies of when the -- and how
4 often the gate malfunctions. And so we have made
5 some progress and we will talk about some of the
6 additional items that are going to help do that.

7 But we are also taking actions to reduce
8 the time that the gate is actually malfunctioning and
9 so Ben, can you talk a little bit more about the
10 procedures you have put in place for what you are
11 expecting your signal maintainers to do when they get
12 there?

13 MR. CHAFIN: Yes. Again it's -- when we
14 receive a call of a crossing malfunction we receive
15 the call and then we respond to it. We get to the
16 crossing and we will identify when it is safe to do
17 so, we will take measures to get the gates in the up
18 position which will clear traffic prior to us
19 troubleshooting.

20 The troubleshooting part of it is usually
21 what keeps the gates activated for extended periods
22 of time. So again we have taken the policy where we

1 are going to as soon as we arrive at the road
2 crossing when it is safe to do so we will put the
3 gates up with our internal means and then
4 troubleshoot from that point forward.

5 MR. GUTMAN: And to try and better capture
6 that element of it you will see we have improved or
7 added some additional reporting in the August and
8 September reports and I think the September one is
9 when we are starting to better capture the amount of
10 time that the gates were actually down blocking or
11 obstructing the crossing as opposed to what we
12 reported in July which is really the entire time that
13 the work order management system that signal
14 maintainers use to allow it.

15 So again the times we reported in July
16 didn't represent actually how long the actual gates
17 were down, we just didn't have that information. So
18 we are taking steps in this area as well as on the
19 road crossings to make sure we are capturing the data
20 to be able to not only report out as accurately as
21 possible but also give us the ability to do further
22 analysis and root cause as to what is actually going

1 on here. So thank you, Ben.

2 So we have talked about the protocols and
3 how we try to get over the line as quickly as
4 possible -- we have also talked about the signal
5 functions. But as we talked about earlier in
6 September we had 137 occurrences where the train in
7 fact failed to keep the crossing clear for trains for
8 more than 10 minutes.

9 So what we want to now do is talk a little
10 bit about what is our process and procedures when a
11 situation like that does happen. So really the one
12 percent of the time -- and as we alluded to, one
13 percent is the true number from the motorist
14 perspective as to what's happening -- but as we talk
15 about the whole cutting of the crossing issue and
16 what should be the best response, recognize that the
17 majority of the trains that make up the 137 are not
18 stopped trains; they are actually still moving and
19 progressing and we are trying to capture that
20 information and report it as best as possible.

21 MS. KITAY: Why are they going so slowly?

22 MR. GUTMAN: Again I think it came out in

1 the context of the conversation that Robert had
2 talked about. Robert, do you want to address that?

3 MR. HOLTZ: Sure sometimes as far as the
4 velocity or the speed of the train, that is
5 contingent upon signal indication of the -- we have
6 operating rules in place for exactly how a
7 locomotive engineer must respond to the indication of
8 a signal displayed in the field which has a different
9 speed associated with it and they comply with those.

10 Also you have got the couple locations on
11 the Elsdon Line where a train is terminating into a
12 yard or terminal which is something that the engineer
13 has to operate the train at a speed that will permit
14 the stopping past the range of vision so once the
15 train is entering a point such as that you will
16 comply with the speed accordingly.

17 MR. GUTMAN: So to further just illustrate
18 what it would take to cut the crossing when these
19 events do occur we have created a little simple
20 generic animation to just -- even though it has been
21 in some of the working correspondence -- to provide a
22 little bit of visualization around that. So could you

1 put that in PowerPoint mode?

2 UNIDENTIFIED SPEAKER: For the record I
3 wasn't supposed to be doing this.

4 MR. GUTMAN [Referring to Exhibit 3]:
5 What you see here is the train came into your picture
6 and the yellow dot is the conductor once it has been
7 stopped he is walking back to a point where he will
8 have the ability to cut a section of the cars at
9 least at 200 feet on both sides of the crossing.
10 Again this isn't meant to be directly to scale but
11 the Elsdon Line is double track for this.

12 So again when the -- down on the lower
13 right side there are some numbers here that will work
14 -- so the train for whatever reason caused it to
15 actually come to a stop what they have to do then is
16 call ahead to the dispatcher office to try to
17 understand why they have stopped and to get an
18 estimate as to when they will be able to proceed and
19 there is a period of communication time because very
20 often that dispatcher will have to be conversing with
21 the other foreign roads to understand what is going
22 on to assess how long it is likely before they are

1 going to do that.

2 And that's a real time discussion. And so
3 -- the average of our trains on this line is over a
4 mile long but many of them are much greater than
5 that. And so depending on where they stopped --
6 where they were giving that signal indication to
7 stop, will also dictate there will be some variance
8 on how long it will take that individual to walk back
9 to the train, the next one.

10 What you will see here is now the yellow
11 dot which indicates the person is moving across
12 several cars and it is flashing in here. What they
13 are doing now is they are required by law to throw
14 handbrakes on the cars that they are going to be
15 leaving behind -- because they need to be secured so
16 that if they are on any topography that they don't
17 have a runaway car situation.

18 So and the number of handbrakes they have
19 to throw will be a function of the size of the car
20 and the topography. They have to use their formulas
21 to determine exactly how many to throw. Now what
22 you will see is the individual will give the

1 instructions to the train and they will pull forward
2 and do that.

3 And ideally what you will see is that
4 conductor will be -- even though the crossings are
5 down, they will be going to the side of the crossing
6 to provide additional protection for that crossing.
7 It is also important to note that as I said they need
8 to get 200 feet on both sides of the crossing.

9 If they get beyond a certain amount they
10 will deactivate the islands, and so the good news is
11 the crossings should come up automatically when they
12 do that and that conductor can help to make sure that
13 the motorists know -- and depending on how long the
14 number of cars that are backed up are they will then
15 allow the traffic to go forward while they are
16 continuing to communicate to the engineer as to when
17 they should reassemble the train.

18 And depending on how long that period of
19 time is and what the weather is that the gates are
20 now up that conductor may choose to go join his
21 partner at the other end of the cab. And so again
22 they protect it, when they get the signal to do it

1 from the engineer and they go through all of the
2 operating protocols, will push the car usually on to
3 it to make sure the gates are down, that there is a
4 car on the crossing so that there won't be a
5 situation. They then un -- or release all of the
6 handbrakes and at that point he needs to walk all the
7 way to the head end of the train.

8 And again this is a generic response
9 depending on the situation. Unfortunately on the
10 Elsdon Subdivision, very often, given the density of
11 the crossings, they won't have to do this once, they
12 will have to do this for every crossing and it
13 becomes much more complicated because you actually
14 have to push back to be able to clear all of this.

15 So the --

16 MR. WOLFE: Excuse me Robert, so would you
17 say especially with multiple crossings that he comes
18 up to the signal now he's only got so much room,
19 within 500 feet of the signal possible -- now if he
20 has to cut multiple crossings now he may have to get
21 permission to go back into a previous block to gain
22 additional room?

1 MR. GUTMAN: So Robert if I can ask you
2 did you hear that question Robert?

3 MR. HOLTZ: I did and he is correct so
4 let's say that there are multiple crossings occupied
5 when the decision is made to cut the crossings. You
6 need about 400 feet of clearing per crossing, 200 on
7 each side so if that is not available ahead of you
8 because there is a physical attribute, a signal, you
9 would have to make a reverse movement in order to get
10 the necessary clearance required to cut the crossings
11 in question.

12 So to your point yes, that is a possible
13 scenario.

14 MR. WOLFE: And would you also say at that
15 point that this does not provide the protection that
16 the conductor really has to walk to the end of the
17 train to provide that point protection?

18 MR. HOLTZ: The conductor is required to
19 protect it yes.

20 MR. WOLFE: Okay and one other question is
21 once he -- before he actually makes the cut isn't it
22 a rule that the conductor -- the locomotive engineer

1 actually has to apply the brakes after the conductor
2 has set the sufficient number of hand brakes to
3 ensure that -- then release them to ensure that that
4 equipment stands on its own before he actually makes
5 the cut for safety reasons?

6 MR. HOLTZ: Correct. The conductor
7 applies the number of hand brakes. We determine
8 whether the number of hand brakes are sufficient by
9 the hand brake tests that will ensue thereafter.
10 Once that test is complete we ensure no movement
11 occurs, then we can prepare to cut the train
12 because we verified that the number of hand brakes
13 applied by the conductor was sufficient.

14 MS. KITAY: So while we have this -- in
15 your September report you said that you cut one train
16 so can you describe what happened there and is that a
17 different process from what you are talking about
18 here?

19 MR. HOLTZ: No. It follows the process
20 that was outlined here -- there were two crossings
21 for this particular train. You look at your report
22 it occurred on September 1st. We had a question as

1 to the extent of what the delay was going to be so we
2 made the decision to cut the crossings.

3 This particular location fortunately did
4 not have the signal directly ahead of the train.
5 When the train goes northbound on the Elsdon where
6 these two crossings were occupied they actually
7 stopped short of the 170th Street crossing which is a
8 higher density crossing for the public which is
9 obviously a couple of crossings short of this signal
10 question. So we did go through this process without
11 having to shove back as we talked about earlier and
12 we did that for both Volbrecht and Thornton-Lansing
13 so that is the process that was taken for that train.

14 MS. KITAY: And that took how long?

15 MR. HOLTZ: I think it was almost two
16 hours start to finish with the two crossings
17 involved. Roughly about 70 minutes per so two hours
18 and 20 minutes roughly.

19 MR. GUTMAN: Pete, do you want to take
20 that --

21 MR. ZIMMERMAN: Are we going to move on
22 through the cutting issue?

1 MR. GUTMAN: No. We are going to just
2 continue to discuss the cutting issue and now what we
3 have done is we tried to give you the context a
4 little bit more of what it would entail if you would
5 do that recognizing for that percent. But with that
6 I would like to ask Louis here to speak a little bit
7 about our document.

8 MR. GITOMER: Okay one of the questions
9 that we think is important is the issue of what CSX
10 does and why CSX proposes the 10 minutes as the
11 benchmark of cutting the trains. In the application
12 it was following the -- essentially the example set
13 by the Canadian National/EJE line which kind of was
14 the condition for cutting the trains in 10 minutes.

15 CSX adopted that proposal. At the time we
16 thought that was a reasonable proposal to adopt.
17 Having adopted it we probably would have re-worded
18 the condition somewhat differently to indicate that
19 the trains would be cut after 10 minutes if it would
20 alleviate congestion faster than just leaving the
21 train to sit.

22 As an example, if the train gets a red

1 signal it sits there for 10 minutes, the engineer has
2 spoken with the dispatcher and the dispatcher says,
3 "You are going to have a clear signal in another 10
4 minutes" for a total of 20 minutes waiting for a
5 clear signal.

6 It's CSX's position that instead of going
7 through the process of beginning to cut a [ZS4]train
8 after 10 minutes that we take 30 minutes for one
9 crossing -- we take 30 minutes to cut the train
10 during which time the crossing would continue to be
11 blocked and then later once he receives a clear
12 signal, putting the train back together and moving
13 away from the crossing which again could take another
14 30 minutes demonstrated in the animation that instead
15 of blocking the crossing for 70 cumulative minutes
16 that CSX -- it was better to just block it for 20
17 minutes and then move the train along.

18 That's how the condition is being
19 implemented. Once we reach the 10-minute mark there
20 is a decision made. Is it appropriate to cut the
21 train or is it inappropriate to cut the train
22 because it would take longer to cut the train and

1 rebuild it. That's where we are with the 10 minute
2 condition.

3 Again we think we would have re-worded it
4 to give more discretion to cutting the train so that
5 the projected period of blockage would be the least
6 available.

7 MR. ZIMMERMAN: Given what we have talked
8 about -- the process that has to be gone through to
9 first break them and then re-assemble the train and
10 the steps that are involved, I mean it is not
11 unreasonable to ask why when you were first putting
12 together your application for this transaction, why
13 you thought it seemed reasonable to adopt it and not
14 to amend the condition to begin with?

15 MR. GITOMER: Well, again this was the
16 precedent that we had seen from the Canadian National
17 --

18 MS. KITAY: Right. But isn't it true that
19 you were operating on that line, using trackage
20 rights before the --

21 MR. GITOMER: We were operating on the
22 Elsdon Line under the control of the National.

1 MS. KITAY: I know but if you are
2 operating trains there in Chicago with all of this
3 congestion you would think that you might have been
4 aware of it. You know, it's difficult to do this
5 sort of thing and came up with this mitigation
6 anyway. It's just concerning.

7 MR. ZIMMERMAN: In the first couple of
8 reports there were a number of blockages listed that
9 were I believe as lengthy as the one this past month
10 where you did cut the train. Are there reasons for
11 why the one train was cut this month but there have
12 been, similarly, other blockages of the similar
13 magnitude of duration that have not been cut over the
14 preceding first two months of your report.

15 MS. KITAY: It's slightly different --
16 when will you cut the train?

17 MR. GITOMER: Okay. Robert, can you
18 address that?

19 MR. HOLTZ: Sure. So you know first off
20 the example that he gave for September the 1st in the
21 reporting you can see that you know four hours and 18
22 minutes well that's driven by cab status so that's

1 how long the train occupied the block, not the amount
2 of time that the crossing was in fact occupied. So
3 it is a time less than that but because I don't know
4 the specific time I err on the side of caution and
5 give the entire time it was in the block.

6 When we are talking about a train that is
7 in hindsight two hours you know depending on the
8 number of cautions involved I would make a decision
9 based on the information that I have at the time. So
10 as an example if I was to have a mechanical failure
11 on a locomotive and I don't have a reasonable
12 estimation of when that will be rectified I will
13 immediately make the decision to cut the crossing.

14 On the opposite end of the spectrum if I
15 have an understanding of the extent of the expected
16 delay from a foreign carrier or the terminating point
17 at a specific yard, I may take that into account and
18 determine that the extent of the delay that was
19 communicated to me to expect be less than it would be
20 if I were to start the process of cutting the
21 crossings.

22 So that's how I make the decisions and

1 that's how we intend to ensure that we minimize the
2 impact on the public.

3 MR. ZIMMERMAN: Well, so is it fair to say
4 that the voluntary mitigation that you all proposed
5 which requires that a train be cut after 10 minutes
6 -- is it fair to say, in hindsight, that is really
7 not a realistic condition to propose from an
8 operational point of view?

9 MR. GITOMER: Certainly the train could be
10 cut but then you come to the question of potentially
11 having a longer delay at the crossings because of the
12 process of cutting the train.

13 MR. ZIMMERMAN: Right, which I expect
14 nobody wants. You all don't want the blockage to be
15 longer than it needs to be and certainly the folks in
16 the community I don't think want that. But can you
17 see that that condition -- the way it is worded and
18 the way that you proposed it may have created some
19 expectations that it was never realistically possible
20 to meet?

21 MR. GITOMER: Again I would say if we were
22 doing it over again we would have re-worded the

1 condition; would be not quite as strict in requiring
2 the immediate cutting of the train, which required a
3 balancing of the needs and the time that would
4 require to cut the train compared to the potential.

5 MS. KITAY: So I have a slightly different
6 question. You know we are concerned about hospitals
7 and other places on that line that are important --
8 particularly important to the community so I am
9 wondering first of all what those locations are and
10 for the railroad whether it is possible to do more
11 cutting of trains at those kinds of locations than
12 you might otherwise do. Or is it just the time that
13 makes it impossible to do that?

14 MR. GITOMER: Again certainly the train
15 can be cut but it's -- the process takes a half hour
16 per crossing. Keep in mind that there have also been
17 counters installed on the line for the emergency
18 medical responders that the railroad contacts, the
19 emergency medical responders -- when one of the
20 medical crossings will be blocked for more than I
21 don't recall if it is 10 minutes or 30 minutes so
22 that there is no misgiving that that particular

1 crossing has been blocked.

2 MR. WOLFE: Excuse me; you say there is a
3 process. Can you explain that process because in
4 other reports from the City of Chicago they would
5 indicate that there is no communication. So if you
6 could?

7 MR. BORNSTEIN: And I think you said that
8 there was going to be communicating with hospitals as
9 part of voluntary mitigation.

10 MR. GITOMER: Robert, can you explain the
11 contact with the emergency responders?

12 MR. HOLTZ: Well we have the crossings
13 that were identified on the Elsdon line as critical
14 routes for the delivery of products and services.
15 There are six particular crossings that were
16 identified and when a train is stopped or even
17 anticipates to be obstructing those crossings for
18 more than 10 minutes our crews are obligated to
19 notify the train dispatcher who in turn notifies the
20 Chief in our operation's center in Calumet City who
21 contacts the City of Chicago emergency communications
22 to convey that information.

1 MS. KITAY: So are there any signs or
2 anything like that that can be put up near the
3 hospital to divert motorists to other locations? Is
4 that -- text messaging that could be sent or anything
5 like that?

6 MR. GITOMER: We have the standard contact
7 signs at all of the crossings. I don't believe that
8 there has been text messaging to hospitals as a
9 protocol for advising them of the blockages.

10 MR. WOLFE: And the signs that you are
11 speaking of are the 800 number required by FRA
12 regulations for emergency responders?

13 MR. GITOMER: That's correct.

14 MR. O'SHEA: Are we saying that -- and
15 just so everybody in the room understands this --
16 Advocate Christ Hospital is located approximately a
17 mile and a half west of the crossing on 85th Street.
18 Anybody on the southwest side of Chicago that is in
19 need of trauma care for a serious accident, a
20 shooting and we have had a thousand of them this year
21 in Chicago -- anybody in need of critical care goes
22 to Christ Hospital.

1 In these types of situations it's seconds
2 -- it's not minutes, it's not the text message, it is
3 not read the number on the sign. Are we saying that
4 we are communicating with our trauma center that
5 services the entire southwest side of Chicago,
6 hundreds of thousands of people including the people
7 that I represent in my community, Mayor Sexton
8 represents, Senator Cunningham represents,
9 Representative Burke represents -- are we saying that
10 we are communicating to the trauma center?

11 MS. WOOD: This is Diana Wood for the
12 record. The decision imposed a condition number two
13 under emergency response which says, "To further
14 assist with the timely response of emergency service
15 providers clearly and accurately CSX shall consult
16 with all appropriate agencies and hospitals to
17 install closed circuit television systems, CCTV video
18 camera or another component accessible options so
19 that --

20 MR. ZIMMERMAN: Can you all speak to
21 whether that's -- what effect that has had?

22 MR. GUTMAN: Ben can you give us an update

1 on the camera situation that was discussed?

2 MR. CHAFIN: The cameras that we have
3 installed at the crossings through Evergreen Park --
4 we have access to them. There is one additional
5 camera that I do not deal with and that is at the
6 municipal side -- I don't have access to that and I
7 am not sure who is responsible for the maintenance of
8 that.

9 MR. ZIMMERMAN: Who gets the feed from
10 that camera?

11 MR. GITOMER: The cameras have been
12 installed and they are -- the camera has all the
13 closed-circuit and it is available to the emergency
14 responders, it is not part of the CSX system. It
15 does not go to the CSX dispatchers it goes to the
16 emergency responders.

17 MS. KITAY: If I was driving a private car
18 to get to this hospital how would I have any way of
19 knowing that I might not be able to get there or I
20 would have to take some other route because the train
21 was blocked close to the hospital? Or is there
22 anything that can be done I don't know?

1 MS. WOOD: It also says that CSX shall be
2 responsive --

3 MS. KITAY: I know, but I assume the
4 cameras are out there -- the camera I'm wondering
5 what else we can do.

6 MR. ZIMMERMAN: So the theory is that
7 emergency responders -- i.e. an ambulance -- will
8 have real time information about whether a train is
9 blocking a crossing that the ambulance otherwise
10 would need to use to get to the hospital. Is there
11 any feedback from the local emergency responders to
12 know whether or how well that system is working?

13 MR. SHUDTZ: You know -- it's Pete and we
14 very much appreciate the concern of these questions
15 that everyone is posing to us. I apologize that we
16 don't have all of our folks handy to respond to these
17 conditions. We have kind of focused ourselves on the
18 questions the Board has presented in its decision.

19 And we would be delighted to go back and
20 consider these conditions and tell you exactly how we
21 apply.

22 MR. BORNSTEIN: How to make the situation

1 better --

2 MS. KITAY: Better if possible. It seems
3 to me from what I have heard today and I think --

4 MR. SHUDTZ: Perhaps we can have further
5 dialogue to this end on this point.

6 MR. CUNNINGHAM: If I could just add maybe
7 things have changed in the last year. Evergreen Park
8 and Mayor Sexton may no longer be on the call -- they
9 have a video camera at this site at 95th Street that
10 is where their public safety headquarters are. That
11 has been in place for a long time. I believe the
12 cameras that CSX is referencing have been installed
13 within the last year.

14 The cameras that you are talking about are
15 new cameras that I believe -- correct me if I am
16 wrong, that you have put in place for your own
17 monitoring purposes. I spoke to the emergency room
18 staff at both the two hospitals on either side of the
19 line and the Christ and Mary about this time last
20 year they had never been contacted once at that time
21 by CSX about any sort of blockage.

22 The head of the Chicago Emergency

1 Communication System told me as well that at that
2 point -- this is a year ago -- he had never been
3 contacted once to alert his ambulances about a
4 blockage on 95th Street by CSX. Maybe that has
5 changed in the last year -- about this time last
6 year, last fall that was the case.

7 MS. KITAY: Well it seems to me that you
8 know given the fact that you really can't be cutting
9 the trains as much as you thought you might be able
10 to because of the situation presented -- really the
11 next step would be to focus on how we can keep
12 reducing these blockages and these false activations
13 and maybe we should ask some questions about that
14 because we do have several questions about things
15 that could be improved or might -- because if there
16 is no blockage then we are not going to have a
17 problem.

18 MR. ZIMMERMAN: But as long as we are on
19 the subject of this community outreach with respect
20 to emergency responders and all of that, you know it
21 sounds like maybe that's one area where there could
22 be some more communication between the communities

1 and the railroads to see if there are ways to make
2 the system for making sure that the emergency
3 responders are timely alerted to blockages, work
4 their way -- work as well as they can. It sounds
5 like maybe that hasn't been done.

6 MS. KITAY: Is there a community liaison?
7 I know we require a community liaison is that you?

8 MR. LIVINGSTON: Well, I'll tell you it's
9 particularly the person named Jason Holder but I can
10 speak to that now or whenever we proceed in the
11 discussion.

12 MS. KITAY: Okay, well that will remind us
13 to continue with that.

14 MR. LIVINGSTON: So I'm based in Chicago
15 and of course these are great communities, these are
16 communities we know well. We have been active in the
17 sort of civic partnership of the hospitals, the
18 library, the Cultural Arts Center in the 19th Ward
19 and Evergreen Park. Before we acquired the Elsdon Subdivision
20 because we had Blue Island Subdivision. So in terms
21 of community outreach it is pretty organic. We are
22 pretty wired in to people who want to talk to us on

1 that front. We have also tried to take an above and
2 beyond kind of approach. We are on a lot of the same
3 email distribution lists from residents. I can tell
4 you anecdotally I wouldn't trade the fall of 2015 for
5 the fall of 2016 any day of the week.

6 And again I am cautiously optimistic but
7 it has been much, much better. And my phone number
8 is on the marquee in Evergreen Park and a five state
9 region I can tell you that that is somewhat unique.
10 We will embrace it but we want nothing more than to
11 get these calls off these gentlemen's desk.

12 So we have seen a drop in the -- we'll
13 call them prime suspects, the idling, false
14 activations, and blocked stopped trains no question.
15 So when we are talking about cutting the trains we
16 are talking about the path of the -- that's the last
17 rung in the ladder you know. When we have to do it
18 we will do it but the goal is as you say to keep them
19 moving and to my eye with my ear on the ground I
20 hadn't stood on the same front porch that the
21 Chairman referenced and sometimes quite frankly with
22 my ear being held to the ground which is my job I

1 think it is much better.

2 We do have partnerships that are largely
3 with the City of Chicago so we are in communication
4 with them. As an aside, I, too, am an elected
5 official -- I'm the President of the Village of
6 LaGrange, 150 trains a day -- our town is cut right
7 in two -- hospital on one side, high school on the
8 other so I am extremely empathetic and aware of what
9 good looks like.

10 So I think we want to continue to improve
11 as Bob said we are not satisfied but knowing Chicago
12 and being responsive I guess to the liaison spot we
13 feel like we are pretty connected in -- I don't know
14 Rebecca on the federal side if you want to add
15 anything.

16 MS. BENN: Sure. Again, I'm Rebecca Benn
17 of the Federal Affairs and Federal Legislation Office
18 and a compliment to the good work that John does on
19 the ground I'm responsible for working with the
20 Senate offices with Senator Durbin, Senator Kirk and
21 for this particular project, Congressman Dan Lipinski
22 and Congressman Bobby Rush have been particularly

1 interested from the moment that the transaction was
2 approved to now.

3 So I have worked with them -- I mean
4 anecdotally I would say we are talking about a number
5 of issues that are important to the railroad
6 specifically to this I speak with the staff fairly
7 frequently. We might be talking about truck size and
8 weight issues and we end up with an update on Elsdon
9 so I can't put a number on it but it is frequent, the
10 number of times that I communicate with them.

11 MS. KITAY: So would the people from
12 Chicago think that there has been ongoing
13 communication with CSX and that CSX has been easy to
14 reach or is that something that maybe we could try to
15 improve?

16 MR. CUNNINGHAM: We have no difficulty
17 reaching Tom. I think we like working with Tom --
18 Tom does a nice job. Our observation we don't know
19 is that something happens between Tom and the
20 operations side, Tom is very responsive to us. The
21 operation side it seems not so much. We don't know I
22 mean that's just our -

1 MR. O'SHEA: Specifically there's an
2 individual who is a CSX employee who through multiple
3 meetings we have been instructed to have our
4 residents instructed. I think the gentleman is Jason
5 Holder.

6 MS. KITAY: That's the liaison is that
7 Jason? No, that's somebody else.

8 MR. LIVINGSTON: Yeah he's the regional
9 person for some of the states.

10 MR. CUNNINGHAM: And I've got to tell you,
11 so Mrs. McGillacuddy calls me complaining about the
12 fact that there have been multiple trains stopped
13 near her home along the Elsdon Line in the future,
14 you know. Because they say call the 1-800 number but
15 when you are sitting in that car for 20 minutes you
16 are not getting it -- they have got 42 questions for
17 you sitting in the car trying to read the sign that
18 you have to be six feet from to read.

