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

Re: **Docket No. FD-35522, CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company – Monthly Report No. 6**

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 December 2016 (“Monthly Report No. 6”) for the 22.22- mile Elsdon Subdivision between the connection of the Grand Trunk Western Railroad Company and CSXT at Munster, IN, milepost 30.92, and Elsdon, IL, which connects to the southern end of the BNSF Railway Company’s (“BNSF”) Corwith Yard, milepost 8.7 (the “Elsdon Line”). This report includes the additional information that the Surface Transportation Board (the “Board”) requested in its October 7, 2016 decision.

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

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

CSXT reports that on December 16, 2016, an automobile slid through a down gate onto the tracks at Park Avenue and was struck by train Q64316 at about 7:31 pm. As a result of the

accident, Q64316 blocked crossings at Park Avenue, Broadway, and Center Avenue for 70 minutes each. There were no other accidents involving trains on the Elsdon Line in December.

Grade Crossing Identification.

In December 2016, there were no changes to the level of crossing protection at any of the 43 public at-grade crossings on the Elsdon Line, and there are therefore no changes to the At-Grade Crossing Identification information provided in Monthly Report No. 1.

The Crossing False Activations document in Exhibit 1-A identifies the date and the street crossings where gates were not working properly during the month of December. There were 23 false activations. Three of the false gate activations were caused by damage to the gates by unknown third parties.

The column Gate Reported is the amount of time from receipt of the notification of a false activation until CSXT closed out the work order. However, this was not necessarily the length of time that a gate was down and blocking traffic. In the column titled Shunted, CSXT has reported the actual time that the gate was down from information provided by the onsite signal maintainer. As CSXT explained in Monthly Report No. 1, CSXT is endeavoring to reduce the time that at-grade crossings are blocked due to gate failures. CSXT has implemented a program where once a signalman reaches the location of a failed gate in the down position that gate will be raised (shunted) while repairs are being made. Exhibit 1-B explains the cause of the false activation and what was done to repair the false activation.

Whenever a signal is transmitted to a crossing that the track is occupied by a train, the gate is lowered as a traffic control signal so that motorists know not to enter the crossing. As can be seen from the data, at-grade crossing signals were activated 10,136 times on the Elsdon Line in December 2016, with only 23 false gate activations. The fail-safe activation of a gate, whether the signal is accurate or false, is an important safety feature. Although CSXT strives for improvement regarding false activations, we are mindful that the gates are designed to err on the side of activation (i.e., to be lowered) in order to prevent automotive traffic from entering the railroad line.

Much of the signal equipment on the Elsdon Line is aging, 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 planning a capital program to install continuous welded rail and improve road crossings on the Elsdon Line. Installation of continuous welded rail will eliminate the need for wire bonds between jointed track. CSXT will report the progress of these projects to the Board in the monthly report for the month when the project occurs.

Exhibit 2 - Grade Crossing Blockages.

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

Exhibit 2-A shows instances where train activity blocked grade crossings for greater than 10 minutes on the Elsdon Line for the month of December. 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 December, 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 December were not cut. During December 2016 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.

One instance where CSXT determined that cutting a train was the best way to alleviate a blockage quickly occurred on December 18, 2016 at 06:23 at 127th Street. Train Y21117 was stopped on the Elsdon Line due to a locomotive failure. Another locomotive arrived from Barr Yard to cut the train. The train was pushed back to the entrance to Barr Yard so that it could be cut and reassembled without blocking any grade crossings.

There were 10,136 total train at-grade crossing occurrences on the Elsdon Line in December 2016.

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

All trains entering the Elsdon Line in December 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 December 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 December 2016, there were no changes to the Operating Protocols.

The operating protocols developed by CSXT have begun to deliver results in reducing the duration of at-grade crossing blockages by reducing train idling and slow speeds. As a result of the data being studied for these monthly reports, CSXT is trying to determine whether there are additional protocols that can be put in place to reduce at-grade crossing delays and will report to the Board on the results. CSXT’s dispatchers can determine that there is a clear route before a train enters the Elsdon Line, but it cannot prevent other “senior railroads” from subsequently running traffic over the Elsdon Line and causing CSXT to order that train to stop or slow down..

