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October 16, 2017

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

ENTERED
Office of Proceedings
October 16, 2017
Part of
Public Record

Re: **Docket No. FD-35522, CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company – Monthly Report No. 15**

Dear Ms. Brown:

Pursuant to the decisions in *CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company*, Docket No. FD 35522 (served July 27, 2017, October 7, 2016, and June 22, 2016), CSX Transportation, Inc. (“CSXT”) is submitting its monthly report for September 2017 (“Monthly Report No. 15”) for the 22.22- mile Elsdon Line between the connection of the Grand Trunk Western Railroad Company and CSXT at Munster, IN, milepost 30.92, and Elsdon, IL, which connects to the southern end of the BNSF Railway Company’s (“BNSF”) Corwith Yard, milepost 8.7 (the “Elsdon Line”). This report includes the additional information that the Surface Transportation Board (the “Board”) requested in its July 27, 2017 and October 7, 2016 decisions.

The July 2016 Report (“Monthly Report No. 1”) identified the 43 public at-grade crossings on the Elsdon Line and the level of crossing protection at each crossing in Exhibit No. 1 (the “At-Grade Crossing Identification”) and provided the status of CSXT’s operating protocols with other rail carriers whose operations could cause interference with CSXT’s operations on the Elsdon Line (the “Operating Protocols”). In September 2017 there was no change in either the At-Grade Crossing Information or the Operating Protocols.

In addition to providing Exhibits 1-A and 2 in pdf format, CSXT is also providing spreadsheets with the same information for Exhibits 1-A and 2 and is providing a spreadsheet for Exhibit 2-A. Time references have all been converted to whole minutes in order to make comparisons and analyses easier. The minutes were rounded up if the seconds were 30 or greater and rounded down if the seconds were less than 30. The four columns in the Crossing Activation Failures report in Exhibit 1-A are organized as Date, Crossing Affected, and Duration (in Minutes) for Gate Reported and Gate Shunted.

Implementation of Revised VM 6.

In the July 27, 2017 decision, at 3, the Board modified VM 6 to require that: “CSXT shall take appropriate actions to clear a public crossing or crossings blocked by a stopped train as quickly as possible, including by cutting the train where it appears that cutting the train would be the fastest way to clear the crossing and, if possible, rail cars, engines, and rail equipment may not stand closer than 200 feet from a highway/rail at-grade crossing when there is an adjacent track.”

The Board also required CSXT to “include a narrative generally addressing its implementation of the revised VM 6.” *Id.* at 4.

As CSXT has explained in prior filings, when a crossing is blocked CSXT’s guiding principle is that the blockage should be remedied as quickly as possible.¹ Under revised VM 6, CSXT will cut a train if the act of cutting the train and later rebuilding the train will not cause at-grade crossings to be blocked longer than if the train were not cut. CSXT believes that this guiding principle serves the community’s overriding interest in clearing delays as quickly as possible and that it would be counterproductive for CSXT to cut trains when to do so would only lengthen a blockage.

CSXT’s operational goal is to run a railroad where trains depart from origins on time and reach destinations on time. The Elsdon Line is part of this overall goal. In a perfect world CSXT trains would be able to enter the Elsdon Line and exit it without having to stop, while maintaining the fluidity of overall operations in the Chicago Terminal. Operations in or near the Chicago Terminal are unpredictable and result in unexpected delays. From prior reports, the Board is familiar with some of the issues CSXT faces on the Elsdon Line. For example, Canadian National trains entering and leaving the CN Markham Yard are required to stop so that the conductor can exit the locomotive and manually operate a series of switches leading into and out of Markham Yard. Thornton Junction is an at-grade intersection of the Elsdon Line; the north south Villa Grove Subdivision operated over by CSXT, Union Pacific, and Amtrak, is controlled by an automatic interlocker that gives priority to approaching trains that trip the signal before they reach Thornton Junction resulting in a red signal for approaching trains on the Elsdon line.