19 So we are instructing our residents to
20 call Jason Holder. Well then I'm getting a phone
21 call saying he is rude, he is dismissive and you know
22 in these cases sure these people are frustrated and

1 I'm guessing that our constituents are upset when
2 they call but if I am telling the neighbors call this
3 number, talk to this individual about the problem and
4 they are calling me back saying, "Yeah I called your
5 guy from CSX, he was rude and he was dismissive."

6 So now you know our residents they can't
7 be mad at CSX they are mad at us. What are you doing
8 about it?

9 MS. KITAY: Right well maybe now with all
10 of these people here today that that will -- we can
11 hopefully improve the situation so Tom is not --

12 MR. O'SHEA: Yes I would like to echo what
13 Senator Cunningham has said. I consider Tom a really
14 good friend. We have had a terrific relationship. I
15 have really been stuck by trains and I have called
16 him myself and said Tom I'm at 123rd and Sacramento,
17 I'm here 13 minutes and that quick I can get
18 somebody.

19 The problem is when I am not there at the
20 phone and I can't get a hold of Tom I have got 65
21 emails, I have someone telling me the story about --
22 my daughter wasn't feeling well and I was trying to

1 get her to medical care. And I don't want to speak
2 for Mayor Sexton but in our discussions he has said
3 the same things.

4 But yes, but thank you Tom I do want to
5 acknowledge you have been extremely responsive but
6 this problem clearly is beyond CSX's and the town of
7 Livingston.

8 MR. ZIMMERMAN: Well beyond the
9 communication that you had back and forth when there
10 is an actual blockage -- can you describe for us the
11 extent to which there is just ongoing, regular
12 communication about kind of the situation on the
13 ground and what CSX -- what you all are trying to do
14 to improve this situation?

15 MR. LIVINGSTON: I think that has cooled
16 down a little bit once we got into a case you know.
17 I think we all decided okay let's communicate through
18 a more formal process so we have communicated on
19 non-Elsdon issues that are typical to the railroad
20 and beyond the Elsdon line but I would say they were
21 somewhat subdued.

22 I would also just say that you know I

1 certainly appreciate the comments and agree likewise
2 back, I will say the operating people I have spoken
3 to and that we have got on the phone in recent times
4 are extremely focused on this from our Chief
5 Operating Officer down and who we had a conference
6 call with a year ago when the bad signal -- about a
7 year ago almost today that the Friday rush hour
8 signal problem occurred and that prompted a lot of
9 very meaningful improvements.

10 And what I can convey back from a
11 community outreach standpoint is our operating
12 people at this point are extremely results oriented
13 on the Elsdon. They just want to get it fixed, they
14 have seen progress and again we believe that will
15 show up month after month here. I'm speaking right
16 now about the 19th Ward and Evergreen Park you know,
17 I'm really focusing on that because that is you know
18 who the participants are for the elected arena.

19 MS. KITAY: So maybe we should talk about
20 some of these other issues, the questions that we
21 have or do you think we need a break or -- would
22 anybody need a break? I mean should we start with

1 false activations?

2 MR. ZIMMERMAN: Does anyone need a break?

3 MS. KITAY: So I mean to me I'm still
4 concerned with the fact that you had trackage rights
5 before you got this acquisition and then you know you
6 have been saying in your reports that you just didn't
7 seem to understand what horrible state these gates
8 and everything were in when you got the line. And I
9 just don't understand how that is possible. I mean
10 weren't you committed to inspect the signals before
11 filing for authority and how could you not have been
12 aware of how bad, what condition of the line is?

13 MR. GITOMER: I think we will let Ben
14 answer the question on the condition of the line, but
15 the agreement between CSX and GTW did not allow CSX
16 to inspect the line before the acquisition.

17 MR. BORNSTEIN: Anecdotally though when
18 you were operating on the trackage rights did you
19 notice problems and the condition of the track, the
20 condition of the signals?

21 MR. GITOMER: I don't know what was
22 noticed during operations but keep in mind that CSX

1 was limited as to the number of trains a day that
2 could run over the line that today with the number of
3 trains that CSX runs there have been 40 in the past
4 month -- 16 false activations. Is it possible that
5 those occurred at times when the CSX traffic trains
6 were not running? Absolutely but it is highly likely
7 that they did not occur when the CSX train -- and the
8 next question comes how would CSX have known under
9 trackage rights that are controlling the line,
10 receiving the notifications that the signals were not
11 working and that the gates were down when the train
12 went through, that's what it is supposed to be.

13 So as far as the false activations I don't
14 know that the trackage rights operations were giving
15 us any indication of any false activations.

16 MR. WOLFE: Would it be fair to say when
17 they were running across trackage rights usually when
18 you cross that line they use the crossing gates in a
19 down position or a malfunctioning that they are
20 actually reporting that to the dispatch center?

21 MR. GITOMER: CN was controlling the line
22 yes.

1 MS. KITAY: So you reported 25 false
2 activations in July, 36 in August and 16 in
3 September. What's your expectation about what those
4 numbers are going to look like going forward? Does
5 weather affect this or do we think that it is a
6 downward trend that is going to continue because of
7 the efforts that you are making to improve the line
8 or do you think that we are going to have
9 fluctuations?

10 MR. GITOMER: We will have our signals
11 made -- Ben can you answer that question?

12 MR. CHAFIN: Yeah, I can. It is very
13 difficult to predict. I can say that our
14 maintenance partners are items that we have control
15 of. I would say that the amount of trouble incidents
16 will decrease or stay on par. I don't know that we
17 can ever get to zero although that is the goal but
18 whether they contributed to the amount of false
19 activations is not only on the Elsdon's Subdivision
20 but on the entire railroad and that goes for all
21 railroads.

22 It is set up on a threshold that is very

1 close to failure because we set everything up to be
2 on a fail-safe design. So basically if there is an
3 issue with anything out on the track or anything
4 electronically looked at crossing it is designed to
5 go to the most restrictive state which is it will
6 fall in that division unfortunately.

7 So to predict going forward what the
8 outcome every month would be would not be a good
9 thing for me to do because it is not something I can
10 do.

11 MS. KITAY: Okay.

12 MR. ZIMMERMAN: I'm not sure I understand.
13 Could you explain what you meant when you made a
14 comment about a fail-safe mechanism? Any time there
15 is some anomalous situation that arises with a
16 crossing gate, the default signal is it is notified
17 to you as a false activation?

18 MR. SHUDTZ: I think what we are trying to
19 communicate here is that the fail-safe is to protect
20 the motorists and so Ben would you fill that in for
21 us?

22 MR. CHAFIN: That's exactly right. It is

1 100 percent for the protection and safety of the
2 motoring public. If there is something wrong we make
3 it to where it is safe for the motoring public to go
4 across an access stop. That way there is no way that
5 they can get into a crossing that is surrounded by a
6 train.

7 MR. ZIMMERMAN: So something anomalous
8 happens, the default is the gate will go down to keep
9 motorists away from the crossing?

10 MR. CHAFIN: That is correct.

11 MR. WOLFE: Ben, this is Jason Wolfe
12 again. Is it true that a motorist strikes the gates,
13 the gates break, signal happens to come off the
14 lights -- that's also considered a false activation?

15 MR. CHAFIN: It's considered a false
16 activation for the protection of the dispatcher
17 meaning if we have a broken gate and it is identified
18 by a motoring public where they call and say there is
19 a broken gate at so and so road crossing -- at that
20 point the dispatcher will put out a protective order
21 to the trains in the area that there is a false
22 activation or an activation prior depending on the

1 type of protection that is in place for the
2 protection of that crossing because of the broken
3 gate.

4 But it does not in terms of what we are
5 talking about today constitute a false activation.

6 MR. WOLFE: But for reporting purposes to
7 the Board through this case those are part of the 16
8 that you had last month right?

9 MR. CHAFIN: That is correct. Everything
10 that happened to a crossing is reported as a false
11 activation.

12 MS. KITAY: So I have another question --
13 how does the number of false activations on this line
14 compare with CSXT's experience on other lines with a
15 comparable number of crossings if there are any? And
16 -- well that's the question.

17 MR. CHAFIN: It would be very difficult to
18 say exactly because every subdivision is unique and
19 the amount of crossings, the amount of signals, the
20 amount of access that are particular subdivisions --
21 with that being said the Blue Island Sub is fairly
22 comparable to the Elsdon Subdivision. The one big

1 difference is the Elsdon Subdivision has 43 road
2 crossings where the Blue Island Subdivision only has
3 16 road crossings.

4 So you pretty much are about a third of
5 the amount of road crossings. Going on so far this
6 year I pulled data from January of this year all the
7 way up to the end of September and for example the
8 Elsdon Subdivision had a total of 185 false
9 activations from January through September. Blue
10 Island Subdivision had a total of 52 from January
11 through September.

12 Again if you multiply that by three they
13 would be very comparable as far as the amount of
14 false from one sub to the other.

15 MR. ZIMMERMAN: Is it possible to kind of
16 generalize what are the most common causes of a false
17 activation? We have talked about gates but are we
18 also talking about you know electrical -- give us
19 certain categories of what the most common types of
20 -- the most common causes for false activations?

21 MR. CHAFIN: I would say the most common
22 cause is a broken gate where an outside authority

1 went to the crossing or the gate was in the process
2 of coming down and somebody thought that they had
3 enough time to pass with their car and break the gate
4 there -- they are designed to fall out.

5 Other ones that we have are track
6 conditions where we may have a substantial amount of
7 rain or snow or salt or something along those lines
8 that comes all at one time. Salt is very difficult
9 for us to combat. It is our biggest culprit when the
10 winter comes along. So there are numerous things
11 that cause it but like I said the primary reason is
12 usually a broken gate.

13 MR. ZIMMERMAN: For example, as we head
14 into the winter months would you expect that there
15 would be an increasing number of weather related
16 false activations due to fall rains and snow and ice
17 and that kind of thing?

18 MR. CHAFIN: I would expect that there
19 will be a slight increase of cause. I don't expect a
20 large number like I said we have additional
21 maintainers that are out there on the property and we
22 are going in and we can monitor the equipment that is

1 in the crossing to identify if the conditions are
2 deteriorating and at that point we can make
3 adjustments but I would suggest that there may be a
4 slight up-tick in cause of the winter time just
5 because of the conditions.

6 MR. ZIMMERMAN: You mentioned signal
7 maintenance on the property. Can you -- and forgive
8 me for maybe rehashing what was talked about before
9 but can you explain in a little more detail the
10 process for what -- well first of all how are you
11 first notified when there's a false activation and
12 when a gate is not working? Is there some sort of --
13 is there an automated system?

14 MR. CHAFIN: The way the signal maintainer
15 is notified the placard that you see on the crossing
16 the FRA sign that has the 800 number -- that is
17 called back to our PSCC or police department
18 which identifies where that is out and we have
19 electronic signal specialists in Jacksonville that
20 will call the maintainer for that area. So that's
21 basically the process for a maintainer getting
22 notified for a call.

1 MS. KITAY: So those signal maintainer
2 positions that somebody talked about yesterday -- I
3 mean earlier that we have 24/7 personnel on site,
4 those are actually people in Jacksonville? They are
5 on the line?

6 MR. CHAFIN: No, these are signal
7 maintainers in signal maintainer trucks preferably
8 right next to the rail.

9 MR. ZIMMERMAN: So along this 22-mile line
10 how many signal maintainers are there and where are
11 they stationed?

12 MR. CHAFIN: During the daylight hours
13 Monday through Friday from 07:30 -- 6:30 local time
14 to 3:30 in the afternoon there are three signal
15 maintainers split up pretty much geographically in
16 thirds along the Elsdon Line. They have about a, you
17 know, three to five mile maybe ten mile depending on
18 the amount of assets that are around that area, there
19 are three of them.

20 In the evening hours the second and third
21 shift and on weekends we will have one employee for
22 the entire subdivision stationed right in that area

1 right around 95th Street and if there is cause
2 outside of that they will go as needed further north
3 and south in Evergreen Park.

4 MS. KITAY: And so -- go ahead.

5 MR. ZIMMERMAN: Is there a record kept of
6 when a call comes in -- is there a record kept of how
7 long it takes the signal maintainer to get to a
8 particular location where a false activation has been
9 reported?

10 MR. CHAFIN: Yes, like I said, the ESS
11 electronic signal specialist will call that signal
12 maintainer if he needs to. When he responds to that
13 call he will get the call, drive to a location, the
14 policy that is put in place right now we have
15 discussed a couple of times about the shortened
16 amount of time -- as soon as that signal maintainer
17 arrives at a particular rail crossing they call the
18 electronic signal specialist and state that I am
19 maintainer Bob and I have arrived at a rail crossing
20 and the gates are now in the up position.

21 So that's why you will see the time is
22 severely different from July to September as we just

1 put that in place to where that is happening so we
2 are getting passable times that because there is
3 actually activated versus actual times of a trouble
4 incident.

5 MS. KITAY: Now, the response time in your
6 latest report was better but the response time is
7 still long in times based on Exhibit 1A -- do you
8 think that -- I mean how long have you had these two
9 signal maintainers and the new things that you are
10 doing to address this? Do you think that -- does
11 your latest report reflect that with the long
12 response times occasionally still?

13 MR. SHUDTZ: Excuse me. Evelyn, what is
14 your worry because I'm not sure --

15 MS. KITAY: False activations and the
16 amount of time it takes -- the response time to the
17 false activations.

18 MR. SHUDTZ: Ben and Robert do you have a
19 paper handy --

20 MS. KITAY: Exhibit 1A of the report.

21 MR. WOLFE: There was some response times
22 for the month of September that exceeded 60 minutes,

1 I believe one was like 60, one was 75 and one was 90
2 minutes.

3 MR. GITOMER: We are not talking about
4 response times here -- we are talking about the time
5 from that the gate was down?

6 MR. WOLFE: No, correct, so from the time
7 that it was activated until the time the maintainer
8 arrived at the crossing and showed up at the crossing
9 to release the gate, some of those times were still
10 exceeding 60 minutes, can you explained what happened
11 in those situations?

12 MR. CHAFIN: I can't explain -- oh I could
13 but I can't explain every situation here today but I
14 can still like I said the signal maintainer on the
15 second and third shift and on weekends is stationed
16 in Evergreen Park so they are basically right there
17 at 95th. In the event that they have to go to the
18 far south end or the far north end of that territory
19 it may take him some time to travel to that location
20 and get out to be able to make sure that it is safe
21 to put the gates in the up position.

22 MR. WOLFE: Okay. Thank you.

1 MR. ZIMMERMAN: All right. I have about
2 11:48. The folks who are here from Chicago have
3 asked to take a short break so why don't we take a 7
4 or 8 minute break and reconvene at noon.

5 MR. ZIMMERMAN: Okay everyone, we are back
6 on the record. Those of you who were on the phone,
7 thank you for your patience. We have reassembled in
8 the conference room and we would like to kind of pick
9 up the discussion of the false activation issue. I
10 think we just have a couple more questions. I will
11 dive into a question or two that I have.

12 When you look at the false activation data
13 from the first three reports -- and I realize that it
14 is still a pretty small sample size -- we have pulled
15 a graph together to try to display graphically the
16 number of false activations at various crossings over
17 a three-month period and in the interest of time I'm
18 not sure we really need -- well why don't we go ahead
19 and pull it up since it is right there. Tom if you
20 would start on the top right there it says False
21 Activations.

22 MR. SHUDTZ: Robert and Ben, it's Pete

1 again. I hope you have handy these charts that Scott
2 is referring to.

3 MR. ZIMMERMAN [Referring to Exhibit 4]:

4 And then the purpose of us doing this again is just
5 the graphic reflection of data from the reports and
6 our purpose for doing it was just to make it easy to
7 see if there are patterns, and so I just want to talk
8 quickly about a couple of crossings.

9 And just direct your attention, there are
10 maybe four or five crossings where there have been
11 multiple false activations in multiple months and
12 again I realize this is still a small sample size but
13 I am wondering is there any -- you know, looking at
14 those crossings for example, Columbus Avenue has been
15 one where there have been a lot of false activations
16 since this reporting began. 111th Street -- down
17 lower on the page, Halsted Street, 155th -- is there
18 anything, any kind of commonality or any
19 characteristics particular to those crossings that
20 you can identify that seem to make false activations
21 a little bit more prevalent than some of the other
22 crossings or is it just a matter of it is a very

1 small sample size and those numbers are what you have
2 had over time?

3 MR. CHAFIN: This is Ben Chafin again by
4 the way -- the answer to the question is if you look
5 at for example Halsted all the way down to 159th it
6 is a little bit higher there. And just by the nature
7 of where this is located summertime is typically a
8 time where we do a lot of track maintenance.

9 During the months of pretty much July and
10 August we had what was known as a shoulder balance
11 method which is a mobile piece of equipment that
12 works on the track. And so it was very difficult for
13 us to go out there and protect all the road
14 crossings, disable all the road crossings while a
15 piece of equipment is mobile like this was.

16 But we attempted to stay in front of it as
17 much as we could but to have the gate up -- but there
18 were certain scenarios or situations that came up
19 that we had the gates down for a little while and
20 then we will get there and get them up as quickly as
21 we could. So I would say that where you do see the
22 spikes over that time frame that is primarily caused

1 by maintenance of the track that was going on at that
2 time.

3 MS. KITAY: And I have one more question
4 and that is you say that over the next 18 months you
5 are going to be replacing signals on the line to be
6 PTC compliant and that you are planning a capital
7 campaign to improve the road crossings on the line
8 and you know can you give us more details of exactly
9 what you are going to do and is there any reason why
10 you can't do some of these improvements sooner?

11 MR. SHUDTZ: Let's see Evelyn if I
12 understand your question. Maybe first we can address
13 the PTC which, of course, is system-wide activity and
14 I am not sure where -- we don't have all of our PTC
15 experts with us here today.

16 MS. KITAY: I don't need the experts just
17 in general. Is there a reason why you can't move up
18 what you are planning to do in 2018?

19 MR. SHUDTZ: Ben, are you familiar with
20 the system-wide plans and the PTC?
21 This is a huge undertaking for the industry that we
22 are going through and there are schedules of how we

1 progress through PTC installations and we would be
2 delighted to get someone to better explain how this
3 fits into our system's activity sets and will be
4 promoted by the next conference or the next --

5 MS. KITAY: Or the next report.

6 MR. SHUDTZ: The next report we could
7 address.

8 MS. KITAY: And what about RTU's is that
9 the right word, RTU's? Yeah is that something that
10 you could put on this line -- you know I know that
11 EJE has them on the Elsdon line or EJ&E, I'm sorry
12 EJ&E.

13 MR. GITOMER: What do you mean by --

14 MS. KITAY: Those RTU's those things what
15 do they do?

16 MR. WOLFE: Ben, I think we spoke about it
17 earlier where really the RTU's get the health of the
18 crossing or even you know it tells you how long the
19 crossing was activated, why it was activated --
20 whether you are able to identify preemptive issues
21 with that crossing, be able to provide protection.
22 Do you have those online now?

1 MR. CHAFIN: We have data recorders that
2 are online. Those are different than the remote
3 monitoring. We have reporters at locations that
4 basically capture data of every spec at that crossing
5 what it does, what it did for activated, you know
6 what the status of the light bulbs -- versus we have
7 data recorders at the road crossings but they don't
8 get any sort of control out or notification to
9 anybody of any of the status at the road crossing at
10 this time.

11 MR. WOLFE: But then you say -- I actually
12 had a question on follow-up on the internal capital
13 for 2017 for the second quarter there were no
14 monitoring you were talking about the data not the
15 RTU type technology?

16 MR. CHAFIN: Right they will be at the
17 remote monitoring -- basically exactly the same type
18 of monitoring that we have through Evergreen Park
19 right now, pretty much from Columbus to Torrence
20 Avenue we will have remote monitoring where we can
21 dial in from a remote area whether that is
22 Jacksonville or wherever.

1 We can capture data based on a trouble
2 call function but it will not be something that will
3 notify us preemptively when the crossing is
4 activated.

5 MS. KITAY: And does the RTU do that?

6 CSXT REPRESENTATIVE: I can't answer that now.

7 MS. KITAY: Okay and maybe you can look
8 into that. I don't know if it was something that you
9 know has been used by other railroads, I have no
10 idea.

11 CSXT REPRESENTATIVE: I think that the data is my
12 signal now which is correct -- provides almost --

13 MS. KITAY: The same thing?

14 CSXT REPRESENTATIVE: The same thing minus a couple
15 items.

16 MR. GUTMAN: Maybe we can provide a full
17 report on the explanation of the program.

18 MS. KITAY: And what's happening there.

19 MR. GUTMAN: Right.

20 MS. KITAY: And whether you have PTC on
21 any other lines.

22 MR. GUTMAN: Sure.

1 MS. KITAY: Which you probably don't but
2 -- so I know Lou wants to give us some more
3 information on emergency vehicle response and then --

4 MR. CUNNINGHAM: Can I add something on
5 the train crossings just for whatever it is worth --
6 there is a rail line, the old Rock Island line about
7 a mile and a half east of this line, it is a commuter
8 line -- it's a heavy rail but it is a Metra line. It
9 is the exact same streets here -- we are going off of
10 complaints coming into our office. We never -- ever
11 get complaints about false activations on that line.

12 The same streets, the same snow plows, the
13 same weather conditions -- I'm sure there has been a
14 few but they have never come to our office whereas we
15 get dozens and dozens about the Elsdon line and Blue
16 Island Spur as well. We never get them regarding the
17 Rock Island line.

18 So I don't know what they are doing right
19 or if it is you know different trains, there are
20 certainly more trains on that line than there are on
21 the CSX lines but there are never any problems there.

22 MS. KITAY: And the same crossings?

1 MR. CUNNINGHAM: Exact same streets, same
2 conditions, Tom has said a lot of it has to do with
3 salt, the same salt that is spread over the Rock
4 Island line is spread over the CSX line and we never,
5 never hear of a problem.

6 MS. WOOD: Have you heard of something?

7 MR. CUNNINGHAM: Not that has come into
8 our office. I'm sure it has happened but we have not
9 received a complaint. I don't know if Metra reports
10 those to the STB or not I don't know, maybe there is
11 data out there. I am just going off of complaints
12 that come into our office.

13 MR. WOLFE: We do not get that type of
14 data from that line. It is not a requirement that
15 the STB puts on to railroads, the data that we are
16 receiving really from the major Class I's of the
17 Chicago Transportation Office.

18 MR. CUNNINGHAM: Maybe they are doing
19 something there I don't know.
20 They are obviously doing something right.

21 MR. WOLFE: I can't speak to that, I don't
22 know that line and I don't know if CSX can --

1 MS. KITAY: Well, maybe it is something
2 that you could look into.

3 MR. SHUDTZ: Sure, Evelyn yes. Robert and
4 then you heard Senator Cunningham's comments on the
5 Metra line and certainly we will look into it and see
6 what the experience from our colleagues.

7 MS. KITAY: So did you want to hear Lou?

8 MR. CUNNINGHAM: We do.

9 MR. ZIMMERMAN: Sure.

10 MR. CUNNINGHAM: I have to
11 leave by 12:30 or so to catch a plane so I don't need
12 to interrupt the process and procedure of this
13 meeting but I think our frustration is we have heard
14 about the problem, we are aware of the problems, we
15 are aware of the time it takes to brake a train, we
16 understand that. But we have come a long way and we
17 really haven't heard anything new. These are all
18 similar things that Tom has been telling us for over
19 three years about what is going to be done. And I
20 don't know if this is in order but we would love to
21 hear before we leave what sort of things are being
22 done and what are going to be done to correct the

1 problem moving forward.

2 Instead of I just feel we just hear
3 explanations for why this has been done all in the
4 past so we would be anxious if it is in order to jump
5 to that before we have to leave.

6 MR. ZIMMERMAN: Sure. CSX if you want to
7 respond.

8 MR. GITOMER: Okay. I think Robert then if
9 you could share the plans that we have again for the
10 Elsdon Line as far as upgrading signals, upgrading
11 the track and give some general finding of it so that
12 we can answer the Senator's question.

13 MR. CHAFIN: Yes. This is Ben Chafin.
14 Just concerning the signals. As you stated earlier
15 the frequency is an 8-year project, it started eight
16 years ago and we just acquired the Elsdon in 2013 so
17 as far as it being on a schedule for the positive
18 train control which is going to be a great
19 improvement to the signal system on this
20 subdivision, we moved this up in the schedule as
21 much as we could and still maintain -- and we still
22 have every crew that we have available out there

1 working on it and other parts of the railroad and
2 they will be moved into the other stuff as quickly
3 as they can.

4 The second quarter of 2017 is when it is
5 slated right now, to be completed by the end of 2018,
6 and it is one of those situations where we just don't
7 decide to go out there and go out there to start
8 working. There is a lot of engineering and design
9 that is involved in that. So that is the primary
10 culprit in the delay of us getting out there to do
11 the work.

12 The crossing protection is going to happen
13 -- the improvement to the crossing protection is
14 going to coincide with what the PTC is doing. We are
15 going to bring in the crews to do the PTC we will
16 bring the crews in and do the improvements to the
17 rail cars at the same time. So those are the items
18 that are going to improve the signal system and as I
19 stated earlier what we are doing presently -- we have
20 additional signal maintainers out there and we are
21 continuing to monitor the entire subdivision for any
22 defects that we can correct in an immediate scenario.

1 MR. LIVINGSTON: I would just say also the
2 Senator and I have spoken about this -- yes, similar
3 explanations for three years. The difference between
4 then and now is real equipment has been installed and
5 I would venture to say and certainly I have to answer
6 this while we are in the room but if asked the
7 question in terms of improvement, in terms of fewer
8 idling trains, blocked crossings and false
9 activations -- and we have the same questions.

10 Why this line and not the others? We
11 asked ourselves the same question and I guess you
12 know not in the room I would pose back we don't --
13 many explanations have gone on for three years but we
14 think the measureable result is different and
15 improved.

16 We are not declaring victory, we are
17 declaring better and so you know I guess we want to
18 be responsive in that fashion. We are not seeking
19 validation certainly and finding anybody else but I
20 think that is what -- we want to do as a result for
21 you and I hope you would be feeling that or observing
22 that as well.

