

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

243961

July 17, 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
July 17, 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.
12**

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 June 2017 (“Monthly Report No. 12”) 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 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 June 2017 there was no change in either the At-Grade Crossing Information or the Operating Protocols.

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

Grade Crossing Identification.

In June 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 working properly during the month of June. There were 13 false activations. Four 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 Gate Shunted, CSXT has reported the actual time that the gate was down from information provided by the onsite signal maintainer. As CSXT explained in Monthly Report No. 1, CSXT is endeavoring to reduce the time that at-grade crossings are blocked due to gate failures. CSXT has implemented a program where once a signalman reaches the location of a failed gate in the down position that gate will be raised (shunted) while repairs are being made. Exhibit 1-B explains the cause of the false activation and what was done to repair the false activation.

Whenever a signal is transmitted to a crossing that the track is occupied by a train, the gate is lowered as a traffic control signal so that motorists know not to enter the crossing. At-grade crossing signals were activated 12,291 times on the Elsdon Line in June 2017, with only 13 false gate activations, with four 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.

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 June. 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 June, 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 June were not cut. During June 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 12,291 total train at-grade crossing occurrences on the Elsdon Line in June 2017.

All trains entering the Elsdon Line in June 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 June

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 June 2017, there were no changes to the Operating Protocols.

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

Exhibit 4 – Community Outreach.

Because of the critical importance of Chicago operations to CSXT, CSXT is involved in various types of community outreach on an ongoing basis on a variety of issues. In June, CSXT offered a detailed printed bulletin which was sent to local elected officials and on-line/printed news outlets.

Tom Livingston, Regional Vice President Midwest Government and Community Affairs, is the Community Liaison. During June, Mr. Livingston had discussions with and responded to inquiries from local officials in Evergreen Park and the 19th Ward, as well as elsewhere on the Elsdon Line.

Exhibit 5 – Additional Issues.

CSXT met with the Board's staff on June 27, 2017 to discuss the May 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").

Ms. Cynthia T. Brown
July 17, 2017
Page 5

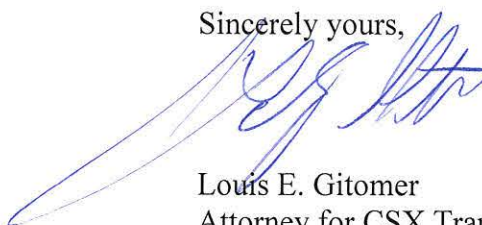
CSXT expects to begin the installation of PTC on the Elsdon Line during 2017. Completion is projected to occur in 2020. As part of the PTC installation road crossings will improve and there will be an improvement in signal reliability. CSXT also expects to begin the installation of additional continuous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

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

* * *

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

Sincerely yours,

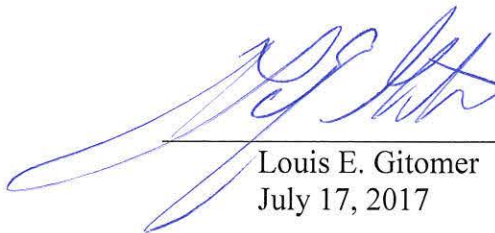
A handwritten signature in blue ink, appearing to read 'L. Gitomer', is written over the typed name.

Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 12 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
July 17, 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
06/04/2017	155 th Street	128	60
06/04/2017	147 th Street	155	55
06/06/2017	Halsted Street	119	60
06/07/2017	147 th Street	228	60
06/10/2017	Halsted Street	136	55
06/11/2017	170 th Street	143	50
06/11/2017	155 th Street	359	120
06/11/2017	Halsted Street	236	65
06/12/2017	Columbus Avenue	40	40
06/21/2017	Park Avenue	107	107
06/21/2017	Halsted Street	93	93
06/21/2017	150 th Street	86	86
06/25/2017	111 th Street	38	38

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On June 4, 2017, there was a false activation reported at the at-grade crossing at 155th Street. The signal maintainer responded and found no issue with the gate. A download of the TCIS ticket did not identify an issue with the gate. Operational checks were performed and the crossing was returned to in service status.

On June 4, 2017, there was a false activation at the at-grade crossing at 147th Street. The signal maintainer found that a bad underground track wire was causing the false activation. The signal maintainer repaired the underground wire, performed operational checks, and returned the crossing to service.

On June 6, 2017, there was a false activation at the at-grade crossing at Halsted Street. The signal maintainer found that an unknown third party had broken one of the gates. The signal maintainer repaired the broken gate section and shear pin. Operational checks were performed and the crossing was returned to in service status.

