

LAW OFFICES OF
LOUIS E. GITOMER, LLC

LOUIS E. GITOMER
Lou@lgraillaw.com

MELANIE B. YASBIN
Melanie@lgraillaw.com
410-296-2205

600 BALTIMORE AVENUE, SUITE 301
TOWSON, MARYLAND 21204-4022
(410) 296-2250 • (202) 466-6532
FAX (410) 332-0885

243768

June 15, 2017

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
June 15, 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. 11**

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 May 2017 (“Monthly Report No. 11”) 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 May 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, Reported Duration (in Minutes) and Shunted Duration (in Minutes).

Grade Crossing Identification.

In May 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 not or appeared not to be working properly during the month of May. There were 20 false activations. Six of the false gate activations were caused by damage to the gates by unknown third parties. 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 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 12,393 times on the Elsdon Line in May 2017, with only 20 false gate activations, with six occurring because of acts by third parties. 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, 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. 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. 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 April. 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 May, 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 May were not cut. During May 2017 in most cases 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.

There were 12,393 total train at-grade crossing occurrences on the Elsdon Line in May 2017.

All trains entering the Elsdon Line in May 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 May

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

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 May 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. 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 May, CSXT offered a detailed printed bulletin which was sent to local elected officials and on-line/printed news outlets. In future reports, CSXT will advise the Board of its outreach efforts and the results.

Tom Livingston, Regional Vice President Midwest Government and Community Affairs, is the Community Liaison. The state and local governments have been advised of this change. During May, Mr. Livingston held meetings with local officials in Evergreen Park and the 19th Ward to discuss the improvements that they have seen in CSXT train operations.

Exhibit 5 – Additional Issues.

CSXT met with the Board's staff on May 23, 2017 to discuss the April 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").

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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.

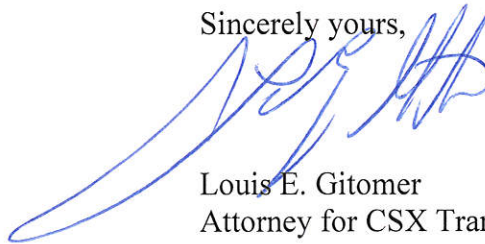
On May 21-22, 2017 CSXT parked (idled) southbound train Q02021 north of Blue Island Junction. Q02021 was idled in a location where it did not block any crossings. Q02021 was traveling eastbound from the Franklin Branch over Blue Island onto the Barr Subdivision. It was going to clear the Elsdon Line in Blue Island when a car ran around the down gates at Chatham Street (about 0.5_ miles east of Blue Island) and was struck by the train. Q02021 was stopped on the Barr Subdivision while the police investigated the accident and blocked the Elsdon Line in Blue Island. Canadian National train Z78221 had been given a clear route on the Elsdon Subdivision prior to the accident, but was forced to stop because of the ongoing police investigation concerning the accident with Q02021.

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 of CSXT's operations and operating employees and are expected to improve efficiency and operating fluidity.

* * *

CSXT is efilng this Report. If you have any questions, please contact me.

Sincerely yours,

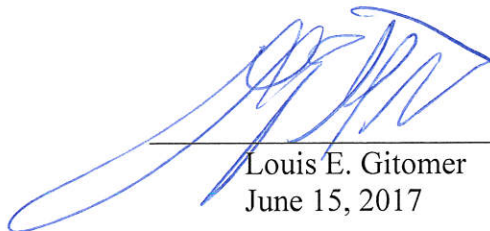


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 11 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
June 15, 2017

Honorable Kelly Burke
State Representative
Capitol Office 266-S Stratton Office Building
Springfield, IL 62706
kellyb@ilga.gov

Charles A. Spitulnik, Esq.
Kaplan Kirsch & Rockwell LLP
1001 Connecticut Avenue, N.W., Suite 800
Washington, DC 20036
cspitulnik@kaplankirsch.com

David A. Hirsh, Esq.
Harkins Cunningham
1700 K Street, NW, Suite 400
Washington, DC 20006-3804
dhirsh@harkinscunningham.com

Todd Maisch
Illinois Chamber of Commerce
300 S. Wacker Drive, Suite 1600
Chicago, IL 60606
tmaisch@ilchamber.org