1 MR. CUNNINGHAM: I would say in response
2 to that throughout this three-and-a-half-year odyssey
3 we have seen an ebb and flow where things get really
4 bad, we complain a lot, things get a little bit
5 better for a couple of weeks, couple of months and
6 then they get really bad again. That's been the
7 constant trajectory we have been at throughout.

8 And our hope is that the STB recognizes
9 that and there is some sort of permanent solution or
10 some sort of permanent accountability moving forward
11 that we are not on this roller coaster ride. Our
12 fear is that once we leave here and the STB isn't
13 paying attention so much then problems occur here,
14 that has certainly been the pattern.

15 The public heat gets turned up -- things
16 get a little bit better then things get worse once
17 that goes away. So we feel like we have been in just
18 this constant loop for three and a half years with no
19 actual solution that we can see -- nothing tangible
20 changing.

21 And it makes it seem like to us that
22 someone at CSX has you know hand on a faucet and

1 cranks up the water once in a while and turns it down
2 once in a while, oh we are catching a lot of heat,
3 let's turn it down. We are not catching any heat
4 let's turn it up. That seems to be the way the
5 condition -- that's been our experience.

6 And so we have to get away from that and
7 have some sort of solution in place permanently that
8 is going to stop that from happening if it is
9 possible.

10 MR. O'SHEA: And I would like to add --
11 speaking for all of my colleagues here from the
12 Chicago area -- we understand that freight rail is
13 important, that's commerce. We understand that
14 Chicago is the hub. I understand that we have a
15 high volume of things running through our community.
16 We get that.

17 But we didn't negotiate this agreement
18 like you, cutting trains after 10 minutes. We simply
19 told our community what was presented to us. And
20 that has not been happening. Again -- what Senator
21 Cunningham said we have some flows and unfortunately
22 there have been times when I have issued a statement

1 saying, "We had a great meeting with CSX; isn't
2 everything great?" And then literally three days
3 later, it was on a Tuesday, on Friday night all hell
4 broke loose when multiple crossings in my community
5 were blocked for over an hour.

6 MR. LIVINGSTON: Was that the one in fall
7 of '15?

8 MR. O'SHEA: Yeah, a year ago. That
9 wasn't a fun weekend for us. I mean -- I'm not in
10 the rail industry but I look at this as a 15-mile
11 stretch, live within our means. We know when we are
12 at point A in Thornton and Burnham -- if we can't get
13 to 51st Street then we don't send the train.

14 But when we have a train blocked for 20
15 minutes, or 40 minutes or an hour and I am on the
16 phone and say Oh, yep that's a Norfolk Southerner.
17 Let me be blunt, I don't give a damn who it is -- it
18 is somebody blocking multiple intersections, multiple
19 crossings in our neighborhood, putting people in
20 harm's way, giving an adverse quality of life issue
21 for thousands and thousands of residents in our
22 communities -- it is unacceptable.

1 Don't send the train down the line and
2 tell me oh yeah, it's idling because the Metra train,
3 the Union Pacific; our residents put up with this for
4 far too long.

5 MS. KITAY: You have questions about some
6 of those things. I think we are all concerned about
7 the same issues. CSX is concerned also it is a
8 question of finding reasonable solutions out there.
9 To some extent anyway all of these improvements that
10 are going to be made on this line should help I would
11 think absolutely.

12 MR. SHUDTZ: That's our hope and I -- to
13 be frank you know, we all appreciate the frustrations
14 that you have been through. At the highest levels of
15 our company -- we are trying to get solutions here
16 and that is our endeavor and eventually Alderman
17 O'Shea, the Clear Route. That was something I think
18 that took us a little time to get our hands around on
19 how best to do this because as you can tell I know
20 sometimes when we chat it is so complicated what we
21 are talking about because it is just so -- the
22 railroad is complicated to upgrade. And I know that

1 is not an answer to your concerns, your questions but
2 it is already out so we are trying hard, so.

3 MR. CUNNINGHAM: We would just like to
4 see you be held to the initial promises you made. As
5 has been said we didn't make up those mitigating
6 measures; they were offered by CSX and I think by any
7 measurement they have not -- or a good portion of
8 them have not been met.

9 So we just ask that you know what you say
10 -- you told us you were going to do three and a half
11 years ago it is as simple as that.

12 MR. LIVINGSTON: We have some realities
13 that we are trying to deal with as best we can. We
14 have done more than what we said we were going to do
15 in some instances and you are right some of this has
16 just not been capable of just simply doing this black
17 and white is when we break the trains -- we
18 appreciate that.

19 And we are trying our best --

20 MR. CUNNINGHAM: But again, breaking the
21 trains was not our idea. That was the solution
22 suggested by CSX. You need to understand why it

1 doesn't always make sense but we were told with our
2 people that's what was going to happen.

3 MR. WOLFE: So going forward and we
4 understand what CSX has proposed in the initial
5 filing that they are going to toss it back -- I
6 believe after today's discussion that operationally
7 that's not realistic. It could actually be done but
8 in a sense, it is probably going to take longer in
9 most situations so is CSX willing to say that going
10 forward operationally that is not going to occur at
11 every time unless the time that the train is stopped
12 actually outweighs the time that it takes to cut the
13 crossings.

14 MR. SHUDTZ: Well, I think Robert tried to
15 explain the attention and discipline he applies to
16 these issues and you know are there absolutes in our
17 industry? No, there is not absolutes in our industry
18 or any other industry and so I think Robert I don't
19 know if you can express to Jason but I think if you
20 would like to hear it again Jason how Robert, our
21 manager, interprets the issues and reacts?

22 MR. WOLFE: No I understand what Robert

1 has said and coming from the industry myself I
2 totally get it. But I think the real issue is, the
3 Senator and the Council members have stated, is that
4 CSX has been proposing items. I think looking back
5 at what Lou said that part of it is definitely now.
6 So going forward is that the stance that CSX is going
7 to take, that you are going to work it.

8 MR. SPITULNIK: Pardon me. This is Chuck
9 Spitulnik. With all due respect I think the question
10 is not -- are you going to word that condition
11 differently? I think the question is -- are you
12 going to come up with another solution that solves
13 the problem that that mitigation measure was intended
14 to solve?

15 MS. KITAY: Right. So we won't have
16 blockages for more than 10 minutes and we won't have
17 any problems. I mean that's the goal -- that's the
18 goal. What is Operating Rule 526 does anybody know?
19 It's in here -- .

20 MR. SHUDTZ: Bob --

21 MR. GUTMAN: Yes, and Lou actually made
22 reference to it. That was the operating rules that

1 governed the line at the time before. That is the
2 Canadian National Operating Rules that apply in the
3 United States. Those were the rules that were in
4 place before we assumed the line and that was what
5 essentially was put in. And again, similar to what
6 was put in for the long-term mitigation that they
7 used.

8 MS. KITAY: Right I know.

9 MR. GUTMAN: It actually refers to --

10 MS. KITAY: EIS.

11 MR. GUTMAN: To their --

12 MS. KITAY: Is there anything else you
13 would like to --

14 MR. SEXTON: Mayor Sexton here.

15 MR. ZIMMERMAN: Go ahead.

16 MR. SEXTON: Yes I was wondering in the
17 original agreement there was any thought about not
18 running freight through the Elsdon line during rush
19 hour? I don't believe that that has been happening.

20 MR. CUNNINGHAM: I know I can't -- that
21 was verbally Tom you mentioned that to us -- I'm not
22 sure if it is in the document, undoubtedly that was a

1 presentation made to us that we shared with our
2 constituents both in meetings in the 19th Ward and in
3 the Village of Battery Park.

4 Our constituents were told based on
5 pronouncements made to us that there would not be
6 trains run during rush hour.

7 MS. KITAY: But I believe that was one of
8 the things that was requested during the
9 environmental review which was not granted. The
10 Board generally doesn't get involved with the hours
11 which you know railroads can run trains, so we don't
12 have --

13 MR. CUNNINGHAM: But again that was told
14 to us.

15 MR. LIVINGSTON: Mayor, I can speak to
16 that and to your point. You are accurate Senator
17 Cunningham. I think in the official STB proceedings
18 that wasn't part of the voluntary or mandatory
19 mitigations. We have general operating protocols in
20 Chicago that provide windows for Metra to do the rush
21 hour commuter traffic.

22 So generally we don't run as many freight

1 trains through the Chicago terminal on all the lines,
2 they tend to -- and Bob certainly knows this -- you
3 know it is not a hard and fast -- some get through
4 and again it is a very dynamic situation and when one
5 has to meet up with the other without disturbing the
6 rest of the terminal.

7 So you are accurate. We actually do lay
8 back on the freight train operations and you know it
9 is not perfect but if we didn't follow that practice,
10 you would notice a lot more going through Mayor at
11 rush hour.

12 MR. SEXTON: But Tom if we talked before
13 the breakage of trains, we promised, we promised no
14 rush hour traffic, we are the ones -- the elected
15 officials who appear to be deceiving our people --
16 not you guys, we are only relaying what you told us
17 to our people and when it doesn't come true we are
18 the ones being deceptive.

19 MR. JOYCE: This is Marty from Alderman
20 O'Shea's office. I would also just like to echo what
21 the Mayor said. And if we are not going to abide by
22 the cutting of trains per the agreement then I would

1 think it would be reasonable to stop freight trains
2 during rush hour whether or not it made it into the
3 final agreement or not.

4 Because basically what I am hearing is
5 that what made it into the agreement isn't being
6 honored by CSX anyway.

7 MS. KITAY: Well, at the moment CSX has an
8 obligation to cut trains in accordance with that
9 condition. It has not been removed by the Board.
10 Nobody has asked us to remove it so you know I just
11 want everybody to be aware of that. And I also think
12 just in terms of the time of these blockages it seems
13 like most of the blockages are happening at night
14 which is defined from 10 p.m. to 5 a.m. I believe so
15 is that true?

16 I mean I think that's what I read some
17 place based on the charts. So I don't think most of
18 the blockages are happening during rush hour anyway.

19 MR. ZIMMERMAN: Can you pull up the chart
20 that's called -- the second one down called "count,"
21 yeah, so this will be Exhibit 5. This again is just
22 the numbers that are pulled from your reports and we

1 just did it in a graphic form to kind of see if we
2 can see patterns and that is just the absolute number
3 of the reported blockages of greater than 10 minutes
4 for the three reporting months.

5 And each of those bars in the graphs are
6 broken down by day and night; the blue is day and the
7 orange is night. So you can kind of see graphically
8 for each crossing -- what portions of the lengthy
9 blockages have been during the daytime hours versus
10 the nighttime hours.

11 The reason that we pulled this together
12 was, again, like the chart for false activations,
13 just so we could kind of visually see if there were
14 patterns that we could identify where there may be
15 persistent trouble spots comparing this chart to the
16 one that we haven't looked at yet but does a similar
17 kind of graphic representation of the total number of
18 minutes.

19 So we just thought that this was an easy
20 way to kind of see if there are crossings where there
21 are more persistent problems than others and I think
22 you could see that there are some. And again I

1 wonder if there is some sort of a systemic reason for
2 that whether for example down at Volbrecht and
3 Thornton-Lansing is that a problem area because of
4 just the nature of where the track is located
5 compared to what operations are going on there?

6 Or are there systemic reasons for the high
7 number of long blockages certain of those crossings?

8 MS. KITAY: Something for CSX to think
9 about.

10 MR. SHUDTZ: Well, let us analyze this
11 chart which is very helpful and we will -- do you
12 wish this report before our next Conference?

13 MS. KITAY: Whatever you like.

14 MR. ZIMMERMAN: Our thought was just if we
15 can identify some patterns where the numbers are
16 particularly high are there systemic reasons for that
17 and accordingly are there things that can be done
18 specifically with regard to those most troublesome
19 crossings where we can get the most bang for the
20 buck?

21 MS. KITAY: And I don't know whether we
22 know how many of these blockages are during rush

1 hour.

2 MR. ZIMMERMAN [Referring to Exhibit 6]:

3 And I guess just for the record if we could just take
4 a second and pull up the other -- the next chart
5 which shows the same thing; it just tallies up the
6 total number of minutes. And you can see the pattern
7 is kind of the same for some of those crossings, like
8 Volbrecht, where on the previous chart that had some
9 of the highest number of blockages, they also have
10 some of the highest total duration of long blockages,
11 so the pattern in this chart seems to collate with
12 the pattern in the previous chart so we can kind of
13 see where for the three reporting months so far there
14 seems to be certain crossings that have posed a[ZS8]
15 particular problem and we are just wondering if those
16 crossings -- you know if there are reasons for that
17 and if there are ways that those crossings can kind
18 of be the focus of attention for trying to mitigate
19 that.

20 MR. SHUDTZ: Yes. We will analyze all of
21 these charts and report back.

22 MR. BORNSTEIN: And with the trains --

1 MR. ZIMMERMAN: And the other one that we
2 sent around I don't think we need to -- it really
3 doesn't --

4 MS. KITAY: The averages?

5 MR. ZIMMERMAN: Yeah. It doesn't show
6 anything really much more than what you have already
7 looked at.

8 MR. CUNNINGHAM: We do have to catch a
9 plane. I would just reiterate what we said earlier.
10 We hear a lot about what can't be done and not a lot
11 about what is going to be done and that's our
12 frustration.

13 We also hear CSX acknowledging that they
14 have repeatedly, repeatedly not followed the
15 mitigation measures that they said they would at the
16 time of the acquisition. And I think for us and for
17 constituents our question to the STB is -- what is
18 the accountability for that?

19 You know what sort of sanctions are there
20 -- what sort of changes in the operations are
21 potentially forced on the railroad? What is the
22 remedy? And what is the sanction -- that's you know

1 we are anxious to go back to our constituents.

2 MR. SHUDTZ: Thank you Senator.

3 MS. KITAY: I think we have to hopefully
4 try to work together. We are not a decision-maker
5 obviously. We are just trying to create a record and
6 fact-finding and I think this new reporting that we
7 are requiring right now is helpful. I think CSXT
8 clearly is putting money into this line. I would you
9 know hope that they could do it a little bit more and
10 a little bit sooner.

11 But you know if there are no blockages or
12 very few blockages exceeding 10 minutes we will be
13 doing okay and the question is how to get there and
14 see -- and I think more working together with your
15 communities. I don't know if the community liaison
16 is the answer but I know we didn't require reporting
17 on community efforts until our last report and CSX
18 had five days to draft that report.

19 So they didn't give us a whole lot of
20 information on working with the communities, but I
21 think given you know who showed up today and
22 everything, hopefully there will be more contact and

1 we can come to some solutions that will be mutually
2 acceptable to everybody.

3 And the Board does take voluntary
4 mitigation very seriously. Pete knows that very well
5 from the CSX merger that we did back in what '98 or
6 '97 or something. The Board's position is that often
7 voluntary mitigation goes further than what the Board
8 could unilaterally propose and you know we encourage
9 voluntary mitigation and it is obviously very
10 important that voluntary mitigation is complied with.

11 And here it just didn't quite turn out the
12 way it might have.

13 MR. ZIMMERMAN: And Tom, earlier you said
14 that your regularized contact between you all and the
15 community kind of maybe cooled off a little bit once
16 the formal case heated up and took more center stage.
17 But maybe notwithstanding the formal case, both sides
18 could work together toward re-establishing more
19 routine communication?

20 I don't think that could hurt. So I think
21 that is something that you all should think about
22 trying to establish.

1 MS. KITAY: It might be successful.

2 MR. ZIMMERMAN: Again, I know you all have
3 a plane to catch. I want to thank you so much for
4 taking the time to come here in person. I know we
5 really appreciate it. It was nice meeting you, we
6 hope you found it productive and I wish you safe
7 travels, thank you.

8 MR. CUNNINGHAM: Thank you.

9 MR. O'SHEA: Thanks everybody. I
10 appreciate your time and effort and we will continue
11 to work together and see real change. Thank you.

12 MR. ZIMMERMAN: Thank you.

13 MR. ZIMMERMAN: Okay. So we are ready to
14 reconvene. Lou, was there something more that you
15 wanted to talk about on the record about the
16 emergency response?

17 MR. GITOMER: Yes. Thank you, Scott. On
18 the mandatory mitigation to requiring the
19 installation of a closed circuit television system by
20 CSX -- at CSX's expense for the benefit of the
21 aggregate Christ Medical Center of Mary Hospital to
22 show the train activity at 95th Street.

1 CSX completed the installation and the
2 closed circuit system was up and operating in the
3 fourth quarter of 2013. Evergreen Park is the entity
4 that now controls the camera and the system.

5 MS. KITAY: And have you complied with the
6 other -- we know about cutting the trains -- other
7 than that, you have complied with all the
8 environmental conditions?

9 MS. GITOMER: Yes.

10 MR. ZIMMERMAN: So are there folks from
11 the Chicago communities still on the phone who could
12 speak to how that closed circuit TV system is
13 working?

14 MR. SPITULNIK: That would be most likely
15 Mayor Sexton or Joe Cainkar, the Attorney for the
16 Evergreen Park.

17 MS. KITAY: Okay. So you could perhaps --
18 well that's not a given, give us information about
19 that?

20 MR. SPITULNIK: You can ask.

21 MR. ZIMMERMAN: So at some point during
22 the discussion we kind of started something in asking

1 the questions while CSX was going through the
2 prepared remarks that you had. Did we -- were there
3 things that you had been planning to say that you
4 didn't get to because

5 we kind of went off in a different direction? I
6 don't want to short change what you had planned to
7 talk about before we started getting into questions?

8 MS. KITAY: One question that I had that
9 goes to CSX and hasn't really been talked about is,
10 you anticipated significant transportation benefits
11 through Chicago when you did this project -- has that
12 in fact happened?

13 MR. SHUDTZ: Robert, would you like to
14 address that Robert?

15 MR. GUTMAN: I would say overall, yes.
16 Again you -- I have to speak to it in the context of
17 how overall Chicago is performing. So if you had
18 asked this question in the first quarter of 2014 the
19 answer is Chicago is not performing really well for
20 lots of factors that were irrespective of the Elsdon
21 property.

22 What I would say overall and I think the

1 City of Chicago as well as the other governing boards
2 would say that the City of Chicago is operating
3 extremely well -- has been extremely fluid now for
4 quite some time. The Elsdon is one component of
5 many, many actions that are being done and the
6 ability to isolate this in the context. It's the
7 same way that the Chicago Planning Group didn't like
8 to speak about the benefits of an individual CREATE
9 project.

10 It was really the portfolio of projects
11 that had to be evaluated to understand that, and I
12 don't mean that in a minor way. It's interconnected
13 in the ability to analyze that. But overall I think
14 as well, so from your hands-on operating position --

15 MS. KITAY: I have another question too.

16 MR. GUTMAN: Robert if you are there can
17 you talk specifically from your day-to-day field
18 perspective how the Elsdon is helping your
19 flexibility and performance?

20 MS. KITAY: Okay. Maybe he did -- so we
21 just mentioned CREATE. So is there any possibility
22 of getting CREATE funds to do anything for this line

1 -- everybody is laughing I guess -- I'm just asking.

2

3 MR. GUTMAN: I'm not sure Pete -- again
4 I'm not in a position here I'm no longer on the fund
5 group and I can't speak officially for that public
6 private partnership. What I would tell you is that a
7 lot of the funding that was committed to the program
8 specifically --

9 MS. KITAY: To the CREATE program?

10 MR. GUTMAN: To CREATE, specifically the
11 State of Illinois, I am aware of one funding source
12 for other reasons that funding has been withheld or
13 withdrawn. So a lot of the projects, the time lines
14 for progressing the existing projects many of which
15 quite honestly -- a large part of them are grade
16 separation projects.

17 And some of them were built many, many
18 grade separations dealing with this same road
19 crossing issue. A very, very prominent one -- we
20 were able to complete the one right next to the
21 Toyota soccer stadium; it was a real concern. So
22 again I can't say officially where it is it in

1 re-direct funds.

2 MS. KITAY: So basically CSX is paying for
3 the improvements itself?

4 MR. GUTMAN: The Hayford Connection
5 Project would have been a type of project, that is an
6 \$8 million project approximately and we could fund
7 that ourselves because we see there are operational
8 benefits to do that and our plan is to spend that
9 money.

10 MR. SHUDTZ: On the Elsdon Line or
11 elsewhere?

12 MR. GUTMAN: Oh yes.

13 MR. WOLFE: And can you go into the
14 specifics of what that junction -- what you are
15 actually doing there and what that project is
16 supposed to do?

17 MR. GUTMAN: To be honest with you, I
18 would rather let Robert handle that specifically
19 because again I don't want to overstep my authority
20 or expertise quite honestly.

21 MR. WOLFE: I understand.

22 MS. KITAY: So the question which I

1 interrupted you of course, but the question was is
2 there anything that CSX wanted to say that it hadn't
3 had a chance to say -- is there anything else?

4 MR. GUTMAN: Again for purposes of time I
5 don't think we went into all of the projects into the
6 detail with timelines, but again a lot of them will
7 have an impact. So one of the projects that Ben had
8 highlighted is, we are planning on putting continuous
9 wall to graph -- especially when you go into some of
10 the prior issues. Most of our problems were because
11 of the -- early ones were because of bonding.

12 We did some double bonding mitigations.
13 All the continuous rail -- a separation in some of
14 those salt related issues and again are economic.

15 MR. GITOMER: Do you understand the
16 bonding issue?

17 MS. KITAY: No, but I understand
18 continuous --

19 MR. GITOMER: Do you want to explain what
20 the bonding issue is -- when you have jointed rail.

21 MR. GUTMAN: Again and Ben help me if you
22 are back on but again it was described as a fail-safe

1 system and so there are circuits and wires that
2 basically are trying to measure whether a piece of
3 the rail is being occupied or not and one of the
4 challenges is when any of that activity is broken it
5 is assuming by a single line it then assumes that
6 something is occupying it and it will throw down the
7 signal.

8 So it is again that false you know the
9 most severe case and so what we get instead of having
10 one connection wire to make sure the integrity of the
11 signal system was intact we have gone in and added,
12 not only replaced the existing one, we have added a
13 second wire so that in the chance the first one
14 breaks there's still a second one.

15 It is a series of little ones and again
16 what they found when they went in there is that there
17 is a lot of that wire hadn't been removed or replaced
18 or wasn't in the state of reliable operation.

19 MR. SHUDTZ: Did Robert and Ben have a
20 chance to rejoin?

21 MR. CHAFIN: Yes, sir, we are back.

22 MR. SHUDTZ: Bob, you may want to queue up

1 the question that we had for Robert about the
2 community that Elsdon asked.

3 MR. GUTMAN: So there were a series of
4 questions -- the first one had to do with
5 operational benefits. Is CSX receiving operational
6 benefits from the acquisition of the line versus what
7 was expected? So from your field perspective can you
8 talk about what the Elsdon line is doing for you?

9 MR. HOLTZ: I would say it is a necessity
10 not just a benefit to maintain the level of fluidity
11 necessary to keep the Chicago terminal as a whole,
12 all railroads operationally now. When you talk about
13 the number of trains both going in and out of the
14 facilities as well as to the BRC, Barr Yard, and the
15 IHB CN. I mean it is not only to the benefit of the
16 CSX, it is to the benefit of the Chicago terminal --
17 all railroads being whole to promote fluidity within
18 the City of Chicago. So to that the way that we
19 operate now it has become a necessity for a benefit.

20 MR. GUTMAN: So Robert there was also a
21 follow-up question regarding the Hayford Junction
22 connection and could you describe a little bit of

1 some of the operational benefits you anticipate from
2 that once it is done?

3 MR. HOLTZ: So the Hayford connection
4 would give us better access to and from the BRC. It
5 would significantly improve overall fluidity on the
6 Elsdon Line, particularly the north end as well as
7 the velocity of what the big imports -- as you can
8 see on the reporting that we submitted we are talking
9 about 1 percent of the entire population of trains
10 that occupy crossings greater than 10 minutes, 1
11 percent of the whole and then half of that 1 percent
12 were, in fact, moving nonstop.

13 So I think the improvement in velocity
14 helps take care of or at least puts you in a better
15 position for those trains that are moving yet still
16 occupy the crossings greater than 10 minutes. If you
17 want to go look at a specific example then look at
18 something like a 597 that you may see a couple of
19 times on the report that is actually moving but
20 occupies the crossings for only 10 minutes and a few
21 seconds.

22 And things like that and improved velocity

1 help us get down the 10-minute occupancy just by
2 having those kinds of action points in the design of
3 this project.

4 MR. WOLFE: Robert, would that identify
5 some of those manual switches in that area, the
6 manual power switches? Or is that not included?

7 MR. HOLTZ: That wouldn't do anything.
8 You are trying to turn -- when you enter the actual
9 terminal itself because you are still obligated to
10 operate at a speed that prevents stopping within half
11 the range of vision -- what it does help with is the
12 current configuration of Hayford where there is a
13 signal that obligates you to approach the next signal
14 prepared to stop upon entry into the BRC which would
15 call those switches and the curvature of that track
16 in flight distance is what dictates the speed at
17 which that engineer is going to comply with signal
18 indication going into a place like that.

19 So it will definitely promote a higher
20 velocity of that end of the rail.

21 MR. WOLFE: Okay. Thank you.

22 MR. GUTMAN: So one of the things again we

1 are very, very sensitive to not just the stopped ones
2 but reducing all trains that are bigger than 10 and,
3 quite honestly, we are trying to improve even the
4 ones that are less than 10. And so we have been
5 working on how to improve our data and analysis
6 around that end and we are doing some stuff.

7 We didn't get into all of the facts but if
8 you were to look at the 11 stopped crossings -- one
9 area we paid a lot of attention to because of the
10 hospitals and other ones is that six crossings in the
11 Evergreen Park area and just again throw some
12 additional statistics out there.

13 Of the -- first of all if you think about
14 couldn't come through running about five to six
15 trains on average today on that section of the track.
16 I described every section has different volumes
17 because of coming on.

18 MS. KITAY: Do you mean in Evergreen Park?

19 MR. GUTMAN: In Evergreen Park. In
20 Evergreen Park, there is approximately six trains a
21 day and again they vary depending upon what's
22 happened, but six. And so if you take that and you

1 multiply it out there is over approximately 1,000
2 trains that have operated in the month of September
3 -- out of that thousand there were 11 reported
4 blockages.

