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March 15, 2018

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.
20**

Dear Ms. Brown:

Within the last hour the 20th Monthly Report for February was filed with the Board. The Report contained errors caused by the inclusion of one train – Q64228 on February 28, 2018 - that did not block railroad crossings for more than 10 minutes. That has resulted in changes to Exhibits 2 and 2-B. A complete corrected report is attached.

I apologize for the erroneous filing.

Sincerely yours,

Louis E. Gitomer

Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

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March 15, 2018

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. 20**

Dear Ms. Brown:

Pursuant to the decisions in *CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company*, Docket No. FD 35522 (served December 14, 2017, July 27, 2017, October 7, 2016, and June 22, 2016 (the “*Decisions*”)), CSX Transportation, Inc. (“CSXT”) is submitting its monthly report for February 2018 (“Monthly Report No. 20”) for the 22.22- mile Elsdon Line between the connection of the Grand Trunk Western Railroad Company and CSXT at Munster, IN, milepost 30.92, and Elsdon, IL, which connects to the southern end of the BNSF Railway Company’s (“BNSF”) Corwith Yard, milepost 8.7 (the “Elsdon Line”). This report includes the additional information that the Surface Transportation Board (the “Board”) requested in the *Decisions*.

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 February 2018 there was no change in either the At-Grade Crossing Information or the Operating Protocols. As described below, however, CSXT continues to explore ways to improve its operating protocol with Union Pacific Railroad Company (“UP”) over the Thornton Junction crossing.

In addition to providing Exhibits 1-A - Crossing Activation Failures and 2 - Summary For Each Crossing – February 2018 in pdf format, CSXT is also providing spreadsheets with the same information for Exhibits 1-A and 2 and is providing a spreadsheet for Exhibit 2-A - At-Grade Crossings Blocked For More Than 10 Minutes By Train Activity. Time references have all been converted to whole minutes in order to make comparisons and analyses easier. The

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

Implementation of Revised VM 6.

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

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

As CSXT has explained in prior filings, when a crossing is blocked CSXT’s guiding principle is that the blockage should be remedied as quickly as possible.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, Thornton Junction is an at-grade intersection of the Elsdon Line and the north south Villa Grove Subdivision operated over by CSXT, UP, and Amtrak. The automatic interlocker at Thornton Junction was replaced and the UP dispatchers control access onto and across the Villa Grove Subdivision via Thornton Junction.

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

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

Grade Crossing Identification.

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

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

In February, out of the 27 reported false gate activations, the signal maintainers found that nine 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) two of the reported false gate activations resulted from damage to the gate by an unknown third party; (2) six showed no indication that the gate had activated falsely; and (3) 11 had activated because of weather (ice and snow or wind). A Crossing False Activation is reported every time a gate activates into the failsafe down position where there is not a train on the Elsdon Line approaching the at-grade crossing.

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

The first column was named Gate Reported and has been renamed Open Repair Order to reflect the number of minutes that pass between the time CSXT is notified of a purported false activation and the time when CSXT closes out the work order. The column previously named Gate Shunted has been renamed Gate Down to reflect the time that elapsed from when CSXT was notified of the purported false activation until the time when the signal maintainer raised the gate. 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 8,556 times on the Elsdon Line in February 2018.

Much of the signal equipment on the Elsdon Line is aging, as can be seen by the occasional breakage of the wire bonds connecting the jointed rail. Contemporaneous with the PTC installation process, CSXT will be replacing the signals on the Elsdon Line with modern, state of the art equipment.

Exhibit 2 - Grade Crossing Blockages.

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

Exhibit 2-A shows instances where train activity blocked grade crossings for greater than 10 minutes on the Elsdon Line for the month of February. 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 February, 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 February were not cut. During February 2018 CSXT determined that cutting trains would only lengthen the potential blockage.

There were 8,556 total train at-grade crossing occurrences on the Elsdon Line in February 2018.

Exhibit 3 - Operating Protocols.

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

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

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 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 February, Mr. Livingston communicated to federal, state, and local officials on various issues, including preliminary talks with the Illinois Commerce Commission and the City of Lansing about the potential for closing the Volbrecht Road at-grade crossing. Since CSXT began operating on the Elsdon Line, Mr. Livingston has been in contact with local, state and Federal politicians, as well as the local communities about at-grade crossing blockages. Mr. Livingston notifies the local communities when there are going to be expected blockages, such as when maintenance is being performed, and helps the communities in removing blockages when they occur. In addition, Mr. Livingston sends text messages to local officials when there are lengthy at-grade blockages in their community. Over the last several months, Mr. Livingston has received very few complaints about trains blocking at-grade crossings for extended periods of time.

