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November 15, 2016

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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
November 15, 2016
Part of
Public Record

Re: **Docket No. FD-35522, CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company – Monthly Report No. 4**

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 June 22, 2016 and October 7, 2016), CSX Transportation, Inc. (“CSXT”) is submitting its monthly report for October 2016 (“Monthly Report No. 4”) for the 22.22- mile Elsdon Subdivision 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 October 7, 2016 decision.

The July 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 October 2016 there was no change in either the At-Grade Crossing Information or the Operating Protocols.

In addition to providing Exhibits 1-A, 2, and 2-A in pdf format, CSXT is also providing spreadsheets with the same information. 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 have been reorganized as Date, Crossing Affected, Reported Duration (in Minutes) and Shunted Duration (in Minutes).

CSXT reports that there were no accidents on the Elsdon Line in October.

Grade Crossing Identification.

In October 2016, 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 not working properly during the month of October. There were 15 false activations, one of which lasted less than 10 minutes. Two of the false gate activations were caused by damage to the gates by unknown third parties.

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 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. As can be seen from the data, at-grade crossing signals were activated 11,135 times on the Elsdon Line in October 2016, with only 15 false gate activations. 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 activation (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. Contemporaneous with the PTC installation process, CSXT will be replacing the signals on the Elsdon Line with modern, state of the art equipment. CSXT is also planning a capital program to improve road crossings on the Elsdon Line. CSXT will report the progress of these projects to the Board in the monthly report for the month when the project occurs.

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 October. Exhibit 2 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. A Z train is a train operated by another railroad. In October, 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 10 minutes in October were not cut. In short, in each case CSXT determined that cutting trains would only lengthen the potential blockage. 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 CSXT therefore will not cut a train if the act of cutting the train and later rebuilding the train will 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 to interpret Voluntary Mitigation Measure No. 6 as requiring CSXT to cut trains when to do so would only lengthen a blockage.

On October 7, 2016, train Q64307 was stopped for 121 minutes, the longest delay of the month. Following established protocol, the train made an emergency stop on the line for possible leaking potash from one of the cars. CSXT immediately dispatched personnel to inspect the reported problem. Once the train was checked and cleared, it reported to the CSXT dispatcher that it was ready to move, but it could not restart on the Elsdon Line at Thornton Jct. until cross traffic had passed.

There were **11,135** total train at-grade crossing occurrences on the Elsdon Line in October 2016.

All trains entering the Elsdon Line in October 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 October 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.

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

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Exhibit 3 - Operating Protocols.

In October 2016, 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. As a result of the data being studied for these monthly reports, CSXT is trying to determine whether there are additional protocols that can be put in place to reduce at-grade crossing delays and will report to the Board on the results. 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. In October CSXT responded to routine issues raised by elected officials along the Elsdon Line. In future reports, CSXT will advise the Board of its outreach efforts and the results.

* * *

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

Sincerely yours,

Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 4 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.

Louis E. Gitomer
November 15, 2016

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

<u>Date</u>	Crossing Affected	Duration in Minutes	
		Reported	Shunted
10/04	Burnham Ave.	39	20
10/08	Columbus Ave.	148	29
10/08	87 th Street	232	18
10/09	Columbus Ave.	51	41
10/12	Wood Street	50	33
10/14	83 rd Street	133	65
10/20	Wentworth Ave.	35	9
10/21	83 rd Street	118	53
10/21	83 rd Street	5147	40 ²
10/22	Park Ave.	135	90
10/22	150 th Street	135	90
10/22	Halsted Street	135	90
10/22	155 th Street	135	90
10/23	Ashland Ave.	135	128
10/30	147 th Street	35	35

² Even though the repair ticket was open for over three days, the gates were done for 40 minutes.

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On October 4, 2016, there was a false activation at the at-grade crossing at Burnham Avenue. The gate was damaged by an unknown party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On October 8, 2016, there was a false activation at the at-grade crossing at Columbus Avenue. The activation was caused by an approaching train. The gates were up when the signal maintainer arrived. The signal maintainer performed the operational test and the crossing was returned to in service status.

On October 8, 2016, there was a false activation at the at-grade crossing at 87th Street. It was caused by a defective termination shunt. The signal maintainer replaced the defective termination shunt. Operational checks were performed and the crossing was returned to in service status.