5 Again coming back to about that 1% type of
6 number -- five of the 11 were between 10 minutes and
7 11 minutes. In that area we are pretty confident of
8 the data because we have actually done some extensive
9 programming to measure the remote data of when the
10 gates are actually down.

11 As we talked about some of the other
12 managers you know a lot of what we talked about --
13 it's when the track circuit is occupied which is not
14 the exact same level precision so we are working on
15 how to improve that just like you saw Ben has
16 improved the level of reporting. Originally it was
17 just how long the work order was outstanding for,
18 that was reporting in July. So we are trying to get
19 that data and better analyze and do route calls
20 analysis and we are sharing that data with Robert in
21 particular from an operational standpoint so he can
22 make some of the changes needed.

1 MS. KITAY: So assuming there's no -- and
2 we want to talk about operating protocols -- assuming
3 there's no blockage, how long does it take a train to
4 go all the way through the Elsdon line?

5 MR. GUTMAN: It will vary. So let me go
6 back to that specific area. What I would tell you
7 that the mean -- the 50th percentile gate time down
8 during Evergreen Park in the month of September,
9 those thousand trains was under four minutes.

10 MS. KITAY: So that's pretty close to what
11 you anticipated at the time.

12 MR. GUTMAN: Absolutely. What you will
13 see was if you look at averages what you will see is
14 you will see a little bit of a tail with a dropping
15 off very, very rapidly to that 1 percent greater than
16 10 and there actually there were two occurrences
17 actually greater.

18 MS. KITAY: Do you ever run trains at 40
19 miles an hour?

20 MR. GUTMAN: In due time.

21 MS. KITAY: You might be able to?

22 MR. GUTMAN: I'm going to let Robert

1 address that. What I would say is that I mean the
2 details of it is that operating rules are you will
3 run at the maximum required track speed and a lot of
4 this track is at 40 but remember the operating rules
5 also dictate that many of these moves were only on
6 the Elsdon for two or four miles and the rules don't
7 necessarily permit you from entering and exiting the
8 line at that speed, especially the tail end of your
9 train.

10 So Robert do you care to add to that?

11 MR. HOLTZ: Sure and like I said before
12 the engineers that operate the train are going to --

13 MR. GUTMAN: We lost him. Let me again
14 because we are -- just because we are on the record I
15 want to make sure that I could clarify it. The
16 thousand were train road crossing events[ZS9] not a
17 thousand trains in the month. I just want to make
18 sure that is understood.

19 MS. KITAY: Alright do you want to talk
20 about the operating protocols?

21 MR. ZIMMERMAN: Can you just give us a
22 general -- tell us what protocols you have with

1 railroads and explain to us how they are working and
2 I think in your latest report I think you made some
3 mention of -- well you are investigating additional
4 operating protocols that can be put into place. Can
5 you just kind of talk more generally about that?

6 MR. GUTMAN: Robert, have you rejoined us?

7 MR. HOLTZ: Yeah, I apologize. The power
8 went out in our building.

9 MR. GUTMAN: Were you able to hear that
10 last question?

11 MR. HOLTZ: I heard the last question. I
12 think I began to answer it but you are asking about
13 the speed at which the trains are operating and how
14 close would that be to 40 which is the number -- that
15 question?

16 MS. KITAY: Yes.

17 MR. HOLTZ: So locomotive engineers that
18 are operating a train comply with signal indications.
19 The line maximum authorized speed is 40 miles per
20 hour; however the signal on that line dictate how the
21 engineer will operate the train. If you were
22 operating on all clear signals he may reach a maximum

1 authorized speed of 40 miles an hour if he is going
2 to continue to operate on that type of signal
3 indication for an extended period of distance.

4 But is it going to be 40 consistently? No.
5 Do we know specifically -- do trains reach 40 on the
6 Elsdon? Yes some of the intermobile trains do, yes
7 but that is directly determined by what signal
8 indication is, which governs [ZS10]the way that they
9 operate the train both in terms of speed and what
10 they will do and also whether they will negotiate any
11 turnouts. Those turnouts do have a speed limit as
12 well.

13 MR. SHUDTZ: And I believe Scott you were
14 starting to ask a question, I'm sorry Evelyn.

15 MS. KITAY: No, no I think I asked the
16 question about --

17 MR. ZIMMERMAN: Yeah. If you could just
18 kind of give us an overview of protocols you have in
19 place with other railroads, what issues are they
20 intended to solve, how are they working and are you
21 looking at ways to make further improvements based on
22 your experience?

1 MR. GUTMAN: Robert?

2 MR. HOLTZ: Sure I can answer that. So
3 again if you look at the sum of all trains that
4 operate on the Elsdon Subdivision and specifically
5 the sum of all of the road crossings on the Elsdon
6 Subdivision we are talking about 1% that exceed the
7 optimum speed of 10 minutes on a particular crossing,
8 whether they are slow-moving which is about half --
9 whether they actually do come to a stop which is
10 about the other half of that 1 percent.

11 So the protocols are in place to insure
12 that we don't have to direct the 1 percent but when
13 that does occur which is the 1 percent that we are
14 dealing with -- we are taking action immediately to
15 determine what changed from where the initial clear
16 out was established and we are making the decision
17 real time about what to do directed by the situation
18 either to get the train moving, do we have a
19 mechanical issue or do we have simply a coordination
20 issue in terms of just the dynamics of train movement
21 within the City of Chicago with the intersecting
22 lines and making a determination on how to best

1 address that.

2 So the protocols I feel like are -- they
3 have been successful. Where we see going back to the
4 graphs that you provided -- what we see there is
5 higher other places -- for example you will look at
6 the spikes on the graphs you see all three of the
7 spikes are in close proximity to your junctions which
8 would be Hayford, Ashburn, Blue Island and Thornton
9 so that is what we look to address in terms of what
10 it does.

11 And a leading indicator within that 1
12 percent in terms of how do we go about making it
13 better going back to the example with BNSF at
14 Ashburn. If you look at our reporting for July a
15 lot of the blockages greater than 10 minutes were in
16 close proximity to Ashburn so we addressed that first
17 and went to Norfolk Southern to provide increased
18 visibility of our dispatching system.

19 So buying the hardware and getting it
20 installed and giving the licensing for them to do
21 view that, so we do take into account what is you
22 know the predominance of the 1 percent across the

1 occupied greater than 10 minutes and we are working
2 to address those first ultimately to get the number
3 as close to zero as possible.

4 So the example with the Norfolk Southern
5 to get them improved visibility and you can see the
6 improvement in proximity to Ashburn and in particular
7 junction as a result of that. So we are continuously
8 trying to progress the situation even more successful
9 than 99 percent of the occu less than 10
10 minutes[ZS11] on the Elsdon.

11 MR. ZIMMERMAN: So at the risk of sounding
12 like a real lay person, am I correct that the reason
13 for these protocols first of all is that there are
14 places along the line where operations are not
15 controlled by CSX? And notwithstanding that you all
16 have in place a policy of not allowing one of your
17 trains to enter the line unless it has clear signal
18 all the way through, once that train enters the line
19 there can be unforeseen circumstances that arise that
20 can cause difficulties you know with regard to
21 situations that aren't necessarily controlled by CSX,
22 and the protocols are a mechanism that is in place to

1 try to predict or minimize those kind of unforeseen
2 situations to the greatest extent possible. Is that
3 kind of a layman's explanation about what the
4 protocols are for?

5 MR. HOLTZ: Absolutely.

6 MS. KITAY: So and it took you a while to
7 enter into these protocols so now that you have got
8 them that should help -- do you think that that is
9 going to help the situation also significantly or is
10 it too soon to tell, or --

11 MR. HOLTZ: I think yes absolutely. I
12 think when I think about it I became the division
13 manager for the Chicago Division this year. Their
14 protocols were in existence -- because it is in the
15 overall best interest of the Chicago terminal or the
16 dispatcher's to coordinate with the other roads on
17 the respective lines so this wasn't a response to
18 anything.

19 All we did and myself who wrote the
20 protocol is to formalize it in a way that provides
21 structure and also brings clarity and visibility to
22 the train dispatcher about what we are trying to

1 accomplish with overall fluidity of the terminal and
2 also be sensitive to the fact that we don't want to
3 occupy crossings greater than 10 minutes on the
4 Elsdon. My entire team is sensitive to that and we
5 are fixing this report to the best of our ability and
6 the way I describe it in the protocol is for the
7 purposes of this Clear Route that we are trying to
8 establish.

9 A lot of that has to be done to verbal
10 confirmation and we want to eliminate the foreseeable
11 possibility of a train having to stop slow because of
12 the dispatch of a number of railroads that either the
13 line respects or that other railroad being the
14 receiver of a train going into their terminal and to
15 the BRC yard. We are trying to verbally get a
16 confirmation for them for the foreseeable possibility
17 to prevent that from happening so that we don't have
18 blockages greater than 10 minutes.

19 MS. KITAY: So you say you are
20 investigating additional operating protocols that
21 could be put in place. Is there any -- do you have
22 any details on those or any time frame?

1 MR. HOLTZ: What I mean is we investigate
2 the data that we get for trains that occupy greater
3 than 10 minutes and go back and take a look at what
4 was -- what exactly occurred that allowed for that
5 and then we work on those first so.

6 MS. KITAY: Right but in terms -- are you
7 looking to enter into new operating protocols with
8 more carriers or anything or is that pretty much --
9 or is that --

10 MR. HOLTZ: There is a protocol in place
11 for the carriers that intersect or have a stake in
12 the Elsdon line.

13 MS. KITAY: You do?

14 MR. GUTMAN: Here could you -- again I
15 know we had talked a little bit about the type of
16 different controls and some of the issues, can you
17 share with the group a little bit more of the
18 uniqueness about the Thornton Junction control?

19 MR. HOLTZ: Sure. So Thornton Junction is
20 where the UP double main crosses ours on the Elsdon
21 Line. This particular interlocking is different from
22 the others on the Elsdon because it is automatic

1 meaning it is based on the approach of trains --
2 first come, first served if you will and as the train
3 movement progress on the intersecting line and also
4 the Elsdon -- whichever occupies first is going to
5 get signal indication.

6 And the train movement worked that way.
7 It is an automatic railroad interlocking and that's
8 the way it is set up so you know neither railroad
9 dictating the signal being displayed or not displayed
10 on occupancy and train route on the actual rail two
11 miles out.

12 MR. ZIMMERMAN: So if a UP train reaches a
13 certain point on this line and there is no CSX train
14 at a particular point on its line the interlocking
15 will automatically let the UP train go first?

16 MR. HOLTZ: Correct and it is about 2
17 miles out.

18 MR. BORNSTEIN: And so giving UP the
19 visibility NS has -- you mentioned NS had greater
20 visibility so you guys can coordinate better. Giving
21 that to UP it would not help is that what you are
22 saying?

1 MR. ZIMMERMAN: Because of the
2 interlocking that was automatic.

3 MR. HOLTZ: Right there's nobody -- it is
4 not manually controlled.

5 MR. WOLFE: Robert can you explain to the
6 group what happens if neither train gets the signal
7 and what are they going to do to run --

8 MR. ZIMMERMAN: Robert did you hear that
9 question?

10 MR. HOLTZ: Say it again?

11 MR. ZIMMERMAN: Will you repeat the
12 question please?

13 MR. WOLFE: Robert, can you explain if I
14 am a train and I am coming out there and I can't get
15 the signal what steps I have to take to provide
16 protection so I can cross that interlock?

17 MR. HOLTZ: Yeah, right. So number one we
18 have to notify the right dispatcher that we aren't
19 getting signals as normally and that there would be a
20 procedure in place where we would have to verify that
21 the intersecting lines are clear. Our dispatcher
22 will coordinate specific -- he would also follow suit

1 and we would have extensive delays involved if that
2 were to be the case. I don't recall an instance
3 where we have had that actually.

4 MS. KITAY: So what's the safety record on
5 the line since CSX began operations? Have there been
6 a lot of accidents? Derailments -- injuries, any
7 fatalities?

8 MR. HOLTZ: I've been on the Chicago
9 division since June of 2014 although in a different
10 capacity. Prior to becoming Division Manager in 2016
11 we had not had any substantial --

12 MR. GUTMAN: I'll repeat -- what Robert
13 said is that he hasn't been on -- in this territory
14 for the entire time since the transaction but for the
15 time that he has been he has not been aware of that.
16 We didn't bring that information. But we could.

17 MR. SHUDTZ: We'll be glad -- it can be a
18 follow-up item.

19 MR. ZIMMERMAN: Well for illustrative
20 purposes going back to the protocols, we talked about
21 NS Landers but could you give a simple illustration
22 of a type of circumstance that could arise -- I

1 understand that mechanical failure can always arise
2 unexpectedly but a type of circumstance that could
3 arise unexpectedly vis-a-vis another crossing
4 railroad on the line once a CSX train has entered and
5 how that problem could be alleviated by entering into
6 an agreement with that other railroad? Just kind of
7 an illustrative example of, "this is a problem that
8 can happen and this is how reaching an agreement with
9 the other railroad can establish a process to help
10 make sure that problem doesn't happen again."

11 MR. GUTMAN: Robert did you hear that
12 question?

13 MR. HOLTZ: Say it one more time.

14 MR. ZIMMERMAN: I'll try to. Just for
15 purposes of illustrating what an operating protocol
16 is and how it works -- can you just give us kind of a
17 hypothetical example of a problem or a circumstance
18 that could arise relating to a foreign railroad once
19 a CSXT train is already on the Elsdon Line and how
20 entering into -- subsequently entering into a
21 protocol agreement with the foreign railroad can help
22 to resolve that problem and insure that the same kind

1 of problem doesn't happen again?

2 In other words we are trying to give color
3 to what we are talking about when we are talking
4 about operating protocols.

5 MR. HOLTZ: Sure so I can give you an
6 example associated with what I talked about with
7 giving the Norfolk Southern at Ashburn additional
8 visibility. So if we want a train to go from our
9 yard to the BRC we would enter the Elsdon Line at
10 Blue Island Junction, travel north toward the BRC we
11 would make the turn at Caper Junction.

12 In order to coordinate that movement I
13 would have to verify first that the BRC can accept
14 the train on arrival and then second if I get that
15 confirmation ensure that Ashburn can give me a verbal
16 commitment to keep the train moving once I allow it
17 to occupy the Elsdon Line. And once I get both
18 commitments I would let the train leave our yard.

19 So an example would be we get those verbal
20 commitments -- you know a normal amount of time
21 passes that is necessary for the train to travel from
22 our yard to where it is approaching Ashburn. Prior,

1 the Norfolk Southern would display the signal when
2 they felt like the train was getting close and that
3 also impacts the velocity because the signaling
4 system is set up that way.

5 So once they display the signal then
6 obviously the train would receive a more favorable
7 signal to operate on which is important for the speed
8 of the train. And it will ultimately go through
9 Ashburn and into the BRC at Hayford Junction so an
10 example I have given previously by providing the
11 Norfolk Southern with additional visibility to the
12 movement of that train -- not only do we still go
13 through the process of the verbal commitment for both
14 the BRC and Ashburn in that instance, Ashburn
15 now can see the train further out which allows them
16 to display the signal sooner which leads to more
17 favorable signals displayed in the field for the
18 train to operate on which improves its overall
19 velocity for a speed across the line.

20 MR. ZIMMERMAN: That's helpful thank you.

21 MS. KITAY: Do people from Chicago -- do
22 you want to say anything?

1 MR. ZIMMERMAN: I think we are probably at
2 the end of the questions that we had. Was there
3 anything else in your presentation that you didn't
4 have a chance to get to because we kept interrupting
5 you with questions?

6 MR. SHUDTZ: I think that we can conclude
7 our remarks. Well I would like to thank everyone for
8 their time and the effort on this matter. I know the
9 community has concerns we have been trying to address
10 them.

11 We appreciate the candor and
12 openness. We certainly appreciate the Board's time
13 with us today and the time for a lot of us. We have
14 tried to comply with the clear route voluntary
15 condition on the braking of trains. I can assure you
16 we are applying our best operating judgment with
17 Robert and Ben trying to reasonably comply with that
18 condition in a safe and efficient manner that doesn't
19 further inconvenience the communities by blocking
20 more crossings and doesn't impede the operations on
21 the Elsdon line and terminal.

22 That's our goal and we are trying to apply

1 our best talents and operating judgements. We look
2 forward to the further discussions and more
3 conversations. We've been tasked with a few
4 additional items for us to look into and get back to
5 you and we will be delighted to do that and if
6 anything else comes to mind that you would like us to
7 add we will report back to -- CSX will be delighted
8 to respond.

9 MR. ZIMMERMAN: Thank you. Allison and
10 Chuck for the Chicago communities thank you all for
11 being here and everyone who is on the phone, is there
12 anything that you would like to add before we wrap
13 up?

14 MS. FULTZ: No, really just excuse me this
15 is Allison Fultz for the city. We would really like
16 to thank the STB for convening this meeting and
17 allowing a thorough discussion in airing what's
18 possible. We just look forward to seeing how the
19 solution works out.

20 MR. BUSHONG: Joe Bushong from Senator
21 Durbin's office. Thank you for being here. This is
22 obviously an issue that Senator Durbin cares a lot

1 about. The meeting went well, I think. I echo the
2 comments of the city that we want to see -- we want
3 to hear about some more solutions. We appreciate all
4 the work that CSX has done in the last few years to
5 improve this situation but there are obviously some
6 problems that need to be addressed.

7 MR. ZIMMERMAN: Thank you very much.
8 Everyone on the phone thank you very much for
9 sticking with us and being on the call and for all
10 the helpful information, and I think unless there's
11 anything else we will call the Conference to a
12 conclusion, thank you all very much.

13 (Whereupon at 1:23 p.m., the technical
14 conference was concluded.)

15

16

17

18

19

20

21

22

EXHIBITS

1

2 EXHIBIT 1

ELSDON SUBDIVISION ROAD

3 CROSSINGS MAP

4 EXHIBIT 2

ELSDON JUNCTION MAP

5 EXHIBIT 3

VIDEO - ELSDON CUT

6 EXHIBIT 4

CHART - FALSE ACTIVATIONS

7 EXHIBIT 5

CHART - COUNT OF CROSSINGS

8 EXHIBIT 6

CHART - TOTAL DURATION

9

10

11

12

13

14

15

16

17

18

19

20

21

22

A				
a.m 1:15 10:2 113:14	82:5,11 83:17 85:11 87:8 90:9 90:12	afternoon 86:14 agencies 64:16 agenda 25:8	analyze 115:10 116:20 123:13 132:19	63:16 125:6 131:20 132:1
a[ZS8 116:14	activations 41:16 42:11 68:12 70:14	aggravation 20:8 aggregate 120:21	analyzed 25:21 and/or 37:5	area 10:16 34:22 41:19 43:16,17
abide 112:21	77:1 78:4,13,15 79:2,19 82:13	ago 68:2 76:6,7 100:16 105:8	Andrea 5:5 15:21 anecdotally 70:4	45:18 68:21 81:21 85:20 86:18,22
ability 30:11 31:19 45:21 48:8 123:6 123:13 141:5	83:9,20 84:16 88:15,17 90:16,21	107:11 agree 76:1	animation 47:20 56:14	95:21 104:12 115:3 130:5 131:9
able 38:3 45:20 48:18 51:14 65:19 68:9 89:20 94:20 94:21 124:20 133:21 135:9	91:11,15,20 97:11 102:9 114:12 152:6	agreed 32:14 agreement 77:15 104:17 110:17	anomalous 80:15 81:7	131:11 132:7 133:6
absolute 114:2	active 69:16 activity 93:13 94:3	112:22 113:3,5 146:6,8,21	answer 77:14 79:11 92:4 96:6 100:12	areas 42:17 arena 76:18
absolutely 78:6 106:11 133:12 140:5,11	120:22 127:4 actual 43:6 45:16 75:10 88:3 103:19	ahead 22:6,21 48:16 52:7 54:4 87:4 90:18 110:15	102:5 107:1 118:16 122:19 135:12 137:2	arises 80:15 Armbrust 3:5 15:1
absolutes 108:16,17	130:8 143:10 add 20:13 29:13	airing 150:17 alarm 18:11	anticipate 42:6 129:1	15:2 arrival 38:10
accept 38:9 147:13	67:6 71:14 97:4 104:10 134:10	Alderman 4:9 7:19 14:11 20:1 23:5	anticipated 32:12 122:10 133:11	147:14 arrive 45:1
acceptable 119:2	150:7,12 added 41:19 45:7	106:16 112:19 alert 68:3	anticipates 62:17 anxious 100:4 118:1	arrived 87:19 89:8
access 65:4,6 81:4 82:20 129:4	127:11,12 addition 32:9,18	alerted 69:3 alleviate 55:20	anybody 22:7 63:18 63:21 76:22 95:9	arrives 87:17 Arts 69:18
accessible 64:18	additional 24:11 25:16 29:13 38:20	alleviated 146:5 Allison 5:1 14:4	102:19 109:18 anyway 58:6 106:9	Ashburn 29:17 39:3
accident 63:19	39:18 41:8 42:15 44:6 45:7 50:6	22:11 150:9,15 allow 38:13 43:15	113:6,18 apologize 66:15	39:9,14 138:8,14
accidents 145:6	51:22 65:4 84:20 101:20 131:12	45:14 50:15 77:15 147:16	135:7 appear 112:15	138:16 139:6
accomplish 23:10 141:1	135:3 141:20 147:7 148:11	allowed 142:4 allowing 23:11	application 55:11 57:12	147:7,15,22 148:9
account 59:17 138:21	150:4 address 20:12 25:4	allows 24:7 42:10 148:15	applied 53:13 applies 53:7 108:15	148:14,14 aside 71:4
accountability 103:10 117:18	93:12 94:7 122:14 134:1 138:1,9	alluded 46:12 Alonzo 7:1 16:14,15	apply 53:1 66:21 110:2 149:22	asked 90:3 102:6,11
accountable 19:8	139:2 149:9 addressed 138:16	Alright 10:3 22:3 22:15 134:19	applying 149:16 appreciate 17:15	113:10 122:18
accurate 111:16 112:7	151:6 addressing 19:8	ambulance 66:7,9 ambulances 68:3	20:20 66:14 76:1 106:13 107:18	128:2 136:15
accurately 45:20 64:15	adjustments 85:3 administrative	amend 57:14 amount 34:15 45:9	120:5,10 149:11 149:12 151:3	asking 25:12 121:22
achieve 38:17 41:2	10:21 16:22 17:18 18:17	50:9 59:1 79:15 79:18 82:19,19,20	appreciates 22:12 appreciative 10:18	124:1 135:12
achieved 41:3	adopt 55:16 57:13 adopted 55:15,17	83:5,13 84:6 86:18 87:16 88:16	approach 19:8 70:2 130:13 143:1	assess 48:22
acknowledge 75:5	adverse 105:20 advising 63:9	147:20 analysis 8:18 13:1	approaching 39:8 147:22	assets 86:18
acknowledging 117:13	Advisor 3:16 Advocate 63:16	45:22 131:5 132:20	appropriate 56:20 64:16	assist 64:14
acquired 23:19 24:1 34:9,20 69:19	Affairs 3:3 4:7 5:8 9:3,10 12:10,19	Analyst 9:5 Analysts 12:15	approvals 42:14 approve 42:5	Assistance 9:3,9
100:16	13:18,20,22 71:17 affect 79:5	Analytics 2:14	approved 43:12 72:2	12:10,19
acquisition 1:1 10:10 77:5,16			approximately	Assistant 3:7
117:16 128:6				associated 47:9
action 130:2 137:14				147:6
actions 34:15 35:9 38:18 41:2,4 44:7 123:5				assume 66:3
activated 44:21 88:3 89:7 94:19				assumed 110:4
94:19 95:5 96:4				assumes 127:5
activation 80:17 81:14,16,22,22				assuming 127:5 133:1,2
				assure 149:15
				attempted 92:16
				attend 23:12
				attendance 23:17
				Attendee 2:1
				attending 10:13 23:6
				attention 91:9
				103:13 108:15
				116:18 131:9
				attorney 7:9 8:9

