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December 15, 2017

244872

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
December 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. 17**

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 November 2017 (“Monthly Report No. 17”) 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 December 14, 2015, July 27, 2017 and October 7, 2016 decisions.

As requested in the Board’s December 14, 2017 decision, CSXT confirms that it is still participating in the Chicago Transportation Coordination Office.

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 November 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 - November 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.²

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 and often block the Elsdon Line. Thornton Junction is an at-grade intersection of the Elsdon Line and the north south Villa Grove Subdivision operated over by

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

² CSXT has cut trains stopped on the Elsdon Line in December 2017 and will provide full details to the Board in the report to be filed on January 16, 2017

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 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 November 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 November.

In November, out of the 16 reported false gate activations, the signal maintainers found that 11 were actual false activations, the other five were reported as false activations, but the signal maintainers found no evidence that the signals had falsely activated upon actual inspection as follows: (1) one of the reported false gate activations resulted from damage to the gate by an unknown third party; (2) three showed no indication that the gate had activated falsely; and (3) one had activated because a train went into emergency while still occupying the circuit after having passed the crossing. 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 10,997 times on the Elsdon Line in November 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 November. 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 November, 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 November were not cut. During November 2017 CSXT determined that cutting trains would only lengthen the potential blockage.

There were 10,997 total train at-grade crossing occurrences on the Elsdon Line in November 2017.

All trains entering the Elsdon Line in November 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 November 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 November 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.

Tom Livingston, Regional Vice President Midwest Government and Community Affairs, is the Community Liaison. During November, Mr. Livingston communicated to federal, state, and local officials as well as Evergreen Park/local Chicago media via press release on October performance numbers.

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Exhibit 5 – Additional Issues.

CSXT met with the Board's staff on November 21, 2017 to discuss the October Report. On December 4, 2017, CSXT filed a response to questions raised by the Board's staff.

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").

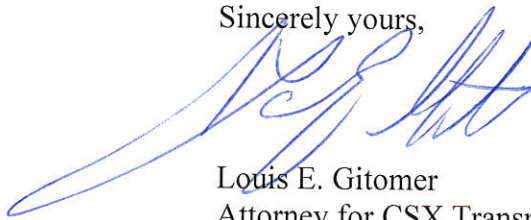
CSXT began the installation of PTC on the Elsdon Line during 2017. Completion is projected to occur in 2020. As part of the PTC installation road crossings will be improved and there will be an improvement in signal reliability. The installation of PTC signals between Hayford and Blue Island Junction 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 e-filing this Report. If you have any questions, please contact me.

Sincerely yours,

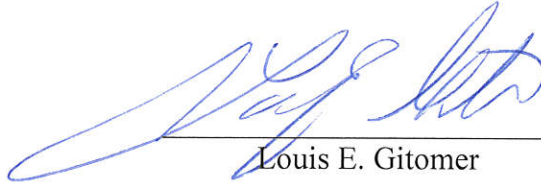


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 17 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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December 15, 2017

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

Date	Crossing Affected	Duration (in minutes)	
		Gate Reported	Gate Shunted
11/05	147 th Street	154	73
11/09	Western Avenue	1185	88
11/10	170 th Street	58	23
11/12	Wood St	146	97
11/13	Western Ave	25	25
11/14	147th Street	11971	49
11/14	Lincoln Avenue	49	49
11/14	Robey Avenue	57	49
11/14	170 th Street	39	39
11/17	115 th Street	120	120
11/18	94 th Kedzie Street	25	0
11/19	51 st Street	70	70
11/20	99 th Street	41	21
11/22	119 th Street	399	33
11/22	51 st Street	825	73
11/30	127 th Street	510	37

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On November 5, 2017, there was a false activation reported at the at-grade crossing at 147th Street. The signal maintainer found that there had been a microprocessor malfunction. The signal maintainer replaced the CPU card on the track 2 unit. Operational checks were performed and the crossing was returned to in service status.

On November 9, 2017, there was a false activation reported at the at-grade crossing at Western Avenue. The signal maintainer found that there was a bad insulated joint at an intermediate signal. The signal maintainer replaced the insulated joints. Operational checks were performed and the crossing was returned to in service status.

On November 10, 2017, there was a false activation reported at the at-grade crossing at 170th 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 November 12, 2017, there was a false activation reported at the at-grade crossing at Wood Street. The signal maintainer found that there had been a microprocessor malfunction. The signal maintainer replaced the CPU card on the track 2 unit. Operational checks were performed and the crossing was returned to in service status.

On November 13, 2017, there was a false activation reported at the at-grade crossing at Western Avenue. The signal maintainer found that there had been a microprocessor malfunction. The signal maintainer replaced the transmitter module. Operational checks were performed and the crossing was returned to in service status.

