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November 15, 2017

244713

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

ENTERED
Office of Proceedings
November 15, 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. 16**

Dear Ms. Brown:

Pursuant to the decisions in *CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company*, Docket No. FD 35522 (served July 27, 2017, October 7, 2016, and June 22, 2016), CSX Transportation, Inc. (“CSXT”) is submitting its monthly report for October 2017 (“Monthly Report No. 16”) for the 22.22- mile Elsdon Line between the connection of the Grand Trunk Western Railroad Company and CSXT at Munster, IN, milepost 30.92, and Elsdon, IL, which connects to the southern end of the BNSF Railway Company’s (“BNSF”) Corwith Yard, milepost 8.7 (the “Elsdon Line”). This report includes the additional information that the Surface Transportation Board (the “Board”) requested in its July 27, 2017 and October 7, 2016 decisions.

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

In addition to providing Exhibits 1-A - Crossing Activation Failures and 2 - Summary For Each Crossing - October 2017 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 minutes were rounded up if the seconds were 30 or greater and rounded down if the seconds were less than 30. The four columns in the Crossing Activation Failures report in Exhibit 1-A are organized as Date, Crossing Affected, and Duration (in Minutes) for Gate Reported and Gate Shunted.

Implementation of Revised VM 6.

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

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

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

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

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

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

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

Grade Crossing Identification.

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

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

In October, out of the 23 reported false gate activations, the signal maintainers found that five were actual false activations, the other 18 were reported as false activations, but the signal maintainers found no evidence that the signals had falsely activated upon actual inspection as follows: (1) 11 of the reported false activations were actually proper activations because a train was occupying the crossing activating the gates; (2) five of the reported false gate activations resulted from damage to the gate by an unknown third party; and (3) two 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.

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 10,611 times on the Elsdon Line in October 2017.

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.

Between October 8 and October 26, CSXT installed a little over 17 miles of continuous welded rail on all of the tracks between Hayford and Blue Island Junction. Installation of continuous welded rail reduces the need for wire bonds between jointed rail. Where there is jointed rail, there are generally 300-400 connecting bonds in the approaches to each crossing. Where continuous welded rail has replaced jointed rail, there are 16 and 32 points in the approaches to each crossing where a wire is welded to the rail to establish the necessary circuitry to detect the presence of a train.

Exhibit 2 - Grade Crossing Blockages.

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

Exhibit 2-A shows instances where train activity blocked grade crossings for greater than 10 minutes on the Elsdon Line for the month of October. Exhibit 2-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 October, the Z trains identified in Exhibit 2-A were either operated by Canadian National (which has operated trains over the Elsdon Line since before CSXT acquired its easement) or operated by another foreign carrier and destined to a Canadian National yard.

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

There were 10,611 total train at-grade crossing occurrences on the Elsdon Line in October 2017.

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

Exhibit 3 - Operating Protocols.

In October 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. During October, Union Pacific was replacing ties on its Villa Grove Subdivision, which contributed to delays of train moving along the Elsdon 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 October, Mr. Livingston communicated to federal, state, and local officials as well as Evergreen Park/local Chicago media via press release on September performance numbers.

Mr. Livingston also notified the local officials in advance of major reconstruction and the crossings affected. Mr. Livingston notified the senior administrators of reconstruction on the Elsdon Line that effected: (1) 123rd Street in Blue Island; (2) 91st Street in Evergreen Park; and (3) 83rd Street in Chicago’s 19th Ward. Mr. Livingston also communicated with individual residents of Chicago’s 19th Ward concerning CSXT trains idling on the Elsdon Line, but not blocking any crossings, on October 9, 16, and 23.

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Exhibit 5 – Additional Issues.

CSXT met with the Board's staff on November 14, 2017 to discuss the September Report.