A number of factors will go into CSXT’s decision whether to cut a train, including the anticipated length of the delay (frequently, at at-grade rail crossings, CSXT must rely on information provided by other railroads in making its determination), the number of crossings blocked (which determines how long it would take to cut and rebuild the train), the time of day (it is more important to clear a crossing during periods such as rush hour than in the middle of

¹ See CSXT Reply to Pet. to Reopen and Impose Sanctions at 5-6, STB Fin. Docket No. 35522 (filed Mar. 10, 2016).

the night), the effect on other trains (e.g. will cutting one train result in longer delays for other trains), and whether the train is exiting the Elsdon Line to enter a yard where hand thrown switches would require even greater delays if the train were cut, to name a few. All of these factors will be considered by the dispatchers and CSXT operations management in the Chicago Terminal in determining whether cutting a train will result in meeting CSXT's guiding principle that the blockage should be remedied as quickly as possible.

Grade Crossing Identification.

In September 2017, there were no changes to the level of crossing protection at any of the 43 public at-grade crossings on the Elsdon Line, and there are therefore no changes to the At-Grade Crossing Identification information provided in Monthly Report No. 1.

The Crossing False Activations document in Exhibit 1-A identifies the date and the street crossings where gates were reported not to be working properly during the month of September.

Out of the reported false gate activations, the signal maintainers found that eleven were actual false activations, the other 14 were reported as false activations, but the signal maintainers found no evidence that the signals had falsely activated upon actual inspection. In addition, one of the false gate activations was caused by damage to the gate by a unknown third party. A Crossing False Activation is reported every time a gate activates into the failsafe down position where there is not a train on the Elsdon Line approaching the at-grade crossing.

The column Gate Reported is the amount of time from receipt of the notification of a false activation until CSXT closed out the work order. However, this was not necessarily the length of time that a gate was down and blocking traffic. In the column titled Gate Shunted, CSXT has reported the actual time that the gate was down from information provided by the onsite signal maintainer. As CSXT explained in Monthly Report No. 1, CSXT is endeavoring to reduce the time that at-grade crossings are blocked due to gate failures. CSXT has implemented a program where once a signalman reaches the location of a failed gate in the down position that gate will be raised (shunted) while repairs are being made. Exhibit 1-B explains the cause of the false activation and what was done to repair the false activation.

Whenever a signal is transmitted to a crossing that the track is occupied by a train, the gate is lowered as a traffic control signal so that motorists know not to enter the crossing. At-grade crossing signals were activated 11,822 times on the Elsdon Line in September 2017. There were 25 false gate activations reported, with one occurring because of acts by a third party and 14 representing reports from the public that were inaccurate. There were only ten false activations caused by faulty equipment. The fail-safe activation of a gate, whether the signal is accurate or false, is an important safety feature. Although CSXT strives for improvement regarding false activations, we are mindful that the gates are designed to err on the side of safety (i.e., to be lowered) in order to prevent automotive traffic from entering the railroad line.

Much of the signal equipment on the Elsdon Line is aging, as can be seen by the occasional breakage of the wire bonds connecting the jointed rail. Contemporaneous with the PTC installation process, CSXT will be replacing the signals on the Elsdon Line with modern, state of the art equipment. During September 2017, CSXT replaced signals on the Elsdon Line. The location of the new signals provide greater visibility for the engineer so that the train could be slowed earlier in an effort to reduce the number of occurrences where trains are stopped. Three eastbound signals were replaced at: (1) the curve at 91st Street (milepost DG 13.8); (2) at about 107th Street (milepost DG 16); and (3) at 123rd Street (milepost DG 18). Two westbound signals were replaced at: (1) 115th Street (Milepost DG 17); and (2) at 99th Street (milepost DG 15).

CSXT is also considering a capital program to install continuous welded rail and improve road crossings on the Elsdon Line. Installation of continuous welded rail would eliminate the need for wire bonds between jointed track.

Exhibit 2 - Grade Crossing Blockages.

Exhibit 2 is a summary sheet of the total number of blockages exceeding 10 minutes during the month, the total number of minutes of all the blockages exceeding 10 minutes combined, and the average number of minutes of each blockage exceeding 10 minutes, as reported in Exhibit 1-A and 2-A.

Exhibit 2-A shows instances where train activity blocked grade crossings for greater than 10 minutes on the Elsdon Line for the month of September. Exhibit 2-A shows the date and time of day, the train involved, the crossing that was blocked, and the duration of the blockage. Also included are whether the train was stopped or slow moving, the cause of the delay, whether a stopped train was cut and if not why. Each train identified in Exhibit 2-A has an alpha identifier in the Train ID column. CSXT trains are identified with a K, L, Q, or Y, which can describe if the train is a Yard job, road train, or unit train. A Z train is a train operated by another railroad. In September, the Z trains identified in Exhibit 2-A were either operated by Canadian National (which has operated trains over the Elsdon Line since before CSXT acquired its easement) or operated by another foreign carrier and destined to a Canadian National yard.