Theresa Mintel
Chicagoland Chamber of Commerce
410 N. Michigan Avenue, Suite 900
Chicago, IL 60611-4241
tmintle@chicagolandchamber.org

Michael S. Wolly, Esq.
Zwerdling Paul Leibig Kahn & Wolly
1025 Connecticut Ave NW Suite 712
Washington, DC 20036
mwolly@zwerdling.com

EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

Date	Crossing Affected	Duration (in minutes)	
		Gate Reported	Gate Shunted
5/08/2017	127th Street	78	45
5/09/2017	Columbus Avenue	160	15
5/11/2017	Halsted Street	44	44
5/12/2017	95th Street	129	20
5/13/2017	170th Street	115	35
5/13/2017	155th Street	193	45
5/14/2017	150th Street	88	60
5/16/2017	79th Street	139	45
5/17/2017	Western Avenue	95	60
5/18/2017	79 th Street	663	45
5/18/2017	Broadway Street	127	60
5/26/2017	155th Street	112	35
5/26/2017	111th Street	883	90
5/27/2017	170 th Street	91	90
5/27/2017	S. Park Avenue	399	90
5/27/2017	170th Street	331	45
5/28/2017	170th Street	113	45
5/28/2017	Broadway Street	128	60
5/29/2017	150th Street	102	90
5/30/2017	150th Street	120	90

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On May 8, 2017, there was a false activation at the at-grade crossing at 127th Street. The signal maintainer found that an outside party had broken the south gate's mechanism. The signal maintainer replaced the damaged gate section. Operational checks were performed and the crossing was returned to in service status.

On May 9, 2017, there was a false activation at the at-grade crossing at Columbus Avenue. The signal maintainer found that the head bond 100 feet west of the crossing was broken. The head bond was replaced. The signal maintainer walked the approaches to the signal to assure that there were no other broken bonds. Operational checks were performed and the crossing was returned to in service status.

On May 11, 2017, there was a false activation at the at-grade crossing at Halsted Street. The signal maintainer arrived, downloaded the data from the gates, and found the gates to be in proper working condition. The gates properly activated 35 seconds before the train arrived. It appears that the notification to CSXT of a false gate activation arose because of the time the gates activated before the train arrived, and that there was in fact no false activation. Operational checks were performed and the crossing was returned to in service status.

On May 12, 2017, there was a false activation at the at-grade crossing at 95th Street. The signal maintainer arrived, downloaded the data from the gates, and found the gates to be in proper working condition. The gates properly activated 65 seconds before the train arrived. It appears that the notification to CSXT of a false gate activation arose because of the time the gates activated before the train arrived, and that there was in fact no false activation. Operational checks were performed and the crossing was returned to in service status.

On May 13, 2017, there was a false activation at the at-grade crossing at 170th Street. The signal maintainer found that an outside party had broken one of the gates. The signal maintainer replaced the damaged gate section. Operational checks were performed and the crossing was returned to in service status.

On May 13, 2017, there was a report of a false activation at the at-grade crossing at 155th Street. The signal maintainer found the gates down because the DAX unit at Vincennes Street, the street next to 155th Street on the Elsdon Line, had ordered the 155th Street crossing to be down while a slow moving train passed Vincennes. If either signal identifies a train approaching, both signals activate. Once the train cleared the crossing, the approach unit recovered. Operational checks were performed and the crossing was returned to in service status.

On May 14, 2017, there was a false activation at the at-grade crossing at 150th Street. The signal maintainer found and repaired a broken island wire on track 2. Operational checks were performed and the crossing was returned to in service status.

On May 16, 2017, there was a false activation at the at-grade crossing at 79th Street. The signal maintainer found that an outside party had broken one of the gates. The signal maintainer

replaced the damaged gate section. Operational checks were performed and the crossing was returned to in service status.

On May 17, 2017, there was a false activation at the at-grade crossing at Western Avenue. A passing CSXT train crew reported that the gate lights were damaged by an unknown third party. The signal maintainer repaired the tip section of the gate and replaced the lights. Operational checks were performed and the crossing was returned to in service status.