Exhibit 5 – Train Length.

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

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

In addition, the December 14, 2017 decision asked CSXT to report on whether it has assessed the impact that longer trains have on blocked crossings and to explain what steps it is taking (if any) to mitigate the impact of blocked crossings on the Line. The average length of CSXT's trains on the Elsdon has increased somewhat over recent months as CSXT has implemented Precision Scheduled Railroading and worked to improve the efficiency of its operations. It is worth noting that CSXT's average train lengths are significantly lower than the average train lengths of foreign trains on the Line.²

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

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

² CSXT has no control over the length of trains operated on the Elsdon Line by railroads other than CSXT.

Ms. Cynthia T. Brown
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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.

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

* * *

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

Sincerely yours,

Louis E. Gitomer

Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 20 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

Louis E. Gitomer
March 15, 2018

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES – FEBRUARY 2018

Date	Crossing Affected	Duration (in minutes)	
		Open Repair Order	Gate Down
02/01	South Park Avenue	80	65
02/02	103 rd Street	172	92
02/03	159 th Street	56	56
02/03	127 th Street	71	0
02/05	119 th Street	121	61
02/06	Halsted Street	25	25
02/06	Broadway St.	42	42
02/06	South Park Avenue	20	20
02/06	170 th Street	16	16
02/06	51 st Street	191	76
02/07	127 th Street	119	55
02/07	Western Avenue	148	10
02/07	79 th Street	268	53
02/08	51 st Street	409	47
02/09	103 rd Street	39	39
02/09	127 th Street	33	33
02/10	Park Avenue	48	31
02/10	Park Avenue	228	118
02/11	Park Avenue	101	50
02/15	South Park Avenue	141	71
02/12	159 th Street	201	48
02/16	Kedzie Street	26	22
02/17	South Park Avenue	113	103
02/17	170 th Street	132	125
02/17	Volbrecht Road	36	31
02/20	Union Avenue	40	40
02/25	127 th Street	152	0
02/28	Robey Avenue	91	80

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On February 1, 2018, there was a false activation reported at the at-grade crossing at South Park Avenue. The signal maintainer found a broken track wire. The signal maintainer replaced the connection to the rail. Operational checks were performed and the crossing was returned to in service status.

On February 2, 2018, there was a false activation reported at the at-grade crossing at 103rd Street. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 3, 2018, there was a false activation reported at the at-grade crossing at 159th Street. The signal maintainer found an equipment malfunction. The signal maintainer replaced the circuit breaker. Operational checks were performed and the crossing was returned to in service status.

On February 3, 2018, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found the gate in an up position so that no traffic had been delayed. The gate was stuck in the up position because the wind had caused the gate to become stuck. The signal maintainer freed the gate and repaired the broken gate section.

On February 5, 2018, there was a false activation reported at the at-grade crossing at 119th Street. The signal maintainer found a broken track wire. The signal maintainer replaced the connection to the rail. Operational checks were performed and the crossing was returned to in service status.

On February 6, 2018, there was a false activation reported at the at-grade crossing at Halsted Street Avenue. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 6, 2018, there was a false activation reported at the at-grade crossing at Broadway Street. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 6, 2018, there was a false activation reported at the at-grade crossing at South Park Avenue. The signal maintainer found a pinched track wire. The signal maintainer removed the rail anchor that punched the wire and repaired the wire. The anchor was then replaced. Operational checks were performed and the crossing was returned to in service status.

On February 6, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found a pinched track wire. The signal maintainer removed the rail anchor that punched the wire and repaired the wire. The anchor was then replaced. Operational checks were performed and the crossing was returned to in service status.

On February 6, 2018, there was a false activation reported at the at-grade crossing at 51st Street. The signal maintainer found a broken track wire. The signal maintainer replaced the head bond. Operational checks were performed and the crossing continued in service status.

On February 7, 2018, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found a broken wire. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer repaired the broken wire, cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 7, 2018, there was a false activation reported at the at-grade crossing at Western Avenue. The signal maintainer found the gate in the upright position and the line to be clear upon arrival. The signal maintainer adjusted the unit. Operational checks were performed and the crossing was returned to in service status.

