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June 15, 2018

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Public Record

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. 23**

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 May 2018 (“Monthly Report No. 23”) 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 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*.¹

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

In addition to providing Exhibits 1-A - Crossing Activation Failures and 2 - Summary For Each Crossing – May 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

¹ The Report also responds to certain inquiries from Board staff.

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.² 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.

² 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 May 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 May.

In May, out of the 14 reported false gate activations, the signal maintainers found that 10 were actual false activations, the other four were reported as false activations, but the signal maintainers found no evidence that the signals had falsely activated upon actual inspection as follows: (1) three of the reported false gate activations resulted from damage to the gate by an unknown third party; and (2) one showed no indication that the gate had activated falsely. A Crossing False Activation is reported every time a gate activates into the failsafe down position where there is not a train on the Elsdon Line approaching the at-grade crossing.

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. A new column has been added to give a "Cause Code" for the reason for the crossing being reported. As of this report the Cause Codes are as follows: F – False Report; M – Malfunction of Gate; V – Vandalized; and W – Weather. If additional codes are needed in the future, they will

be added. 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 8,254 times on the Elsdon Line in May 2018.

On the Elsdon Line, the vast majority of notifications of a false gate activation come from phone calls from the motoring public or the police who received a third party report that the gates are down at the crossing. These calls are often coded as false activations until CSXT signal maintainers can visit the location and perform a further investigation. Approximately 80% of the false activation notifications are originated by the motoring public. In some cases the gates are down because there is a train on or approaching the crossing. There have been numerous calls for crossing such as 95th Street for trains approaching or clearing the crossing because the advanced crossing warning systems lower the gates once the train trips the circuit prior to the train entering the crossing and not raising the gates until the train is clear of the circuit governing the crossing. In those instances, the gates are providing accurate warning time as designed for public safety. The calls come in because the train is clear of the physical crossing, but not the circuit that activates the gates. The other 20% are from the remotely monitored crossings where CSXT receives notification if the gates are down for longer than 10 minutes. There are also rare occasions where a train crew encounters a malfunctioning signal, in which case that crew will report it.

Chicago is known as the “Windy City.” Some of the gates at crossings are very long and, consequently, are more likely to be affected by the wind. CSXT concludes that gate problems caused by the wind are weather events and not caused by the failure of the gate system.

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 has completed installation of signalization north of Vermont Street and south of Thornton Jct.

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 May. 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 May, 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 May were not cut.

In April, there were 11 trains that blocked crossings longer than 60 minutes. They blocked a total of 22 crossings. In May, there were 11 trains that blocked crossings longer than 60 minutes. They blocked a total of 18 crossings.

There were 8,254 total train at-grade crossing occurrences on the Elsdon Line in May 2018.

Exhibit 3 - Operating Protocols.

CSXT attempts to provide a clear route on the Elsdon Line for all trains that enter the line. However, there are instances where a train moving north on the Monon Line, which connects to the Elsdon Line at Munster, has exited the Monon Line and entered the Elsdon Line prior to confirming the dispatcher's "clear route" commitment. This occurs for the following reasons: (1) the Monon Line is a single track north-south line that terminates at its north end at the Elsdon Line; (2) Amtrak operates one train northbound and one train southbound on the Monon line each day³; (3) CSXT is required to give Amtrak priority on the Monon Line; (4)

³ As relevant here, Amtrak runs north on the Monon Line and then turns west onto the Elsdon Line. Amtrak runs westbound over the Elsdon Line until it reaches Thornton Junction where it turns north onto the Villa Grove subdivision.

occasionally UP does not give CSXT a clear route on the Elsdon Line over Thornton Junction for a CSXT train moving north on the Monon that must exit the Monon Line to make way for Amtrak; and (5) the CSXT train will move onto the Elsdon Line and be temporarily staged in order to allow the Amtrak Train to exit the Monon Line.

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 May 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. No progress occurred in May.

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 the 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 May, Mr. Livingston communicated to federal, state, and local officials on various issues. 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.