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

Exhibit 5 – Additional Issues.

There was no monthly meeting with the Board’s staff for the November Report.

CSXT is continuing to proceed with three major infrastructure improvements to the Elsdon Line that should improve fluidity.

The Hayford Junction Connection (the “HJC”) is intended to provide better access to the Bedford Park Intermodal Terminal Facility (the “Bedford Park ITF”). The HJC will allow CSXT to access the Bedford Park ITF without traversing the main line of the The Belt Railway Company of Chicago (the “BRC”). Delays that occur in accessing the BRC as part of the move to and from the Bedford Park ITF will be reduced by the HJC. CSXT projects that construction

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of the HJC will be completed by the end of the second quarter of 2017, with operations beginning at that time.

CSXT expects to begin installation of continuous welded rail ("CWR") on portions of the Elsdon Line during the second quarter of 2017. The installation of CWR will eliminate the need for wiring to connect jointed rails, which in turn will reduce rail joint and signal bond related failures that cause false signal activations.

CSXT also 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.

Chicago experienced its first truly cold weather of the winter in December. Cold weather negatively affects train operations.

Switches in yards freeze and must be cleaned out before they can become operational. Where a switch is frozen, the first effort to clean it out is made by the train's conductor using tools provided in the locomotive. The conductor tries to sweep or dig out the switch. This process may take a few minutes, but even these few additional minutes frequently result in a grade crossing being blocked for over 10 minutes, where under normal operating conditions the crossing would be blocked for less than 10 minutes. If the conductor cannot free the switch, then maintenance of way personnel are called in. During winter and when a storm is expected, CSXT repositions personnel so that they can more quickly respond to clean out frozen switches.

The acceleration and deceleration of trains also requires more care in cold weather. Rapid acceleration can break a coupler and cause a train to separate. Rapid deceleration can cause loaded cars to come together too quickly and knock an empty car off the tracks. Cold weather, rain, and snow, can all affect the handling of the train and the distance required to bring the train to a stop. A trained locomotive engineer will consider all these factors as he operates his train.

* * *

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

Sincerely yours,

Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 6 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
January 17, 2017

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

<u>Date</u>	Crossing Affected	Duration in Minutes	
		Reported	Shunted
12/04	170th St.	943	90
12/06	170th St.	149	20
12/08	S. Park Ave	99	26
12/08	S. Park Ave	2,671	21
12/10	S. Park Ave	315	82
12/11	Western Ave	57	57
12/15	79th St.	28	28
12/16	S. Park Ave	15,139	10
12/18	91st St.	51	25
12/18	91st St.	55	30
12/19	Wentworth Ave	46	46
12/20	S. Park Ave	86	65
12/20	Columbus Ave	224	30
12/20	79th St.	240	30
12/22	Halsted St.	47	47
12/22	S. Park Ave	47	47
12/23	155th St.	631	60
12/23	Halsted St.	627	60
12/24	S. Park Ave	4,630	35
12/25	Broadway - BI	285	285
12/28	Wood St.	44	44
12/30	147th St.	70	70
12/30	127th St.	4,868	63

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On December 4, 2016, there was a false activation at the at-grade crossing at 170th Street. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On December 6, 2016, there was a false activation at the at-grade crossing at 170th Street. A module had failed. The signal maintainer replaced the 80014 processor module GCP 3k. Operational checks were performed and the crossing was returned to in service status.

On December 8, 2016, there was a false activation at the at-grade crossing at S. Park Avenue. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On December 8, 2016, there was a false activation at the at-grade crossing at S. Park Avenue. The clearance adjustment on the gate was malfunctioning. The Signal Maintainer adjusted the south gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On December 10, 2016, there was a false activation at the at-grade crossing at S. Park Avenue. There was a DAX house failure. The signal maintainer had to recalibrate the approach circuit due to track conditions caused by a drop in the temperature. Operational checks were performed and the crossing was returned to in service status.