On May 18, 2017, there was a false activation at the at-grade crossing at 79th Street. The signal maintainer found that the gate had been damaged by an unknown third party. The signal maintainer repaired the damaged gate section and lights, flasher assembly, and signage on the north gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On May 18, 2017, there was a false activation at the at-grade crossing at Broadway Street. The signal maintainer found that the gate records showed a slow moving train, but that the gates had operated properly. It appears that the notification to CSXT of a false gate activation arose because of the time the gates activated before the train arrived, and that there was in fact no false activation. Operational checks were performed and the crossing was returned to in service status.

On May 26, 2017, there was a false activation at the at-grade crossing at 155th Street. The signal maintainer found the gates down because the DAX unit at Vincennes Street, the street next to 155th Street on the Elsdon Line, had ordered the 155th Street crossing to be down while a slow moving train passed Vincennes. If either signal identifies a train approaching, both signals activate. Once the train cleared the crossing, the approach unit recovered. Operational checks were performed and the crossing was returned to in service status.

On May 26, 2017, there was a false activation at the at-grade crossing at 111th Street. The signal maintainer found that the signal failed due to heavy rain that caused phase to drop to 35 at the crossing and a broken gate. The signal maintainer added 5 bits of phase compensation and performed repaired a broken gate section. Operational checks were performed and the crossing was returned to in service status.

On May 27, 2017, there was a false activation at the at-grade crossing at 170th Street. The signal maintainer found that the approach circuits inside the plant at Thornton Junction on the #2 track were in failure. The problem cleared before the maintainer could determine the issue. The approach circuit was walked no exceptions found. The signals at 170th Street are tied into the signals at S. Park Avenue. Operational checks were performed and the crossing was returned to in service status.

On May 27, 2017, there was a false activation at the at-grade crossing at S. Park Avenue. The signal maintainer found that the approach circuits inside the plant at Thornton Junction on the #2 track were in failure. The problem cleared before the maintainer could determine the issue. The approach circuit was walked no exceptions found. The signals at S. Park Avenue are tied into

the signals at 170th Street. Operational checks were performed and the crossing was returned to in service status.

On May 27, 2017, there was a false activation at the at-grade crossing at 170th Street. There was a phase issue on track 2. The dispatcher ran a train on track 2 that cleared the Phase issue through the #5 crossover. Signal Maintainers tested layout with shortfinder and took no exceptions. Signal Maintainers removed the switch heater ducts that were possibly causing the phase issue on track 2. Since the heater ducts have been removed no additional issues at the crossing have been observed.

On May 28, 2017, there was a false activation at the at-grade crossing at 170th Street. There was a phase issue on track 2. The dispatcher ran a train on track 2 that cleared the Phase issue through the #5 crossover. Signal Maintainers tested layout with shortfinder and took no exceptions. Signal Maintainers removed the switch heater ducts that were possibly causing the phase issue on track 2. Since the heater ducts have been removed no additional issues at the crossing have been observed.

On May 28, 2017, there was a false activation at the at-grade crossing at Broadway Street. The signal maintainer found a bad link between G house and D House. The connection was reseated and reset. The unit recovered. Operational checks were performed and the crossing was returned to in service status.

On May 29, 2017, there was a false activation at the at-grade crossing at 150th Street. The signal maintainer found that an unknown party had wrapped a cable around the gate mechanism so that the gate could not rise after the train cleared the crossing. The Signal Maintainer removed the obstruction. Operational checks were performed and the crossing was returned to in service status.

On May 30, 2017, there was a false activation at the at-grade crossing at 150th Street. The signal maintainer found that the gate that was reported as broken was not broken but was working properly. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - MAY 2017