Exhibit 2-B explains why trains that were stopped and blocking crossings for more than 60 minutes in September were not cut. During September 2017 CSXT determined that cutting trains would only lengthen the potential blockage.

There were 11,822 total train at-grade crossing occurrences on the Elsdon Line in September 2017.

All trains entering the Elsdon Line in September had a “clear route” to exit from the Elsdon Line when they began. But because the rail network is a dynamic system affected by many users, changes occurred during the movement of some trains over the Elsdon Line in September that required them to slow down or to stop. Certain trains also operate at slower speeds because they operate over only a portion of the Elsdon Line, which requires a slower speed to enter the line from a nearby yard and a slower speed to exit the line to another yard. There continue to be safety requirements imposed by other railroads and FRA that affect certain trains on the Elsdon Line by requiring reduced speeds to exit the Elsdon Line before entering another railroad’s line.

Exhibit 3 - Operating Protocols.

In September 2017, there were no changes to the Operating Protocols.

The operating protocols developed by CSXT have begun to deliver results in reducing the duration of at-grade crossing blockages by reducing train idling and slow speeds. CSXT’s dispatchers determine that there is a clear route before a train enters the Elsdon Line, but cannot dictate how other railroads run traffic.

Exhibit 4 – Community Outreach.

Because of the critical importance of Chicago operations to CSXT, CSXT is involved in various types of community outreach on an ongoing basis on a variety of issues.

Tom Livingston, Regional Vice President Midwest Government and Community Affairs, is the Community Liaison. During September, Mr. Livingston communicated to federal, state, local officials as well as Evergreen Park/local Chicago media via press release on August performance numbers.

Mr. Livingston also notified the local officials in advance when the installation of new signals would occur at 91st Street, 107th Street, 123rd Street, 115th Street, and 99th Street in September.

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Exhibit 5 – Additional Issues.

CSXT met with the Board's staff on October 16, 2017 to discuss the August Report.

The Hayford Junction Connection (the "HJC") has been completed, is now in operation, and is providing better access to the Bedford Park Intermodal Terminal Facility (the "Bedford Park ITF"). The HJC allows CSXT to access the Bedford Park ITF without traversing the main line of The Belt Railway Company of Chicago (the "BRC").

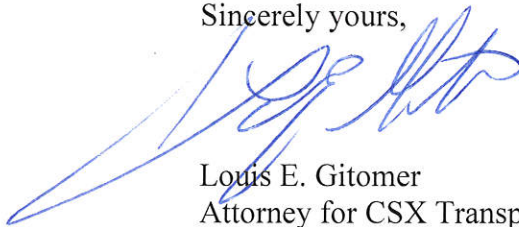
CSXT expects to begin the installation of PTC on the Elsdon Line during 2017. Completion is projected to occur in 2020. As part of the PTC installation road crossings will improve and there will be an improvement in signal reliability. CSXT also expects to install additional continuous welded rail on the Elsdon Line in October 2017.

As of April 1, 2017, CSXT adopted a new Employee Operating Manual governing conditions and actions on all railroad lines operated by CSXT in the United States. These instructions will apply uniformly to all operating employees and are expected to improve efficiency and operating fluidity.

* * *

CSXT is e-filing this Report. If you have any questions, please contact me.

Sincerely yours,

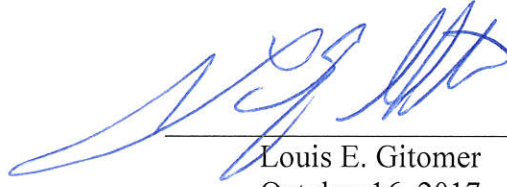


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 15 by CSX Transportation, Inc., in Docket No. FD 35522, *CSX Transportation, Inc.—Acquisition of Operating Easement — Grand Trunk Western Railroad Company*, to be served electronically on the following parties of record.