On February 7, 2018, there was a false activation reported at the at-grade crossing at 79th Street. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 8, 2018, 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 the resistor in the track circuit. Operational checks were performed and the crossing was returned to in service status.

On February 9, 2018, there was a false activation reported at the at-grade crossing at 103rd Street. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the

equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 9, 2018, 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 February 10, 2018, there was a false activation reported at the at-grade crossing at Park Avenue. The signal maintainer found the gate in the upright position and the line to be clear upon arrival. The signal maintainer adjusted the unit. Operational checks were performed and the crossing was returned to in service status.

On February 10, 2018, there was a false activation reported at the at-grade crossing at Park Avenue. The signal maintainer found the gate in the upright position and the line to be clear upon arrival. The signal maintainer adjusted the unit. Operational checks were performed and the crossing was returned to in service status.

On February 11, 2018, there was a false activation reported at the at-grade crossing at Park Avenue. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 12, 2018, there was a false activation reported at the at-grade crossing at 159th Street. The signal maintainer found the gate in the upright position and the line to be clear upon arrival. The signal maintainer adjusted the unit. Operational checks were performed and the crossing was returned to in service status.

On February 15, 2018, there was a false activation reported at the at-grade crossing at South Park Avenue. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 16, 2018, there was a false activation reported at the at-grade crossing at Kedzie Street. The signal maintainer found the gate in the upright position and the line to be clear upon arrival. The signal maintainer adjusted the unit. Operational checks were performed and the crossing was returned to in service status.

On February 17, 2018, there was a false activation reported at the at-grade crossing at South Park Avenue. The signal maintainer found a broken track wire. The signal maintainer repaired the broken wire. Operational checks were performed and the crossing was returned to in service status.

On February 17, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found a broken track wire. The signal maintainer repaired the broken wire. Operational checks were performed and the crossing was returned to in service status.

On February 17, 2018, there was a false activation reported at the at-grade crossing at Volbrecht Road. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 20, 2018, there was a false activation reported at the at-grade crossing at Union Avenue. The signal maintainer found that deteriorating ballast conditions caused by bad weather and salt being spread by the local government to prevent freezing on the road had caused an equipment failure. The salt reduces the connectivity of the rails for transmitting electrical signal, thereby causing the equipment failure. The signal maintainer cleaned out the crossing and adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On February 25, 2018, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found a gate that was broken by an outside third party, but was not down. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On February 28, 2018, there was a false activation reported at the at-grade crossing at Robey Avenue. The signal maintainer found the gate in the upright position and the line to be clear upon arrival. The signal maintainer adjusted the unit. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - FEBRUARY 2018

Milepost	Crossing	Trains >10 Minutes	Total Time Minutes	Average Minutes
DG 31.39	Wentworth Avenue	11	21	19
DG 29.72	Burnham Avenue	17	316	19
DG 29.42	186 th Street	13	369	28
DG 28.57	Torrence Avenue	10	336	34
DG 28.33	182 nd Street	5	60	12
DG 27.74	Thornton-Lansing	22	652	30
DG 27.41	Volbrecht Road	35	1310	37
DG 25.77	170 th Street	30	691	23
DG 25.44	South Park Avenue	77	1220	16
DG 24.32	159 th Street	32	925	29
DG 23.77	Vincennes Avenue	25	551	22
DG 23.47	155 th Street	19	380	20
DG 23.41	Halsted Street	20	384	19
DG 23.05	Park Avenue	14	328	23
DG 22.85	Broadway Street - H	14	315	23
DG 22.73	Center Street	16	324	20
DG 22.53	150 th Street	14	280	20
DG 22.18	Ashland Avenue	13	250	19
DG 21.94	147 th Street	14	279	20
DG 21.91	Wood Street	16	310	19
DG 21.76	Lincoln Avenue	17	338	20
DG 21.60	Robey Avenue	16	306	19
DG 20.86	Western Avenue	26	675	26
DG 19.56	Broadway Street -BI	6	88	15
DG 18.93	Union Street	5	93	19
DG 18.65	127 th Street	34	526	15
DG 18.13	123 rd Street	17	290	17
DG 17.62	119 th Street	11	213	19
DG 17.12	115 th Street	7	102	15
DG 16.62	111 th Street	13	451	35
DG 15.60	103 rd Street	5	140	28
DG 15.10	99 th Street	6	76	13
DG 14.56	95 th Street	19	253	13
DG 14.40	94 th Street/Kedzie	27	455	17
DG 13.95	91 st Street	22	367	17
DG 13.41	87 th Street	17	242	14
DG 12.98	83 rd Street	16	242	15
DG 12.86	Columbus Avenue	43	581	14
DG 12.41	79 th Street	46	749	16
DG 9.28	55th Street	2	125	63

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.

