

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

May 15, 2018

245723

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
May 15, 2018
Part of
Public Record

Re: **Docket No. FD-35522, CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company – Monthly Report No. 22**

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 December 14, 2017, July 27, 2017, October 7, 2016, and June 22, 2016 (the “*Decisions*”)), CSX Transportation, Inc. (“CSXT”) is submitting its monthly report for April 2018 (“Monthly Report No. 22”) for the 22.22- mile Elsdon Line between the connection of the Grand Trunk Western Railroad Company and CSXT at Munster, IN, milepost 30.92, and Elsdon, IL, which connects to the southern end of the BNSF Railway Company’s (“BNSF”) Corwith Yard, milepost 8.7 (the “Elsdon Line”). This report includes the additional information that the Surface Transportation Board (the “Board”) requested in the *Decisions*.¹

The July 2016 Report (“Monthly Report No. 1”) identified the 43 public at-grade crossings on the Elsdon Line and the level of crossing protection at each crossing in Exhibit No. 1 (the “At-Grade Crossing Identification”) and provided the status of CSXT’s operating protocols with other rail carriers whose operations could cause interference with CSXT’s operations on the Elsdon Line (the “Operating Protocols”). In April 2018 there was no change in either the At-Grade Crossing Information or the Operating Protocols. CSXT continues to explore ways to improve its operating protocol with Union Pacific Railroad Company (“UP”) over the Thornton Junction crossing, although there were no meetings in April 2018.

In addition to providing Exhibits 1-A - Crossing Activation Failures and 2 - Summary For Each Crossing – April 2018 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 - At-Grade Crossings Blocked For More Than 10 Minutes By Train Activity. Time references have all been converted to whole minutes in order to make comparisons and analyses easier. The

¹ The Report also responds to certain inquiries from Board staff.

minutes were rounded up if the seconds were 30 or greater and rounded down if the seconds were less than 30. The four columns in the Crossing Activation Failures report in Exhibit 1-A are organized as Date, Crossing Affected, and Duration (in Minutes) for Open Repair Report and Gate Down.

Implementation of Revised VM 6.

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

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

As CSXT has explained in prior filings, when a crossing is blocked CSXT’s guiding principle is that the blockage should be remedied as quickly as possible.² Under revised VM 6, CSXT will cut a train if the act of cutting the train and later rebuilding the train will not cause at-grade crossings to be blocked longer than if the train were not cut. CSXT believes that this guiding principle serves the community’s overriding interest in clearing delays as quickly as possible and that it would be counterproductive for CSXT to cut trains when to do so would only lengthen a blockage.

CSXT’s operational goal is to run a railroad where trains depart from origins on time and reach destinations on time. The Elsdon Line is part of this overall goal. In a perfect world CSXT trains would be able to enter the Elsdon Line and exit it without having to stop, while maintaining the fluidity of overall operations in the Chicago Terminal. Operations in or near the Chicago Terminal are unpredictable and result in unexpected delays. From prior reports, the Board is familiar with some of the issues CSXT faces on the Elsdon Line. For example, Thornton Junction is an at-grade intersection of the Elsdon Line and the north south Villa Grove Subdivision operated over by CSXT, UP, and Amtrak. The automatic interlocker at Thornton Junction was replaced and the UP dispatchers control access onto and across the Villa Grove Subdivision via Thornton Junction.

² See CSXT Reply to Pet. to Reopen and Impose Sanctions at 5-6, STB Fin. Docket No. 35522 (filed Mar. 10, 2016).

A number of factors will go into CSXT's decision whether to cut a train, including the anticipated length of the delay (frequently, at at-grade rail crossings, CSXT must rely on information provided by other railroads in making its determination), the number of crossings blocked (which determines how long it would take to cut and rebuild the train), the time of day (it is more important to clear a crossing during periods such as rush hour than in the middle of the night), the effect on other trains (e.g. will cutting one train result in longer delays for other trains), and whether the train is exiting the Elsdon Line to enter a yard where hand thrown switches would require even greater delays if the train were cut, to name a few. All of these factors will be considered by the dispatchers and CSXT operations management in the Chicago Terminal in determining whether cutting a train will result in meeting CSXT's guiding principle that the blockage should be remedied as quickly as possible.

Grade Crossing Identification.