On October 9, 2016, there was a false activation at the at-grade crossing at Columbus Ave. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status. A review of video from the crossing indicates that the gates were up at the time of the call to notify CSXT, and it appears that there was no false activation and that the gates did not block the crossing.

On October 12, 2016, there was a false activation at the at-grade crossing at Wood Street. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On October 14, 2016, there was a false activation at the at-grade crossing at 83rd Street. A broken track wire gave a false activation. The signal maintainer repaired the broken track wire, performed operational tests and the crossing was returned to in service status.

On October 20, 2016, there was a false activation at the at-grade crossing at Wentworth Ave. The gate was damaged by an unknown party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On October 21, 2016, there was a false activation at the at-grade crossing at 83rd Street. A broken track wire gave a false activation. The signal maintainer repaired the broken track wire, performed operational tests and the crossing was returned to in service status.

On October 21, 2016, there was a false activation at the at-grade crossing at 83rd Street. The trouble at the crossing cleared while the signal maintainer was investigating the cause of the false activation. Operational checks were performed and the crossing was returned to in service status. The crossing was monitored overnight and no additional failures were reported.

On October 22, 2016, there was a false activation at the at-grade crossing at Park Avenue. It was caused because of a bad CPU card on 2-xp-3 unit at 150th Street. The signal maintainer

replaced the CPU. Operational checks were performed and the crossing was returned to in service status.

On October 23, 2016, there was a false activation at the at-grade crossing at Ashland Avenue. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On October 30, 2016, there was a false activation at the at-grade crossing at 147th Street. It was caused by the gate being stuck to the cantilever. The signal maintainer freed the gate from the cantilever and made adjustments to the gate. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING – OCTOBER 2016

Milepost	Crossing > 10 Minutes	Blockages	Total Time (in Minutes)	Average (in Minutes)
DG 31.39	Wentworth	1	9	9
DG 29.72	Burnham	1	20	20
DG 29.42	186th	3	32	11
DG 28.57	Torrence	2	23	12
DG 28.33	182nd	0	0	0
DG 27.74	Thornton	0	0	0
DG 27.41	Volbrecht	0	0	0
DG 25.77	170th	0	0	0
DG 25.44	S Park Ave	0	0	0
DG 24.32	162nd	5	185	37
DG 23.77	Vincennes	5	144	29
DG 23.47	155th St	8	385	48
DG 23.41	Halsted	7	375	54
DG 23.05	Park	4	295	74
DG 22.85	Broadway – H	0	0	0
DG 22.73	Center	2	194	97
DG 22.53	150th St.	4	247	62
DG 22.18	Ashland Ave	6	208	35
DG 21.94	147th St	9	171	19
DG 21.91	Wood St	8	129	16
DG 21.76	Lincoln Ave	8	120	15
DG 21.60	Robey	8	118	15
DG 20.86	Western Ave	9	147	16
DG 19.56	Broadway - BI	1	29	29
DG 18.93	Union St	0	0	0
DG 18.65	127th	0	0	0
DG 18.13	123rd St.	14	225	16
DG 17.62	119th St.	12	184	15
DG 17.12	115th St.	2	24	12
DG 16.62	111th St.	1	24	24
DG 15.60	103rd	2	23	12
DG 15.10	99th St.	2	24	12
DG 14.56	95th St.	6	78	13
DG 14.40	94th St./Kedzie	6	78	13
DG 13.95	91st St.	2	23	12
DG 13.41	87th St.	8	104	13
DG 12.98	83rd St	9	241	27
DG 12.86	Columbus Ave	19	320	17
DG 12.41	79th St	14	210	15