12:13 15:13 121:15 attribute 52:8 August 45:7 79:2 92:10 Austin 3:12 13:10 authority 77:11 83:22 125:19 authorized 135:19 136:1 automated 85:13 automatic 29:19 142:22 143:7 144:2 automatically 50:11 143:15 available 52:7 57:6 65:13 100:22 Avenue 91:14 95:20 average 35:2 49:3 131:15 averages 117:4 133:13 AVP 2:14 aware 34:7 58:4 71:8 77:12 99:14 99:15 113:11 124:11 145:15	111:4 113:17 136:21 143:1 basically 37:1 80:2 85:21 89:16 95:4 95:17 113:4 125:2 127:2 basis 33:18 Battery 111:3 becoming 145:10 began 91:16 135:12 145:5 beginning 56:7 begun 42:4 43:12 believe 25:8 58:9 63:7 67:11,15 76:14 89:1 108:6 110:19 111:7 113:14 136:13 Ben 2:7 14:20 25:13 34:16 35:14 41:1 44:9 46:1 64:22 77:13 79:11 80:20 81:11 88:18 90:22 92:3 93:19 94:16 100:13 126:7,21 127:19 132:15 149:17 benchmark 55:11 benefit 17:3 20:6 120:20 128:10,15 128:16,19 benefits 122:10 123:8 125:8 128:5 128:6 129:1 Benn 3:1 13:21,21 71:16,16 best 46:16,20 106:19 107:13,19 137:22 140:15 141:5 149:16 150:1 better 32:4,7 45:5,9 56:16 67:1,2 70:7 71:1 88:6 94:2 102:17 103:5,16 129:4,14 132:19 138:13 143:20 beyond 50:9 70:2 75:6,8,20 big 28:16 40:15 82:22 129:7 bigger 31:14 131:2 biggest 34:20 84:9 Bill 4:1 14:7 20:14 bit 27:16 30:8 36:19 38:19 44:9 46:10	47:22 55:4,6 75:16 91:21 92:6 103:4,16 118:9,10 119:15 128:22 133:14 142:15,17 black 107:16 block 51:21 56:16 59:1,5 blockage 36:1 57:5 60:14 67:21 68:4 68:16 75:10 133:3 blockages 35:16,18 58:8,12 63:9 68:12 69:3 109:16 113:12,13,18 114:3,9 115:7,22 116:9,10 118:11 118:12 132:4 138:15 141:18 blocked 56:11 61:20 62:1 65:21 70:14 102:8 105:5,14 blocking 19:3 25:1 45:10 56:15 66:9 105:18 149:19 blue 69:20 82:21 83:2,9 97:15 114:6 138:8 147:10 blunt 105:17 BNSF 138:13 board 1:7 8:2,7,12 8:17 9:2,8 10:7 11:15,19 12:7 19:6 21:19 22:18 23:3,11 25:8 30:5 30:6 38:12 66:18 82:7 111:10 113:9 119:3,7 Board's 10:8 18:18 24:17 119:6 149:12 boards 123:1 Bob 13:14 24:15 25:9,9 71:11 87:19 109:20 112:2 127:22 Bobby 71:22 bond 42:16 bonded 41:12,12 bonding 42:12 126:11,12,16,20 bonds 42:18 border 27:18 Bornstein 8:6 12:12 62:7 66:22 77:17	116:22 143:18 brake 53:9 99:15 brakes 53:1,2,7,8 53:12 braking 149:15 BRC 29:8,17,20 39:5 128:14 129:4 130:14 141:15 147:9,10,13 148:9 148:14 break 17:22 18:2 57:9 76:21,22 77:2 81:13 84:3 90:3,4 107:17 breakage 112:13 breaking 107:20 breaks 127:14 briefly 22:10 43:11 bring 11:8 101:15 101:16 145:16 brings 12:16 140:21 broader 27:22 30:17,19 31:12 32:15,21 34:4 40:5,22 broke 105:4 broken 81:17,19 82:2 83:22 84:12 114:6 127:4 buck 115:20 build 30:17 building 18:16 135:8 built 124:17 bulbs 95:6 Burke 5:11 15:4,5 21:1,3 64:9 Burnham 105:12 Bushong 3:14 17:11 17:12,13,16 150:20,20 business 10:22 22:5 busy 10:17 buying 138:19	76:6 81:18 85:20 85:22 87:6,11,13 87:13,17 96:2 130:15 151:9,11 called 74:4,15 85:17 113:20,20 calling 74:4 calls 32:19 70:11 73:11 132:19 Calumet 62:20 camera 64:18 65:1 65:5,10 12 66:4 67:9 121:4 cameras 65:2,11 66:4 67:12,14,15 campaign 93:7 Canadian 23:21 55:13 57:16 110:2 candor 149:11 capable 29:6 107:16 capacity 31:3 145:10 Caper 147:11 capital 42:5 93:6 95:12 capture 45:5,9 46:19 95:4 96:1 capturing 45:19 car 32:11 49:17,19 51:2,4 65:17 73:15,17 84:3 care 41:9 63:19,21 75:1 129:14 134:10 cares 150:22 carrier 33:18 59:16 carrier's 37:19 carriers 19:2 25:5 37:17,20 142:8,11 cars 48:8 49:12,14 50:14 101:17 case 10:9 11:19,20 12:2,4 14:9 68:6 75:16 82:7 119:16 119:17 127:9 145:2 cases 73:22 catch 99:11 117:8 120:3 catching 104:2,3 categories 83:19 caucus 18:2 cause 45:22 83:22 84:11,19 85:4 87:1 139:20 caused 48:14 92:22	
B back 26:11 27:21 31:5 34:8 41:7 48:7 49:8 51:14 51:21 54:11 56:12 66:19 74:4 75:9 76:2,10 85:17 90:5 102:12 108:5 109:4 112:8 116:21 118:1 119:5 126:22 127:21 132:5 133:6 138:3,13 142:3 145:20 150:4,7 backed 50:14 background 27:19 bad 76:6 77:12 103:4,6 balance 92:10 balancing 61:3 ballast 41:11 bang 115:19 Barr 29:9 128:14 bars 114:5 based 13:20 59:9 69:14 88:7 96:1			C C 10:1 cab 50:21 58:22 Cainkar 7:7 15:12 15:13 121:15 Calencia 5:5 call 13:4 14:17 17:9 19:17 21:16 27:14 44:14,15 48:16 67:8 70:13 73:14 73:20,21 74:2,2		

causes 83:16,20	7:18,19 10:14,16	32:3,5 34:3 35:17	148:13	completely 41:10
caution 59:4	13:16,20 14:3,6,8	36:21 37:1,3,10	commitments	completion 42:20
cautions 59:8	14:12 15:3 16:2,6	44:18 46:7 51:14	147:18,20	complex 31:13
cautiously 70:6	16:9,15,20 22:8	56:3,5,11 106:17	committed 20:21	complexity 30:15,21
CCTV 64:17	22:12 23:12,15	135:22 137:15	77:10 124:7	Compliance 9:4,10
center 62:20 64:4	24:6,9,11,13	139:17 141:7	common 83:16,19	12:11,20
64:10 69:18 78:20	25:17,18 27:18	144:21 149:14	83:20,21	compliant 93:6
119:16 120:21	28:1,13 30:19,20	clearance 52:10	commonality 91:18	complicated 51:13
certain 50:9 83:19	30:21 31:1,4,11	clearing 29:9 43:13	communicate 19:7	106:20,22
92:18 115:7	31:11,13,18 32:12	43:15 52:6	29:22 32:6 36:13	complied 119:10
116:14 143:13	32:15,21 33:15,20	clearly 17:4 64:15	50:16 72:10 75:17	121:5,7
certainly 17:21	34:5 36:11 58:2	75:6 118:8	80:19	compliment 71:18
29:22 60:9,15	62:4,21 63:18,21	clockwise 20:1	communicated	comply 47:9,16
61:14 76:1 97:20	64:5 67:22 69:14	close 65:21 80:1	59:19 75:18	130:17 135:18
99:5 102:5,19	71:3,11 72:12	133:10 135:14	communicating	149:14,17
103:14 112:2	90:2 98:17 104:12	138:7,16 139:3	62:8 64:4,10	component 64:18
149:12	104:14 111:20	148:2	communication 2:9	123:4
Chafin 2:7 14:21	112:1 121:11	closed 64:17 120:19	30:5 39:1 40:2	con 32:10
25:13 34:16 35:14	122:11,17,19	121:2,12	48:19 62:5 68:1	concern 34:20
41:6 44:13 65:2	123:1,2,7 128:11	closed-circuit 65:13	68:22 71:3 72:13	35:16 66:14
79:12 80:22 81:10	128:16,18 137:21	CN 24:14 29:10,12	75:9,12 119:19	124:21
81:15 82:9,17	140:13,15 145:8	78:21 128:15	communications	concerned 61:6 77:4
83:21 84:18 85:14	148:21 150:10	coaster 103:11	62:21	106:6,7
86:6,12 87:10	Chicago [ZS1 24:3	coincide 101:14	communities 10:14	concerning 24:18
89:12 92:3,3 95:1	Chief 7:19 62:20	collate 116:11	14:8 20:6 22:8	58:6 100:14
95:16 100:13,13	76:4	colleagues 99:6	40:7 68:22 69:15	concerns 107:1
127:21	choose 50:20	104:11	69:16 105:22	149:9
Chairman 20:15	Christ 63:16,22	color 147:2	118:15,20 121:11	conclude 149:6
70:21	67:19 120:21	Columbus 91:14	149:19 150:10	concluded 151:14
challenge 25:19	Chuck 109:8	95:19	community 4:6 15:4	conclusion 151:12
challenges 29:21	150:10	combat 84:9	60:16 61:8 64:7	condition 34:10
127:4	circuit 41:15 64:17	come 20:5 28:5,9	68:19 69:6,7,21	55:14,18 56:18
chance 126:3	120:19 121:2,12	48:15 50:11 60:10	76:11 104:15,19	57:2,14 60:7,17
127:13,20 149:4	132:13	81:13 97:14 98:7	105:4 118:15,17	61:1 64:12 77:12
change 120:11	circuits 127:1	98:12 99:16	119:15 128:2	77:14,19,20 104:5
122:6	circumstance	109:12 112:17	149:9	109:10 113:9
changed 67:7 68:5	145:22 146:2,17	119:1 120:4	commuter 97:7	149:15,18
137:15	circumstances	131:14 137:9	111:21	conditions 66:17,20
changes 117:20	139:19	143:2	company 1:2 10:11	84:6 85:1,5 97:13
132:22	city 3:15 4:2,10,19	comes 51:17 78:8	106:15	98:2 121:8
changing 103:20	4:20 5:2,3,6,8,12	84:8,10 87:6	comparable 82:15	conductor 48:6 50:4
characteristics	5:12,18 6:6,13,14	150:6	82:22 83:13	50:12,20 52:16,18
91:19	7:2,8,13,14,18	coming 28:10 84:2	compare 82:14	52:22 53:1,6,13
Charles 4:18 14:1	14:3,6,11 16:2,19	97:10 109:1	compared 61:4	conference 1:14 2:1
chart 113:19 114:12	22:11,12 24:12	131:17 132:5	115:5	10:5,8 11:2,4,21
114:15 115:11	32:11 33:20 62:4	144:14	comparing 114:15	12:4 18:1,7 22:13
116:4,8,11,12	62:20,21 71:3	commenced 1:14	complain 103:4	76:5 90:8 94:4
152:6,7,8	123:1,2 128:18	comment 80:14	complaining 73:11	115:12 151:11,14
charts 91:1 113:17	137:21 150:15	comments 27:21	complaint 34:21	confident 132:7
116:21	151:2	36:15 76:1 99:4	98:9	confidential 11:11
chat 106:20	civic 69:17	151:2	complaints 97:10	12:2
Chicago 2:9 3:15	clarify 134:15	commerce 104:13	97:11 98:11	configuration
4:2,10,11,15,19	clarity 140:21	Commissioner 5:19	complete 43:1,6	130:12
4:20 5:2,3,6,8,12	Class 98:16	6:14 16:6	53:10 124:20	confirm 37:10
5:18,19 6:6,8,13	clear 18:20 19:7	commitment 38:2,9	completed 43:20	confirmation 38:1,8
6:14 7:2,3,8,13,14	24:19 29:5 30:9	39:4 147:16	101:5 121:1	141:10,16 147:15

confirmations 38:11 congestion 24:2,8 24:11 31:3 55:20 58:3 Congressman 71:21 71:22 conjunction 40:3 connected 71:13 connection 125:4 127:10 128:22 129:3 consider 66:20 74:13 considerable 35:14 considered 81:14,15 considering 21:19 consistently 34:11 136:4 constant 30:5 103:7 103:18 constituents 20:17 74:1 111:2,4 117:17 118:1 constitute 82:5 consult 64:15 contact 62:11 63:6 118:22 119:14 contacted 67:20 68:3 contacts 61:18 62:21 context 26:18 27:18 27:22 29:4,14 30:10 33:13 34:4 34:22 35:18,21 47:1 55:3 122:16 123:6 contingent 47:5 continue 11:19 55:2 56:10 69:13 71:10 79:6 120:10 136:2 continuing 38:22 50:16 101:21 continuity 41:15 continuous 38:13 42:15 126:8,13,18 continuously 38:3 39:10 139:7 contributed 79:18 control 28:18 30:1 36:17 57:22 79:14 95:8 100:18 142:18 controlled 29:17,18 37:17 139:15,21 144:4	controlling 39:2 78:9,21 controls 121:4 142:16 convening 150:16 conversation 47:1 conversations 150:3 conversing 48:20 convey 62:22 76:10 cooled 75:15 119:15 cooperative 34:13 coordinate 36:14 140:16 143:20 144:22 147:12 coordinated 33:6 37:14 coordination 31:12 32:19 33:2,16 34:2,3 137:19 copies 26:11 Corporation 7:14 16:19 correct 16:12 52:3 53:6 63:13 67:15 81:10 82:9 89:6 96:12 99:22 101:22 139:12 143:16 correctly 16:11 correspondence 47:21 corridor 38:15 cost 42:22 Council 5:7 109:3 counsel 2:5 3:7,12 3:21 4:20 5:3 7:14 8:13,14 12:8 13:10,12 14:3,5 16:19 22:11 23:2 count 113:20 152:7 counter-clockwise 13:8 counterparts 30:6 counters 61:17 couple 10:20 16:22 17:17 47:10 54:9 58:7 87:15 90:10 91:8 96:14 103:5 103:5 129:18 course 25:3,12 37:4 69:15 93:13 126:1 court 11:1 17:3,7 26:13 cover 16:22 cranks 104:1 create 24:10 31:15	118:5 123:8,21,22 124:9,10 created 47:19 60:18 creates 30:4 crew 33:22 100:22 crews 62:18 101:15 101:16 critical 43:18 62:13 63:21 cross 78:18 144:16 cross-traffic 30:13 crosses 142:20 crossing 19:3 35:15 35:22 36:3,6 44:14,16 45:2,11 46:7,15 47:18 48:9 50:5,6,8 51:4 51:12 52:6 54:7,8 56:9,10,13,15 59:2,13 61:16 62:1 63:17 66:9 78:18 80:4,16 81:5,9,19 82:2,10 84:1 85:1,15 87:17,19 89:8,8 94:18,19,21 95:4 95:9 96:3 101:12 101:13 114:8 124:19 134:16 137:7 146:3 crossings 25:2 26:6 26:15,22 27:3,5 27:12 38:5,15 41:10,18,22 43:2 43:5,8 45:19 50:4 50:11 51:11,17,20 52:4,5,10 53:20 54:2,6,9,16 59:21 60:11 61:20 62:12 62:15,17 63:7 65:3 82:15,19 83:2,3,5 90:16 91:8,10,14,19,22 92:14,14 93:7 95:7 97:5,22 102:8 105:4,19 108:13 114:20 115:7,19 116:7,14 116:16,17 129:10 129:16,20 131:8 131:10 137:5 141:3 149:20 152:3,7 CSX 1:1 2:3,8,13,17 3:2,6,11,20 4:6,14 10:9,13 13:10,13	13:14,22 14:18 22:5,9,16 23:19 27:4 28:12 29:20 34:9 35:8 37:13 41:7 42:4,7 43:11 55:9,10,15 56:16 64:15 65:14,15 66:1 67:12,21 68:4 72:13,13 73:2 74:5,7 75:13 77:15,15,22 78:3 78:5,7,8 97:21 98:4,22 100:6 103:22 105:1 106:7 107:6,22 108:4,9 109:4,6 113:6,7 115:8 117:13 118:17 119:5 120:20 121:1 122:1,9 125:2 126:2 128:5 128:16 139:15,21 143:13 145:5 146:4 150:7 151:4 CSX's 29:9 36:12 56:6 75:6 120:20 CSXT 13:18 18:20 19:1,6,10 23:2 24:1,2,5,7,18 25:4 25:18 96:6,11,14 118:7 146:19 CSXT's 19:2,4 23:18 25:6 82:14 CTC 32:19 culprit 84:9 101:10 Cultural 69:18 cumulative 56:15 Cunningham 4:1 14:7,7 20:13,14 23:5 64:8 67:6 72:16 73:10 74:13 97:4 98:1,7,18 99:8,10 103:1 104:21 107:3,20 110:20 111:13,17 117:8 120:8 Cunningham's 21:5 99:4 current 130:12 curvature 130:15 cut 19:2 47:18 48:8 51:20 52:5,10,21 53:5,11,15 54:2 55:19 56:7,9,20 56:21,22 58:10,11 58:13,16 59:13	60:5,10 61:4,15 71:6 108:12 113:8 152:5 cutting 25:1 46:15 54:22 55:2,11,14 57:4 59:20 60:12 61:2,11 68:8 70:15 104:18 112:22 121:6 D D 10:1 D.C 18:6,9 daily 23:15 32:18 damn 105:17 Dan 71:21 data 45:19 83:6 90:12 91:5 95:1,4 95:7,14 96:1,11 98:11,14,15 131:5 132:8,9,19,20 142:2 daughter 74:22 David 7:12 16:17 day 24:5 32:20 70:5 71:6 78:1 114:6,6 131:21 day-to-day 123:17 daylight 86:12 days 41:21 105:2 118:18 daytime 114:9 DC 1:9 deactivate 50:10 deal 12:16 29:1 65:5 107:13 dealing 124:18 137:14 deceiving 112:15 deceptive 112:18 decide 101:7 decided 75:17 decision 24:17 39:21 52:5 54:2 56:20 59:8,13 64:12 66:18 137:16 decision-maker 118:4 decisions 59:22 declaring 102:16,17 decrease 79:16 default 80:16 81:8 defects 101:22 defined 37:1,11 113:14
--	---	--	---	---

definitely 30:3 109:5 130:19	Diana 8:16 12:21,22 64:11	65:15	150:21	37:10,15,19,22
definition 37:2	dictate 49:7 134:5 135:20	dispatching 138:18	dynamic 112:4	38:4,7,15 39:19
delay 38:3,13 54:1 59:16,18 60:11 101:10	dictates 130:16	display 39:20 90:15 148:1,5,16	dynamics 137:20	39:22 42:6,9 47:11 48:11 51:10
delays 145:1	dictating 143:9	displayed 39:6 47:8 143:9,9 148:17	E	54:5 57:22 62:13 69:19 72:8 73:13
delighted 66:19 94:2 150:5,7	difference 83:1 102:3	dispute 11:9	E 1:8 3:19,21 10:1,1	75:20 76:13 82:22
delivery 62:14	different 27:6 28:12 28:18 40:7 47:8	distance 130:16 136:3	ear 70:19,22	83:1,8 86:16
demanding 20:10	53:17 58:15 61:5	distribution 40:11 70:3	earlier 29:11 30:18 34:14 37:16 40:5	94:11 97:15
demonstrated 56:14	87:22 95:2 97:19	District 4:3 5:14	46:5 54:11 86:3	100:10,16 110:18
densities 27:6	102:14 122:5	disturbing 112:5	94:17 100:14	122:20 123:4,18
density 27:9 51:10 54:8	131:16 142:16,21 145:9	dive 90:11	101:19 117:9	125:10 128:2,8
departing 28:8	differently 55:18 109:11	divert 63:3	119:13	129:6 133:4 134:6
department 5:20 6:8 7:3 15:20 16:16,19 85:17	difficult 27:11 58:4 79:13 82:17 84:8 92:12	division 2:9 4:15,15 23:13 30:14 80:6 140:12,13 145:9 145:10	early 43:20 126:11	136:6 137:4,5
depending 43:19 49:5 50:13,18 51:9 59:7 81:22 86:17 131:21	difficulties 139:20	docket 1:3 10:9 11:21	easement 1:2 10:11 24:1	139:10 141:4
Deputy 5:19 7:14 8:4,14 9:11 10:6 12:8,9 16:5,18	difficulty 72:16	document 55:7 110:22	easements 23:20	142:12,20,22
Derailments 145:6	direct 91:9 137:12	documented 32:10	easiest 14:14	143:4 146:19
describe 53:16 75:10 128:22 141:6	directed 137:17	doing 23:9 33:2,7,8 33:9 43:3 48:3 49:13 60:22 74:7 88:10 91:4,6 97:18 98:18,20 101:14,19 107:16 118:13 125:15 128:8 131:6	east 97:7	147:9,17 149:21 152:2,4,5
described 126:22 131:16	direction 122:5	dollars 43:1	easy 72:13 91:6 114:19	Elsdon's 79:19
design 13:15 80:2 101:8 130:2	directly 35:17 48:10 54:4 136:7	door 18:7,12,14	ebb 103:3	else's 33:5
designed 31:15 80:4 84:4	Director 2:18 3:3 5:7 6:7 8:4 9:11 10:6 12:9 13:22	dot 16:6,9 32:10 48:6 49:11	echo 21:4 74:12 112:20 151:1	email 70:3
desk 70:11	disable 92:14	double 41:12,12 42:12 48:11 126:12 142:20	economic 126:14	emails 74:21
destination 29:3 37:5	discipline 108:15	downward 79:6	effect 64:21	embrace 70:10
detail 24:15 85:9 126:6	discretion 57:4	dozens 97:15,15	efficiency 24:4	emergency 18:10 61:17,19 62:11,21 63:12 64:13,14 65:13,16 66:7,11 67:17,22 68:20 69:2 97:3 120:16
detailed 26:3	discuss 18:20 23:18 42:12 55:2	draft 118:18	efficient 149:18	empathetic 71:8
details 30:8 40:6 93:8 134:2 141:22	discussed 65:1 87:15	drive 87:13	effort 39:20 120:10 149:8	employee 73:2 86:21
deteriorating 85:2	discussion 17:20 24:16 25:3,12 26:8,9 49:2 69:11 90:9 108:6 121:22 150:17	driven 58:22	efforts 79:7 118:17	encourage 119:8
determination 137:22	dismissive 73:21 74:5	driving 65:17	eight 100:15	endeavor 106:16
determine 49:21 53:7 59:18 137:15	dispatch 29:22 37:21 38:12 39:15 78:20 141:12	drop 70:12	EIS 110:10	engage 22:20
determined 35:9 136:7	dispatcher 37:13 38:1,8 48:16,20 56:2,2 62:19 81:16,20 140:22 144:18,21	drop-off 40:15	either 18:1 28:7 67:18 137:18 141:12	engineer 2:9 47:7 47:12 50:16 51:1 52:22 56:1 130:17 135:21
development 32:2	discussions 11:10 26:3 75:2 150:2	dropping 133:14	EJ&E 94:11,12	engineering 101:8
diagram 28:17 36:15	dismissive 73:21 74:5	due 35:19 84:16 109:9 133:20	EJE 94:11	engineers 134:12 135:17
dial 95:21	dispatch 29:22 37:21 38:12 39:15 78:20 141:12	duration 37:15 58:13 116:10 152:8	elaborate 32:9 36:13,19	ensue 53:9
dialogue 22:20 67:5	dispatcher's 140:16	Durbin 3:17 71:20 150:22	electrical 41:15 83:18	ensure 18:20 37:13 53:3,3,10 60:1 147:15
	dispatchers 37:10	Durbin's 17:14	electronic 85:19 87:11,18	ensuring 24:19 35:17
			electronically 80:4	entail 55:4
			element 45:6	enter 36:9 130:8 139:17 140:7 142:7 147:9
			eliminate 37:6 141:10	entered 146:4
			Elliot 20:15	entering 18:21
			Elsdon 23:19,20 24:7,10,15 25:7 26:15,19 27:14,17 27:22 30:3,6 37:6	24:19 36:21 47:15