On December 11, 2016, there was a false activation at the at-grade crossing at Western Avenue. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On December 15, 2016, there was a false activation at the at-grade crossing at 79th Street. A broken track connection gave a false activation. The signal maintainer repaired the rail head bond, performed operational tests and the crossing was returned to in service status.

On December 16, 2016, there was a false activation at the at-grade crossing at S. Park Avenue. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On December 18, 2016, there was a false activation at the at-grade crossing at 91st Street. The lights were flashing when the gate was in an up position. The signal maintainer did not identify the proper cam/contact adjustment inside the gate mechanism that caused the lights to flash with the gates in the vertical position.

On December 18, 2016, there was a false activation at the at-grade crossing at 91st Street. The lights were flashing when the gate was in an up position. The signal maintainer found that the #8 cam/contact inside both gate mechanisms at the crossing were soft contacts barely making contact. The cams were rolled to make better contact in the vertical position preventing the lights

from flashing. Operational checks were performed and the crossing was returned to in service status.

On December 19, 2016, there was a false activation at the at-grade crossing at Wentworth Avenue. One gate was up and the other gate was down. The signal maintainer found frost built up on the power up contact on the east gate mechanism because of single digit temperatures and negative wind chills. As a result, after the train exited the crossing the gate did not recover to the vertical position due to the frost on the power up contact (there was no power to motor). The signal maintainer removed the frost and an internal heater installed next to the contact to prevent future failures. Operational checks were performed and the crossing was returned to in service status.

On December 20, 2016, there was a false activation at the at-grade crossing at S. Park Avenue. The gate was broken. An unknown party had broken the gate and mid-section at the crossing. The signal maintainer replaced the base, mid-section, and lighting kit of the gate. Operational checks were performed and the crossing was returned to in service status.

On December 20, 2016, there was a false activation at the at-grade crossing at Columbus Avenue. There was a broken track connection. The signal maintainer repaired the bond wire in the track approaching the gate, performed operational tests and the crossing was returned to in service status.

On December 20, 2016, there was a false activation at the at-grade crossing at 79th Street. There was a broken track connection. The signal maintainer replaced the bond wire in the track approaching the gate, performed operational tests and the crossing was returned to in service status.

On December 22, 2016, there was a false activation at the at-grade crossing at Halsted Street. There was a vehicle on the tracks. The vehicle was removed and there was no signal damage.

On December 22, 2016, there was a false activation at the at-grade crossing at S. Park Avenue. There was a vehicle on the tracks at Halsted Street, which caused a train to stop at S. Park Avenue. There was a train parked at the crossing. Once the vehicle was removed and the train cleared the crossing, the gates operated properly.

On December 23, 2016, there was a false activation at the at-grade crossing at 155th Street. There was a bad relay connection in the gate. The signal maintainer replaced the bad connector on 155x60 AUX in house 1, performed operational tests and the crossing was returned to in service status.

On December 23, 2016, there was a false activation at the at-grade crossing at Halsted Street. There was a bad relay connection in the gate. The signal maintainer replaced the bad connector on 155x60 AUX in house 1, performed operational tests and the crossing was returned to in service status.

On December 24, 2016, there was a false activation at the at-grade crossing at S. Park Avenue. The approach circuit inside the plant at Thornton Junction was in failure. The Signal Maintainers walked the track and did not find any bonds or track connections to be the issue. The Signal Maintainers removed the termination Shunt that completes the approach circuit and replaced with a new one. This corrected the failure on the GCP3k and the crossing recovered.

On December 25, 2016, there was a false activation at the at-grade crossing at Broadway BI. There was a broken track connection. The signal maintainer repaired the head bond on the #2 track, performed operational tests and the crossing was returned to in service status.

On December 28, 2016, there was a false activation at the at-grade crossing at Wood Street. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On December 30, 2016, there was a false activation at the at-grade crossing at 147th Street. There was a train on approach. A local train was working the industry within the approach of the crossing circuit but not at the crossing. The unit would not recover due to the local train activating the crossing. The local completed its shove and cleared the crossing approach. The crossing unit recovered and traffic was cleared.