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October 16, 2017

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

Date	Crossing Affected	Duration (in minutes)	
		Gate Shunted	Gate Reported
9/1/2017	119th Street	289	45
9/3/2017	119th Street	820	58
9/5/2017	127th Street	120	50
9/8/2017	Halsted Street	63	63
9/14/2017	155th Street	81	81
9/14/2017	Wood Street	59	59
9/15/2017	159th Street	183	58
9/20/2017	119th Street	290	46
9/20/2017	Union Avenue	63	20
9/21/2017	South Park Avenue	163	104
9/21/2017	Western Avenue	79	0
9/22/2017	Park Avenue	34	34
9/22/2017	South Park Avenue	75	50
9/22/2017	79th Street	97	55
9/23/2017	170th Street	110	90
9/23/2017	South Park Avenue	128	90
9/23/2017	Thornton-Lansing	19	19
9/23/2017	159th Street	38	15
9/25/2017	95th Street	21	0
9/26/2017	150th Street	102	102
9/27/2017	170th Street	69	50
9/28/2017	South Park Avenue	152	110
9/28/2017	170th Street	75	45
9/28/2017	111 th Street	117	117
9/30/2017	Park Avenue	279	0

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On September 1, 2017, there was a false activation reported at the at-grade crossing at 119th Street. The signal maintainer walked the approach to the signal and recalibrated the crossing. Operational checks were performed and the crossing was returned to in service status.

On September 3, 2017, there was a false activation reported at the at-grade crossing at 119th Street. The signal maintainer replaced a termination shunt for the westbound approach track 2. Operational checks were performed and the crossing was returned to in service status.

On September 5, 2017, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer replaced a broken rail bond. Operational checks were performed and the crossing was returned to in service status.

On September 8, 2017, there was a false activation reported at the at-grade crossing at Halsted Street. The report was that the gates stayed down after the train had cleared the crossing. The signal maintainer found that the train was still occupying the crossing circuits and when the train cleared the circuits, the signal operated properly.

On September 14, 2017, there was a false activation reported at the at-grade crossing at 155th Street. The report was that the gates stayed down after the train had cleared the crossing. The signal maintainer found that the train was still occupying the crossing circuits and when the train cleared the circuits, the signal operated properly.

On September 14, 2017, there was a false activation at the at-grade crossing at Wood Street. The report was that the gates stayed down after the train had cleared the crossing. The signal maintainer found that the train was still occupying the crossing circuits and when the train cleared the circuits, the signal operated properly.

On September 15, 2017, there was a false activation at the at-grade crossing at 159th Street. The signal maintainer found that the gate had been damaged by an unknown third party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On September 20, 2017, there was a false activation reported at the at-grade crossing at 119th Street. The signal maintainer arrived and the gates were in the up position. The signal maintainer did not find any issue, and performed operational checks.

On September 20, 2017, there was a false activation at the at-grade crossing at Union Avenue. The signal maintainer found that the gate mechanism was stuck in the down position. The signal maintainer freed the gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On September 21, 2017, there was a false activation at the at-grade crossing at South Park Avenue. The signal maintainer found the gates down while a train was passing through the at-

grade crossing and that once the train cleared the crossing, the gates operated normally. Operational checks were performed and the crossing was returned to in service status.

On September 21, 2017, there was a false activation at the at-grade crossing at Western Avenue. It was reported that one of the gates had been broken by an unknown outside party. The signal maintainer found no damage to the gate and that the gates were operating properly. Operational checks were performed and the crossing was returned to in service status.

On September 22, 2017, there was a false activation reported at the at-grade crossing at Park Avenue. The signal maintainer replaced the RSI card. Operational checks were performed and the crossing was returned to in service status.

On September 22, 2017, there was a false activation at the at-grade crossing at South Park Avenue. The signal maintainer found no problems when he arrived. Operational checks were performed and the crossing was returned to in service status.

On September 22, 2017, there was a false activation at the at-grade crossing at 79th Street. The signal maintainer found no problems when he arrived. Operational checks were performed and the crossing was returned to in service status.

On September 23, 2017, there was a false activation at the at-grade crossing at South Park Avenue. When the signal maintainer arrived, a train was passing through the crossing. After the train cleared the crossing, the gates returned to the upright position. The signal maintainer found no problems after the train cleared the gates. Operational checks were performed and the crossing was returned to in service status.

On September 23, 2017, there was a false activation at the at-grade crossing at 170th Street. When the signal maintainer arrived, a train was passing through the crossing. After the train cleared the crossing, the gates returned to the upright position. The signal maintainer found no problems after the train cleared the gates. Operational checks were performed and the crossing was returned to in service status.