On November 14, 2017, there were false activations at the at-grade crossings at 147th Street, Lincoln Avenue, and Robey Avenue. These three crossings are interlinked. The signal maintainer found a malfunction in the RYD module. The signal maintainer replaced the RYD module and reset the crossing predictor. Operational checks were performed and the crossing was returned to in service status. Note that the gates at 147th Street, Lincoln Avenue, and Robey Avenue were down for 47 minutes.

On November 14, 2017, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found that the crossing was clear upon arrival. He inspected the gate and could find any malfunction. Operational checks were performed and the crossing was returned to in service status.

On November 17, 2017, there was a false activation at the at-grade crossing at 115th Street. The signal maintainer found a broken track connection. The signal maintainer repaired the broken track connection. Operational checks were performed and the crossing was returned to in service status.

On November 18, 2017, there was a false activation reported at the at-grade crossing at 94th Street/Kedzie Street. The signal maintainer was on site at the time the incident was reported and the crossing had not improperly activated. Operational checks were performed and the crossing remained in service status.

On November 19, 2017, there was a false activation reported at the at-grade crossing at 51st Street. The signal maintainer found a broken bond. The signal maintainer repaired the broken bond. Operational checks were performed and the crossing continued in service status.

On November 20, 2017, there was a false activation reported at the at-grade crossing at 99th Street. The signal maintainer found that the crossing was clear upon arrival. He inspected the gate and could find any malfunction. Operational checks were performed and the crossing was returned to in service status.

On November 22, 2017, there was a false activation reported at the at-grade crossing at 119th Street. The signal maintainer found a damaged track connection. The signal maintainer repaired a pinched wire. Operational checks were performed and the crossing was returned to in service status.

On November 22, 2017, there was a false activation reported at the at-grade crossing at 51st Street. The signal maintainer found an equipment malfunction. The signal maintainer replaced a diode for ring-10 circuit. Operational checks were performed and the crossing was returned to in service status.

On November 30, 2017, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found the gates down while a train was stopped in emergency just ahead. The signal maintainer applied jumpers to the gates to return them to the upright position. The signal maintained then protected the crossing until the train was moving again. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - NOVEMBER 2017

Milepost	Crossing >10 Minutes	Blockages	Total Time Minutes	Average Minutes
DG 31.39	Wentworth Avenue	9	102	11
DG 29.72	Burnham Avenue	19	257	14
DG 29.42	186 th Street	21	273	13
DG 28.57	Torrence Avenue	14	178	13
DG 28.33	182 nd Street	13	208	16
DG 27.74	Thornton Lansing	31	2075	67
DG 27.41	Volbrecht Road	42	3741	89
DG 25.77	170 th Street	40	670	17
DG 25.44	South Park Avenue	83	1158	14
DG 24.32	159 th Street	55	1296	24
DG 23.77	Vincennes Avenue	47	982	21
DG 23.47	155 th Street	37	854	23
DG 23.41	Halsted Street	36	824	23
DG 23.05	Park Avenue	29	527	18
DG 22.85	Broadway Street - H	27	431	16
DG 22.73	Center Avenue	24	367	15
DG 22.53	150 th Street	23	322	14
DG 22.18	Ashland Avenue	22	541	25
DG 21.94	147 th Street	20	579	29
DG 21.91	Wood Street	21	682	32
DG 21.76	Lincoln Avenue	22	746	34
DG 21.60	Robey Avenue	23	802	35
DG 20.86	Western Avenue	34	1227	36
DG 19.56	Broadway Street - BI	18	342	19
DG 18.93	Union Street	9	116	13
DG 18.65	127 th Street	23	409	18
DG 18.13	123 th Street	20	429	21
DG 17.62	119 th Street	15	341	23
DG 17.12	115 th Street	10	216	22
DG 16.62	111 th Street	7	185	26
DG 15.60	103 rd Street	3	40	13
DG 15.10	99 th Street	3	36	12
DG 14.56	95 th Street	16	239	15
DG 14.40	94 th Street/Kedzie	16	239	15
DG 13.95	91 st Street	10	145	15
DG 13.41	87 th Street	19	248	13
DG 12.98	83 rd Street	14	192	14
DG 12.86	Columbus Avenue	35	478	14
DG 12.41	79 th Street	35	478	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.