In May, Mr. Livingston notified local politicians and sent out a schedule on construction planned for the month on the Elsdon Line. In advance, Mr. Livingston notified Evergreen Park and the 19th Ward that the at-grade crossings at 95th Street and 79th Street would be closed for about two weeks while CSXT made major crossing repairs. In May, Mr. Livingston also notified the local communities and elected representatives that work on the at-grade crossing at 103rd Street would begin in the second week of June resulting in a closing of the road while the work proceeded.

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 May 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 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.⁴

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

⁴ CSXT has no control over the length of trains operated on the Elsdon Line by railroads other than CSXT.

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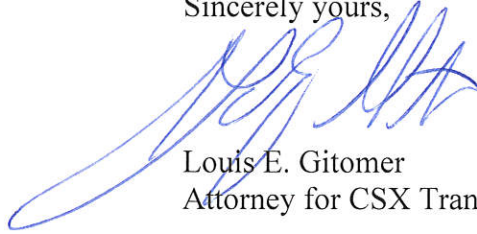
the community discussions that CSXT described in Exhibit 4 involved discussions of longer trains, and no community leaders asked CSXT to discuss train length issues on the Elsdon.

CSXT began the installation of PTC on the Elsdon Line during 2017. Completion of PTC installation, testing, and becoming fully operational 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 2017 as part of Phase 1.

* * *

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

Sincerely yours,

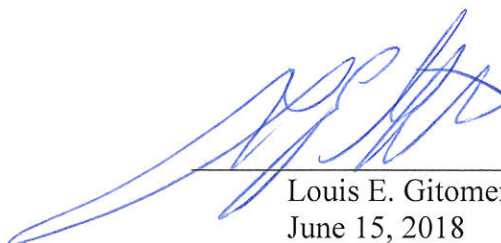


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 23 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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June 15, 2018

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES – MAY 2018

Date	Crossing Affected	Duration (in minutes)		Cause Code
		Open Repair Order	Gate Down	
05/01	Halsted Street	281	0	V
05/05	147 th Street	68	0	W
05/13	91 st Street	72	0	F
05/15	Western Avenue	90	37	M
05/15	170 th Street	77	45	M
05/18	Halsted Street	115	25	M
05/23	127 th Street	152	0	V
05/24	155 th Street	76	25	M
05/24	Halsted Street	133	85	M
05/24	Park Avenue	119	75	M
05/25	155 th Street	91	91	M
05/27	111 th Street	52	0	M
05/29	94 th Street	92	0	M
05/31	103 rd Street	58	0	V

Cause Codes: F – False Report; M – Malfunction of Gate; V – Vandalized; and W – Weather

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On May 1, 2018, there was a false activation reported at the at-grade crossing at Halsted Street. The signal maintainer found that one of the gates had been broken by an unknown third party. The gate was up and not impeding traffic. The signal maintainer replaced the damaged sections of the gate. Operational checks were performed and the crossing was returned to in service status.

On May 5, 2018, there was a false activation reported at the at-grade crossing at 147th Street. The signal maintainer found that the gate was hung up on the cantilever due to wind, but was not impeding traffic. The signal maintainer released the gate. Operational checks were performed and the crossing was returned to in service status.

On May 13, 2018, there was a false activation reported at the at-grade crossing at 91st Street. The signal maintainer found no problem when he arrived. The gates were up and not impeding traffic. Operational checks were performed and the crossing was returned to in service status.

On May 15, 2018, there was a false activation reported at the at-grade crossing at Western Avenue. The signal maintainer found that there was a crossing equipment failure. The signal maintainer replaced the gate mechanical connector. Operational checks were performed and the crossing was returned to in service status.

On May 15, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found that there was a microprocessor failure. The signal maintainer repaired and recalibrated the track 2 microprocessor board. Operational checks were performed and the crossing was returned to in service status.

On May 18, 2018, there was a false activation reported at the at-grade crossing at Halsted Street. The signal maintainer found that there was a commercial power failure. The signal maintainer restored the commercial power. Operational checks were performed and the crossing was returned to in service status.

On May 23, 2018, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found that one of the gates had been broken by an unknown third party. The gate was up and not impeding traffic. The signal maintainer replaced the damaged sections of the gate. Operational checks were performed and the crossing was returned to in service status.