On December 30, 2016, there was a false activation at the at-grade crossing at 127th Street. There was a bad transceiver module. The signal maintainer replaced the bad module. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING – DECEMBER 2016

Milepost	Crossing >10 Minutes	Blockages	Total Time (in Minutes)	Average (in Minutes)
DG 31.39	Wentworth	2	57	29
DG 29.72	Burnham	1	11	11
DG 29.42	186th	1	12	12
DG 28.57	Torrence	1	11	11
DG 28.33	182nd	2	22	11
DG 27.74	Thornton	7	262	37
DG 27.41	Volbrecht	11	345	31
DG 25.77	170th	2	110	55
DG 25.44	S. Park Ave	8	302	38
DG 24.32	162nd	12	281	23
DG 23.77	Vincennes	18	358	20
DG 23.47	155th	21	446	21
DG 23.41	Halsted	21	439	21
DG 23.05	Park	22	424	19
DG 22.85	Broadway H	21	427	20
DG 22.73	Center	20	417	21
DG 22.53	150th	18	268	15
DG 22.18	Ashland Ave	1	12	12
DG 21.94	147th St.	4	34	26
DG 21.91	Wood St.	4	37	20
DG 21.76	Lincoln Ave	3	42	14
DG 21.60	Robey Ave	3	46	15
DG 20.86	Western Ave	7	185	26
DG 19.56	Broadway BI	2	303	152
DG 18.93	Union St.	0	0	0
DG 18.65	127th St.	3	229	76
DG 18.13	123rd St.	14	237	17
DG 17.62	119th St.	8	146	18
DG 17.12	115th St.	2	29	15
DG 16.62	111th St.	0	0	0
DG 15.60	103rd	0	0	0
DG 15.10	99th St.	0	0	0
DG 14.56	95th St.	2	23	12
DG 14.40	94th St./Kedzie	2	23	12
DG 13.95	91st St.	2	55	28
DG 13.41	87th St.	4	80	20
DG 12.98	83rd St.	4	86	22
DG 12.86	Columbus	12	201	17
DG 12.41	79th St.	13	229	18