Milepost	Crossing >10 Minutes	Blockages	Total Time Minutes	Average Minutes
DG 31.39	Wentworth	14	198	14
DG 29.72	Burnham	13	149	11
DG 29.42	186th	12	141	12
DG 28.57	Torrence	13	153	12
DG 28.33	182nd	7	117	17
DG 27.74	Thornton	23	874	38
DG 27.41	Volbrecht	25	940	38
DG 25.77	170th	17	398	23
DG 25.44	S. Park Ave	25	402	16
DG 24.32	162nd	49	1030	21
DG 23.77	Vincennes	43	964	22
DG 23.47	155th	33	693	21
DG 23.41	Halsted	32	658	21
DG 23.05	Park	30	560	11
DG 22.85	Broadway H	31	527	17
DG 22.73	Center	31	529	17
DG 22.53	150th	38	762	20
DG 22.18	Ashland Ave	3	36	12
DG 21.94	147th St.	3	39	13
DG 21.91	Wood St.	3	40	13
DG 21.76	Lincoln Ave	5	65	13
DG 21.60	Robey Ave	4	60	15
DG 20.86	Western Ave	21	392	19
DG 19.56	Broadway BI	2	120	60
DG 18.93	Union St.	1	18	18
DG 18.65	127th St.	14	239	17
DG 18.13	123rd St.	19	366	19
DG 17.62	119th St.	12	207	17
DG 17.12	115th St.	6	81	14
DG 16.62	111th St.	4	131	33
DG 15.60	103rd	0	0	0
DG 15.10	99th St.	1	20	20
DG 14.56	95th St.	2	63	32
DG 14.40	94th St./Kedzie	2	63	32
DG 13.95	91st St.	3	72	24
DG 13.41	87th St.	6	86	14
DG 12.98	83rd St.	2	22	11
DG 12.86	Columbus	11	167	15
DG 12.41	79th St.	13	253	19

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 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.

May 1, Q02629. Blocked Western Avenue for 15 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 1, Q10101. Blocked Vincennes and 159th Streets for 44 and 43 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.

May 1, S59702. Blocked 87th Street for 20 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 2, Q02630. Blocked Western Avenue for 25 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 2, Q64202. Blocked Volbrecht Road for 42 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 2, Q64302. Blocked 170th Street for 24minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 2, Y13001. Blocked 79th Street and Columbus Avenue for 18 and 18 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.

May 3, Z74203. Blocked Western Avenue for 21 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 4, Q64207. Blocked Western Avenue for 18 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 5, Q64204. Blocked Thornton-Lansing Road and Volbrecht Road for 31 and 31 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.

May 8, Q10108. Blocked Vincennes and 159th 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 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.

May 8, Q59708. Blocked 115th Street, 119th Street, and 123rd Street for 15, 19, and 21 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 each at-grade crossing, in addition to the initial 10 minutes.

May 8, Z74307. Blocked Thornton-Lansing Road and Volbrecht Road for 85 and 85 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.

May 8, Z79008. Blocked Thornton-Lansing Road and Volbrecht Road for 18 and 17 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.

May 8, Z74208. Blocked 123rd Street and 127th Street for 20 and 21 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.

May 9, Q10109. Blocked 159th Street for 18 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 9, Q59709. Blocked 159th Street for 20 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 9, Y12309. Blocked 150th Street for 27 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 9, Q64709. Blocked 115th Street, 119th Street, and 123rd Street for 23, 23, and 24 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 each at-grade crossing, in addition to the initial 10 minutes.

May 10, Q64710. Blocked 159th Street for 25 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 10, Y12310. Blocked Wentworth Avenue for 44 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 10, Z63610. Blocked Park Avenue, Halsted Street, 155th Street, Vincennes, 159th Street, and S. Park Avenue for 53, 46, 43, 29, 22, and 11 minutes, respectively. 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.

May 11, Q10209. Blocked 159th Street for 19 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 11, Q64711. Blocked Western Avenue for 19 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 11, Z74310. Blocked Volbrecht Road and Thornton-Lansing Road for 35 and 35 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.

May 12, Q64212. Blocked Thornton-Lansing Road and Volbrecht Road for 38 and 37 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.

May 12, Q64312. Blocked Halsted Street, 155th Street, Vincennes, and 159th Street for 67, 68, 69, and 67 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 each at-grade crossing, in addition to the initial 10 minutes.

May 12, Z74212. Blocked 123rd Street and 127th Street for 20 and 20 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.

May 12, Q64712. Blocked Western Avenue for 22 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 13, Q64213. Blocked Thornton-Lansing Road and Volbrecht Road for 28 and 30 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.

May 13, Q64313. Blocked Vincennes and 159th Street for 14 and 13 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.