On September 23, 2017, there was a false activation at the at-grade crossing at Thornton-Lansing Street. The signal maintainer replaced the relay drive circuit board at the dax location. Operational checks were performed and the crossing was returned to in service status.

On September 23, 2017, there was a false activation at the at-grade crossing at 159th Street. The signal maintainer replaced the circuit control board in the island gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On September 25, 2017, there was a false activation at the at-grade crossing at 95th Street. The signal maintainer found no problems when he arrived. Operational checks were performed and the crossing was returned to in service status.

On September 26, 2017, there was a false activation at the at-grade crossing at 150th Street. The report was that the gates stayed down after the train had cleared the crossing. The signal

maintainer found that the train was still occupying the crossing circuits and when the train cleared the circuits, the signal operated properly. Operational checks were performed and the crossing was returned to in service status.

On September 27, 2017, there was a false activation at the at-grade crossing at 170th Street. The report was that the gates stayed down after the train had cleared the crossing. The signal maintainer found that the train was still occupying the crossing circuits and when the train cleared the circuits, the signal operated properly.

On September 28, 2017, there was a false activation at the at-grade crossing at South Park Avenue. The signal maintainer replaced the switch heater duct insulation that was generating an erratic short in the signal mechanism. Operational checks were performed and the crossing was returned to in service status.

On September 28, 2017, there was a false activation at the at-grade crossing at 170th Street. The signal maintainer replaced the switch heater duct insulation that was generating an erratic short in the signal mechanism. Operational checks were performed and the crossing was returned to in service status.

On September 28, 2017, there was a false activation at the at-grade crossing at 111th Street. The report was that the gates stayed down after the train had cleared the crossing. The signal maintainer found that the train was still occupying the crossing circuits and when the train cleared the circuits, the signal operated properly.

On September 30, 2017, there was a false activation at the at-grade crossing at Park Avenue. The signal maintainer found that the lights were flashing even though the gates were up. The signal maintainer cleaned the brushes on the gate motors. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - SEPTEMBER 2017

Milepost	Crossing >10 Minutes	Blockages	Total Time Minutes	Average Minutes
DG 31.39	Wentworth Avenue	15	566	38
DG 29.72	Burnham Avenue	31	588	19
DG 29.42	186 th Street	19	457	24
DG 28.57	Torrence Avenue	12	157	13
DG 28.33	182 nd Street	14	242	17
DG 27.74	Thornton Lansing	35	1008	29
DG 27.41	Volbrecht Road	42	1246	30
DG 25.77	170 th Street	37	878	24
DG 25.44	South Park Avenue	94	1644	17
DG 24.32	159 th Street	49	1275	26
DG 23.77	Vincennes Avenue	41	916	22
DG 23.47	155 th Street	29	605	21
DG 23.41	Halsted Street	29	602	21
DG 23.05	Park Avenue	19	286	15
DG 22.85	Broadway Street - H	14	195	14
DG 22.73	Center Avenue	13	198	15
DG 22.53	150 th Street	20	412	21
DG 22.18	Ashland Avenue	14	264	19
DG 21.94	147 th Street	16	326	18
DG 21.91	Wood Street	10	170	17
DG 21.76	Lincoln Avenue	11	180	16
DG 21.60	Robey Avenue	11	174	16
DG 20.86	Western Avenue	26	563	22
DG 19.56	Broadway Street - BI	7	122	17
DG 18.93	Union Avenue	1	20	20
DG 18.65	127 th Street	19	312	16
DG 18.13	123 rd Street	9	192	21
DG 17.62	119 th Street	11	259	24
DG 17.12	115 th Street	8	112	14
DG 16.62	111 th Street	12	317	26
DG 15.60	103 rd Street	8	101	13
DG 15.10	99 th Street	8	215	27
DG 14.56	95 th Street	15	222	15
DG 14.40	94 th Street/Kedzie	15	325	22
DG 13.95	91 st Street	11	268	24
DG 13.41	87 th Street	23	417	18
DG 12.98	83rd Street	19	355	19
DG 12.86	Columbus Avenue	38	575	15
DG 12.41	79 th Street	39	617	16

EXHIBIT 2-A
AT-GRADE CROSSINGS BLOCKED FOR MORE THAN 10 MINUTES BY TRAIN
ACTIVITY

(SEE ATTACHED SPREADSHEET)

EXHIBIT 2-B
DETAILED ANALYSIS OF WHY TRAINS STOPPED FOR MORE THAN 60 MINUTES
WERE NOT CUT

Voluntary mitigation Measure 6 (“VM6”) has been amended to state that:

CSXT shall take appropriate actions to clear a public crossing or crossings blocked by a stopped train as quickly as possible, including by cutting the train where it appears that cutting the train would be the fastest way to clear the crossing and, if possible, rail cars, engines, and rail equipment may not stand closer than 200 feet from a highway/rail at-grade crossing when there is an adjacent track.