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

AT GRADE CROSSINGS BLOCKED FOR MORE THAN 10 MINUTES

Dec-18

Date	Time of Day	Train ID	Crossing	North/South Blue Island	Duration of Blockage (Minutes)	Stopped or Slow Moving	Cause	Was Train Cut?	If Train not cut explanation why? Additional 120 minute delay
12/1/2016	19:53	Q64701	139th St.	North	18	Stopped	Cross traffic at Blue Island Junction	No	
12/1/2016	19:53		79th St.	North	21	Slow Moving	Entering BIC yard limits at restricted speed	N/A	
12/2/2016	0:51	V13001	Columbus Ave	North	11	Slow Moving	Train speed approaching Blue Island Junction	N/A	
12/2/2016	0:51		139th St.	North	12	Slow Moving		N/A	
12/2/2016	0:58		87th St.	North	10	Slow Moving	CN train entering CN Markham Yard at restricted speed	N/A	
12/2/2016	0:59		94th St./Avondale	North	12	Slow Moving		N/A	
12/2/2016	0:59		95th St.	North	12	Slow Moving		N/A	
12/2/2016	1:20	V13002	79th St.	North	13	Slow Moving	Entering BIC yard limits at restricted speed	N/A	
12/2/2016	1:20		Columbus Ave	North	13	Slow Moving	Train speed approaching Blue Island Junction	N/A	
12/2/2016	1:24	Q62703	139th St.	North	12	Slow Moving		N/A	
12/2/2016	1:24		Western Ave	North	12	Slow Moving		N/A	
12/2/2016	2:13	273703	Western Ave	South	35	Slow Moving	CN train entering CN Markham Yard at restricted speed	N/A	
12/2/2016	23:20		Robley St.	South	15	Slow Moving		N/A	
12/2/2016	23:22		Lincoln Ave	South	14	Slow Moving		N/A	
12/2/2016	23:24		Wood St.	South	12	Slow Moving		N/A	
12/2/2016	23:25		147th St.	South	11	Slow Moving	Train speed approaching Chicago Heights connection	N/A	
12/2/2016	23:25		147th St.	South	11	Slow Moving		N/A	
12/2/2016	23:25		150th St.	South	12	Slow Moving		N/A	
12/2/2016	26:34	Q64703	150th St.	South	33	Slow Moving		N/A	
12/2/2016	16:24		Halsted St.	South	12	Slow Moving		N/A	
12/2/2016	16:26		Park Ave	South	12	Slow Moving		N/A	
12/2/2016	16:27		Broadway Ave	South	13	Slow Moving		N/A	
12/2/2016	16:27		Center Ave	South	14	Slow Moving		N/A	
12/2/2016	16:27		Western Ave	South	14	Slow Moving		N/A	
12/2/2016	2:06	222802	Western Ave	South	34	Slow Moving	CN Train entering CN Markham Yard at restricted speed	N/A	
12/2/2016	2:34		Robley St.	South	14	Slow Moving		N/A	
12/2/2016	2:35		Lincoln Ave	South	13	Slow Moving		N/A	
12/2/2016	2:37		Wood St.	South	12	Slow Moving		N/A	
12/2/2016	2:38		147th St.	South	11	Stopped	CN train departing CN Markham Yard at restricted speed	N/A	
12/2/2016	17:57	273803	147th St.	South	17	Stopped		N/A	
12/2/2016	18:00		Robley St.	South	17	Slow Moving		N/A	
12/2/2016	17:59		Lincoln Ave	South	15	Slow Moving		N/A	
12/2/2016	17:59		Wood St.	South	13	Slow Moving		N/A	
12/2/2016	17:58		147th St.	South	12	Slow Moving		N/A	
12/2/2016	2:49	Q62504	79th St.	North	11	Slow Moving	Departing BIC and connection at restricted speed	N/A	
12/2/2016	15:22	696604	Columbus Ave	North	12	Slow Moving	Line Train approaching Thornton Junction	N/A	
12/2/2016	15:23		150th St.	South	12	Slow Moving		N/A	
12/2/2016	15:23		Vincennes Rd.	South	16	Slow Moving		N/A	
12/2/2016	15:28		150th St.	South	13	Stopped		N/A	
12/2/2016	0:30	V13004	79th St.	North	21	Stopped	Entering BIC yard limits at restricted speed/stopped while yarding	N/A	
12/2/2016	0:30		Columbus Ave	North	21	Slow Moving		N/A	
12/2/2016	0:37		139th St.	North	18	Slow Moving		N/A	
12/2/2016	0:37		87th St.	North	14	Slow Moving		N/A	
12/2/2016	0:39		94th St./Avondale	North	31	Slow Moving		N/A	
12/2/2016	0:39		95th St.	North	31	Slow Moving		N/A	
12/2/2016	0:39		150th St.	South	98	Stopped	Signal at Thornton Junction timed out, train had to be taken through the diamond	No	Additional 120 minute delay