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

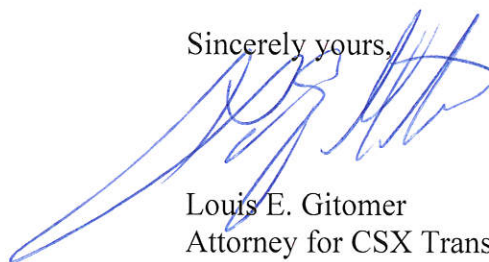
CSXT began the installation of PTC on the Elsdon Line during 2017. Completion is projected to occur in 2020. As part of the PTC installation road crossings will be improved and there will be an improvement in signal reliability. The installation of PTC signals between Hayford and Blue Island Junction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

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,

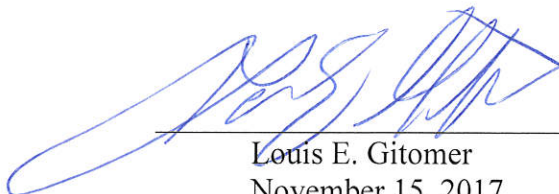


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 16 by CSX Transportation, Inc., in Docket No. FD 35522, *CSX Transportation, Inc.—Acquisition of Operating Easement — Grand Trunk Western Railroad Company*, to be served electronically on the following parties of record.



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November 15, 2017

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

Date	Crossing Affected	Duration (in minutes)	
		Gate Reported	Gate Shunted
10/03	Park Avenue	6	6
10/06	Park Avenue	126	0
10/06	159 th Street	200	86
10/07	127 th Street	108	108
10/09	155 th Street	48	24
10/10	170 th Street	197	92
10/10	South Park Avenue	153	92
10/11	147 th Street	238	31
10/11	147 th Street	91	22
10/13	87 th Street	96	0
10/13	103 rd Street	96	13
10/14	South Park Avenue	96	96
10/14	159 th Street	290	168
10/14	155 th Street	129	129
10/14	95 th Street	192	32
10/18	170 th Street	92	92
10/18	Columbus Avenue	83	28
10/21	Torrence Avenue	61	0
10/23	Wood Street	55	12
10/25	170 th Street	274	82
10/30	79 th Street	6	6
10/30	Columbus Avenue	14	14
10/31	Wentworth Avenue	113	85

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On October 3, 2017, there was a false activation reported at the at-grade crossing at Park Avenue. The gates were down because CSXT was conducting maintenance of way work at the grade crossing. The signal maintainer was present at the crossing protecting the crossing while the maintenance of way work was being performed. The crossing was working as intended and there was no false activation.

On October 6, 2017, there was a false activation reported at the at-grade crossing at Park Avenue. The wind caused a gate to catch on a cantilever and remain in an upright position. The signal maintainer freed the gate from the cantilever. Operational checks were performed. There was not a false activation because the gate was not in a down position.

On October 6, 2017, there was a false activation reported at the at-grade crossing at 159th Street. The signal maintainer found that the gate had been damaged by an unknown third party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On October 7, 2017, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found that the gate had been damaged by an unknown third party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On October 9, 2017, there was a false activation reported at the at-grade crossing at 155th Street. The report was that the gates stayed down after the train had cleared the crossing. The signal maintainer found that the train was still occupying the crossing circuits and when the train cleared the circuits, the signal operated properly. The crossing was working as intended and there was no false activation.

On October 10, 2017, there was a false activation at the at-grade crossing at 170th Street. The signal maintainer found that a termination shunt at EAS Thornton Junction had failed. The signal maintainer replaced the shunt. Operational checks were performed and the crossing was returned to in service status.

On October 10, 2017, there was a false activation at the at-grade crossing at South Park Avenue. The signal maintainer found that a termination shunt at EAS Thornton Junction had failed. The signal maintainer replaced the shunt. Operational checks were performed and the crossing was returned to in service status.

On October 11, 2017, there was a false activation at the at-grade crossing at 147th Street. The signal maintainer found that the gate had been damaged by an unknown third party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On October 11, 2017, there was a false activation at the at-grade crossing at 147th Street. The signal maintainer found that the gate had been damaged by an unknown third party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On October 13, 2017, there was a false activation reported at the at-grade crossing at 87th Street. The signal maintainer found that the crossing was clear and the gate logs did not indicate that the gates were down. Operational checks were performed and the crossing continued in service status.

On October 13, 2017, there was a false activation reported at the at-grade crossing at 103rd Street. The gates were down because CSXT was conducting maintenance of way work at the grade crossing. The signal maintainer was present at the crossing protecting the crossing while the maintenance of way work was being performed. The crossing was working as intended and there was no false activation.