On May 24, 2018, there was a false activation reported at the at-grade crossing at 155th Street. The signal maintainer found that there was a crossing equipment failure. The signal maintainer replaced the shunt for track number 1 at Park Avenue. Operational checks were performed and the crossing was returned to in service status. The false activation at 155th Street, Halsted Street, and Park Avenue were all related to the same failure at Park Avenue.

On May 24, 2018, there was a false activation reported at the at-grade crossing at Halsted Street. The signal maintainer found that there was a crossing equipment failure. The signal maintainer replaced the shunt for track number 1 at Park Avenue. Operational checks were performed and the crossing was returned to in service status. The false activation at 155th Street, Halsted Street, and Park Avenue were all related to the same failure at Park Avenue.

On May 24, 2018, there was a false activation reported at the at-grade crossing at Park Avenue. The signal maintainer found that there was a crossing equipment failure. The signal maintainer replaced the shunt for track number 1 at Park Avenue. Operational checks were performed and the crossing was returned to in service status. The false activation at 155th Street, Halsted Street, and Park Avenue were all related to the same failure at Park Avenue.

On May 25, 2018, there was a false activation reported at the at-grade crossing at 155th Street. The signal maintainer found no trouble upon arrival and could not duplicate the problem. Operational checks were performed and the crossing was returned to in service status.

On May 27, 2018, there was a false activation reported at the at-grade crossing at 111th Street. The signal maintainer found that there was a crossing equipment failure. The signal maintainer replaced a hold clear on the gate. Operational checks were performed and the crossing was returned to in service status.

On May 29, 2018, there was a false activation reported at the at-grade crossing at 94th Street. The signal maintainer found that there was a crossing equipment failure. The signal maintainer tightened the connection for the eastbound 94th Street mechanism. Operational checks were performed and the crossing was returned to in service status.

On May 31, 2018, there was a false activation reported at the at-grade crossing at 103rd Street. The signal maintainer found that one of the gates had been broken by an unknown third party. The gate was up and not impeding traffic. The signal maintainer replaced the damaged sections of the gate. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - MAY 2018

Milepost	Crossing	Trains >10 Minutes	Total Time Minutes	Average Minutes
DG 31.39	Wentworth Avenue	15	188	13
DG 29.72	Burnham Avenue	23	275	12
DG 29.42	186th Street	21	251	12
DG 28.57	Torrence Avenue	21	246	12
DG 28.33	182nd Street	23	296	13
DG 27.74	Thornton-Lansing	40	1569	39
DG 27.41	Volbrecht Road	43	2117	49
DG 25.77	170th Street	46	730	16
DG 25.44	South Park Avenue	74	1022	14
DG 24.32	159th Street	22	499	23
DG 23.77	Vincennes Road	24	535	22
DG 23.47	155th Street	21	517	25
DG 23.41	Halsted Street	22	512	23
DG 23.05	Park Avenue	12	255	21
DG 22.85	Broadway Avenue H	10	129	13
DG 22.73	Center Avenue	8	113	14
DG 22.53	150th Street	8	107	13
DG 22.18	Ashland Avenue	4	68	17
DG 21.94	147th Street	8	104	13
DG 21.91	Wood Street	9	133	15
DG 21.76	Lincoln Avenue	13	215	17
DG 21.60	Robey Street	17	363	21
DG 20.86	Western Avenue	25	490	20
DG 19.56	Broadway Street BI	2	28	14
DG 18.93	Union Street	4	47	12
DG 18.65	127th Street	10	181	18
DG 18.13	123rd Street	5	79	16
DG 17.62	119th Street	5	83	17
DG 17.12	115th Street	5	75	15
DG 16.62	111th Street	11	135	12
DG 15.60	103rd Street	8	85	11
DG 15.10	99th Street	4	46	11
DG 14.56	95th Street	14	218	16
DG 14.40	94th Street/Kedzie	15	218	15
DG 13.95	91st Street	13	222	17
DG 13.41	87th Street	19	279	15
DG 12.98	83rd Street	18	273	15
DG 12.86	Columbus Avenue	43	628	15
DG 12.41	79th Street	43	628	15
DG 9.28	55th Street	0	0	0

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.

May 1, Q64201. Blocked Thornton-Lansing and Volbrecht Road for 215 and 216 minutes, respectively. The train was held out of Thornton Jct. by the dispatchers because of cross traffic. CSXT was not notified how long the train would be held so it was not cut in the expectation that there would be a limited window to move through Thornton Jct.