12/2/2016	13:55	Q64705	Thornton-Lansing	South	18	Slow Moving		N/A	
12/2/2016	13:56		Vanderbilt Rd.	South	15	Slow Moving	Approaching Thornton Junction signal	N/A	
12/2/2016	13:56	V13306	Vincennes Rd.	South	18	Slow Moving		N/A	
12/2/2016	13:20		Vincennes Rd.	South	15	Slow Moving		N/A	
12/2/2016	13:22		150th St.	South	17	Slow Moving	Train speed over the connection track from the Monon Subdivision	N/A	
12/2/2016	17:30	Q64707	Western Ave	South	11	Slow Moving		N/A	
12/2/2016	17:33		Burnham Ave	South	11	Slow Moving		N/A	
12/2/2016	17:35		180th St.	South	12	Slow Moving		N/A	
12/2/2016	17:35		Thornton-Lansing	South	31	Slow Moving		N/A	
12/2/2016	17:40		182nd St./Ridge Rd.	South	31	Slow Moving		N/A	
12/2/2016	17:43		Thornton-Lansing	South	44	Stopped	Cross traffic at Thornton Junction	No	Additional 120 minute delay
12/2/2016	17:45		Vanderbilt Rd.	South	64	Slow Moving		N/A	
12/2/2016	18:32		150th St.	South	11	Slow Moving	Train speed approaching Chicago Heights connection	N/A	
12/2/2016	18:34		Vincennes Rd.	South	12	Slow Moving		N/A	
12/2/2016	18:35		150th St.	South	12	Slow Moving		N/A	
12/2/2016	18:35		Halsted St.	South	13	Slow Moving		N/A	
12/2/2016	18:37		Park Ave	South	14	Slow Moving		N/A	
12/2/2016	18:37		Broadway Ave	South	14	Slow Moving		N/A	
12/2/2016	18:38		Center Ave	South	13	Slow Moving		N/A	
12/2/2016	18:39		150th St.	South	12	Slow Moving		N/A	
12/2/2016	18:40	263607	150th St.	South	10	Slow Moving	Cross traffic at Thornton Junction	No	Additional 180 minute delay
12/2/2016	13:01		150th St.	South	18	Slow Moving		N/A	
12/2/2016	13:13		Vincennes Rd.	South	10	Slow Moving	Speed over connection track to Chicago Heights Subdivision	N/A	
12/2/2016	19:28	Q64708	Center Ave	South	10	Slow Moving		N/A	
12/2/2016	19:27		Broadway Ave	South	10	Slow Moving		N/A	
12/2/2016	19:27		Park Ave	South	10	Slow Moving		N/A	
12/2/2016	16:26	Q64709	150th St.	South	16	Slow Moving	Speed over connection track to Chicago Heights Subdivision	N/A	
12/2/2016	16:26		Broadway Ave	South	16	Slow Moving		N/A	
12/2/2016	16:57		Broadway Ave	South	15	Slow Moving		N/A	
12/2/2016	16:56		Park Ave	South	14	Slow Moving		N/A	
12/2/2016	16:55		Halsted St.	South	13	Slow Moving		N/A	
12/2/2016	16:54		150th St.	South	13	Slow Moving		N/A	
12/2/2016	16:53		Vincennes Rd.	South	10	Slow Moving		N/A	
12/2/2016	15:53	V13309	Vincennes Rd.	South	12	Slow Moving	Train entering BIC yard limits at restricted speed	N/A	
12/2/2016	15:53		150th St.	South	12	Slow Moving		N/A	
12/2/2016	15:31	Q64710	Columbus Ave	South	11	Slow Moving	Speed over connection track to Chicago Heights Subdivision	N/A	
12/2/2016	15:31		Center Ave	South	11	Slow Moving		N/A	
12/2/2016	15:30		Broadway Ave	South	11	Slow Moving		N/A	
12/2/2016	15:29		150th St.	South	11	Slow Moving		N/A	
12/2/2016	15:28		Park Ave	South	11	Slow Moving		N/A	
12/2/2016	15:28		Halsted St.	South	10	Slow Moving		N/A	
12/2/2016	15:26		150th St.	South	10	Slow Moving	Approaching Thornton Junction signal	N/A	
12/2/2016	13:08	274212	Vincennes Rd.	South	12	Slow Moving		N/A	
12/2/2016	13:12		150th St.	South	12	Slow Moving		N/A	
12/2/2016	16:51	Q64713	150th St.	South	10	Slow Moving	Speed over connection track from Chicago Heights Subdivision	N/A	
12/2/2016	4:56	Q64712	Vincennes Rd.	South	11	Slow Moving	Speed over connection track to Chicago Heights Subdivision	N/A	
12/2/2016	4:57		Halsted St.	South	11	Slow Moving		N/A	
12/2/2016	5:00		Park Ave	South	12	Slow Moving		N/A	
12/2/2016	5:00		Broadway Ave	South	13	Slow Moving		N/A	