February 11, S64211. Blocked Thornton-Lansing and Volbrecht Road for 91 and 91 minutes, respectively. The train was held for traffic at Thornton Jct. To cut the train for two at-grade crossings would have taken at least 30 minutes for each of the two at-grade crossings due to the cold weather and to rebuild the train would have taken at least 30 minutes for each of the two at-grade crossings, a total of at least two hours blockage of each at-grade crossing.

In February, Chicago experienced cold weather. Cold weather causes delays in returning air pressure to the braking system of railroad cars when they have been cut from the locomotive which provides the continuous air pressure. Therefore it takes longer than the normal 30 minutes to add a section onto a train and develop enough air pressure for the train to operate safely and in compliance with FRA rules. Therefore, in this instance, the decision was made not to cut the train because it would have taken longer to cut and rebuild the train because of the requirement to build up air pressure than to leave the train in place.

February 15, Q64215. Blocked Thornton-Lansing and Volbrecht Road for 151 and 151 minutes, respectively. There was a train ahead of Q64215 at Thornton, Jct. Train Q64215 was not notified by the Union Pacific dispatcher that it would take more than 60 minutes to have a route available to CSXT.

February 16, Q64216. Blocked Volbrecht Road for 72 minutes. There was a train ahead of Q64216 at Thornton Jct., and the Union Pacific did not notify that it could take more than 60 minutes before Q64216 would be given clearance.

February 17, Q02815. Blocked Ashland Avenue, 147th Street, Wood Avenue, Lincoln Avenue, and Robey Avenue for 110, 110, 110, 110, and 110 minutes, respectively. The train was held for entry into the 59th Street Yard. To cut the train for five at-grade crossings would have taken at least 30 minutes for each of the five at-grade crossings due to the cold weather and

to rebuild the train would have taken at least 30 minutes for each of the five at-grade crossings, a total of at least five hours blockage of each at-grade crossing.

February 27, Q64227. Blocked Thornton-Lansing and Volbrecht Road for 112 and 111 minutes, respectively. Union Pacific did not notify CSXT that the time to release Q64227 would exceed one hour.

EXHIBIT 5-A
MONTHLY TRAIN LENGTH DATA – FEBRUARY 2018

Average length of trains operating on the Line is 6,518 feet.

Length of the longest train operating on the Line is 14,396 feet.

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

Date	Train Number	Crossings Blocked	Length of Blockage In Minutes	Length of Train in Feet
02/11	S64211	THORNTON-L	91	11369
02/11	S64211	VOLBRECHT	91	11369
02/15	Q64215	THORNTON-L	151	11999
02/15	Q64215	VOLBRECHT	151	11999
02/16	Q64216	VOLBRECHT	72	9801
02/17	Q02815	ASHLAND	110	8112
02/17	Q02815	147 TH	110	8112
02/17	Q02815	WOOD	110	8112
02/17	Q02815	LINCOLN	110	8112
02/17	Q02815	ROBEY	110	8112
02/27	Q64227	THORNTON-L	112	11866
02/27	Q64227	VOLBRECHT	111	11866

Exhibit 5-B
Train Length Data between July 2016 and February 2018

	Date	Train Length Average	Longest	Longest ³ Train ID
2016	July	5,392	13,962	Z79031
	August	5,595	13,295	Z79004
	September	5,677	12,717	Z79008
	October	5,896	14,334	Z79017
	November	5,798	13,991	Z79011
	December	5,794	13,661	Z79030
2017	January	5,830	13,828	Z79020
	February	5,923	13,503	Z79022
	March	5,805	13,385	Z79031
	April	5,822	14,255	Z64329
	May	5,956	14,455	Z79005
	June	5,859	14,171	Z79011
	July	6,159	13,711	Z79015
	August	6,337	14,011	Z63729
	September	6,276	15,843	Q02608
	October	6,568	15,018	Q02507
	November	6,546	14,250	Z63717
	December	6,554	14,311	Q02616
2018	January	6,373	15,015	
	February	6,518	14936	Q02613

³ In 15 of the 18 months of reporting, the longest trains on the Elsdon Line were operated by foreign railroads.