On June 7, 2017, there was a false activation at the at-grade crossing at 147th Street. The signal maintainer found that an unknown third party had run into the gate and damaged the tip light. The signal maintainer secured the tip light and checked the remained of the gate. Operational checks were performed and the crossing was returned to in service status.

On June 10, 2017, there was a false activation at the at-grade crossing at Halsted Street. The signal maintainer found that an Hxp-3 unit at Vincennes crossing reset several times causing the gates to activate at Halsted Street. The signal maintainer changed the CPU module on the HXP-3 unit at Vincennes. Operational checks were performed and the crossing was returned to in service status.

On June 11, 2017, there was a report of a false activation at the at-grade crossing at 170th Street. The signal maintainer found the north gate was broken by an unknown third party. The signal maintainer repaired the broken gate section and shear pin. Operational checks were performed and the crossing was returned to in service status.

On June 11, 2017, there was a false activation reported at the at-grade crossing at 155th Street. The signal maintainer found no problem with the gate on arrival. Operational checks were performed and the crossing was returned to in service status.

On June 11, 2017, there was a false activation reported at the at-grade crossing at Halsted Street. The signal maintainer found no problem with the gate on arrival. Operational checks were performed and the crossing was returned to in service status.

On June 12, 2017, there was a false activation at the at-grade crossing at Columbus Avenue. The signal maintainer found that a car had been struck by a train at the crossing. Once the vehicle was removed from the track, operational checks were performed and the crossing was returned to in service status.

On June 21, 2017, there was a false activation at the at-grade crossing at Park Avenue. The signal maintainer found that the gate was down as a result of an issue with the gate at 150th Street. Once the issue at 150th Street was resolved (see two paragraphs down), operational checks were performed and the crossing was returned to in service status.

On June 21, 2017, there was a false activation at the at-grade crossing at Halsted Street. The signal maintainer found that the gate was down as a result of an issue with the gate at 150th Street. Once the issue at 150th Street was resolved (see the next paragraph down), operational checks were performed and the crossing was returned to in service status.

On June 21, 2017, there was a false activation at the at-grade crossing at 150th Street. The signal maintainer found that the signal failed due to a bad HXP-3 chassis causing intermittent failure because the unit would reset every few seconds. The signal maintainer replaced the HXP-3 unit with a new one. Operational checks were performed and the crossing was returned to in service status.

On June 25, 2017, there was a false activation at the at-grade crossing at 111th Street. The signal maintainer found the gate hung up in the cantilever assembly due to high winds. The signal maintainer freed the gate from the cantilever. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - JUNE 2017

Milepost	Crossing >10 Minutes	Blockages	Total Time Minutes	Average Minutes
DG 31.39	Wentworth	5	55	11
DG 29.72	Burnham	8	94	12
DG 29.42	186th	9	106	12
DG 28.57	Torrence	6	83	14
DG 28.33	182nd	7	119	17
DG 27.74	Thornton	26	519	20
DG 27.41	Volbrecht	31	572	18
DG 25.77	170th	10	170	17
DG 25.44	S. Park Ave	40	568	14
DG 24.32	162nd	44	1150	26
DG 23.77	Vincennes	37	851	23
DG 23.47	155th	30	649	22
DG 23.41	Halsted	31	692	22
DG 23.05	Park	28	568	20
DG 22.85	Broadway H	19	358	19
DG 22.73	Center	25	434	17
DG 22.53	150th	28	557	20
DG 22.18	Ashland Ave	5	69	14
DG 21.94	147th St.	8	199	25
DG 21.91	Wood St.	6	85	14
DG 21.76	Lincoln Ave	8	122	15
DG 21.60	Robey Ave	10	166	17
DG 20.86	Western Ave	25	574	23
DG 19.56	Broadway BI	6	79	13
DG 18.93	Union St.	1	19	19
DG 18.65	127th St.	13	265	20
DG 18.13	123rd St.	22	364	17
DG 17.62	119th St.	11	145	13
DG 17.12	115th St.	6	73	12
DG 16.62	111th St.	5	90	18
DG 15.60	103rd	1	14	14
DG 15.10	99th St.	1	11	11
DG 14.56	95th St.	6	75	13
DG 14.40	94th St./Kedzie	6	75	13
DG 13.95	91st St.	5	63	13
DG 13.41	87th St.	5	62	12
DG 12.98	83rd St.	2	44	22
DG 12.86	Columbus	14	242	17
DG 12.41	79th St.	13	202	16

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

(SEE ATTACHED SPREADSHEET)

EXHIBIT 2-B
DETAILED ANALYSIS OF WHY TRAINS STOPPED FOR MORE THAN 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.

June 1, Q59701. Blocked Vincennes Street and 159th Street for 43 and 42 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 r at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

June 1, V99501. Blocked Western Avenue 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.