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.

After a train has been cut and rebuilt, an air brake test must be conducted. In cold weather like that in Chicago in December 2016, it takes longer to refresh the compressed air used to power the brakes. In cold weather, it may take two to three hours to refresh the air in the brakes to the point where a train can operate. Adding this time to the process of cutting and rebuilding a train would result in crossings being blocked for even longer periods of time.

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

December 1, 2016, Q64701. Blocked 119th Street and 123rd Street for 18 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.

December 3, 2016, Z73803. Blocked Western Ave for 27 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for one at-grade crossing, a total of one hour blockage at the at-grade crossing, in addition to the initial 10 minutes.

December 5, 2016, Y13004. Blocked 79th Street and Columbus Avenue for 21 minutes for each at-grade crossing. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

December 5, 2016, Q64205. Blocked Thornton-Lansing and Volbrecht Road for 98 minutes for each at-grade crossing. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossings, in addition to the initial 10 minutes.

December 7, 2016, Q64207. Blocked Thornton-Lansing and Volbrecht Road for 44 minutes for each crossing. To cut the train for two at-grade crossing 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.

December 7, 2016, Z63607. Blocked Halsted Street for 20 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of each at-grade crossing, in addition to the initial 10 minutes.

December 14, 2016, Q64212. Blocked Volbrecht Road and Thornton-Lansing for 73 and 72 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.

December 14, 2016, Z79014. Blocked 182 Street/Ridge Road, Volbrecht Road, and Thornton-Lansing for 11, 13, and 12 minutes, respectively. To cut the train for three at-grade crossings would have taken 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken 30 minutes for each of the three at-grade crossings, a total of three hours blockage of the at-grade crossing, in addition to the initial 10 minutes.

December 15, 2016 Q02515. Blocked Halsted Street, 155th Street, Vincennes Road, and 159th Street for 63, 63,63, and 61 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.

December 16, 2016, Q02516. Blocked 115th Street, 119th Street, and 123rd Street for 19, 19, and 20 minutes, respectively. To cut the train for three at-grade crossings would have taken 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken 30 minutes for each of the three at-grade crossings, a total of three hours blockage of each at-grade crossings, in addition to the initial 10 minutes.

December 16, 2016, Q02915. Blocked Blue Island Broadway Street for 18 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

December 16, 2016, Q64316. Blocked Center Avenue, Broadway Avenue, and Park Avenue for 70 minutes at each at-grade crossing. 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 the at-grade crossing, in addition to the initial 10 minutes.

December 17, 2016, Y13016. Blocked 79th Street, Columbus Avenue, 83rd Street and 87th Street for 42, 42, 40, and 38 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.

December 17, 2016, Q02517. Blocked Western Avenue for 29 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

December 18, 2016, L02518. Blocked 119th Street and 123rd Street for 23 and 24 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hour blockage of each at-grade crossing, in addition to the initial 10 minutes.

December 18, 2016, Y21117. Blocked Volbrecht Road for 26 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

December 19, 2016, Q64719. Blocked 119th Street and 123rd Street for 22 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 crossings, in addition to the initial 10 minutes.

December 22, 2016, Q64322. Blocked 150th Street, Center Avenue, Broadway Avenue, Park Avenue, Halsted Street, 115th Street, Vincennes Road, and 159th Street for 23, 93, 93, 92, 94, 89, 87, and 84 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.

December 22, 2016, Y12322. Blocked 159th Street for 17 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

December 23, 2016, S64523. Blocked 119th Street and 123rd Street for 26 and 28 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.

December 24, 2016, Z74224. Blocked Vincennes Road, 159th Street, and 123rd Street for 18, 15, 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.

December 28, 2016, Q02626. Blocked Western Avenue for 32 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing in addition to the initial 10 minutes.

December 28, 2016, Z63628. Blocked Vincennes Road, 159th Street, and S. Park Avenue for 21, 18, and 16 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.

December 29, 2016, Z74328. Blocked Volbrecht Road for 21 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing in addition to the initial 10 minutes.

December 30, 2016, Q02530. Blocked 123rd Street for 13 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing in addition to the initial 10 minutes.

December 30, 2016, Q02730. Blocked 123rd Street for 12 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing in addition to the initial 10 minutes.

December 31, 2016, Y13030. Blocked 79th Street, Columbus Avenue, 83rd Street, and 87th Street for 18 minutes at each at-grade crossing. 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.

December 31, 2016, Q02531. Blocked 123rd Street for 18 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to rebuild

the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing in addition to the initial 10 minutes.