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

SEE ATTACHED SPREADSHEET

AT GRADE CROSSINGS BLOCKED FOR MORE THAN 10 MINUTES Oct-16									
Date	Time of Day	Train ID	Crossing	North/South Blue Island	Duration of Blockage (in minutes)	Stopped or Slow Moving	Cause	Was Train Cut?	If Train not Cut explanation why?
10/3/2016	2:41	Q02103	115th St.	North	13	Slow Moving	Automobile stuck on the tracks near mp 23.1 Markham Yard	No	Additional 120 minute delay
10/3/2016	2:40	Y13002	123rd St.	North	13	Slow Moving	Entering BRC yard limits at restricted speed	N/A	
10/3/2016	3:09		Columbus Ave	North	15				
10/3/2016	3:06	Q59703	87th St.	North	11	Stopped	Cross traffic at Blue Island Junction	No	Additional 120 minute delay
10/3/2016	3:08		83rd St.	North	13				
10/3/2016	7:10	Z74203	119th St.	North	30	Slow Moving	Approaching Blue Island Junction signal	N/A	Additional 360 minute delay
10/3/2016	7:09		123rd St.	North	32				
10/3/2016	11:50	Q02103	123rd St.	North	12	Stopped	Automobile stuck on the tracks near mp 23.1 Markham Yard	No	
10/3/2016	3:06		150th St.	South	16				
10/3/2016	3:06		Ashland Ave	South	16				
10/3/2016	3:06		147th St.	South	16				
10/3/2016	3:06		Wood St.	South	16				
10/3/2016	3:06		Lincoln Ave	South	16				
10/3/2016	3:06		Robey St.	South	16				
10/4/2016	18:34	Q64304	186th St.	South	11	Slow Moving	Entering Monon Subdivision connection track	N/A	
10/4/2016	22:46	Y13004	Columbus Ave	North	10	Slow Moving	Entering BRC yard limits at restricted speed	N/A	
10/4/2016	23:46		79th St.	North	10				
10/5/2016	2:17	Q02505	123rd St.	North	12	Stopped	NS at Ashburn cross traffic	No	Additional 60 minute delay
10/5/2016	9:44	Q59705	119th St.	North	23	Stopped	Cross traffic at Blue Island Junction	No	Additional 120 minute delay
10/5/2016	9:44	Z74205	123rd St.	North	24	Stopped	Cross traffic at CN Junction	No	Additional 180 minute delay
10/5/2016	11:39		Wood St.	South	18				
10/5/2016	11:38		Lincoln Ave	South	22				
10/5/2016	11:34		Robey St.	South	22				
10/5/2016	11:52		Ashland Ave	South	10				
10/5/2016	11:46		147th St.	South	15				
10/6/2016	20:24	Q64306	159th St.	South	73	Stopped	Held for Amtrak at Thornton Junction	No	Additional 420 minute delay
10/6/2016	20:24		Vincennes Rd.	South	73				
10/6/2016	20:24		155th St.	South	73				
10/6/2016	20:24		Park Ave	South	73				
10/6/2016	20:24		Broadway Ave. Harvey	South	73				
10/6/2016	20:24		Center Ave	South	73				
10/6/2016	20:24		Halsted St.	South	73				
10/7/2016	1:28	Y13006	Columbus Ave	North	11	Slow Moving	Entering BRC yard limits at restricted speed	N/A	
10/7/2016	1:28	Q64307	79th St.	North	11	Stopped	Went into emergency at 18:54 for possible leaking potash, carman and mgr. onsite, Train called ready at 19:51, held at Thornton Jct. for cross traffic until 20:50	No	Additional 300 minute delay
10/7/2016	18:52		155th St.	South	121				
10/7/2016	18:52		Halsted St.	South	121				
10/7/2016	18:52		Park Ave	South	121				
10/7/2016	18:52		Broadway Ave. Harvey	South	121				
10/7/2016	18:52		Center Ave	South	121				
10/7/2016	18:52		150th St.	South	121				
10/8/2016	0:25	Y13007	Columbus Ave	North	13	Slow Moving	Entering BRC yard limits at restricted speed	N/A	
10/8/2016	0:25	S02608	79th St.	North	13	Slow Moving	Switching Blue Island Yard-Storing Intermodal tubs for Hurricane	N/A	