June 2, Q64202. Blocked Thornton-Lansing Road, Volbrecht Road, and Park Avenue for 42, 43, and 10 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.

June 4, Z75503. Blocked Halsted Street, 155th Street, Vincennes, and 159th Street for 22, 24, 35, and 32 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.

June 4, Z74303. Blocked Thornton-Lansing Road and Volbrecht Road for 38 and 34 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.

June 4, Q02602. Blocked Robey Avenue and Western Avenue for 24 and 26 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.

June 4, Z63604. Blocked Halsted Street and 155th Street for 28 and 25 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.

June 5, Z74304. Blocked Thornton-Lansing Road and Volbrecht Road for 30 and 27 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.

June 5, Q59704. 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.

June 5, Z74205. 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.

June 6, Q02506. Blocked 159th Street for 43 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.

June 6, Z75005. Blocked Thornton-Lansing Road and Volbrecht Road for 38 and 34 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.

June 6, Z74206. Blocked Western Avenue for 35 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.

June 8, Z63308. Blocked 155th Street, Vincennes, and 159th Street for 50, 54 and 42 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.

June 9, Q64309. 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.

June 9, Q59709. Blocked 127th Street for 17 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.

June 10, Z78910. Blocked Western Avenue for 28 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.

June 11, Z74211. Blocked Union Road, 127th Street, and 123rd Street for 19, 38, and 39 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.

June 12, Q02513. Blocked 119th Street 123rd Street for 22 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.

June 13, Q02713. Blocked Vincennes and 159th Street for 60 and 58 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.

June 13, Q59713. Blocked 123rd Street for 17 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.

June 13, Z63613. Blocked 123rd Street and 127th Street for 26 and 25 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.

June 13, Q02811. 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.

June 13, Q64213. Blocked Park Avenue, Broadway, Center Avenue, and 150th Street for 126, 127, 127 and 125 minutes, respectively. The train was stopped by the police because there were trespassers riding on the train. The train could not be moved until the police investigation was completed.

June 13, Q64313. Blocked 159th Street for 23 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.

June 14, Q02714. Blocked 159th Street for 55 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.

June 14, Z74214. Blocked 123rd Street and 127th Street 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.

June 15, Y13014. Blocked 83rd Street, Columbus Avenue, and 79th Street for 30, 51 and 51 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.

June 16, Q02516. Blocked 159th Street for 26 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.

June 16, Q02814. Blocked Western Avenue for 24 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.

June 17, Q64217. Blocked Thornton-Lansing Road and Volbrecht Road 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.

June 17, Q64217. Blocked 150th Street for 35 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.

June 18, Q10118. Blocked 159th Street for 30 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.

June 18, Q10215. Blocked 155th Street and Halsted Street for 10 and 10 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.

June 19, Z75018. Blocked S. Park Avenue for 23 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.

June 21, Q10219. Blocked Western Avenue for 16 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.

June 21, Z75020. Blocked S. Park Avenue for 55 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.

June 21, Z63621. Blocked Vincennes and 159th Street for 58 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.

June 21, Q64221. Blocked Thornton-Lansing Road and Volbrecht Road for 28 and 29 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.

June 22, Z64322. Blocked 127th 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.

June 23, Q02621. Blocked Lincoln Avenue, Robey Avenue, and Western Avenue for 23, 24 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.

June 23, Z74322. Blocked Thornton-Lansing Road and Volbrecht Road for 25 and 25 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.

June 23, Z63322. Blocked Vincennes and 159th Street for 34 and 26 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.

June 24, Z63724. Blocked Vincennes and 159th Street for 30 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.

June 24, Z74224. Blocked Vincennes and 159th Street for 47 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.

June 25, Z74324. Blocked Volbrecht Road 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.

June 25, Z74225. Blocked Vincennes and 159th Street for 59 and 45 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.

June 26, Q59625. Blocked 159th Street, Vincennes, 155th Street, Halsted Street, Park Avenue, Broadway, Center Avenue, and 150th Street for 13, 14, 14, 14, 14, 14, 15, and 14

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

June 27, Q02727. Blocked 159th Street for 34 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.

June 28, Z75057. Blocked S. Park 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.

June 28, Q02528. Blocked 159th Street 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.

June 28, Q10225. 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.

June 29, Y21128. Blocked 123rd Street for 23 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.

June 29, Q12427. Blocked Western Avenue for 130 minutes. The train was not cut because it was unknown how long it would take to move the train that was crossing the Elsdon Line when it went into emergency.

June 30, Q02530. Blocked 159th Street for 23 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.

June 30, Q10130. Blocked 159th Street for 131 minutes. A UP train was moving across Thornton Jct., and it was not known how long the UP move would take.