May 1, Z74330. Blocked Thornton-Lansing and Volbrecht Road for 77 and 68 minutes, respectively. The train was held out of Thornton Jct. by the dispatchers because of cross traffic. To cut the train for two at-grade crossings would have taken at least 30 minutes for each of the two at-grade crossings 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.

May 2, Q64202. Blocked Volbrecht Road for 96 minutes. The train was held out of Thornton Jct. by the dispatchers because of cross traffic. CSXT was not notified how long the train would be held so it was not cut in the expectation that there would be a limited window to move through Thornton Jct.

May 7, Q64207. Blocked Thornton-Lansing and Volbrecht Road for 105 and 106 minutes, respectively. The train was held because of slow traffic before it moving on and off of 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 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.

May 8, Z74208. Blocked 127th Street for 61 minutes. The train was held for cross traffic at Blue Island Jct. It then went into emergency and had to be inspected before it could move.

May 9, Q64209. Blocked Thornton-Lansing and Volbrecht Road for 129 and 130 minutes, respectively. The train was held for release at Thornton Jct. by the dispatchers. CSXT

was not notified how long the train would be held so it was not cut in the expectation that there would be a limited window to move through Thornton Jct.

May 10, Q64210. Blocked Volbrecht Road for 385 minutes. The train was held for release at Thornton Jct. by the dispatchers. CSXT was not notified how long the train would be held so it was not cut in the expectation that there would be a limited window to move through Thornton Jct.

May 18, Q64218. Blocked Thornton-Lansing and Volbrecht Road for 150 and 150 minutes, respectively. The train was held for release at Thornton Jct. by the dispatchers. CSXT was not notified how long the train would be held so it was not cut in the expectation that there would be a limited window to move through Thornton Jct.

May 19, Q64219. Blocked Thornton-Lansing and Volbrecht Road for 84 and 85 minutes, respectively. The train was held for release at Thornton Jct. by the dispatchers. To cut the train for two at-grade crossings would have taken at least 30 minutes for each of the two at-grade crossings 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.

May 21, Q64221. Blocked Thornton-Lansing and Volbrecht Road for 177 and 177 minutes, respectively. The train was held for release at Thornton Jct. by the dispatchers. CSXT was not notified how long the train would be held so it was not cut in the expectation that there would be a limited window to move through Thornton Jct.

May 28, Q02626. Blocked Western Avenue for 61 minutes. The train was held for release at Thornton Jct. by the dispatchers. Cutting the train would have resulted in delays at other crossings and extended the delay at Western Avenue.

EXHIBIT 5-A
MONTHLY TRAIN LENGTH DATA – MAY 2018

Average length of trains operating on the Line is 9,851 feet.

Length of the longest train operating on the Line is 14,179 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
05/01	Q64201	Thornton-Lansing	215	10,901
05/01	Q64201	Volbrecht Road	216	10,901
05/01	Z74330	Thornton-Lansing	77	11,353
05/01	Z74330	Volbrecht Road	68	11,353
05/02	Q64202	Volbrecht Road	96	9,021
05/07	Q64207	Thornton-Lansing	105	12,690
05/07	Q64207	Volbrecht Road	106	12,690
05/08	Z74208	127 th Street	61	9,528
05/09	Q64209	Thornton-Lansing	129	10,608
05/09	Q64209	Volbrecht Road	130	10,608
05/10	Q64210	Volbrecht Road	385	8,691
05/18	Q64218	Thornton-Lansing	150	11,672
05/18	Q64218	Volbrecht Road	150	11,672
05/19	Q64219	Thornton-Lansing	84	10,120
05/19	Q64219	Volbrecht Road	85	10,120
05/21	Q64221	Thornton-Lansing	177	12,153
05/21	Q64221	Volbrecht Road	177	12,153
05/28	Q02626	Western Avenue	61	9,831

Exhibit 5-B
Train Length Data between July 1, 2016 and May 31, 2018

	Date	Train Length Average	Longest	Longest 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	Q02625
	February	6,518	14,936	Q02613
	March	9,255	15,726	Q02621
	April	9,267	14,406	Q02620
	May	9,851	14,179	Q02625