10/8/2016	18:06		Broadway St. Blue Island	South	29				
10/10/2016	10:11	Z74210	159th St.	South	31	Stopped	Cross traffic at Thornton Junction	No	Additional 60 minute delay
10/11/2016	1:27	Y13010	123rd St.	North	13	Slow Moving	Entering BRC yard limits at restricted speed	No	Additional 300 minute delay
10/11/2016	2:28	L02511	119th St.	North	11	Slow Moving	Reducing speed approaching Blue Island Junction		
10/11/2016	11:19	Y12311	Broadway Ave. Harvey	South	11	Stopped	Cross traffic at Thornton Junction	No	Additional 300 minute delay
10/11/2016	11:19		Park Ave	South	11				
10/11/2016	11:19		Halsted St.	South	11				
10/11/2016	11:19		155th St.	South	11				
10/11/2016	11:19		Vincennes Rd.	South	11				
10/12/2016	13:48	N86010	159th St.	South	17	Stopped	Cross traffic at CN Junction	No	Additional 60 minute delay
10/12/2016	3:24	Y13011	94th St./Kedzie	North	10	Slow Moving	Approaching Ashburn Interlocking signal and BRC yard	N/A	
10/12/2016	3:24		95th St.	North	10	Slow Moving	Approaching Ashburn interlocking signal and BRC yard		
10/13/2016	14:06		87th St.	North	13				
10/13/2016	6:38	Q64212	186th St.	South	10	Slow Moving	Moving off the Monon Subdivision connection track	N/A	
10/14/2016	1:06	Y13013	Columbus Ave	North	11	Slow Moving	Entering BRC yard limits at restricted speed		
10/14/2016	1:06		79th St.	North	10				
10/14/2016	0:53		94th St./Kedzie	North	13				
10/14/2016	0:53		95th St.	North	13				
10/14/2016	0:50		99th St.	North	13				
10/14/2016	0:46	Q02714	103rd St.	North	13	Stopped	Cross traffic at Blue Island Junction	No	Additional 120 minute delay
10/14/2016	18:17		123rd St.	North	20				
10/14/2016	18:18	Q12411	119th St.	North	18	Stopped	Cross traffic at Blue Island Junction	No	Additional 60 minute delay
10/14/2016	18:50		Western Ave	South	24				
10/15/2016	2:02	Y13014	Columbus Ave	North	16	Slow Moving	Entering BRC yard limits at restricted speed	N/A	
10/15/2016	2:02		79th St.	North	16				
10/15/2016	2:01		83rd St.	North	14				
10/15/2016	2:00		87th St.	North	13				
10/15/2016	8:38		123rd St.	North	11				
10/15/2016	8:38	Z75515	119th St.	North	10	Slow Moving	Approaching Blue Island Junction signal	N/A	
10/15/2016	19:50		Robey St.	South	20				
10/15/2016	19:54		Lincoln Ave	South	24	Stopped and slow moving	CN train operating switches and yarding into CN Markham Yard	No	Additional 300 minute delay
10/15/2016	20:06		Ashland Ave	South	10				
10/15/2016	20:01		147th St.	South	14				
10/15/2016	19:58		Wood St.	South	16				
10/16/2016	0:34	Y13015	Columbus Ave	North	10	Slow Moving	Entering BRC yard limits at restricted speed	N/A	
10/16/2016	0:34	Z74216	79th St.	North	10	Stopped	Cross traffic at Thornton Junction	No	Additional 240 minute delay
10/16/2016	16:15		Halsted St.	South	37				
10/16/2016	16:15		155th St.	South	37				
10/16/2016	16:16		Vincennes Rd.	South	37				
10/16/2016	16:26	Z63616	159th St.	South	35	Slow Moving	Train yarding in Markham Yard at restricted speed	N/A	
10/16/2016	10:44		155th St.	South	12				
10/16/2016	10:44		Vincennes Rd.	South	12				
10/17/2016	1:03	Y13016	Columbus Ave	North	13	Slow Moving	Entering BRC yard limits at restricted speed	N/A	
10/17/2016	1:03		79th St.	North	13				
10/17/2016	1:02		83rd St.	North	12				