In April 2018, there were no changes to the level of crossing protection at any of the 43 public at-grade crossings on the Elsdon Line, and there are therefore no changes to the At-Grade Crossing Identification information provided in Monthly Report No. 1.

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

In April, out of the 12 reported false gate activations, the signal maintainers found that four were actual false activations, the other eight were reported as false activations, but the signal maintainers found no evidence that the signals had falsely activated upon actual inspection as follows: (1) five of the reported false gate activations resulted from damage to the gate by an unknown third party; and (2) three showed no indication that the gate had activated falsely. 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.

As requested by the Board's staff on March 9, 2018, CSXT has renamed the columns under the Duration column in Exhibit 1-A to more clearly reflect the information being reported.

The first column was named Gate Reported and has been renamed Open Repair Order to reflect the number of minutes that pass between the time CSXT is notified of a purported false activation and the time when CSXT closes out the work order. The column previously named Gate Shunted has been renamed Gate Down to reflect the time that elapsed from when CSXT was notified of the purported false activation until the time when the signal maintainer raised the gate. A new column has been added to give a "Cause Code" for the reason for the crossing being reported. As of this report the Cause Codes are as follows: F – False Report; M – Malfunction of Gate; V – Vandalized; and W – Weather. If additional codes are needed in the future, they will

be added. 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 9,267 times on the Elsdon Line in April 2018.

On the Elsdon Line, the vast majority of notification of a false gate activation come from phone calls from the motoring public or the police who received a third party report that the gates are down at the crossing. These calls are often coded as false activations until CSXT signal maintainers can visit the location and perform a further investigation. Approximately 80% of the false activation notifications are originated by the motoring public. In some cases the gates are down because there is a train on or approaching the crossing. There have been numerous calls for crossing such as 95th Street for trains approaching or clearing the crossing because the advanced crossing warning systems lower the gates once the train trips the circuit prior to the train entering the crossing and not raising the gates until the train is clear of the circuit governing the crossing. In those instances, the gates are providing accurate warning time as designed for public safety. The calls come in because the train is clear of the physical crossing, but not the circuit that activates the gates. The other 20% are from the remotely monitored crossings where CSXT receives notification if the gates are down for longer than 10 minutes. There are also rare occasions where a train crew encounters a malfunctioning signal, in which case that crew will report it.

During snow events, which trigger the spreading of salt on the road crossing the train tracks, if the temperature and salt affect the circuit, the gates come down and the flashers go on.

Chicago is known as the “Windy City.” Some of the gates at crossings are very long and, consequently, are more likely to be affected by the wind. CSXT concludes that gate problems caused by the wind are weather events and not caused by the failure of the gate system.

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.

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 April, the Z trains identified in Exhibit 2-A were either operated by Canadian National (which has operated trains over the Elsdon Line since before CSXT acquired its easement) or operated by another foreign carrier and destined to a Canadian National yard.

Exhibit 2-B explains why trains that were stopped and blocking crossings for more than 60 minutes in April were not cut.

In March, there were eight trains that blocked crossings longer than 60 minutes. They blocked a total of 28 crossings. In April, there were 11 trains that blocked crossings longer than 60 minutes. They blocked a total of 22 crossings.

There were 9,267 total train at-grade crossing occurrences on the Elsdon Line in April 2018.

Exhibit 3 - Operating Protocols.

CSXT attempts to provide a clear route on the Elsdon Line for all trains that enter the line. However, there are instances where a train moving north on the Monon Line, which connects to the Elsdon Line at Munster, has exited the Monon Line and entered the Elsdon Line prior to confirming the dispatcher's "clear route" commitment. This occurs for the following reasons: (1) the Monon Line is a single track north-south line that terminates at its north end at the Elsdon Line; (2) Amtrak operates one train northbound and one train southbound on the Monon line each day³; (3) CSXT is required to give Amtrak priority on the Monon Line; (4)

³ As relevant here, Amtrak runs north on the Monon Line and then turns west onto the Elsdon Line. Amtrak runs westbound over the Elsdon Line until it reaches Thornton Junction where it turns north onto the Villa Grove subdivision.

occasionally UP does not give CSXT a clear route on the Elsdon Line over Thornton Junction for a CSXT train moving north on the Monon that must exit the Monon Line to make way for Amtrak; and (5) the CSXT train will move onto the Elsdon Line and be temporarily staged in order to allow the Amtrak Train to exit the Monon Line.