November 1, Q10101. Blocked 159th Street for 72 minutes. The train was held for release into the 59th Street Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 3, Q64203. Blocked Thornton-Lansing and Volbrecht Street for 83 and 83 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 4, Q10104. Blocked Western Avenue for 129 minutes. The train was held for release into the 59th Street Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 4, Q64204. Blocked Thornton-Lansing and Volbrecht Street for 73 and 74 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 4, Q64402. Blocked Volbrecht Street for 103 minutes. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 7, Q10107. Blocked 159th Street for 94 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.

November 7, Q64206. Blocked Thornton-Lansing and Volbrecht Road for 184 and 184 minutes, respectively. The train was held for release into Barr Yard. The train was not cut

because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 8, Q02508. Blocked Park Avenue for 60 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.

November 10, Q64210. Blocked Volbrecht Road for 109 minutes. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 11, Q64211. Blocked Volbrecht Road for 181 minutes. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 12, Q02610. Blocked Lincoln Avenue, Wood Avenue, Robey Avenue, and Western Avenue for 61, 60, 62, and 60 minutes, respectively. The train was held out of the Bedford Park Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed 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.

November 12, Q64212. Blocked Thornton-Lansing and Volbrecht Road for 80 and 80 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed 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.

November 13, Q64213. Blocked Thornton-Lansing and Volbrecht Road for 179 and 180 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 15, Q64414. Blocked Thornton-Lansing and Volbrecht Road for 218 and 219 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 16, Q64216. Blocked Thornton-Lansing and Volbrecht Road for 123 and 123 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 17, Q02615. Blocked Ashland Avenue, 147th Street, Lincoln Avenue, Wood Avenue, Robey Avenue, and Western Avenue for 71, 72, 72, 73, 72, and 70 minutes, respectively. The train was held out of the Bedford Park Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour. To cut the train for six at-grade crossings would have taken 30 minutes for each of the six at-grade crossings and to rebuild the train would have taken 30 minutes for each of the six at-grade crossings, a total of six hours blockage of each at-grade crossing.

November 17, Q64216. Blocked Thornton-Lansing and Volbrecht Road for 330 and 338 minutes, respectively. The train was held for release into Barr Yard. The train was chambered at

this location to maintain the fluidity of the overall Chicago Terminal due to the unique circumstances related to the roads, which are still being evaluated by CSXT operations. CSXT will further report on its evaluation on the upcoming call with the Board's staff.

November 18, Q02518. Blocked Western Avenue for 69 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.

November 18, Q64416. Blocked Volbrecht Road for 173 minutes. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 19, S02617. Blocked Ashland Avenue, 147th Street, Lincoln Avenue, Wood Avenue, Robey Avenue, and Western Avenue for 149, 149, 150, 151, 150 and 148 minutes, respectively. The train was held out of the Bedford Park Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour. To cut the train for six at-grade crossings would have taken 30 minutes for each of the six at-grade crossings and to rebuild the train would have taken 30 minutes for each of the six at-grade crossings, a total of six hours blockage of each at-grade crossing.

November 20, Q02818. Blocked Western Avenue for 86 minutes. The train was held for release into the 59th Street Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 20, Q64219. Blocked Volbrecht Road for 238 minutes. The train was held for release into Barr Yard. The train was chambered at this location to maintain the fluidity of the overall Chicago Terminal due to the unique circumstances related to the Volbrecht Road

crossing, which is still being evaluated by CSXT operations. CSXT will further report on its evaluation on the upcoming call with the Board's staff.

November 20, Z79019. Blocked Thornton-Lansing and Volbrecht Road for 85 and 82 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.

November 22, Q64222. Blocked Thornton-Lansing and Volbrecht Road for 172 and 189 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 22, S64722. Blocked Western Avenue for 61 minutes. Slow pulling connection at Thornton Junction. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour.

November 23, Q64223. Blocked Volbrecht Road for 229 minutes. The train was held for release into Barr Yard. The train was chambered at this location to maintain the fluidity of the overall Chicago Terminal due to the unique circumstances related to the Volbrecht Road crossing, which is still being evaluated by CSXT operations. CSXT will further report on its evaluation on the upcoming call with the Board's staff.

November 23, Q64221. Blocked Volbrecht Road for 489 minutes. The train was held for release into Barr Yard. The train was chambered at this location to maintain the fluidity of the overall Chicago Terminal due to the unique circumstances related to the Volbrecht Road crossing, which is still being evaluated by CSXT operations. CSXT will further report on its evaluation on the upcoming call with the Board's staff.

November 26, Q64226. Blocked Thornton-Lansing and Volbrecht Road for 63 and 64 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed 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.

November 27, Q64227. Blocked Thornton-Lansing and Volbrecht Road for 79 and 88 minutes, respectively. The train was held for release into Barr Yard. The train was not cut because CSXT had been advised that the train was not going to be delayed 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.