10/17/2016	1:00		87th St.	North	10						
10/17/2016	0:56		91st St.	North	10						
10/17/2016	0:50		94th St./Kedzie	North	12						
10/17/2016	0:50		95th St.	North	12		Slow Moving	Approaching Ashburn interlocking signal and BRC yard	N/A		
10/17/2016	0:48		99th St.	North	11						
10/17/2016	0:45		103rd St.	North	10						
10/17/2016	10:30	Z74217	159th St.	South	29		Stopped				
10/18/2016	8:06	Q10118	147th St.	South	10		Stopped	Cross traffic at Thornton Junction	No	Additional 60 minute delay	
10/18/2016	8:06		Ashland Ave	South	11			Cross traffic at Thornton Junction			
10/18/2016	11:41	Z74218	147th St.	South	48		Stopped	Cross traffic at CN Junction	No	Additional 180 minute delay	
10/18/2016	11:51		Ashland Ave	South	40						
10/18/2016	12:12		150th St.	South	20						
10/20/2016	2:23	Q02520	119th St.	North	10		Slow Moving	Approaching Blue Island Junction signal	N/A		
10/20/2016	1:22		123rd St.	North	13						
10/20/2016	14:04	Z74220	119th St.	North	11		Slow Moving	Approaching Blue Island Junction signal	N/A		
10/20/2016	14:04		123rd St.	North	12						
10/20/2016	18:36	Q64220	Torrence Ave	South	11		Slow Moving	Approaching Thornton Junction Signal	N/A		
10/21/2016	1:42	Y13020	Columbus Ave	North	13		Slow Moving	Entering BRC yard limits at restricted speed	N/A		
10/21/2016	1:40		83rd St.	North	13						
10/21/2016	1:37		87th St.	North	12						
10/21/2016	1:22		91st St.	North	23						
10/21/2016	1:18		94th St./Kedzie	North	23			Approaching Ashburn interlocking signal and BRC yard	N/A		
10/21/2016	1:18		95th St.	North	23						
10/21/2016	21:29	S02620	Western Ave	South	29						
10/21/2016	0:11	Y13021	Columbus Ave	North	13		Slow Moving	Switching Blue Island Yard-Storing Intermodal tubs from Hurricane			
10/21/2016	0:11		79th St.	North	13		Slow Moving	Entering BRC yard limits at restricted speed	N/A		
10/21/2016	0:09		83rd St.	North	13						
10/21/2016	0:07		87th St.	North	12						
10/22/2016	0:05	Y13022	Columbus Ave	North	12		Slow Moving	Entering BRC yard limits at restricted speed	N/A		
10/22/2016	0:05		79th St.	North	12						
10/22/2016	16:50	Q12419	Western Ave	South	15		Slow Moving	Approaching Thornton Junction Signal	N/A		
10/22/2016	11:27	Z74222	Wood St.	South	11				N/A		
10/22/2016	11:19		Western Ave	South	14				N/A		
10/22/2016	11:25		Lincoln Ave	South	12						
10/22/2016	11:27		147th St.	South	11			Approaching Thornton Junction Signal			
10/22/2016	11:24		Robey St.	South	13						
10/22/2016	11:22	Z63622	155th St.	South	20		Stopped and slow moving	Departing CN Markham Yard-operating switches	No	Additional 180 minute delay	
10/22/2016	11:32		Vincennes Rd.	South	11						
10/22/2016	11:20		Halsted St.	South	22						
10/23/2016	10:11	Q02621	Columbus Ave	North	11		Slow Moving	Entering BRC yard limits at restricted speed	N/A		
10/23/2016	10:11		79th St.	North	11						
10/23/2016	14:16	Z73723	Wood St.	South	12		Slow Moving	CN train approaching and entering Markham Yard	N/A		
10/23/2016	14:04		Western Ave	South	13						
10/23/2016	14:12		Robey St.	South	13						
10/23/2016	14:14		Lincoln Ave	South	13						
10/23/2016	14:17		147th St.	South	10						
10/24/2016	0:19	Q02822	Western Ave	South	18		Stopped	Cross traffic at Blue Island Junction	No	Additional 60 minute delay	
10/24/2016	19:36	Q59724	123rd St.	North	15		Stopped	Cross traffic at Blue Island Junction			
10/24/2016	19:37		119th St.	North	14						
10/24/2016	10:23	Y12324	123rd St.	North	11		Slow Moving	Train speed crossing over Vermont St. connection	N/A		
10/24/2016	10:27		119th St.	North	12						
10/24/2016	10:52		Columbus Ave	North	10		Slow Moving	Entering BRC yard limits at restricted speed	N/A		
10/24/2016	10:52		79th St.	North	10						
10/24/2016	0:57	Y13023	Columbus Ave	North	11		Slow Moving	Entering BRC yard limits at restricted speed	N/A		
10/26/2016	19:39	Q59726	119th St.	North	12		Slow Moving	Approaching Blue Island Junction signal			
10/26/2016	19:38		123rd St.	North	13						
10/27/2016	12:11	Z73727	147th St.	South	12		Slow Moving	CN train approaching and entering Markham Yard	N/A		
10/27/2016	12:58		Wood St.	South	13						
10/27/2016	12:56		Lincoln Ave	South	13						
10/27/2016	12:54		Robey St.	South	13						
10/27/2016	12:44		Western Ave	South	13						
10/28/2016	0:13	Y13027	79th St.	North	47		Stopped and Slow Moving	Entering BRC yard	N/A		
10/28/2016	0:13		Columbus Ave	North	47						
10/28/2016	0:01		94th St./Kedzie	North	10		Slow Moving	Approaching Ashburn interlocking signal			
10/28/2016	0:01		95th St.	North	10						
10/29/2016	0:29	Y13028	79th St.	North	20		Slow Moving	Entering BRC yard limits at restricted speed	N/A		
10/29/2016	0:29		Columbus Ave	North	20						
10/29/2016	0:28		83rd St.	North	18						
10/29/2016	0:26		87th St.	North	15						
10/29/2016	0:18		94th St./Kedzie	North	10						
10/29/2016	0:17		95th St.	North	10						
10/29/2016	0:04		115th St.	North	11						
10/29/2016	0:00		119th St.	North	12						
10/29/2016	22:25	Y13029	79th St.	North	14		Slow Moving	Entering BRC yard limits at restricted speed	N/A		
10/29/2016	22:25		Columbus Ave	North	14						
10/29/2016	22:02	Q64229	186th St.	South	11		Slow Moving	Approaching Thornton Junction Signal	N/A		
10/29/2016	22:04		Torrence Ave	South	12						
10/30/2016	12:09	Z73730	Lincoln Ave	South	10		Slow Moving	CN train approaching and entering Markham Yard	N/A		
10/30/2016	12:09		Robey St.	South	11						
10/30/2016	12:02		Western Ave	South	11						
10/31/2016	19:36	Q59731	119th St.	North	21			Cross traffic at Blue Island Junction	No	Additional 120 minute delay	
10/31/2016	19:37		123rd St.	North	24						
10/31/2016	23:00	Y13031	111th St.	North	24		Stopped	Crew stopped for possible track obstruction. Inspection showed the route clear.	No	Additional 60 minute delay	
10/31/2016	16:55	Z73731	Wood St.	South	10		Slow Moving	CN train approaching and entering Markham Yard	N/A		
10/31/2016	16:54		Lincoln Ave	South	10						
10/31/2016	16:52		Robey St.	South	10						
10/31/2016	16:45		Western Ave	South	10						
10/31/2016	8:22	Z63631	155th St.	South	21		Slow Moving	Departing CN Markham Yard-operating switches	N/A		
10/31/2016	8:22		Halsted St.	South	21						