134:7 146:5,20,20 enters 139:18 entire 27:12 28:3 31:13 35:3,20 43:3 45:12 59:5 64:5 79:20 86:22 101:21 129:9 141:4 145:14 entirety 37:11 entity 121:3 entry 28:5 37:5 130:14 environmental 8:18 8:19 12:22 13:1 111:9 121:8 equipment 39:16 53:4 84:22 92:11 92:15 102:4 err 59:4 especially 51:17 126:9 134:8 ESS 87:10 essentially 41:14,20 55:12 110:5 establish 119:22 141:8 146:9 established 137:16 estimate 48:18 estimation 59:12 evaluated 123:11 Evelyn 8:11 12:7,8 88:13 93:11 99:3 136:14 Evelyn's 12:12 evening 86:20 event 89:17 events 35:22 40:11 47:19 events[ZS9] 134:16 eventually 106:16 Evergreen 3:15 4:2 4:10,19 5:2,6,12 5:18 6:2,6,13 7:2 7:8,9,13,18 15:14 41:18 65:3 67:7 69:19 70:8 76:16 87:3 89:16 95:18 121:3,16 131:11 131:18,19,20 133:8 everybody 10:4 11:13 12:1,6 14:13,14 20:4,5 21:4 63:15 113:11 119:2 120:9 124:1 exact 97:9 98:1	132:14 exactly 47:6 49:21 66:20 80:22 82:18 93:8 95:17 142:4 example 38:19,21 39:3,5 40:1 55:12 55:22 58:20 59:10 83:7 84:13 91:14 92:5 115:2 129:17 138:5,13 139:4 146:7,17 147:6,19 148:10 exceed 137:6 exceeded 88:22 exceeding 36:6 40:10 89:10 118:12 exception 11:17 excuse 51:16 62:2 88:13 150:14 exhibit 26:16 27:15 36:2 48:4 88:7,20 91:3 113:21 116:2 152:2,4,5,6,7,8 exhibits 25:22 26:7 26:18 151:22 exist 26:22 existence 140:14 existing 124:14 127:12 exit 28:5 37:5 exiting 134:7 expect 32:7 59:19 60:13 84:14,18,19 expectation 79:3 expectations 60:19 expected 59:15 128:7 expecting 44:11 expects 19:6 expeditiously 18:22 expense 39:16 120:20 experience 12:17 82:14 99:6 104:5 136:22 expertise 12:17 125:20 experts 93:15,16 explain 62:3,10 80:13 85:9 89:12 89:13 94:2 108:15 126:19 135:1 144:5,13 explained 89:10 explanation 96:17	140:3 explanations 100:3 102:3,13 explore 19:14 express 108:19 extended 44:21 136:3 extensive 132:8 145:1 extent 54:1 59:15 59:18 75:11 106:9 140:2 extremely 71:8 75:5 76:4,12 123:3,3 eye 70:19 F facilities 2:18 28:21 29:6 128:14 facility 43:16 fact 28:2 34:8 36:11 40:17 46:7 59:2 68:8 73:12 77:4 122:12 129:12 141:2 fact-finding 118:6 factors 122:20 facts 131:7 fail-safe 80:2,14,19 126:22 failed 46:7 failure 59:10 80:1 146:1 failures 35:2 fair 60:3,6 78:16 fairly 72:6 82:21 fall 68:6 70:4,5 80:6 84:4,16 105:6 false 41:16 42:10 68:12 70:13 77:1 78:4,13,15 79:1 79:18 80:17 81:14 81:15,21 82:5,10 82:13 83:8,14,16 83:20 84:16 85:11 87:8 88:15,17 90:9,12,16,20 91:11,15,20 97:11 102:8 114:12 127:8 152:6 familiar 93:19 fancy 20:19 far 18:16 28:8,10,11 47:3 78:13 83:5 83:13 89:18,18 100:10,17 106:4	116:13 fashion 29:7 102:18 fast 40:18 112:3 faster 55:20 fatalities 145:7 faucet 103:22 favorable 148:6,17 FD 1:3 11:5 fear 103:12 fed 20:10 federal 2:4 3:3,3 13:22 23:2 71:14 71:17,17 feed 65:9 feedback 66:11 feeder 28:12 feel 33:19 71:13 100:2 103:17 138:2 feeling 74:22 102:21 feet 48:9 50:8 51:19 52:6 73:18 felt 148:2 fewer 102:7 field 25:14 39:6 47:8 123:17 128:7 148:17 filing 11:21 77:11 108:5 fill 80:20 final 37:4 113:3 finally 18:9 Finance 10:9 finding 100:11 102:19 106:8 finish 54:16 finite 33:12,12 fire 18:11 firm 14:2 first 14:18 18:14,15 23:3 26:1,5,18 28:14,16 31:22 34:20 35:1 42:19 57:9,11 58:7,14 58:19 61:9 85:10 85:11 90:13 93:12 122:18 127:13 128:4 131:13 138:16 139:2,13 142:5 143:2,2,4 143:15 147:13 first-come 29:20 first-hand 21:9 first-served 29:20 fits 94:3 five 28:12 70:8	86:17 91:10 118:18 131:14 132:6 fixed 76:13 fixing 141:5 flashing 49:12 flexibility 123:19 flight 130:16 flip 36:4 floor 18:1,15 flow 103:3 flows 104:21 fluctuations 79:9 fluid 32:21 123:3 fluidity 31:17,20 32:15 38:22 128:10,17 129:5 141:1 fluidly 31:7 focus 68:11 116:18 focused 66:17 76:4 focusing 76:17 folks 13:6 19:10,21 20:7 22:5 23:14 60:15 66:16 90:2 121:10 follow 112:9 144:22 follow-up 19:14 22:19 95:12 128:21 145:18 followed 19:13 117:14 following 22:18 55:12 follows 53:19 forced 117:21 foreign 37:17,19,20 48:21 59:16 146:18,21 foreseeable 37:6 141:10,16 forgive 85:7 form 114:1 formal 11:5,10,12 11:18,22 75:18 119:16,17 formalize 140:20 former 13:15 25:17 formulas 49:20 forth 75:9 fortunately 54:3 forward 22:14 42:2 45:4 50:1,15 79:4 80:7 100:1 103:10 108:3,10 109:6 150:2,18
---	---	--	---	---

found 120:6 127:16	45:16 50:19 51:3	51:1,21 54:10	governmental 9:3,9	H
four 58:21 91:10	77:7 78:11,18	65:15 66:19 80:5	12:10,19 23:7	half 42:19 61:15
133:9 134:6	81:12,13 83:17	81:3,8 87:2,4	governs 136:8	63:17 97:7 103:18
fourth 121:3	87:20 89:21 92:19	89:17 90:18 92:13	grade 124:15,18	107:10 129:11
FRA 63:11 85:16	132:10	101:7,7 110:15	Grand 1:2 10:11	130:10 137:8,10
frame 26:2 92:22	general 2:4 3:7 8:13	118:1 125:13	23:21	hall 18:7
141:22	8:14 12:8 23:2	126:9 129:17	granted 111:9	Halsted 91:17 92:5
frank 106:13	93:17 100:11	133:4,5 138:12	graph 90:15 126:9	Hamilton 5:17 16:4
frankly 70:21	111:19 134:22	142:3 143:15	graphic 91:5 114:1	16:5
freight 104:12	generalize 83:16	147:8 148:8,12	114:17	hand 53:2,7,8,9,12
110:18 111:22	generally 111:10,22	goal 44:2 70:18	graphically 90:15	103:22
112:8 113:1	135:5	79:17 109:17,18	114:7	handbrakes 49:14
frequencies 44:3	generic 47:20 51:8	149:22	graphs 114:5 138:4	49:18 51:6
frequency 100:15	gentleman 73:4	goes 34:2 54:5	138:6	handful 41:9
frequent 72:9	gentlemen's 70:11	63:21 65:15 79:20	grateful 21:12	handle 30:22 31:6,7
frequently 72:7	geographically	103:17 119:7	gratitude 21:5	125:18
Friday 1:11 76:7	86:15	122:9	great 12:16 69:15	handled 31:17
86:13 105:3	getting 21:4 25:14	going 12:2 17:19,19	100:18 105:1,2	handling 18:22
friend 74:14	25:21 73:16,20	28:13,20 29:6	greater 35:18 38:6	24:21
front 11:14 21:8	85:21 88:2 101:10	30:7 31:9 33:2,4	38:15 39:9 49:4	hands 106:18
70:1,20 92:16	122:7 123:22	33:21 34:8,16	114:3 129:10,16	hands-on 123:14
frustrated 73:22	138:19 144:19	35:10 37:19 40:13	133:15,17 138:15	handy 66:16 88:19
frustration 20:9	148:2	41:6 42:2,3,13	139:1 141:3,18	91:1
99:13 117:12	Gitomer 3:19,21	44:6 45:1,22	142:2 143:19	happen 21:22 46:11
frustrations 106:13	13:12,12 55:8	46:21 48:21 49:1	greatest 140:2	101:12 108:2
full 96:16	57:15,21 58:17	49:14 50:5 54:1	ground 21:10 70:19	146:8,10 147:1
fully 42:21	60:9,21 61:14	54:21 55:1 56:3,6	70:22 71:19 75:13	happened 33:15
Fultz 5:1 14:4,4	62:10 63:6,13	62:8 68:16 79:4,4	group 25:18 30:19	53:16 82:10 89:10
22:10,11 150:14	65:11 77:13,21	79:6,8 80:7 83:5	31:11 123:7 124:5	98:8 122:12
150:15	78:21 79:10 89:3	84:22 93:1,5,9,22	142:17 144:6	131:22
fun 105:9	94:13 100:8	97:9 98:11 99:19	GTW 77:15	happening 21:10
function 49:19 96:2	120:17 121:9	99:22 100:18	guess 19:22 21:22	32:1 46:14 88:1
functions 46:5	126:15,19	101:12,14,15,18	71:12 102:11,17	96:18 104:8,20
fund 124:4 125:6	give 19:11,17 33:19	104:8 106:10	116:3 124:1	110:19 113:13,18
funding 124:7,11,12	45:21 49:22 55:3	107:10,14 108:2,3	guessing 74:1	141:17
funds 123:22 125:1	57:4 59:5 64:22	108:5,8,9,10	guest 17:10	happens 72:19 81:8
further 25:6 27:16	83:18 93:8 97:2	109:6,6,7,10,12	Gutman 2:12 13:14	81:13 144:6
33:13 42:16 45:21	100:11 105:17	112:10,21 115:5	13:14 24:15 25:11	hard 26:11 107:2
47:17 64:13 67:4	118:19 121:18	117:11 122:1	26:13 30:7 38:17	112:3
87:2 119:7 136:21	129:4 134:21	128:13 130:17,18	40:4 43:10 45:5	hardware 138:19
148:15 149:19	136:18 145:21	133:22 134:12	46:22 47:17 48:4	harm's 105:20
150:2	146:16 147:2,5,15	136:1,4 138:3,13	52:1 54:19 55:1	Hayford 29:16
future 41:4 73:13	given 20:16 38:2	140:9 141:14	64:22 96:16,19,22	43:14,18 125:4
	39:13 42:14 51:10	143:4 144:7	109:21 110:9,11	128:21 129:3
G	57:7 68:8 118:21	145:20	122:15 123:16	130:12 138:8
G 10:1	121:18 148:10	good 13:21 14:10,13	124:3,10 125:4,12	148:9
gain 51:21	giving 49:6 78:14	15:2,5,6,10,11	125:17 126:4,21	head 51:7 67:22
gate 34:17,19 35:12	105:20 138:20	16:3,13,17 17:18	128:3,20 130:22	84:13
40:22 44:4,8	143:18,20 147:7	22:20,22 34:13	131:19 133:5,12	heading 26:15
80:16 81:8,17,19	glad 20:4 145:17	36:3 41:6 50:10	133:20,22 134:13	headquarters 67:10
82:3 83:22 84:1,3	go 10:20 11:11 13:2	71:9,18 74:14	135:6,9 137:1	health 94:17
84:12 85:12 89:5	13:7,8 20:1 22:5	80:8 107:7	142:14 145:12	hear 18:11 34:16
89:9 92:17 133:7	22:21 25:5 26:1	governed 110:1	146:11	35:10 52:2 98:5
gate-crossing 35:2	27:13,21 28:9	governing 123:1	guy 22:1,2 74:5	99:7,21 100:2
gates 42:5,8,10	31:1 32:7 40:14	Government 4:6 5:8	guys 112:16 143:20	108:20 117:10,13
44:17,21 45:3,10	40:15 50:15,20	13:20		135:9 144:8

146:11 151:3 heard 40:7 67:3 98:6 99:4,13,17 135:11 hearing 21:20 113:4 heat 103:15 104:2,3 heated 119:16 heavy 97:8 held 33:17 70:22 107:4 hell 105:3 help 26:3 32:3 38:17 39:12 44:6 50:12 106:10 126:21 130:1,11 140:8,9 143:21 146:9,21 helpful 17:8 115:11 118:7 148:20 151:10 helping 21:13 22:1 123:18 helps 129:14 Higgins 9:7 11:17 12:9 high 27:10 71:7 104:15 115:6,16 higher 54:8 92:6 130:19 138:5 highest 106:14 116:9,10 highlight 28:14 36:10 highlighted 28:16 28:21 29:8 30:2 34:21 40:4,20,21 126:8 highlights 26:20,21 36:8 highly 78:6 hindsight 59:7 60:6 history 34:8 hitting 36:17 hold 74:20 Holder 69:9 73:5,20 Holtz 4:13 14:19,20 25:13 28:17 29:15 36:22 37:1 38:21 47:3 52:3,18 53:6 53:19 54:15 58:19 62:12 128:9 129:3 130:7 134:11 135:7,11,17 137:2 140:5,11 142:1,10 142:19 143:16 144:3,10,17 145:8	146:13 147:5 home 73:13 honest 125:17 honestly 124:15 125:20 131:3 honored 113:6 hope 43:18 91:1 102:21 103:8 106:12 118:9 120:6 hopefully 17:1 20:5 20:11 22:19 74:11 118:3,22 horrible 77:7 hospital 63:3,16,22 65:18,21 66:10 71:7 120:21 hospitals 61:6 62:8 63:8 64:16 67:18 69:17 131:10 hour 41:21 61:15 76:7 105:5,15 110:19 111:6,21 112:11,14 113:2 113:18 116:1 133:19 135:20 136:1 hours 54:16,17 58:21 59:7 86:12 86:20 111:10 114:9,10 House 5:14 hub 104:14 huge 93:21 hundreds 64:6 Hurley 15:7 21:16 hurt 119:20 hypothetical 146:17 I I's 98:16 i.e 66:7 ice 84:16 idea 96:10 107:21 ideally 50:3 identified 62:13,16 81:17 identifies 85:18 identify 13:6 14:14 31:16 44:16 85:1 91:20 94:20 114:14 115:15 130:4 idling 70:13 102:8 106:2 IHB 128:15	Ill 4:1 5:11 Illinois 124:11 illustrate 33:14 34:1 47:17 illustrating 146:15 illustration 145:21 illustrative 145:19 146:7 immediate 61:2 101:22 immediately 18:12 59:13 137:14 impact 60:2 126:7 impacts 148:3 impede 149:20 implementation 43:1,9 implemented 42:21 56:19 implies 32:5 importance 36:9 important 27:20 33:13 50:7 55:9 61:7,8 72:5 104:13 119:10 148:7 importantly 41:4 imports 129:7 imposed 64:12 impossible 61:13 improve 23:10 35:8 35:10 39:7 42:1,5 43:2 71:10 72:15 74:11 75:14 79:7 93:7 101:18 129:5 131:3,5 132:15 151:5 improved 39:18 45:6 68:15 102:15 129:22 132:16 139:5 improvement 35:5 100:19 101:13 102:7 129:13 139:6 improvements 41:3 43:4,7 76:9 93:10 101:16 106:9 125:3 136:21 improves 148:18 improving 19:4 25:6 inappropriate 56:21 incident 88:4 incidents 79:15	include 43:6 included 130:6 including 33:7 64:6 inconvenience 149:19 increase 24:4 40:2 84:19 increased 39:22 138:17 increasing 84:15 indicate 55:18 62:5 indicated 13:5 14:16 indicates 49:11 indication 47:5,7 49:6 78:15 130:18 136:3,8 143:5 indications 135:18 indicator 138:11 individual 32:14 49:8,22 73:2 74:3 123:8 industry 9:5 12:15 12:18 93:21 105:10 108:17,17 108:18 109:1 informal 11:6,8 information 25:20 42:9 45:17 46:20 59:9 62:22 66:8 97:3 118:20 121:18 145:16 151:10 infrastructure 31:16 initial 107:4 108:4 137:15 injuries 145:6 inspect 77:10,16 install 64:17 installation 42:20 120:19 121:1 installations 94:1 installed 61:17 65:3 65:12 67:12 102:4 138:20 instance 24:18 145:2 148:14 instances 107:15 instructed 73:3,4 instructing 73:19 instructions 50:1 insure 36:21 38:2 137:11 146:22 insuring 38:13 intact 127:11	integrity 127:10 intend 60:1 intended 29:3 32:3 37:12,22 38:16 109:13 136:20 inter-connectiven... 30:21 interchange 33:17 interconnected 123:12 interest 32:14 90:17 140:15 interested 72:1 interlock 144:16 interlocking 29:19 142:21 143:7,14 144:2 interlockings 30:2 intermediate 38:11 intermobile 136:6 intermodal 43:16 internal 42:4,14 45:3 95:12 interprets 108:21 interrupt 99:12 interrupted 126:1 interrupting 149:4 intersect 142:11 intersecting 137:21 143:3 144:21 intersections 105:18 introduce 11:16 13:3 introduced 23:16 introducing 12:6 investigate 142:1 investigating 135:3 141:20 investment 31:21 34:15 investments 40:2 inviting 23:4 involved 14:9 21:21 37:21 54:17 57:10 59:8 101:9 111:10 145:1 irrespective 122:20 Island 69:20 82:21 83:2,10 97:6,16 97:17 98:4 138:8 147:10 islands 50:10 isolate 123:6 isolation 26:20 issue 34:18,19 46:15 54:22 55:2,9 80:3
--	---	--	--	---

90:9 105:20 109:2 124:19 126:16,20 137:19,20 150:22 issued 104:22 issues 19:14 22:20 33:14 40:21 72:5 72:8 75:19 76:20 94:20 106:7 108:16,21 126:10 126:14 136:19 142:16 item 36:10 44:1 145:18 items 31:14 32:22 41:8 43:10 44:6 79:14 96:15 101:17 109:4 150:4	29:19 30:3 39:2 43:13,14,18 125:14 128:21 139:7 142:18,19 147:10,11 148:9 152:4 junctions 28:14 29:16 37:17 138:7 June 145:9	133:18,21 134:19 135:16 136:15 140:6 141:19 142:6,13 145:4 148:21 know 10:7,14 14:17 20:17 21:6 29:21 29:22 35:8 40:6 42:1 50:13 58:1,4 58:19,21 59:3,7 61:6 65:22 66:3 66:12,13 68:8,20 69:7,16 70:17 71:13 72:18,21 73:14,21 74:6 75:16,22 76:16,17 77:5,21 78:14 79:16 83:18 86:17 91:13 93:8 94:10 94:10,18 95:5 96:8,9 97:2,18,19 98:9,10,19,22,22 99:20 102:12,17 103:22 105:11 106:13,19,22 107:9 108:16,19 109:18 110:8,20 111:11 112:3,8 113:10 115:21,22 116:16 117:19,22 118:9,11,15,16,21 119:8 120:2,4 121:6 127:8 132:12 136:5 138:22 139:20 142:15 143:8 147:20 149:8 knowing 65:19 71:11 known 32:2 78:8 92:10 knows 17:7 112:2 119:4	lay 112:7 139:12 layman's 140:3 lead 24:16 leading 138:11 leads 148:16 learn 23:9 leave 99:11,21 100:5 103:12 147:18 leaving 49:15 55:20 left 12:9 18:8,13,14 24:16 Legislation 3:3 71:17 Legislative 5:7 lengthy 58:9 114:8 let's 12:5 22:4 52:4 75:17 93:11 104:3 104:4 level 128:10 132:14 132:16 levels 106:14 liaison 69:6,7 71:12 73:6 118:15 library 69:18 licensing 39:17 138:20 life 105:20 light 95:6 lightly 27:19 lights 81:14 likewise 76:1 limit 136:11 limited 78:1 line 18:20,21 19:2,5 19:9 23:19,20 24:7,10,15,19,20 25:5,7 28:3,9,9,10 28:22 29:4,5,13 30:6,9 33:3,8 34:20 35:17,20 36:20,21 37:6,10 37:19 38:4,7 39:19,22 42:6,9 43:2 46:3 47:11 48:11 49:3 55:13 57:19,22 61:7,17 62:13 67:19 73:13 75:20 77:8,12,14 77:16 78:2,9,18 78:21 79:7 82:13 86:5,9,16 93:5,7 94:10,11 97:6,6,7 97:8,8,11,15,17 97:20 98:4,4,14 98:22 99:5 100:10	102:10 106:1,10 110:1,4,18 118:8 123:22 125:10 127:5 128:6,8 129:6 133:4 134:8 135:19,20 139:14 139:17,18 141:13 142:12,21 143:3 143:13,14 145:5 146:4,19 147:9,17 148:19 149:21 lines 24:2,8,11 28:13 82:14 84:7 96:21 97:21 112:1 124:13 137:22 140:17 144:21 Lipinski 71:21 list 2:1 14:15 listed 58:8 lists 70:3 literally 105:2 little 21:22 22:2 27:16 30:8 36:19 38:19 44:9 46:9 47:19,22 55:4,6 75:16 85:9 91:21 92:6,19 103:4,16 106:18 118:9,10 119:15 127:15 128:22 133:14 142:15,17 live 105:11 Livingston 4:5 13:19,19 69:8,14 73:8 75:7,15 102:1 105:6 107:12 111:15 LLC 3:21 LLP 3:12 local 66:11 86:13 located 63:16 92:7 115:4 location 39:8 54:3 87:8,13 89:19 locations 37:18 47:10 61:9,11 63:3 95:3 locomotive 47:7 52:22 59:11 135:17 long 17:19 45:16 48:22 49:4,8 50:13,18 54:14 59:1 67:11 68:18 87:7 88:7,8,11 94:18 99:16 106:4
J J 2:2 3:17 4:9 6:1 7:12 Jacksonville 85:19 86:4 95:22 James 6:1 15:8 January 83:6,9,10 Jason 9:1 12:14,14 69:9 73:4,7,20 81:11 108:19,20 Jeffrey 6:5 16:7 job 20:20 70:22 72:18 Joe 7:1 16:13 121:15 150:20 John 2:16 14:21 71:18 join 10:17 17:9 50:20 joined 17:14 21:16 joining 10:4 15:7 joint 2:18 42:15,16 jointed 126:20 jointly 29:20 joints 42:13,17 Joseph 3:14 7:7 15:12 Joyce 7:17 15:16,17 112:19 judgements 150:1 judgment 149:16 July 45:12,15 79:2 87:22 92:9 132:18 138:14 jump 100:4 junction 27:15 28:15,15 29:16,17	K Kaplan 14:2,4 keep 28:20 46:7 61:16 68:11 70:18 77:22 81:8 128:11 147:16 keeps 44:21 Kelly 5:11 kept 87:5,6 149:4 key 28:21 29:8,16 kind 11:7,14 13:2 17:20 18:10 19:22 26:20 55:13 66:17 70:2 75:12 83:15 84:17 90:8 91:18 114:1,7,13,17,20 116:7,12,17 119:15 121:22 122:5 135:5 136:18 140:1,3 146:6,16,22 kindly 17:16 25:10 kinds 61:11 130:2 Kirk 71:20 Kirsch 14:2,5 Kitay 8:11 12:8 46:21 53:14 54:14 57:18 58:1,15 61:5 63:1 65:17 66:3 67:2 68:7 69:6,12 72:11 73:6 74:9 76:19 77:3 79:1 80:11 82:12 86:1 87:4 88:5,15,20 93:3 93:16 94:5,8,14 96:5,7,13,18,20 97:1,22 99:1,7 106:5 109:15 110:8,10,12 111:7 113:7 115:8,13,21 117:4 118:3 120:1 121:5,17 122:8 123:15,20 124:9 125:2,22 126:17 131:18 133:1,10	L ladder 70:17 LaGrange 71:6 Landers 39:15 145:21 large 84:20 124:15 largely 71:2 lastly 21:22 latest 88:6,11 135:2 laughing 124:1 law 3:21 14:2 16:19 49:13	lay 112:7 139:12 layman's 140:3 lead 24:16 leading 138:11 leads 148:16 learn 23:9 leave 99:11,21 100:5 103:12 147:18 leaving 49:15 55:20 left 12:9 18:8,13,14 24:16 Legislation 3:3 71:17 Legislative 5:7 lengthy 58:9 114:8 let's 12:5 22:4 52:4 75:17 93:11 104:3 104:4 level 128:10 132:14 132:16 levels 106:14 liaison 69:6,7 71:12 73:6 118:15 library 69:18 licensing 39:17 138:20 life 105:20 light 95:6 lightly 27:19 lights 81:14 likewise 76:1 limit 136:11 limited 78:1 line 18:20,21 19:2,5 19:9 23:19,20 24:7,10,15,19,20 25:5,7 28:3,9,9,10 28:22 29:4,5,13 30:6,9 33:3,8 34:20 35:17,20 36:20,21 37:6,10 37:19 38:4,7 39:19,22 42:6,9 43:2 46:3 47:11 48:11 49:3 55:13 57:19,22 61:7,17 62:13 67:19 73:13 75:20 77:8,12,14 77:16 78:2,9,18 78:21 79:7 82:13 86:5,9,16 93:5,7 94:10,11 97:6,6,7 97:8,8,11,15,17 97:20 98:4,4,14 98:22 99:5 100:10	102:10 106:1,10 110:1,4,18 118:8 123:22 125:10 127:5 128:6,8 129:6 133:4 134:8 135:19,20 139:14 139:17,18 141:13 142:12,21 143:3 143:13,14 145:5 146:4,19 147:9,17 148:19 149:21 lines 24:2,8,11 28:13 82:14 84:7 96:21 97:21 112:1 124:13 137:22 140:17 144:21 Lipinski 71:21 list 2:1 14:15 listed 58:8 lists 70:3 literally 105:2 little 21:22 22:2 27:16 30:8 36:19 38:19 44:9 46:9 47:19,22 55:4,6 75:16 85:9 91:21 92:6,19 103:4,16 106:18 118:9,10 119:15 127:15 128:22 133:14 142:15,17 live 105:11 Livingston 4:5 13:19,19 69:8,14 73:8 75:7,15 102:1 105:6 107:12 111:15 LLC 3:21 LLP 3:12 local 66:11 86:13 located 63:16 92:7 115:4 location 39:8 54:3 87:8,13 89:19 locations 37:18 47:10 61:9,11 63:3 95:3 locomotive 47:7 52:22 59:11 135:17 long 17:19 45:16 48:22 49:4,8 50:13,18 54:14 59:1 67:11 68:18 87:7 88:7,8,11 94:18 99:16 106:4