The operating protocols developed by CSXT are beginning again to deliver results in reducing the duration of at-grade crossing blockages by reducing train idling and slow speeds. CSXT's dispatchers determine that there is a clear route before a train enters the Elsdon Line, but cannot dictate how other railroads run traffic. In April 2018, there were no changes to the Operating Protocols.

CSXT has experienced instances where it is notified by the UP dispatcher that there is a clear route across at Thornton Junction to either cross or enter the Villa Grove Subdivision, and then is notified by the UP that the route is no longer clear once the CSXT has entered the Elsdon Line or the dispatcher drops a red signal on the CSXT train prohibiting it from moving across Thornton Junction. CSXT is in contact with the UP dispatchers to attempt to resolve this issue. If the problem cannot be resolved at the dispatcher level, CSXT intends to elevate the issue within the operating departments of CSXT and UP until there is a satisfactory resolution. CSXT will keep the Board apprised of its progress in future reports. No progress occurred in April.

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 the 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 4 – Community Outreach.

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

Tom Livingston, Regional Vice President Midwest Government and Community Affairs, is the Community Liaison. During April, Mr. Livingston communicated to federal, state, and local officials on various issues. Since CSXT began operating on the Elsdon Line, Mr. Livingston has been in contact with local, state and Federal politicians, as well as the local communities about at-grade crossing blockages. Mr. Livingston notifies the local communities when there are going to be expected blockages, such as when maintenance is being performed, and helps the communities in removing blockages when they occur. In addition, Mr. Livingston sends text messages to local officials when there are lengthy at-grade blockages in their community. Over the last several months, Mr. Livingston has received very few complaints about trains blocking at-grade crossings for extended periods of time.

In April, Mr. Livingston notified local politicians and sent out a schedule on construction planned for the month on the Elsdon Line. Mr. Livingston has notified Evergreen Park and the 19th Ward that the at-grade crossing at 95th Street will be closed beginning on May 29 for about two weeks while CSXT makes major crossing repairs to that crossing.

Exhibit 5 – Train Length.

The Board's December 14, 2017 decision stated that "CSXT should also provide the average length of trains operating on the Line, the length of the longest train operating on the Line, and the length of each train involved in a crossing blockage exceeding 60 minutes." Responsive data is provided in Exhibit 5-A – Monthly Train Length Data.

The December 14, 2017 decision also stated that "CSXT should also provide data on the average length of trains operating on the Elsdon Line and the length of the longest train operating on the Line for each month from July 2016 through December 2017." That data is being provided in Exhibit 5-B – Train Length Data between July 2016 and April 2018 to this report.

In addition, the December 14, 2017 decision asked CSXT to report on whether it has assessed the impact that longer trains have on blocked crossings and to explain what steps it is taking (if any) to mitigate the impact of blocked crossings on the Line. The average length of CSXT's trains on the Elsdon has increased somewhat over recent months as CSXT has implemented Precision Scheduled Railroading and worked to improve the efficiency of its operations. It is worth noting that CSXT's average train lengths are significantly lower than the average train lengths of foreign trains on the Line.⁴

CSXT continues to review its operations on the Elsdon Line with a focus on the length of trains. CSXT notes, however, that it is not at all clear that fewer, longer trains block grade crossings for more time than more frequent, shorter trains. Indeed, since crossings must be blocked for vehicle traffic for 30 seconds before a train enters the crossing and after it leaves a crossing, the same volume of rail carloads would trigger vehicle traffic stoppage less if it were transported in fewer, longer trains than if it were spread among more frequent short trains. CSXT continues to take active steps to mitigate the impact of blocked crossings on the Line, including refining its operating protocols at Thornton Junction.

The December 14, 2017 decision also asked CSXT to "describe any discussions it has had with local community leaders about the impacts of its operation of longer trains." None of the community discussions that CSXT described in Exhibit 4 involved discussions of longer trains, and no community leaders asked CSXT to discuss train length issues on the Elsdon.

⁴ CSXT has no control over the length of trains operated on the Elsdon Line by railroads other than CSXT.