EXHIBIT 2-B
DETAILED ANALYSIS OF WHY TRAINS STOPPED FOR MORE THAN 10 MINUTES
WERE NOT CUT

Voluntary mitigation Measure 6 (“VM6”) states that:

CSXT shall operate under U.S. Operating Rule No. 526 (Public Crossings), which provides that a public crossing must not be blocked longer than 10 minutes unless it cannot be avoided and that, 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. If the blockage is likely to exceed this time frame, then the train shall then be promptly cut to clear the blocked crossing or crossings.

CSX Transportation, Inc.—Acquisition of Operating Easement—Grand Trunk Western Railroad Company, Docket No. FD 35522, Decision No. 5 (served February 8, 2013) slip op. at 19.

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 an at-grade crossing would be blocked for 20 minutes, but that cutting the train would block the at-grade crossing for 30 minutes and reassembling the train would block the at-grade crossing for 30 minutes, for a total blockage of 70 minutes (train stopped for 10 minutes, 30 minutes to cut, and 30 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. Each train will be identified by date and train ID.

October 3, 2016, Q02103. Blocked 115th Street and 123rd Street for 13 minutes for each at-grade crossing. 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 to the initial 10 minutes.

October 3, 2016, Q59703. Blocked 119th Street and 123rd Street for 30 and 32 minutes, respectively. 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 to the initial 10 minutes.

October 3, 2016, Q02103. Blocked 150th Street, Ashland Avenue, 147th Street, Wood Street, Lincoln Avenue, and Robey Street for 16 minutes each. To cut the train for six at-grade crossings would have taken 30 minutes for each of the six at-grade crossings and to rebuild the train would have taken 30 minutes for each of the six at-grade crossings, a total of six hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

October 5, 2016, Q02505. Blocked 123rd Street for 12 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

October 5, 2016, Q59705. Blocked 119th Street and 123rd Street for 23 and 24 minutes, respectively. 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 to the initial 10 minutes.