115:7 116:10 132:17 133:3 long-term 110:6 longer 42:18 56:22 60:11,15 67:8 108:8 124:4 look 21:9 27:5,7 28:13 40:11 53:21 79:4 90:12 92:4 96:7 99:2,5 105:10 129:17,17 131:8 133:13 137:3 138:5,9,14 142:3 150:1,4,18 looked 80:4 114:16 117:7 looking 22:14 26:14 91:13 109:4 136:21 142:7 looks 71:9 loop 103:18 loose 105:4 lost 134:13 lot 20:8,8 34:2 40:6 40:9 43:17 70:2 76:8 91:15 92:8 98:2 101:8 103:4 104:2 112:10 117:10,10 118:19 124:7,13 126:6 127:17 131:9 132:12 134:3 138:15 141:9 145:6 149:13 150:22 lots 31:21 34:13 122:20 Lou 13:12 97:2 99:7 109:5,21 120:14 Louann 16:4 loudly 17:4 Louis 3:19,21 55:6 love 99:20 lower 28:13 48:12 91:17 Luann 5:17	86:7 87:7,12,16 87:19 89:7,14 maintainers 44:11 45:14 84:21 86:7 86:10,15 88:9 101:20 maintenance 33:1,3 33:7,8 41:21 65:7 79:14 85:7 92:8 93:1 major 43:21 98:16 majority 28:6 40:16 46:17 making 21:22 29:1 32:20 69:2 79:7 137:16,22 138:12 malfunction 18:22 34:17,19 40:22 44:14 malfunctioning 44:8 78:19 malfunctions 24:22 35:13 44:4 management 45:13 manager 4:15 23:13 108:21 140:13 145:10 managers 132:12 mandatory 111:18 120:18 manner 149:18 manual 130:5,6 manually 144:4 map 26:5,6,11,14 26:19 27:2,6,14 27:14,15 30:3 43:14 152:3,4 mark 56:19 Markham 29:10 marquee 70:8 Marty 7:17 15:15 112:19 Mary 67:19 120:21 Matt 3:10 12:13 13:8,9 matter 91:22 149:8 Matthew 4:9 8:6 12:12 14:10 maximum 134:3 135:19,22 Mayor 6:1 15:8,8 21:16 64:7 67:8 75:2 110:14 111:15 112:10,21 121:15 Mayor's 16:1	maze 32:4 McGillacuddy 73:11 mean 33:11 57:10 72:3,22 76:22 77:3,9 86:3 88:8 94:13 105:9 109:17 113:16 123:12 128:15 131:18 133:7 134:1 142:1 meaning 81:17 143:1 meaningful 76:9 means 31:10 33:3 41:14,20 42:17 45:3 105:11 meant 48:10 80:13 measure 109:13 127:2 132:9 measureable 102:14 measurement 107:7 measures 44:17 107:6 117:15 mechanical 59:10 137:19 146:1 mechanism 80:14 139:22 mechanisms 28:18 mediate 11:9 mediation 11:11,15 mediations 11:7 mediator 11:7,9 medical 61:18,19,20 75:1 120:21 meet 60:20 112:5 meeting 17:14 19:6 30:13 99:13 105:1 120:5 150:16 151:1 meetings 34:13 73:3 111:2 members 109:3 mention 135:3 mentioned 29:11 30:18 37:16 85:6 110:21 123:21 143:19 merger 119:5 message 64:2 messaging 63:4,8 met 107:8 method 92:11 methods 18:21 24:21 Metra 97:8 98:9	99:5 106:2 111:20 mic 26:8 Michael 9:7 Midwest 13:19 Mike 11:17 12:9,9 mile 49:4 63:17 86:17,17 97:7 miles 26:20 133:19 134:6 135:19 136:1 143:11,17 million 125:6 millions 43:1 mind 61:16 77:22 150:6 minimize 60:1 140:1 minor 43:7 123:12 minus 96:14 minute 28:18 40:8 57:1 90:4 minutes 19:4 25:2 35:19 38:6 39:10 40:10 46:8 54:17 54:18 55:10,14,19 56:1,4,4,8,8,9,14 56:15,17 58:22 60:5 61:21,21 62:18 64:2 73:15 74:17 88:22 89:2 89:10 104:18 105:15,15 109:16 114:3,18 116:6 118:12 129:10,16 129:20 132:6,7 133:9 137:7 138:15 139:1 141:3,18 142:3 minutes[ZS11] 139:10 misgiving 61:22 mitigate 116:18 mitigating 107:5 mitigation 58:5 60:4 62:9 109:13 110:6 117:15 119:4,7,9,10 120:18 mitigations 111:19 126:12 mobile 92:11,15 mode 48:1 Modeling 2:14 moment 11:17 19:12 72:1 113:7 moments 30:8 Monday 86:13	money 118:8 125:9 monitor 42:10 84:22 101:21 monitoring 41:17 42:4,8 67:17 95:3 95:14,17,18,20 month 35:3 58:9,11 76:15,15 78:4 80:8 82:8 88:22 132:2 133:8 134:17 months 35:1,3 58:14 84:14 91:11 92:9 93:4 103:5 114:4 116:13 morning 13:21 14:10,13 15:2,5,6 15:10 21:20 22:22 41:6 motoring 81:2,3,18 motorist 46:13 81:12 motorists 50:13 63:3 80:20 81:9 move 54:21 56:17 93:17 moved 100:20 101:2 movement 38:2,13 38:14 39:18 52:9 53:10 137:20 143:3,6 147:12 148:12 movements 30:1 37:21 38:7 moves 134:5 moving 39:11 40:17 40:18 46:18 49:11 56:12 70:19 100:1 103:10 129:12,15 129:19 137:18 147:16 multiple 28:5 32:20 51:17,20 52:4 73:2,12 91:11,11 105:4,18,18 multiply 83:12 132:1 municipal 65:6 Munster 28:4,15 mutually 119:1
M M 8:1 mad 74:7,7 magnitude 58:13 main 20:20 142:20 maintain 23:14 42:6 100:21 128:10 maintainer 41:19 85:14,20,21 86:1				N N 10:1 name 10:5 16:10 23:1 named 69:9

National 23:22 57:16,22 110:2 National/EJE 55:13 Naturally 40:16 nature 92:6 115:4 near 63:2 73:13 nearest 18:11 nearly 36:5 necessarily 36:16 134:7 139:21 necessary 38:11 52:10 128:11 147:21 necessity 128:9,19 need 36:9 49:15 50:7 52:6 63:19 63:21 66:10 76:21 76:22 77:2 90:18 93:16 99:11 107:22 117:2 151:6 needed 34:10 87:2 132:22 needs 17:21 31:16 35:8 51:6 60:15 61:3 87:12 negotiate 104:17 136:10 neighborhood 105:19 neighborhoods 20:7 24:12 neighbors 74:2 neither 143:8 144:6 never 60:19 67:20 68:2 97:10,14,16 97:21 98:4,5 new 17:10 41:7,11 41:11,11 43:13,14 67:15 88:9 99:17 118:6 142:7 news 50:10 nice 72:18 120:5 night 105:3 113:13 114:6,7 nighttime 114:10 nine 35:1,3 non-Elsdon 75:19 nonstop 129:12 noon 90:4 Norfolk 29:18 38:20 39:2,13 105:16 138:17 139:4 147:7 148:1,11 normal 147:20 normally 144:19	north 87:2 89:18 129:6 147:10 northbound 54:5 northern 29:9 northwest 27:3 note 50:7 notice 77:19 112:10 noticed 77:22 noticing 39:3 notification 95:8 notifications 78:10 notified 80:16 85:11 85:15,22 notifies 62:19 notify 62:19 96:3 144:18 notion 31:8 notwithstanding 119:17 139:15 nowadays 22:1 NS 143:19,19 145:21 number 10:9,15 15:12 19:13 26:16 27:15 29:12 35:4 35:8,12,18 36:4 46:13 49:18 50:14 53:2,7,8,12 58:8 59:8 63:11 64:3 64:12 70:7 72:4,9 72:10 73:14 74:3 78:1,2 82:13,15 84:15,20 85:16 90:16 114:2,17 115:7 116:6,9 128:13 132:6 135:14 139:2 141:12 144:17 numbers 35:10 48:13 79:4 92:1 113:22 115:15 numerous 84:10	130:9 obligates 130:13 obligation 113:8 observation 72:18 observing 102:21 obstructing 45:11 62:17 obstructions 43:17 obtain 38:8 obtaining 38:10 obviously 44:2 54:9 98:20 118:5 119:9 148:6 150:22 151:5 occasion 11:6 occasionally 88:12 occu 139:9 occupancy 38:5 39:9 130:1 143:10 occupied 52:4 54:6 59:1,2 127:3 132:13 139:1 occupies 39:19 129:20 143:4 occupy 37:9 38:14 129:10,16 141:3 142:2 147:17 occupying 25:1 36:2 127:6 occur 47:19 78:7 103:13 108:10 137:13 occurred 35:22 53:22 76:8 78:5 142:4 occurrences 44:3 46:6 133:16 occurs 53:11 October 1:11 18:19 24:17 odyssey 103:2 offered 107:6 office 8:3,8,13,18 9:3,9 10:6 12:10 12:13,18 13:1 16:2 17:14 31:12 33:15,16 48:16 71:17 97:10,14 98:8,12,17 112:20 150:21 Officer 76:5 offices 3:21 71:20 official 71:5 111:17 officially 124:5,22 officials 10:15 19:16 20:19 21:7,21	23:8 112:15 oh 89:12 104:2 105:16 106:2 125:12 okay 14:22 15:3 16:21 18:17 21:16 43:10 52:20 55:8 58:17 69:12 75:17 80:11 89:22 90:5 96:7 100:8 118:13 120:13 121:17 123:20 130:21 old 97:6 once 39:1 47:14 48:6 51:11 52:21 53:10 56:11,19 67:20 68:3 75:16 103:12,16 104:1,2 119:15 129:2 139:18 146:4,18 147:16,17 148:5 ones 29:8 84:5 112:14,18 126:11 127:15 131:1,4,10 ongoing 72:12 75:11 online 94:22 95:2 opening 19:19 22:6 22:9 27:21 openness 149:12 operate 24:3,14 27:4 28:3 31:19 33:4 34:11 38:3 47:13 128:19 130:10 134:12 135:21 136:2,9 137:4 148:7,18 operated 35:1 132:2 operates 24:5 operating 1:1 10:10 19:1 25:4 26:3 30:6,11 47:6 51:2 57:19,21 58:2 76:2,5,11 77:18 109:18,22 110:2 111:19 121:2 123:2,14 133:2 134:2,4,20 135:4 135:13,18,22 141:20 142:7 146:15 147:4 149:16 150:1 operation 23:19 36:11 72:21 127:18 operation's 62:20	operational 12:17 19:8 29:21 30:4 31:22 60:8 125:7 128:5,5 129:1 132:21 operationally 27:10 108:6,10 128:12 operations 2:14 19:5 23:14 24:4 25:7 28:1 37:2 72:20 77:22 78:14 112:8 115:5 117:20 139:14 145:5 149:20 operator 39:14 opportunity 19:7,18 22:13 25:16 opposed 45:11 opposite 59:14 optimistic 70:6 optimum 137:7 options 64:18 orange 114:7 order 18:18 37:14 38:4 39:21 45:13 52:9 81:20 99:20 100:4 132:17 147:12 organic 69:21 oriented 76:12 original 34:21 110:17 Originally 132:16 originate 28:9 originating 33:22 outcome 80:8 outlined 53:20 outreach 68:19 69:21 76:11 outside 13:10,12 14:3,5 83:22 87:2 outstanding 132:17 outweighs 108:12 overall 122:15,17 122:22 123:13 129:5 140:15 141:1 148:18 overstep 125:19 overview 136:18
				P P 10:1 p.m 113:14 151:13 Pacific 106:3 page 91:17 paid 131:9

paper 88:19	15:12 21:11 25:14	pick 90:8	posing 66:15	previous 51:21
par 79:16	32:4 64:6,6 69:22	picture 31:22 48:5	position 44:18 56:6	116:8,12
Pardon 109:8	72:11 73:22 74:10	piece 92:11,15	78:19 87:20 89:21	previously 148:10
Park 3:15 4:2,10,19	76:2,12 86:4	127:2	119:6 123:14	primarily 92:22
5:2,6,13,18 6:2,6	105:19 108:2	placard 85:15	124:4 129:15	primary 25:13
6:13 7:2,8,9,13,18	112:15,17 148:21	place 32:16 37:12	positions 41:20 86:2	34:22 84:11 101:9
15:14 41:18 65:3	percent 36:5,17	44:10 47:6 67:11	positive 100:17	prime 70:13
67:7 69:19 70:8	46:12,13 55:5	67:16 82:1 87:14	possibility 37:7	prior 44:18 81:22
76:16 87:3 89:16	81:1 129:9,11,11	88:1 104:7 110:4	123:21 141:11,16	126:10 145:10
95:18 111:3 121:3	133:15 137:10,12	113:17 130:18	possible 17:2 31:7	147:22
121:16 131:11,18	137:13 138:12,22	135:4 136:19	45:21 46:4,20	private 31:15 65:17
131:19,20 133:8	139:9	137:11 139:16,22	51:19 52:12 60:19	124:6
part 11:22 12:2	percentile 133:7	141:21 142:10	61:10 67:2 77:9	probably 19:13
25:18 28:19 44:20	perfect 112:9	144:20	78:4 83:15 104:9	22:18 41:3 55:17
62:9 65:14 82:7	perfectly 36:16	places 61:7 138:5	139:3 140:2	97:1 108:8 149:1
109:5 111:18	performance	139:14	150:18	problem 20:20
124:15	123:19	plan 10:21 125:8	posted 11:21	21:14 68:17 74:3
participants 14:18	performing 122:17	plane 99:11 117:9	potential 61:4	74:19 75:6 76:8
18:19 23:12 76:18	122:19	120:3	potentially 60:10	98:5 99:14 100:1
participate 22:13	period 34:12 38:6	planned 122:6	117:21	109:13 115:3
participating 2:10	48:19 50:18 57:5	Planner 7:3	power 130:6 135:7	116:15 146:5,7,10
2:19 3:8 4:16 5:9	90:17 136:3	planning 6:7 13:15	PowerPoint 48:1	146:17,22 147:1
5:15,21 6:3,10,15	periods 44:21	13:16 25:17 30:19	practice 112:9	problems 19:9
7:5,10,15,21 13:5	permanent 103:9	31:11 41:5 93:6	precedent 57:16	77:19 97:21 99:14
14:16	103:10	93:18 122:3 123:7	preceding 58:14	103:13 109:17
particular 19:16	permanently 104:7	126:8	precision 40:13	114:21 126:10
53:21 54:3 61:22	permission 51:21	plans 19:4 25:6	132:14	151:6
62:15 71:21 82:20	permit 47:13 134:7	93:20 100:9	predict 79:13 80:7	procedure 99:12
87:8,17 91:19	permitting 37:9	platform 21:6	140:1	144:20
116:15 132:21	perpetual 23:20	please 14:17 22:21	predominance	procedures 36:20
137:7 139:6	persistent 114:15	41:1 144:12	138:22	44:10 46:10
142:21 143:14	114:21	pleural 30:10	preemptive 94:20	proceed 22:16 25:9
particularly 17:2	person 10:14 49:11	plows 97:12	preemptively 96:3	48:18 69:10
61:8 69:9 71:22	69:9 73:9 120:4	plus 20:9	preferably 86:7	proceeding 11:5,12
115:16 129:6	139:12	point 21:6 27:9	preliminary 43:12	proceedings 8:3,8
parties 11:8	person's 31:19	33:14,22 34:1,6	prepare 53:11	10:7 12:13 111:17
partner 50:21	personnel 41:22	37:4,5,22 45:4	prepared 122:2	process 42:4 43:12
partners 39:1 79:14	86:3	47:15 48:7 51:6	130:14	46:10 53:17,19
partnership 31:15	perspective 46:14	52:12,15,17 59:16	presentation 19:11	54:10,13 56:7
69:17 124:6	123:18 128:7	60:8 67:5 68:2	111:1 149:3	57:8 59:20 60:12
partnerships 71:2	Pete 13:17 23:1	76:12 81:20 85:2	presented 66:18	61:15 62:3,3
parts 101:1	54:19 66:13 90:22	105:12 111:16	68:10 104:19	75:18 84:1 85:10
pass 84:3	119:4 124:3	121:21 143:13,14	presently 41:17	85:21 99:12 146:9
passable 88:2	Pete's 27:21	points 28:6,8 33:12	101:19	148:13
passes 147:21	Peter 2:2	33:12,21 130:2	President 2:4 23:1	processes 36:13
path 32:3,5 70:16	phone 2:10,19 3:8	police 85:17	71:5	productive 120:6
paths 25:16	4:16 5:9,15,21 6:3	policy 3:16 8:4 10:6	press 33:10	products 62:14
patience 90:7	6:10,15 7:5,10,15	44:22 87:14	pretty 27:12 36:2	program 96:17
pattern 103:14	7:21 10:15 13:6	139:16	69:21,22 71:13	124:7,9
116:6,11,12	14:15 15:4,8,9	population 129:9	83:4 86:15 90:14	programming 6:8
patterns 91:7 114:2	17:3 20:5 23:8,13	porch 21:8 70:20	92:9 95:19 132:7	132:9
114:14 115:15	23:14 70:7 73:20	portfolio 123:10	133:10 142:8	programs 41:8
pavement 41:11	74:20 76:3 90:6	portion 107:7	prevalent 91:21	progress 35:14 39:5
paying 103:13	105:16 121:11	portions 114:8	prevent 37:14 38:4	44:5 76:14 94:1
125:2	150:11 151:8	pose 102:12	41:16 141:17	139:8 143:3
people 13:4 14:16	physical 52:8	posed 116:14	prevents 130:10	progressing 40:12

46:19 124:14 project 43:20,22 71:21 100:15 122:11 123:9 125:5,5,6,15 130:3 projected 57:5 projects 123:10 124:13,14,16 126:5,7 prominent 124:19 promised 112:13,13 promises 107:4 promote 31:17,20 32:14 38:22 39:7 39:21 128:17 130:19 promoted 94:4 prompted 76:8 pronounce 16:10 pronouncements 111:5 property 84:21 85:7 122:21 proposal 55:15,16 propose 60:7 119:8 proposed 60:4,18 108:4 proposes 55:10 proposing 109:4 protect 50:22 52:19 80:19 92:13 protecting 41:14 protection 8:19 12:22 50:6 52:15 52:17 81:1,16 82:1,2 94:21 101:12,13 144:16 protective 81:20 protocol 37:3 63:9 140:20 141:6 142:10 146:15,21 protocols 19:1 25:4 31:9 32:11 34:3 37:2 40:3 46:2 51:2 111:19 133:2 134:20,22 135:4 136:18 137:11 138:2 139:13,22 140:4,7,14 141:20 142:7 145:20 147:4 provide 26:18 42:7 42:9 43:17 47:21 50:6 52:15,17 94:21 96:16	111:20 138:17 144:15 provided 31:22 138:4 providers 64:15 provides 96:12 140:20 providing 148:10 proximity 138:7,16 139:6 PSCC 85:17 PTC 42:19,21 43:3 43:8 93:6,13,14 93:20 94:1 96:20 101:14,15 public 9:3,9 12:10 12:19 13:17 19:3 20:19 54:8 60:2 67:10 81:2,3,18 103:15 124:5 pull 50:1 90:19 113:19 116:4 pulled 83:6 90:14 113:22 114:11 pulling 25:19 purpose 37:3 91:4,6 purposes 67:17 82:6 126:4 141:7 145:20 146:15 push 51:2,14 put 20:8 34:22 35:21 44:10 45:2 48:1 63:2 67:16 72:9 81:20 87:14 88:1 89:21 94:10 106:3 110:5,6 135:4 141:21 puts 98:15 129:14 putting 43:13 56:12 57:11 105:19 118:8 126:8	122:8,18 123:15 125:22 126:1 128:1,21 135:10 135:11,15 136:14 136:16 144:9,12 146:12 questions 18:16 19:14 22:19 55:8 66:14,18 68:13,14 73:16 76:20 90:10 102:9 106:5 107:1 122:1,7 128:4 149:2,5 queue 127:22 quick 74:17 quickly 31:7 39:6 42:11 46:3 91:8 92:20 101:2 quite 32:16 61:1 70:21 119:11 123:4 124:15 125:20 131:3	57:3 60:22 reach 56:19 72:14 135:22 136:5 reaches 143:12 reaching 72:17 146:8 reacts 108:21 read 14:15 64:3 73:17,18 113:16 ready 120:13 real 42:9 49:2 66:8 102:4 109:2 120:11 124:21 137:17 139:12 realistic 60:7 108:7 realistically 60:19 realities 107:12 realize 40:9 90:13 91:12 really 21:9 30:14 32:3 34:21 45:12 46:11 52:16 60:6 68:8,10 74:13,15 76:17 90:18 94:17 98:16 99:17 103:3 103:6 117:2,6 120:5 122:9,19 123:10 150:14,15 reason 18:10 48:14 84:11 93:9,17 114:11 115:1 139:12 reasonable 55:16 57:13 59:11 106:8 113:1 reasonably 149:17 reasons 40:19 53:5 58:10 115:6,16 116:16 124:12 reassemble 50:17 reassembled 90:7 Rebecca 3:1 13:21 71:14,16 Rebekah 6:12 15:18 rebuild 57:1 rebuilt 41:10 recall 61:21 145:2 receive 38:1 39:4 44:14,14 148:6 received 98:9 receiver 141:14 receives 56:11 receiving 29:7 38:9 78:10 98:16 128:5 recognize 46:16 recognizes 103:8	recognizing 55:5 reconvene 90:4 120:14 record 11:4,22 22:11 26:9,12,14 48:2 64:12 87:5,6 90:6 116:3 118:5 120:15 134:14 145:4 records 95:1,7 rectified 59:12 rectify 39:12 recused 11:10,20 red 55:22 reduce 24:2,8 42:16 44:2,7 reduced 35:5 reducing 68:12 131:2 refer 32:10 reference 26:2 109:22 referenced 26:21 34:14 70:21 referencing 67:12 referring 48:4 91:2 91:3 116:2 refers 110:9 reflect 88:11 reflection 91:5 refusal 19:2 regard 115:18 139:20 regarding 97:16 128:21 region 70:9 regional 73:8 regular 32:18 75:11 regularized 119:14 Regulation 2:4 23:2 regulations 63:12 rehashing 85:8 reiterate 117:9 rejoin 127:20 rejoined 135:6 related 19:2 42:17 84:15 126:14 relates 35:17 36:1 relating 146:18 relationship 74:14 relaying 112:16 release 51:5 53:3 89:9 reliable 127:18 reliably 34:11 remaining 42:5,8
---	---	--	--	--

remarks 19:19 20:2 122:2 149:7	requested 25:9 111:8	76:15 80:22 82:8 86:8,22 87:1,14	route 13:16 26:21 27:7 31:4 33:9	scenarios 92:18
remedy 117:22	require 61:4 69:7 118:16	89:16 90:1,19,20 94:9 95:16,19	34:4 37:2,3,11,12 37:15,22 65:20	schedule 43:19 100:17,20
remember 17:5 134:4	required 49:13 52:10,18 61:2 63:11 134:3	96:19 97:18 98:20 101:5 107:15	106:17 132:19 141:7 143:10	scheduled 33:1
remind 69:12	requirement 98:14	109:15 110:8 118:7 124:20	149:14	schedules 10:17 93:22
remote 41:17 42:3,8 95:2,17,20,21 132:9	requires 30:4 60:5	142:6 144:3,17,18	routes 62:14	Scheinfeld 6:12 15:18,19
remove 113:10	requiring 61:1 118:7 120:18	rights 31:18 57:20 77:4,18 78:9,14 78:17	routine 119:19	school 71:7
removed 113:9 127:17	Research 2:14	risk 139:11	RTU 95:15 96:5	Scott 8:1 10:5 25:8 91:1 120:17 136:13
rep 5:11 25:17	reserved 17:22	road 26:15,22 28:7 31:18 33:8,9,22 35:15 38:9 41:9	rude 73:21 74:5	screens 39:15
repairs 19:1 24:22	residents 70:3 73:4 73:19 74:6 105:21 106:3	41:18,22 43:2 45:1,19 81:19	rule 52:22 109:18	seated 12:14
repeat 144:11 145:12	resolution 20:6	83:1,3,5 92:13,14 93:7 95:7,9	rules 33:7 47:6 109:22 110:2,3 134:2,4,6	second 27:14 42:7 86:20 89:15 95:13 101:4 113:20 116:4 127:13,14 147:14
repeatedly 117:14 117:14	resolve 146:22	124:18 134:16 137:5 152:2	run 17:1 29:12 43:15 78:2 111:6 111:11,22 133:18 134:3 144:7	secondary 33:8 41:14
replaced 127:12,17	respect 68:19 109:9	roadmap 24:17	runaway 49:17	Secondly 24:21
replacement 43:6	respective 140:17	roads 27:20 30:13 30:20 36:12,14 38:12 48:21 140:16	rung 70:17	seconds 64:1 129:21
replacing 93:5	respects 141:13	Robert 2:12 4:13 14:18 25:12 28:17 29:13 36:19 37:1 38:18 40:8,19 47:1,2 51:16 52:1 52:2 58:17 62:10 88:18 90:22 99:3 100:8 108:14,18 108:20,22 122:13 122:14 123:16 125:18 127:19 128:1,20 130:4 132:20 133:22 134:10 135:6 137:1 144:5,8,13 145:12 146:11 149:17	running 78:6,17 104:15 110:18 131:14	section 48:8 131:15 131:16
report 25:21 33:16 35:11 45:20 46:20 53:15,21 58:14 88:6,11,20 94:5,6 96:17 115:12 116:21 118:17,18 129:19 135:2 141:5 150:7	respond 44:15 47:7 66:16 100:7 150:8		runs 78:3	sections 42:15
reported 45:12,15 79:1 82:10 87:9 114:3 132:3	responds 87:12		rush 71:22 76:7 110:18 111:6,20 112:11,14 113:2 113:18 115:22	secured 49:15
reporter 11:1 17:7 26:13	response 42:1 46:16 51:8 64:13,14 88:5,6,12,16,21 89:4 97:3 103:1 120:16 140:17		S	see 17:20 21:9 27:6 27:17 28:20 40:15 45:6 48:5 49:10 49:22 50:3 58:21 60:17 69:1 85:15 87:21 91:7 92:21 93:11 99:5 103:19 107:4 114:1,2,7 114:13,20,22 116:6,13 118:14 120:11 125:7 129:8,18 133:13 133:13,14 138:3,4 138:6 139:5 148:15 151:2
Reporter's 17:3	responses 24:18		S 10:1	seeing 150:18
reporters 95:3	responsible 25:13 65:7 71:19		Sacramento 74:16	seeking 23:8 102:18
reporting 18:22 24:22 33:20 36:8 45:7 58:21 78:20 82:6 91:16 114:4 116:13 118:6,16 129:8 132:16,18 138:14	responsive 20:16 66:2 71:12 72:20 75:5 102:18		safe 44:16 45:2 81:3 89:20 120:6 149:18	seen 18:5 57:16 70:12 76:14 103:3
reports 45:8 58:8 62:4 77:6 90:13 91:5 98:9 113:22	rest 112:6		safely 29:2 30:22	Seery 7:12 16:17,18
represent 14:8 45:16 64:7	Restrictions 24:9		safety 53:5 67:10 81:1 145:4	segment 28:16 35:3 35:20
representation 114:17	restrictive 80:5		salt 84:7,8 98:3,3 126:14	Senate 4:3 71:20
representative 13:16 15:4,7 21:1 21:16 64:9 96:6 96:11,14	restrooms 18:4,5,8 18:13		sample 90:14 91:12 92:1	Senator 3:17 4:1 14:8 17:14 21:5 23:5 64:8 71:20 71:20 74:13 99:4 102:2 104:20 109:3 111:16
represented 40:7	result 39:9 102:14 102:20 139:7	Rock 97:6,17 98:3	sanction 117:22	
represents 64:8,8,9	results 22:14 76:12	Rockwell 14:2,5	sanctions 117:19	
	resurfaced 41:10	role 13:15 21:12	satisfied 35:7 71:11	
	reverse 52:9	roll 13:4	saw 36:15 132:15	
	review 111:9	roller 103:11	saying 23:18 63:14 64:3,9 73:21 74:4 77:6 105:1 143:22	
	Richard 3:17	room 13:2 18:7 19:22 22:8 51:18 51:22 63:15 67:17 90:8 102:6,12	says 56:2 64:13 66:1 90:20	
	ride 103:11	rooms 18:1	scale 48:10	
	right 12:6,12,21 18:13,15 26:10 41:13 48:13 57:18 60:13 71:6 74:9	root 45:22	scenario 52:13 101:22	
		roughly 54:17,18		