CSX Transportation, Inc.—Acquisition of Operating Easement—Grand Trunk Western Railroad Company, Docket No. FD 35522, (served July 26, 2017) slip op. at 3. The Board has required CSXT to “report whether a train was cut (and if it was not, explain why not) only with respect to blockages of more than 60 minutes, as CSXT has provided evidence that 60 minutes is the typical period of time needed to cut and reassemble a train at a single crossing.” *Id.* at 4.

CSXT interprets VM6 to require a stopped train to be cut when cutting the train would reduce the amount of time that an at-grade crossing would be blocked. As an example, if CSXT believed that two at-grade crossings would be blocked for 90 minutes, but that cutting the train would block the at-grade crossings for 60 minutes and reassembling the train would block the at-grade crossings for 60 minutes, for a total blockage of 120 minutes (60 minutes to cut, and 60 minutes to reassemble) then CSXT would not cut the train.

When a CSXT train enters the Elsdon Line it has a clear signal to the point where it will leave the line. However, while enroute, the train may be advised that the route is no longer clear and that it must stop because of a conflict. Or, when exiting the Elsdon Line at an intermediate point to enter a yard, the train must be stopped to allow manual switches to be thrown by the conductor on the train or for the yard to provide track room. In addition, there are non-CSXT trains that operate on the Elsdon Line.

When a CSXT train stops on the Elsdon Line, the crew inquires as to the length of the delay. In order to cut a train at just one crossing requires the conductor to climb down from the locomotive and walk to the back of the train on the uneven ballast. It usually takes about 20 minutes to walk from the locomotive to the end of a one-mile long train, and more time for a longer train. The conductor is required to protect the backward shove of the train so that the location of the cut of the train is at least 200 feet from the at-grade crossing (see VM 6). The train is then shoved backwards and stopped, taking about five minutes. It then takes the conductor about five to ten minutes to cut the rear section of the train, set the hand brakes and return to the locomotive. It usually takes 30-40 minutes to cut a single section of a train on the Line. If more than one crossing is blocked, the process must be repeated for each blocked crossing, taking another 30-40 minutes. But, cutting a train is not the end of the process. The train must be rebuilt in order to move again. To rebuild a train, the conductor must walk to the crossing, set flares at the grade crossing to warn traffic that the grade crossing is not available, back the train to the cars that have been cut, recouple the train, release the hand brakes, ensure that there is air going to the brakes, conduct a brake test, and then walk back to the locomotive. This is also a 30-40 minute process. If there is more than one cut necessary the amount of time required can roughly be multiplied by the number of cuts and builds. Weather and darkness lengthen the amount of time it takes to cut and rebuild a train. The train crew inquires how long the delay is expected to be and if it is less than the length of time necessary to cut and rebuild the train, they will let the train sit.

Following is an explanation for each train stopped at an at-grade crossing for at least 60 minutes. Each train will be identified by date and train ID.

September 1, S64231. Blocked Thornton-Lansing Road and Volbrecht Road for 242 and 242 minutes, respectively. The train was stopped to while waiting to enter Barr Yard. The CSXT dispatchers were continuously notified that the route into Barr Yard would soon be clear and then notified that the route was not clear. Because of the continuing uncertainty of when a window to enter Barr Yard would be available, CSXT decided not to cut the train because the available window would have been closed by the time the train was rebuilt. In addition, on this portion of the Elsdon Line, there are nearby grade separated crossings.

September 6, Z65905. Blocked South Park Avenue for 70 minutes. The CN train was stopped entering Markham Yard because the conductor was required to alight from the train and manually throw the switch and then move to the next switch until the rear of the train was in Markham Yard. To cut and rebuild the train would have required numerous blockages because of the operation required to enter Markham Yard.