October 5, 2016, Z74205. Blocked Wood Street, Lincoln Avenue, Robey Street, Ashland Avenue, and 147th Street for 18, 22, 22, 10, and 15 minutes, respectively. To cut the train for five at-grade crossings would have taken 30 minutes for each of the five at-grade crossings and to rebuild the train would have taken 30 minutes for each of the five at-grade crossings, a total of five hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

October 6, 2016, Q64306. Blocked 159th Street, Vincennes Road, 155th Street, Park Avenue, Broadway Avenue, Center Avenue, and Halsted Street for 73 minutes for each of the at-grade crossings. To cut the train for seven at-grade crossings would have taken 30 minutes for each of the seven at-grade crossings and to rebuild the train would have taken 30 minutes for each of the seven at-grade crossings, a total of seven hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

October 7, 2016, Q64307. Blocked 155th Street, Halsted Street, Park Avenue, Broadway Avenue, Center Avenue, and 150th Street for 121 minutes for each of the at-grade crossings. To cut the train for six at-grade crossings would have taken 30 minutes for each of the six at-grade crossings and to rebuild the train would have taken 30 minutes for each of the six at-grade crossings, a total of six hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

October 10, 2016, Z74210. Blocked 159th Street for 31 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

October 11, 2016, Y12311. Blocked Broadway Avenue, Park Avenue, Halsted Street, 155th Street, and Vincennes Street for 11 minutes for each of the at-grade crossings. To cut the train for five at-grade crossings would have taken 30 minutes for each of the five at-grade crossings and to rebuild the train would have taken 30 minutes for each of the five at-grade crossings, a total of five hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

October 12, 2016, N86010. Blocked 162nd Street for 17 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

October 14, 2016, Q02714. Blocked 123rd Street and 119th Street for 20 and 18 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the 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 the at-grade crossings, in addition to the initial 10 minutes.

October 14, 2016, Q12411. Blocked Western Avenue for 24 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

October 15, 2016, Z75515. Blocked Robey Street, Lincoln Avenue, Ashland Avenue, 147th Street, and Wood Street for 20, 24, 10, 14, and 16 minutes, respectively. To cut the train for five at-grade crossings would have taken 30 minutes for each of the five at-grade crossings

and to rebuild the train would have taken 30 minutes for each of the five at-grade crossings, a total of five hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

October 16, 2016, Z74216. Blocked Halsted Street, 155th Street, Vincennes Road, and 159th Street for 37, 37, 37, and 35 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of the at-grade crossings, in addition to the initial 10 minutes.

October 17, 2016, Z74217. Blocked 159th Street for 29 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

October 18, 2016, Q10118. Blocked 147th Street and Ashland Avenue for 10 and 11 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the 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 the at-grade crossings, in addition to the initial 10 minutes.

October 18, 2016, Z74216. Blocked 147th Street, Ashland Avenue, and 150th Street for 48, 40, and 20 minutes, respectively. To cut the train for three at-grade crossings would have taken 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken 30 minutes for each of the three at-grade crossings, a total of three hours blockage of the at-grade crossings, in addition to the initial 10 minutes.

October 22, 2016, Z63622. Blocked 155th Street, Vincennes Road, and Halsted Street for 20, 11, and 22 minutes, respectively. To cut the train for three at-grade crossings would have taken 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken 30 minutes for each of the three at-grade crossings, a total of three hours blockage of the at-grade crossings, in addition to the initial 10 minutes.

October 24, 2016, Q02822. Blocked Western Avenue for 18 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

October 24, 2016, Q59724. Blocked 123rd Street for 15 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

October 28, 2016, Y13027. Blocked 79th Street and Columbus Avenue for 47 minutes each. 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 the at-grade crossings, in addition to the initial 10 minutes.

October 31, 2016, Q59731. Blocked 119th Street and 123rd Street for 21 and 24 minutes, respectively. To cut the train for the 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 the at-grade crossing, in addition to the initial 10 minutes.

October 31, 2016, Y13031. Blocked 111th Street for 24 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.