118:2 150:20,22 Senator's 100:12 send 105:13 106:1 Senior 3:16 sense 17:18 108:1,8 sensitive 131:1 141:2,4 sent 63:4 117:2 separately 18:2 separation 124:16 126:13 separations 124:18 September 35:4,11 45:8,8 46:6 53:15 53:22 58:20 79:3 83:7,9,11 87:22 88:22 132:2 133:8 series 31:13 35:9 127:15 128:3 serious 35:16 63:19 seriously 21:6 119:4 serve 14:11 served 18:18 143:2 service 13:15 64:14 services 62:14 64:5 set 32:10 53:2 55:12 79:22 80:1 143:8 148:4 sets 32:13 94:3 severe 127:9 severely 87:22 Sexton 6:1 15:8,10 21:17,18 64:7 67:8 75:2 110:14 110:14,16 112:12 121:15 shaded 27:19 share 41:1 100:9 142:17 shared 111:1 sharing 35:6 132:20 shift 24:10 86:21 89:15 shooting 63:20 short 25:22 54:7,9 90:3 122:6 shortened 87:15 shoulder 92:10 shove 54:11 show 22:17 26:5 76:15 117:5 120:22 showed 36:1 89:8 118:21 showing 35:6 shows 26:19 116:5	Shudtz 2:2 13:17,17 22:22 23:1 66:13 67:4 80:18 88:13 88:18 90:22 93:11 93:19 94:6 99:3 106:12 108:14 109:20 115:10 116:20 118:2 122:13 125:10 127:19,22 136:13 145:17 149:6 side 11:8,10 15:4 18:1 20:7 21:8 34:16 48:13 50:5 52:7 59:4 63:18 64:5 65:6 67:18 71:7,14 72:20,21 sides 48:9 50:8 119:17 Sidley 3:12 13:10 sign 64:3 73:17 85:16 signal 34:16 39:6,20 41:19 42:16,22 44:11 45:13 46:4 47:5,8 49:6 50:22 51:18,19 52:8 54:4,9 56:1,3,5,12 76:6,8 80:16 81:13 85:6,14,19 86:1,6,7,10,14 87:7,11,11,16,18 88:9 89:14 96:12 100:19 101:18,20 127:7,11 130:13 130:13,17 135:18 135:20 136:2,7 139:17 143:5,9 144:6,15 148:1,5 148:7,16 signaling 148:3 signals 2:9 77:10,20 78:10 79:10 82:19 93:5 100:10,14 135:22 144:19 148:17 significant 122:10 significantly 42:1 129:5 140:9 signs 63:1,7,10 similar 58:12 99:18 102:2 110:5 114:16 similarly 58:12 simple 26:19 47:19 107:11 145:21	simply 104:18 107:16 137:19 single 127:5 sir 14:20 15:13,15 41:6 127:21 sit 55:21 site 41:22 67:9 86:3 sits 56:1 sitting 73:15,17 situation 11:15 31:2 39:13 46:11 49:17 51:5,9 65:1 66:22 68:10 74:11 75:12 75:14 80:15 89:13 112:4 137:17 139:8 140:9 151:5 situations 64:1 89:11 92:18 101:6 108:9 139:21 140:2 six 62:15 73:18 131:10,14,20,22 size 49:19 72:7 90:14 91:12 92:1 slated 42:19 101:5 slight 84:19 85:4 slightly 58:15 61:5 slow 37:7 141:11 slow-moving 137:8 slowly 46:21 small 90:14 91:12 92:1 smoothly 17:1 snow 84:7,16 97:12 soccer 124:21 solution 103:9,19 104:7 107:21 109:12 150:19 solutions 106:8,15 119:1 151:3 solve 21:13 109:14 136:20 solves 109:12 solving 20:20 somebody 17:9 73:7 74:18 84:2 86:2 105:18 somebody's 21:8 somewhat 55:18 70:9 75:21 soon 45:1 87:16 140:10 sooner 39:20,21 93:10 118:10 148:16 sorry 94:11 136:14	sort 58:5 67:21 69:17 85:12 95:8 99:21 103:9,10 104:7 115:1 117:19,20 sounding 139:11 sounds 68:21 69:4 source 124:11 south 87:3 89:18 Southern 29:18 38:20 39:2,14 138:17 139:4 147:7 148:1,11 Southerner 105:16 southwest 20:7 21:8 63:18 64:5 space 27:7 spatially 26:22 speak 17:4,5 28:17 55:6 64:20 69:10 72:6 75:1 98:21 111:15 121:12 122:16 123:8 124:5 SPEAKER 48:2 speaking 17:6,7 27:5 63:11 76:15 104:11 spec 95:4 specialist 8:19 12:22 87:11,18 specialists 85:19 specific 30:1 32:13 38:18 59:4,17 129:17 133:6 144:22 specifically 34:17 36:20 41:18 72:6 73:1 115:18 123:17 124:8,10 125:18 136:5 137:4 specifics 25:15 125:14 spectrum 59:14 speed 47:4,9,13,16 130:10,16 134:3,8 135:13,19 136:1,9 136:11 137:7 148:7,19 spend 125:8 spent 41:7 spider 32:4,8 spikes 92:22 138:6 138:7 Spitulnik 4:18 14:1	14:1 109:8,9 121:14,20 split 86:15 spoke 67:17 94:16 spoken 56:2 76:2 102:2 spot 71:12 spots 114:15 spread 98:3,4 Spur 97:16 Sriver 6:5 16:8,9,12 stadium 124:21 staff 7:19 11:16,18 20:15 22:18 67:18 72:6 stage 119:16 stairwell 18:12 stake 142:11 stance 109:6 standard 63:6 standpoint 31:3 40:13 76:11 132:21 stands 53:4 start 12:5 19:21 23:18 54:16 59:20 76:22 90:20 101:7 started 25:20 100:15 121:22 122:7 starting 45:9 136:14 starts 31:14 state 4:1 5:11 14:8 70:8 77:7 80:5 87:18 124:11 127:18 stated 100:14 101:19 109:3 statement 22:6,9 104:22 statements 19:19 states 73:9 110:3 stationed 86:11,22 89:15 statistics 35:6 40:5 41:1 131:12 status 58:22 95:6,9 stay 79:16 92:16 STB 20:14,21 21:5 33:16 98:10,15 103:8,12 111:17 117:17 150:16 step 68:11 steps 45:18 57:10 144:15
---	---	---	---	---

Steve 3:5 14:22	suggested 107:22	37:4 41:2 44:22	terminating 47:11	80:18 88:8,10
sticking 151:9	suit 144:22	54:13	59:16	90:10 94:16 96:11
stood 21:7 70:20	sum 137:3,5	takes 17:20 61:15	terms 69:20 82:4	99:13 100:8
stop 37:7 38:14	summertime 92:7	87:7 88:16 99:15	102:7,7 113:12	102:14,20 106:6
48:15 49:7 81:4	supposed 48:3	108:12	136:9 137:20	106:11,17 107:6
104:8 113:1	78:12 125:16	talents 150:1	138:9,12 142:6	108:14,18,19
130:14 137:9	sure 11:3,13 12:1	talk 22:17 29:4 31:9	terrific 74:14	109:2,4,9,11
141:11	13:9 26:1 29:1	33:11 34:3 36:4	territories 31:20	111:17 113:1,11
stopped 40:17 46:18	32:20 36:22 38:21	38:19 44:5,9 46:9	territory 25:14	113:16,17 114:21
48:7,17 49:5 54:7	45:19 47:3 50:12	46:14 69:22 74:3	27:19 28:7 29:1,2	115:8 117:2,16
62:16 70:14 73:12	51:3 58:19 65:7	76:19 91:7 120:15	35:2 89:18 145:13	118:3,6,7,14,21
108:11 131:1,8	69:2 71:16 73:22	122:7 123:17	test 53:10	119:20,20,21
stopping 37:15 38:4	80:12 88:14 89:20	128:8,12 133:2	tests 53:9	122:22 123:13
47:14 130:10	90:18 93:14 96:22	134:19 135:5	text 63:4,8 64:2	126:5 129:13
stops 40:12	97:13 98:8 99:3,9	talked 18:17 46:2,4	thank 10:3,12,18	131:13 135:2,2,12
storms 31:5	100:6 110:22	46:5 47:2 54:11	14:22 15:6,15,21	136:15 140:8,11
story 74:21	124:3 127:10	57:7 83:17 85:8	16:3,7,13,21	140:12,12 149:1,6
straight 18:7,12	134:11,15,18	86:2 112:12 122:9	17:16 19:15 20:14	151:1,10
strategic 32:22	137:2 142:19	132:11,12 142:15	20:21 21:3,15,18	third 44:2 83:4
Street 1:8 27:4 54:7	146:10 147:5	145:20 147:6	21:19,20 22:1,3	86:20 89:15
63:17 67:9 68:4	Surface 1:7 8:2,7,12	talking 34:17 35:15	22:22 23:3,4,7,11	thirdly 25:1
87:1 91:16,17	8:17 9:2,8 12:7	36:7 53:17 59:6	25:11,15 26:16	thirds 86:16
105:13 120:22	surrounded 81:5	67:14 70:15,16	36:22 46:1 75:4	Thornton 28:15
streets 97:9,12 98:1	suspects 70:13	72:4,7 82:5 83:18	89:22 90:7 118:2	29:18 105:12
stretch 105:11	SW 1:8	89:3,4 95:14	120:3,7,8,11,12	138:8 142:18,19
strict 61:1	switches 130:5,6,15	106:21 129:8	120:17 130:21	Thornton-Lansing
strikes 81:12	system 32:3 45:13	137:6 147:3,3	148:20 149:7	54:12 115:3
structure 140:21	65:14 66:12 68:1	tallies 116:5	150:9,10,16,21	thorough 150:17
stuck 74:15	69:2 85:13 100:19	tangible 103:19	151:7,8,12	thought 55:16
stuff 101:2 131:6	101:18 120:19	target 36:17	thankful 20:18	57:13 68:9 84:2
sub 27:22 82:21	121:2,4,12 127:1	tasked 150:3	21:12	110:17 114:19
83:14	127:11 138:18	team 11:18 12:16	Thanks 120:9	115:14
sub-division 27:13	148:4	12:17 141:4	theory 66:6	thousand 63:20
subdivision 26:15	system's 94:3	technical 1:14 2:1	thing 23:3 58:5 80:9	132:3 133:9
26:19 27:18 43:4	system-wide 93:13	10:4,8 11:4	84:17 96:13,14	134:16,17
43:5 51:10 69:19	93:20	151:13	116:5	thousands 64:6
69:20 79:19 82:18	systematically 32:6	technology 31:21	things 10:21,21	105:21,21
82:22 83:1,2,8,10	systemic 115:1,6,16	95:15	11:6 17:1,18	three 20:9 25:17
86:22 100:20	systems 28:19 31:21	television 64:17	18:17 22:17 42:2	27:3 29:16,21
101:21 137:4,6	36:13 64:17	120:19	67:7 68:14 75:3	83:12 86:14,17,19
152:2		tell 18:4 66:20 69:8	84:10 88:9 94:14	90:13 99:19 102:3
subdivisions 82:20	T	70:3,9 73:10	99:18,21 103:3,4	102:13 103:18
subdued 75:21	table 17:10 20:1	106:2,19 124:6	103:15,16 104:15	105:2 107:10
subject 68:19	tail 133:14 134:8	133:6 134:22	106:6 111:8	114:4 116:13
submitted 35:12	take 17:21 18:2,14	140:10	115:17 122:3	138:6
129:8	25:10 35:9 44:17	telling 74:2,21	129:22 130:22	three-and-a-half-...
subsequently	47:18 49:8 54:19	99:18	think 14:14 17:9	103:2
146:20	56:8,9,13,22	tells 94:18	21:11 22:4,18	three-month 90:17
subsidiaries 24:14	59:17 65:20 70:1	ten 86:17	23:16 25:7 26:10	threshold 36:7 40:9
subsidiary 23:21	89:19 90:3,3	tend 112:2	30:2 34:7 45:8	79:22
substantial 29:12	108:8 109:7 116:3	terminal 24:3,5,6,9	46:22 54:15 55:9	throw 49:13,19,21
43:22 84:6 145:11	119:3 129:14	24:12 37:20 47:12	57:3 58:3 60:16	127:6 131:11
successful 36:6	131:22 133:3	112:1,6 128:11,16	62:7 67:3 71:1,10	time 10:16 17:15,21
120:1 138:3 139:8	138:21 142:3	130:9 140:15	72:12,17 73:4	19:16 20:15 27:12
sufficient 53:2,8,13	144:15	141:1,14 149:21	75:15,17 76:21	33:10 36:5 40:13
suggest 85:3	taken 10:16 21:13	terminate 38:7	77:13 79:5,8	42:9 43:3 44:1,8

44:22 45:10,12 46:12 48:19 49:2 50:19 55:15 56:10 59:2,3,4,5,9 61:3 61:12 66:8 67:11 67:19,20 68:5 80:14 84:3,8 85:4 86:13 87:16,21 88:5,6,16,16 89:4 89:6,7,19 90:17 92:2,8,22 93:2 95:10 99:15 101:17 106:18 108:11,11,12 110:1 113:12 117:16 120:4,10 123:4 124:13 126:4 133:7,11,20 137:17 141:22 145:14,15 146:13 147:20 149:8,12 149:13 timeline 19:4 timelines 25:6 126:6 timely 19:7 29:7 64:14 69:3 times 32:20 42:1 45:15 72:10 76:3 78:5 87:15 88:2,3 88:7,12,21 89:4,9 104:22 129:19 titled 10:9 today 10:4,13,17,22 12:3,6 20:11 23:4 23:8 24:16 67:3 74:10 76:7 78:2 82:5 89:13 93:15 118:21 131:15 149:13 today's 108:6 told 68:1 104:19 107:10 108:1 111:4,13 112:16 Tom 4:5 13:19 72:17,17,18,19,20 74:11,13,16,20 75:4 90:19 98:2 99:18 110:21 112:12 119:13 top 27:3 90:20 topic 20:12 topography 49:16 49:20 Torrence 95:19 toss 108:5 total 56:4 83:8,10	114:17 116:6,10 152:8 totally 109:2 touch 30:14 43:11 touched 43:8 tower 39:14 town 71:6 75:6 Toyota 124:21 track 33:3 34:9 37:7 42:18 43:15 48:11 77:19 80:3 84:5 92:8,12 93:1 100:11 115:4 130:15 131:15 132:13 134:3,4 trackage 31:17 57:19 77:4,18 78:9,14,17 trade 70:4 traffic 24:10 44:18 50:15 78:5 111:21 112:14 train 29:3 30:1,11 30:22 35:19 36:2 37:9,10,13,14,21 38:1,2,7,8,10,12 39:4,8,10,19 46:6 47:4,11,13,15 48:5,14 49:9 50:1 50:17 51:7 52:17 53:11,15,21 54:4 54:5,13 55:21,22 56:9,12,17,21,21 56:22 57:4,9 58:10,11,16 59:1 59:6 60:5,9,12 61:2,4,14 62:16 62:19 65:20 66:8 78:7,11 81:6 97:5 99:15 100:18 105:13,14 106:1,2 108:11 112:8 120:22 133:3 134:9,12,16 135:18,21 136:9 137:18,20 139:18 140:22 141:11,14 143:2,6,10,12,13 143:15 144:6,14 146:4,19 147:8,14 147:16,18,21 148:2,6,8,12,15 148:18 trains 19:3 24:5 25:1 27:4,11 28:2 28:6,7 29:12 31:4	33:4,17,22 37:4 37:13,18 40:10,16 46:7,17,18 49:3 55:11,14,19 58:2 61:11 68:9 70:14 70:15 71:6 73:12 74:15 78:1,3,5 81:21 97:19,20 102:8 104:18 107:17,21 111:6 111:11 112:1,13 112:22 113:1,8 116:22 121:6 128:13 129:9,15 131:2,15,20 132:2 133:9,18 134:17 135:13 136:5,6 137:3 139:17 142:2 143:1 149:15 trajectory 103:7 transaction 57:12 72:1 145:14 transcribing 11:2 transcript 11:20 transportation 1:1 1:7 2:3,8,13,17 3:2,6,11,20 4:6,14 5:20 6:7,9,14 7:3 7:4 8:2,7,12,17 9:2,5,8 10:10 12:7 12:15,18 13:11 15:20 16:16 31:12 33:15 98:17 122:10 trauma 63:19 64:4 64:10 travel 89:19 147:10 147:21 travels 120:7 traverse 28:3 32:4 traversing 27:10 28:22 tremendous 34:15 trend 79:6 tried 55:3 70:1 108:14 149:14 trouble 32:12,13 79:15 88:3 96:1 114:15 troubleshoot 45:4 troubleshooting 44:19,20 troublesome 115:18 truck 72:7 trucks 86:7	true 46:13 57:18 81:12 112:17 113:15 Trunk 1:2 10:11 23:21 try 17:4,5 45:5 46:3 48:16 72:14 90:15 118:4 140:1 146:14 trying 23:10 30:16 32:7 33:10 36:18 46:19 73:17 74:22 75:13 80:18 106:15 107:2,13 107:19 116:18 118:5 119:22 127:2 130:8 131:3 132:18 139:8 140:22 141:7,15 147:2 149:9,17,22 Tuesday 105:3 turn 22:9 25:9 36:18 62:19 104:3 104:4 119:11 130:8 147:11 turned 103:15 turnouts 136:11,11 turns 104:1 TV 121:12 two 17:22 25:13,22 26:6 53:20 54:6 54:15,16,17 58:14 59:7 64:12 67:18 71:7 88:8 90:11 133:16 134:6 143:10 type 82:1 95:15,17 98:13 125:5 132:5 136:2 142:15 145:22 146:2 types 64:1 83:19 typical 75:19 typically 92:7 U U.S 3:16 ultimately 38:5 139:2 148:8 un 51:5 unacceptable 105:22 understand 19:10 22:16 27:21 30:10 34:4 48:17,21 77:7,9 80:12 93:12 99:16	104:12,13,14 107:22 108:4,22 123:11 125:21 126:15,17 146:1 understanding 26:4 59:15 understands 11:3 11:14 12:1 63:15 understood 134:18 undertaking 93:21 undoubtedly 110:22 unexpectedly 146:2 146:3 unforeseen 139:19 140:1 unfortunately 51:9 80:6 104:21 UNIDENTIFIED 48:2 unilaterally 119:8 Union 106:3 unique 70:9 82:18 uniqueness 142:18 United 110:3 unreasonable 57:11 up-tick 85:4 update 64:22 72:8 upgrade 106:22 upgrading 100:10 100:10 upholds 32:19 upset 74:1 use 19:6 24:9 33:9 34:1 36:20 45:14 49:20 66:10 78:18 uses 24:3 usually 44:20 51:2 78:17 84:12 V Valencia 15:22 16:1 validation 102:19 variance 49:7 various 33:1 37:18 90:16 vary 131:21 133:5 vehicle 97:3 velocity 39:8,22 47:4 129:7,13,22 130:20 148:3,19 venture 102:5 verbal 38:1,8,11 39:4 141:9 147:15 147:19 148:13 verbally 110:21
---	---	---	--	--

141:15 verified 53:12 verify 144:20 147:13 versus 88:3 95:6 114:9 128:6 Vice 2:4 23:1 victory 102:16 video 64:17 67:9 152:5 view 39:17 60:8 138:21 Village 3:15 4:2,10 4:19 5:2,6,12,18 6:2,6,13 7:2,8,9 7:13,18 15:14 71:5 111:3 vis 11:11 vis- 11:11 vis-a-vis 146:3 visibility 32:1 38:20 39:15,18 40:3 138:18 139:5 140:21 143:19,20 147:8 148:11 vision 47:14 130:11 visualization 47:22 visually 114:13 Volbrecht 54:12 115:2 116:8 volume 31:17 104:15 volumes 30:22 131:16 voluntary 60:4 62:9 111:18 119:3,7,9 119:10 149:14	129:17 133:2 134:15,17,19 141:2,10 147:8 148:22 151:2,2 wanted 22:17 120:15 126:2 wants 18:1 60:14 97:2 Ward 4:11 7:20 14:11 69:18 76:16 111:2 Warren 3:10 13:9,9 Washington 1:9 11:1 13:3 17:10 21:7,11 wasn't 48:3 74:22 105:9 111:18 127:18 140:17 water 104:1 way 14:14 28:4 29:8 32:5 33:21 35:7 51:7 60:17,18 65:18 69:4 81:4,4 83:7 85:14 92:4,5 99:16 104:4 105:20 114:20 119:12 123:7,12 128:18 133:4 136:8 139:18 140:20 141:6 143:6,8 148:4 ways 69:1 116:17 136:21 we'll 70:12 145:17 we're 30:7 We've 150:3 weather 43:19 50:19 79:5 84:15 97:13 web 32:4,8 week 41:21 70:5 weekend 105:9 weekends 86:21 89:15 weekly 33:16,18 weeks 103:5 weight 72:8 welcome 17:13,15 went 19:5 78:12 84:1 122:5 126:5 127:16 135:8 138:17 151:1 weren't 77:10 west 63:17 Western 1:2 10:11 23:21	whatsoever 37:8 whichever 143:4 white 107:17 Widowfield 2:16 14:21 willful 40:12 willing 108:9 windows 111:20 winter 31:5 84:10 84:14 85:4 wire 127:10,13,17 wired 69:22 wires 127:1 wish 115:12 120:6 withdrawn 124:13 withheld 124:12 Wolfe 9:1 12:14 51:16 52:14,20 62:2 63:10 78:16 81:11,11 82:6 88:21 89:6,22 94:16 95:11 98:13 98:21 108:3,22 125:13,21 130:4 130:21 144:5,13 wonder 115:1 wondering 61:9 66:4 91:13 110:16 116:15 Wood 8:16 12:21 64:11,11 66:1 98:6 word 94:9 109:10 worded 60:17 words 21:2,17 147:2 work 11:19 13:14 20:12 30:16 42:22 45:13 48:13 69:3 69:4 71:18 101:11 109:7 118:4 119:18 120:11 132:17 142:5 151:4 worked 72:3 143:6 working 11:18 12:4 42:3 47:21 66:12 71:19 72:17 78:11 85:12 101:1,8 118:14,20 121:13 131:5 132:14 135:1 136:20 139:1 works 44:1 92:12 146:16 150:19 worry 88:14 worse 103:16	worth 97:5 wouldn't 70:4 130:7 wrap 150:12 wrong 67:16 81:2 wrote 140:19 X Y yard 29:3,9,10,10 37:20 43:16 47:12 59:17 128:14 141:15 147:9,18 147:22 yards 30:12 yeah 29:15 73:8 74:4 79:12 94:9 105:8 106:2 113:21 117:5 135:7 136:17 144:17 year 35:4 63:20 67:7,13,20 68:2,5 68:6 76:6,7 83:6,6 105:8 140:13 years 20:9 25:18 99:19 100:16 102:3,13 103:18 107:11 151:4 yellow 48:6 49:10 yep 105:16 yesterday 86:2 Z zero 79:17 139:3 Zimmerman 8:1 10:3,5 14:13,22 15:3,6,11,15,18 15:21 16:3,7,10 16:13,17,21 17:13 17:17 21:1,15 22:3,15 26:10 54:21 57:7 58:7 60:3,13 64:20 65:9 66:6 68:18 75:8 77:2 80:12 81:7 83:15 84:13 85:6 86:9 87:5 90:1,5 91:3 99:9 100:6 110:15 113:19 115:14 116:2 117:1,5 119:13 120:2,12 120:13 121:10,21 134:21 136:17 139:11 143:12	144:1,8,11 145:19 146:14 148:20 149:1 150:9 151:7 zoom 27:17 ZS10 the 136:8 ZS2 two 41:19 ZS4 train 56:7 0 07:30 86:13 1 1 26:16 129:9,10,11 133:15 137:10,12 137:13 138:11,22 152:2 1-800 73:14 1% 132:5 137:6 1,000 132:1 1.2 36:1 1:23 151:13 10 19:3 25:2 35:19 38:6 39:10 40:8 40:10 46:8 55:10 55:14,19 56:1,3,8 57:1 60:5 61:21 62:18 104:18 109:16 113:14 114:3 118:12 129:10,16,20 131:2,4 132:6 133:16 137:7 138:15 139:1,9 141:3,18 142:3 10-minute 36:7 56:19 130:1 10:00 1:15 10:2 100 36:17 81:1 11 131:8 132:3,6,7 11,500-plus 35:22 11:48 90:2 111th 91:16 115th 41:13 42:13 12:30 99:11 123rd 74:16 13 74:17 137 35:18,21 46:6 46:17 14th 18:19 24:17 15 41:17 105:7 15-mile 105:10 150 71:6 155th 91:17 159th 92:5 16 35:12 78:4 79:2 82:7 83:3
--	--	--	--	---

170th 54:7	5			
18 58:21 93:4	5 113:14,21 152:7			
185 83:8	500 51:19			
18th 4:3	50th 133:7			
19 4:11 7:20	51st 105:13			
19th 14:11 69:18	52 83:10			
76:16 111:2	526 109:18			
1A 88:7,20	57% 35:5			
1st 53:22 58:20	597 129:18			
2	6			
2 27:15 143:16	6 116:2 152:8			
152:4	6:30 86:13			
20 54:18 56:4,16	60 88:22 89:1,10			
73:15 105:14	65 74:20			
200 48:9 50:8 52:6	650,000 41:7			
2013 24:1 34:8 41:7	7			
100:16 121:3	7 41:21 90:3			
2013-2014 31:5	70 54:17 56:15			
2014 33:15 122:18	75 24:5 89:1			
145:9	79th 27:3			
2015 70:4	8			
2016 1:11 70:5	8 90:4 125:6			
145:10	8-year 100:15			
2017 42:7,19 43:20	800 63:11 85:16			
95:13 101:4	83rd 41:13 42:13			
2018 42:21 93:18	85th 63:17			
101:5	9			
2020 42:22	90 89:1			
21 1:11 35:5,7	95th 67:9 68:4 87:1			
22 26:20	89:17 120:22			
22-mile 23:19 86:9	97 119:6			
24 41:21	98 119:5			
24/7 36:11 86:3	99 36:5,5 139:9			
25 79:1				
3				
3 48:4 152:5				
3:30 86:14				
30 56:8,9,14 61:21				
35522 1:3 10:9 11:5				
36 79:2				
36th 5:14				
395 1:8				
4				
4 91:3 152:6				
40 27:2 78:3 105:15				
133:18 134:4				
135:14,19 136:1,4				
136:5				
400 52:6				
42 73:16				
43 26:22 43:4 83:1				
49 35:2				