Ms. Cynthia T. Brown
May 15, 2018
Page 8

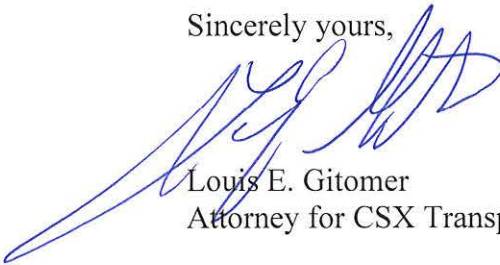
CSXT began the installation of PTC on the Elsdon Line during 2017. Completion of PTC installation, testing, and becoming fully operational is projected to occur in 2020. As part of the PTC installation road crossings will be improved and there will be an improvement in signal reliability. The installation of PTC signals between Hayford and Blue Island Junction was completed in October 2017 as part of Phase 1.

CSXT has recently undergone management changes at all levels of the organization. CSXT is confident that the operation of the Elsdon Line will benefit from these changes. A new Superintendent of the Chicago Terminal, based in Jacksonville, has been installed. The new Superintendent will provide more oversight and support for the resolution of issues on the Elsdon Line, including the different operating issues faced on the segments of the Elsdon Line west and east of Blue Island Junction.

* * *

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

Sincerely yours,

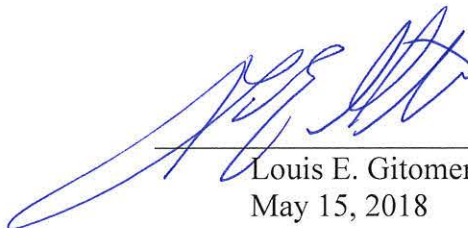


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 22 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
May 15, 2018

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
csputulnik@kaplankirsch.com

David A. Hirsh, Esq.
Dentons US LLP
1900 K Street, NW,
Washington, DC 20006
David.hirsh@dentons.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 – APRIL 2018

Date	Crossing Affected	Duration (in minutes)		Cause Code
		Open Repair Order	Gate Down	
04/08	Wood Street	123	0	V
04/13	Robey Avenue	52	52	M
04/17	159th Street	84	0	V
04/17	111th Street	183	0	V
04/20	Halsted Street	208	15	M
04/20	51st Street	93	93	F
04/24	123rd Street	114	65	M
04/26	123rd Street	68	48	F
04/26	127th Street	84	84	F
04/26	127th Street	180	30	M
04/27	127th Street	114	0	V
04/27	127th Street	96	0	V

Cause Codes: F – False Report; M – Malfunction of Gate; V – Vandalized; and W – Weather

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On April 8, 2018, there was a false activation reported at the at-grade crossing at Wood Street. The signal maintainer found one of the gates had been broken by an unknown third party. The remaining gates were up and were not impeding traffic. The signal maintainer repaired the broken gate. Operational checks were performed and the crossing was returned to in service status.

On April 13, 2018, there was a false activation reported at the at-grade crossing at Robey Avenue. The signal maintainer found an internal wiring malfunction. The signal maintainer replaced the wire. Operational checks were performed and the crossing was returned to in service status.

On April 17, 2018, there was a false activation reported at the at-grade crossing at 159th Street. The signal maintainer found one of the gates had been broken by an unknown third party. The remaining gates were up and were not impeding traffic. The signal maintainer repaired the broken gate. Operational checks were performed and the crossing was returned to in service status.

On April 17, 2018, there was a false activation reported at the at-grade crossing at 111th Street. The signal maintainer found one of the gates had been broken by an unknown third party. The remaining gates were up and were not impeding traffic. The signal maintainer repaired the broken gate. Operational checks were performed and the crossing was returned to in service status.

On April 20, 2018, there was a false activation reported at the at-grade crossing at Halsted Street. A broken rail was found in the crossing while a maintenance team was working in the crossing. Maintenance of way personnel replaced the rail. Operational checks were performed and the crossing was returned to in service status.

On April 20, 2018, there was a false activation reported at the at-grade crossing at 51st Street. The signal maintainer could not determine the reason for the equipment malfunction. The signal maintainer inspected the grade crossing and found it to be working as intended and the crossing was returned to in service status.

On April 24, 2018, there was a false activation reported at the at-grade crossing at 123rd Street. The signal maintainer found a microprocessor malfunction. The signal maintainer adjusted the crossing circuit. Operational checks were performed and the crossing was returned to in service status.