May 13, Z74213. Blocked 123rd Street and 127th Street for 31 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.

May 13, Y11813. Blocked 111th Street for 19 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

May 13, S64213. Blocked Thornton-Lansing Road and Volbrecht Road for 17 and 17 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.

May 13, Z66912. Blocked Thornton-Lansing Road and Volbrecht Road for 21 and 20 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.

May 13, Z79013. Blocked Thornton-Lansing Road and Volbrecht Road for 19 and 19 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.

May 13, Z73712. Blocked Western Avenue for 19 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 14, Q02914. Blocked 159th Street for 28 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 14, Y13014. Blocked 123rd Street for 14 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 15, Q59715. Blocked 119th Street and 123rd Street for 18 and 19 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.

May 15, Q64215. Blocked Thornton/Lansing Road and Volbrecht Road for 46 and 47 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.

May 15, Q64715. Blocked 159th Street for 29 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 16, Q02716. Blocked 91st Street, 94th Street, 95th Street, 119th Street, and 123rd Street for 38, 41, 41, 36, and 37, 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.

May 16, Q02516. Blocked 155th Street, Vincennes, and 159th Street for 19, 20, and 18 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 each at-grade crossing, in addition to the initial 10 minutes.

May 17, Q02717. Blocked Vincennes and 159th Street for 18 and 17 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.

May 17, Q64217. Blocked Thornton/Lansing Road and Volbrecht Road for 31 and 30 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.

May 18, Q64218. Blocked Volbrecht Road and Thornton/Lansing Road for 84 and 83 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.

May 18, Q64718. Blocked 159th Street for 18 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 18, Z78918. Blocked Center Avenue, Broadway Street, Park Avenue, Halsted Street, 155th Street, Vincennes, and 159th Street for 12, 14, 19, 29, 30, 36, and 27 minutes, respectively. 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.

May 20, Q02920. Blocked Vincennes and 159th Street for 41 and 39 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.

May 20, Y22319. Blocked Vincennes, Halsted Street, 155th Street, Park Avenue, Broadway Street, Center Avenue, and 150th Street for 62, 62, 62, 60, 59, 59, and 57 minutes, respectively. 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.

May 20, Z63720. Blocked Vincennes, 159th Street, and South Park Avenue for 47, 36, and 11, 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 each at-grade crossing, in addition to the initial 10 minutes.

May 20, Z74220. Blocked 123rd Street and 127th Street for 23 and 22 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.

May 23, Q02523. Blocked Vincennes and 159th Street for 38 and 37 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.

May 23, Y13022. Blocked 79th Street and Columbus Avenue for 24 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.

May 24, Q02822. Blocked Western Avenue for 15 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 24, Z74223. Blocked Volbrecht Road for 28 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 25, Q10125. Blocked 159th Street for 96 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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. In addition, the train was waiting for UP to release access to Thornton Junction.

May 25, Q64225. Blocked Thornton/Lansing Road and Volbrecht Road for 71 and 71 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.

May 25, Q64325. Blocked Center Avenue, Broadway Street, Park Avenue, Halsted Street, 155th Street, and Vincennes for 63, 63, 62, 61, 61, and 61 minutes, respectively. 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.

May 26, Y13025. Blocked 87th Street, 91st Street, 94th Street, and 95th Street for 22, 22, 22, and 22 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 each at-grade crossing, in addition to the initial 10 minutes.

May 26, Q02624. Blocked Western Avenue for 20 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 26, Q59726. Blocked 159th Street for 16 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 26, Q64226. Blocked Thornton/Lansing Road and Volbrecht Road for 155 and 156 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. In addition, the train was waiting for UP to release access to Thornton Junction.

May 27, Q64327. Blocked 159th Street for 17 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

May 28, Q64228. Blocked Ridge Road, Thornton/Lansing Road and Volbrecht Road for 42, 45 and 45 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 each at-grade crossing, in addition to the initial 10 minutes.

May 28, Z74327. Blocked Thornton/Lansing Road, Volbrecht Road, 170th Street, and South Park Avenue for 48, 46, 18 and 20 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 each at-grade crossing, in addition to the initial 10 minutes.