September 10, Q64210. Blocked Thornton-Lansing Road and Volbrecht Road for 99 and 98 minutes, respectively. The train was stopped waiting for clearance to enter Barr Yard. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing.

September 11, Q10209. Blocked 159th Street for 69 minutes. The locomotive had failed, so the train could not be cut. Once the locomotive was repaired, the train continued.

September 11, Q64409. Blocked Burnham Road and 186th Street for 148 and 147 minutes, respectively. The train was stopped to while waiting to enter Barr Yard. The CSXT dispatchers were continuously notified that the route into Barr Yard would soon be clear and then notified that the route was not clear. Because of the continuing uncertainty of when a

window to enter Barr yard would be available, CSXT decided not to cut the train because the available window would have been closed by the time the train was rebuilt. In addition, on this portion of the Elsdon Line, there are nearby grade separated crossings.

September 13, Q64212. Blocked Thornton-Lansing and Volbrecht Road for 76 and 77 minutes, respectively. The train was stopped to while waiting to enter Barr Yard. The CSXT dispatchers were continuously notified that the route into Barr Yard would soon be clear and then notified that the route was not clear. Because of the continuing uncertainty of when a window to enter Barr yard would be available, CSXT decided not to cut the train because the available window would have been closed by the time the train was rebuilt. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing. In addition, on this portion of the Elsdon Line, there are nearby grade separated crossings.

September 16, Q02516. Blocked 99th Street, 95th Street, 94th Street, 91st Street, 87th Street, 83rd Street, Columbus Avenue, and 79th Street for 136, 140, 140, 136, 136, 104, 72, and 72 minutes, respectively. This train was held awaiting clearance to enter the UP Villa Grove Subdivision. To cut the train for eight at-grade crossings would have taken 30 minutes for each of the eight at-grade crossings and to rebuild the train would have taken 30 minutes for each of the eight at-grade crossings, a total of eight hours blockage of each at-grade crossing.

September 18, Y12318. Blocked Wentworth Avenue for 327 minutes. This train was held awaiting clearance from the CN to enter Kirk Yard. CSXT did not receive reliable information on the length of the delay caused waiting for the commitment from CN to be able to move the train into Kirk Yard.

September 19, Q10119. Blocked 159th Street for 137 minutes. This train was held awaiting clearance to enter the UP Villa Grove Subdivision. The CSXT dispatchers were continuously notified that the route onto the UP Villa Grove Subdivision would soon be clear and then notified that the route was not clear. Because of the continuing uncertainty of when a window to enter the UP Villa Grove Subdivision would be available, CSXT decided not to cut the train because the available window would have been closed by the time the train was rebuilt.

September 22, Q02620. Blocked 159th Street for 70 minutes. This train was held awaiting clearance to enter Bedford Park. The CSXT dispatchers were continuously notified that the route into the Bedford Park would soon be clear and then notified that the route was not clear. Because of the continuing uncertainty of when a window to enter Bedford Park would be available, CSXT decided not to cut the train because the available window would have been closed by the time the train was rebuilt.

September 22, Z63622. Blocked South Park Avenue for 75 minutes. The CN train was stopped entering Markham Yard because the conductor was required to alight from the train and manually throw the switch and then move to the next switch until the rear of the train was in Markham Yard. To cut and rebuild the train would have required numerous blockages because of the operation required to enter Marham Yard.

September 27, Q64227. Blocked Volbrecht Road for 62 minutes. The train was stopped to while waiting to enter Barr Yard. The CSXT dispatchers were continuously notified that the route into Barr Yard would soon be clear and then notified that the route was not clear. Because of the continuing uncertainty of when a window to enter Barr yard would be available, CSXT decided not to cut the train because the available window would have been closed by the time the train was rebuilt.

September 27, Z79126. Blocked Vincennes for 62 minutes. The CN train was stopped entering Markham Yard because the conductor was required to alight from the train and manually throw the switch and then move to the next switch until the rear of the train was in Markham Yard. To cut and rebuild the train would have required numerous blockages because of the operation required to enter Marham Yard.

September 28, Q64427. Blocked 159th Street for 63 minutes. The train was stopped to while waiting to enter Barr Yard. The CSXT dispatchers were continuously notified that the route into Barr Yard would soon be clear and then notified that the route was not clear. Because of the continuing uncertainty of when a window to enter Barr yard would be available, CSXT decided not to cut the train because the available window would have been closed by the time the train was rebuilt.