On October 14, 2017, there was a false activation reported at the at-grade crossing at South Park Avenue. The signal maintainer found the gates down while a train was passing through the at-grade crossing and that once the train cleared the crossing, the gates operated normally. Operational checks were performed and the crossing was returned to in service status. The crossing was working as intended and there was no false activation.

On October 14, 2017, there was a false activation reported at the at-grade crossing at 159th Street. The signal maintainer found the gates down while a train was passing through the at-grade crossing and that once the train cleared the crossing, the gates operated normally. Operational checks were performed and the crossing was returned to in service status. The crossing was working as intended and there was no false activation.

On October 14, 2017, there was a false activation reported at the at-grade crossing at 155th Street. The signal maintainer found the gates down while a train was passing through the at-grade crossing and that once the train cleared the crossing, the gates operated normally. Operational checks were performed and the crossing was returned to in service status. The crossing was working as intended and there was no false activation.

On October 14, 2017, there was a false activation at the at-grade crossing at 95th Street. The signal maintainer found that the crossing was clear and the gate logs did not indicate that the gates were down. Operational checks were performed and the crossing continued in service status.

On October 18, 2017, there was a false activation at the at-grade crossing at 170th Street. The signal maintainer found a broken receive wire. The signal maintainer replaced the receive wire. Operational checks were performed and the crossing was returned to in service status.

On October 18, 2017, there was a false activation reported at the at-grade crossing at Columbus Avenue. The signal maintainer found the gates down while a train was passing through the at-grade crossing and that once the train cleared the crossing, the gates operated normally.

Operational checks were performed and the crossing was returned to in service status. The crossing was working as intended and there was no false activation.

On October 21, 2017, there was a false activation at the at-grade crossing at Torrence Avenue. The signal maintainer found a gate hung up on a cantilever. The signal maintainer freed the gate from the cantilever. Operational checks were performed and the crossing was returned to in service status.

On October 23, 2017, there was a false activation reported at the at-grade crossing at Wood Street. The gates were down because CSXT was conducting maintenance of way work at the grade crossing. The signal maintainer was present at the crossing protecting the crossing while the maintenance of way work was being performed. The crossing was working as intended and there was no false activation.

On October 25, 2017, there was a false activation at the at-grade crossing at 170th Street. The signal maintainer found a failed tunable joint coupler. The tunable joint coupler was replaced. Operational checks were performed and the crossing was returned to in service status.

On October 30, 2017, there was a false activation reported at the at-grade crossing at 79th Street. The gates were down because CSXT was conducting maintenance of way work at the grade crossing. The signal maintainer was present at the crossing protecting the crossing while the maintenance of way work was being performed. The crossing was working as intended and there was no false activation.

On October 30, 2017, there was a false activation reported at the at-grade crossing at Columbus Avenue. The gates were down because CSXT was conducting maintenance of way work at the grade crossing. The signal maintainer was present at the crossing protecting the crossing while the maintenance of way work was being performed. The crossing was working as intended and there was no false activation.

On October 31, 2017, there was a false activation at the at-grade crossing at Wentworth Avenue. The signal maintainer found the gates down while a train was passing through the at-grade crossing and that once the train cleared the crossing, the gates operated normally. Operational checks were performed and the crossing was returned to in service status. The crossing was working as intended and there was no false activation.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - OCTOBER 2017