On April 26, 2018, there was a false activation reported at the at-grade crossing at 123rd Street. The signal maintainer could not determine the reason for the equipment malfunction. The signal maintainer inspected the grade crossing and found it to be working as intended and the crossing was returned to in service status.

On April 26, 2018, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer could not determine the reason for the equipment malfunction. The signal maintainer inspected the grade crossing and found it to be working as intended and the crossing was returned to in service status.

On April 26, 2018, there was a false activation reported at the at-grade crossing at 127th Street. A broken rail was found in the crossing while a maintenance team was working in the crossing. Maintenance of way personnel replaced the rail. Operational checks were performed and the crossing was returned to in service status.

On April 27, 2018, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found one of the gates had been broken by an unknown third party. The remaining gates were up and were not impeding traffic. The signal maintainer repaired the broken gate. Operational checks were performed and the crossing was returned to in service status.

On April 27, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found one of the gates had been broken by an unknown third party. The remaining gates were up and were not impeding traffic. The signal maintainer repaired the broken gate. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - APRIL 2018

Milepost	Crossing	Trains >10 Minutes	Total Time Minutes	Average Minutes
DG 31.39	Wentworth Avenue	14	191	14
DG 29.72	Burnham Avenue	24	308	13
DG 29.42	186th Street	21	274	13
DG 28.57	Torrence Avenue	13	280	22
DG 28.33	182nd Street	29	570	20
DG 27.74	Thornton-Lansing	45	1303	29
DG 27.41	Volbrecht Road	54	1712	32
DG 25.77	170th Street	29	421	15
DG 25.44	South Park Avenue	64	878	14
DG 24.32	159th Street	22	429	20
DG 23.77	Vincennes Avenue	23	464	20
DG 23.47	155th Street	20	393	20
DG 23.41	Halsted Street	21	369	18
DG 23.05	Park Avenue	12	157	13
DG 22.85	Broadway Street H	10	199	20
DG 22.73	Center Street	12	214	18
DG 22.53	150th Street	11	216	20
DG 22.18	Ashland Avenue	14	215	15
DG 21.94	147th Street	17	268	16
DG 21.91	Wood Street	16	273	17
DG 21.76	Lincoln Avenue	18	329	18
DG 21.60	Robey Avenue	20	366	18
DG 20.86	Western Avenue	22	495	23
DG 19.56	Broadway Street BI	2	27	14
DG 18.93	Union Street	6	87	15
DG 18.65	127th Street	21	390	19
DG 18.13	123rd Street	17	736	43
DG 17.62	119th Street	9	126	14
DG 17.12	115th Street	7	130	19
DG 16.62	111th Street	12	241	20
DG 15.60	103rd Street	5	148	30
DG 15.10	99th Street	4	142	36
DG 14.56	95th Street	15	235	16
DG 14.40	94th Street/Kedzie	15	235	16
DG 13.95	91st Street	13	227	17
DG 13.41	87th Street	17	256	15
DG 12.98	83rd Street	15	242	16
DG 12.86	Columbus Avenue	40	633	16
DG 12.41	79th Street	39	620	16
DG 9.28	55th Street	0	0	0

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

(SEE ATTACHED SPREADSHEET)

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

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

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

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

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

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

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

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

April 1, Q64201. Blocked 170th Street for 66 minutes. The train was held by the UP Villa Grove dispatcher because of a train at Thornton Jct.

April 2, Q64202. Blocked Thornton-Lansing and Volbrecht Road for 148 and 149 minutes, respectively. The train was held by the UP Villa Grove dispatcher because of a train at Thornton Jct.

April 6, Q64206. Blocked Thornton-Lansing and Volbrecht Road for 128 and 128 minutes, respectively. The train was held by the UP Villa Grove dispatcher because of a train at Thornton Jct.

April 8, Q64208. Blocked Thornton-Lansing and Volbrecht Road for 83 and 77 minutes, respectively. The train was held by the UP Villa Grove dispatcher for release. To cut the train for two at-grade crossings would have taken at least 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the two at-grade crossings, a total of at least two hours blockage of each at-grade crossing.

April 11, Q64211. Blocked Volbrecht Road for 191 minutes. The train was held by the UP Villa Grove dispatcher for release.

April 13-14, Q35013. Blocked 123rd Street, 103rd Street, and 99th Street for 142, 95, and 95 minutes, respectively. The train was held at 123rd Street for release through Blue Island Jct. because another train was occupying the track. The train was held at 103rd Street and 99th Street by the NS dispatcher because of Metra traffic at Ashburn Jct. To cut the train for three at-grade crossings would have taken at least 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the three at-grade crossings, a total of at least three hours blockage of each at-grade crossing.

April 13, Q38911. Blocked 123rd Street for 303 minutes. The train was held at 123rd Street for release through Blue Island Jct. because another train was occupying the track.

April 14, Q64114. Blocked Volbrecht Road and Thornton-Lansing for 61 and 60 minutes, respectively. The train was held by the UP Villa Grove dispatcher because of a train at Thornton Jct. To cut the train for two at-grade crossings would have taken at least 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the two at-grade crossings, a total of at least two hours blockage of each at-grade crossing.

April 14, Q64213. Blocked Volbrecht Road for 80 minutes. The train was held by the UP Villa Grove dispatcher because of a train at Thornton Jct.

April 21, Q64121. Blocked Volbrecht Road, Thornton-Lansing, 182nd Street, and Torrence Avenue for 133, 132, 131, and 135 minutes, respectively. The train was held by the UP Villa Grove dispatcher because of a train at Thornton Jct. To cut the train for four at-grade crossings would have taken at least 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the four at-grade crossings, a total of at least four hours blockage of each at-grade crossing.

April 30, Q50029. Blocked Broadway Street H, Center Street, and 150th Street for 85, 84, and 83 minutes, respectively. The train was held by the UP Villa Grove dispatcher because of a train at Thornton Jct. To cut the train for three at-grade crossings would have taken at least 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the three at-grade crossings, a total of at least three hours blockage of each at-grade crossing.

EXHIBIT 5-A
MONTHLY TRAIN LENGTH DATA – MARCH 2018

Average length of trains operating on the Line is 9,225 feet.

Length of the longest train operating on the Line is 14,406 feet.

Length of each train involved in a crossing blockage exceeding 60 minutes.

Date	Train Number	Crossings Blocked	Length of Blockage In Minutes	Length of Train in Feet
04/01	Q64201	170 th Street	66	12089
04/02	Q64202	Thornton-Lansing	148	12040
04/02	Q64202	Volbrecht Road	149	12040
04/06	Q64206	Thornton-Lansing	128	12007
04/06	Q64206	Volbrecht Road	128	12007
04/08	Q64208	Thornton-Lansing	83	10844
04/08	Q64208	Volbrecht Road	77	10844
04/11	Q64211	Volbrecht Road	191	8677
04/13	Q38911	123 rd Street	303	6295
04/13	Q35013	123 rd Street	142	7776
04/14	Q35013	103rd Street	95	7776
04/14	Q35013	99 th Street	95	7776
04/14	Q64114	Volbrecht Road	61	11974
04/14	Q64114	Thornton-Lansing	60	11974
04/14	Q64213	Volbrecht Road	80	9129
04/21	Q64121	Volbrecht Road	133	9792
04/21	Q64121	Thornton-Lansing	132	9792
04/21	Q64121	182 nd Street	131	9792
04/21	Q64121	Torrence Avenue	135	9792
04/30	Q50029	Broadway Street H	85	11731
04/30	Q50029	Center Street	84	11731
04/30	Q50029	150 th Street	83	11731

Exhibit 5-B
Train Length Data between July 1, 2016 and April 31, 2018

	Date	Train Length Average	Longest	Longest Train ID
2016	July	5,392	13,962	Z79031
	August	5,595	13,295	Z79004
	September	5,677	12,717	Z79008
	October	5,896	14,334	Z79017
	November	5,798	13,991	Z79011
	December	5,794	13,661	Z79030
2017	January	5,830	13,828	Z79020
	February	5,923	13,503	Z79022
	March	5,805	13,385	Z79031
	April	5,822	14,255	Z64329
	May	5,956	14,455	Z79005
	June	5,859	14,171	Z79011
	July	6,159	13,711	Z79015
	August	6,337	14,011	Z63729
	September	6,276	15,843	Q02608
	October	6,568	15,018	Q02507
	November	6,546	14,250	Z63717
	December	6,554	14,311	Q02616
2018	January	6,373	15,015	
	February	6,518	14,936	Q02613
	March	9,255	15,726	Q02621
	April	9,267	14,406	Q02620