Milepost	Crossing >10 Minutes	Blockages	Total Time Minutes	Average Minutes
DG 31.39	Wentworth Avenue		13	298 23
DG 29.72	Burnham Avenue		11	154 14
DG 29.42	186 th Street		10	215 21
DG 28.57	Torrence Avenue		12	384 32
DG 28.33	182 nd Street		12	504 42
DG 27.74	Thornton Lansing		25	1012 40
DG 27.41	Volbrecht Road		42	1623 39
DG 25.77	170 th Street		35	869 25
DG 25.44	South Park Avenue		72	1118 16
DG 24.32	159 th Street		33	925 28
DG 23.77	Vincennes Avenue		25	675 27
DG 23.47	155 th Street		13	364 28
DG 23.41	Halsted Street		11	212 19
DG 23.05	Park Avenue		13	212 16
DG 22.85	Broadway Street - H		16	260 16
DG 22.73	Center Avenue		18	280 16
DG 22.53	150 th Street		19	290 15
DG 22.18	Ashland Avenue		16	270 17
DG 21.94	147 th Street		18	355 20
DG 21.91	Wood Street		16	399 25
DG 21.76	Lincoln Avenue		20	477 24
DG 21.60	Robey avenue		21	500 24
DG 20.86	Western Avenue		24	591 25
DG 19.56	Broadway Street - BI		14	215 15
DG 18.93	Union Avenue		14	227 16
DG 18.65	127 th Street		38	726 19
DG 18.13	123 rd Street		29	765 26
DG 17.62	119 th Street		31	854 28
DG 17.12	115 th Street		20	385 19
DG 16.62	111 th Street		19	343 18
DG 15.60	103 rd Street		8	122 15
DG 15.10	99 th Street		6	108 18
DG 14.56	95 th Street		9	136 15
DG 14.40	94 th Street/Kedzie		16	213 13
DG 13.95	91 st Street		14	176 13
DG 13.41	87 th Street		27	342 13
DG 12.98	83 rd Street		21	288 14
DG 12.86	Columbus Avenue		44	625 14
DG 12.41	79 th Street		43	589 14

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.

October 3, S64203. Blocked Volbrecht Road for 165 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 5, Q02505. Blocked 123rd Street for 67 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 5, Z64304. Blocked 119th Street for 68 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 6, C00106. Blocked 123rd Street for 113 minutes. This was a work train involved in the installation of continuous welded rail. As discussed previously, CSXT notified Blue Island that the crossing would be blocked while continuous welded rail was installed. In order not to interfere or delay the installation of continuous welded rail, the train was not cut.

October 10, Q64210. Blocked 182nd Street for 82 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 10, Q63610. Blocked Volbrecht Road, Thornton-Lansing, 182nd Street, and Torrence Avenue for 105, 121, 169, and 170 minutes, respectively. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour. 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.

October 11, Q64211. Blocked Thornton-Lansing and Volbrecht Road for 70 and 69 minutes, respectively. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour. 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.

October 11, Z65910. Blocked Thornton-Lansing for 65 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 12, Q64212. Blocked Volbrecht Road for 61 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 14, Q64214. Blocked Thornton-Lansing and Volbrecht Road for 64 and 64 minutes, respectively. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour. 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.

October 16, Q64215. Blocked 119th Street for 61 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 16, Q64716. Blocked 123rd Street for 76 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 17, Q64216. Blocked Thornton-Lansing for 157 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 18, Z74317. Blocked Thornton-Lansing and Volbrecht Road for 102 and 93 minutes, respectively. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour. 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.

October 20, S64817. Blocked Volbrecht Road for 85 minutes. The train was held for release into BRC's Clearing Yard. The train was not cut because BRC did not advise CSXT that the train would be held for more than one hour.

October 21, Q64221. Blocked Volbrecht Road for 120 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 23, Z63623. Blocked Vincennes for 60 minutes. The CN train was stopped entering Markham Yard because the conductor was required to alight from the train and manually throw the switch and then move to the next switch until the rear of the train was in Markham Yard. To cut and rebuild the train would have required numerous blockages because of the operation required to enter Markham Yard.

October 24, Q02524. Blocked Western Avenue, Robey Street, and Lincoln Avenue for 68, 76, and 77 minutes, respectively. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour. 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.

October 28, Q02626. Blocked Wood Avenue, Robey Street, and 119th Street for 93, 94, and 180 minutes, respectively. CSXT was awaiting a clear signal from Norfolk Southern at Ashburn Junction. Norfolk Southern did not advise CSXT that the train would be held for more than one hour. 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.

October 29, Z63728. Blocked Vincennes and 159th Street for 127 and 87 minutes, respectively. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 30, Q64230. Blocked Volbrecht Road for 64 minutes. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour.

October 30, S64230. Blocked Torrence, 186th Street, and 182nd Street for 98, 104, and 85 minutes, respectively. The train was held for release onto the UP Villa Grove Subdivision. The train was not cut because UP did not advise CSXT that the train would be held for more than one hour. 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.