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Office of Proceedings
January 16, 2018
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January 16, 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. 18**

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 December 2017 (“Monthly Report No. 18”) 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, 2017, July 27, 2017 and October 7, 2016 decisions.

The July 2016 Report (“Monthly Report No. 1”) identified the 43 public at-grade crossings on the Elsdon Line and the level of crossing protection at each crossing in Exhibit No. 1 (the “At-Grade Crossing Identification”) and provided the status of CSXT’s operating protocols with other rail carriers whose operations could cause interference with CSXT’s operations on the Elsdon Line (the “Operating Protocols”). In December 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 - December 2017 in pdf format, CSXT is also providing spreadsheets with the same information for Exhibits 1-A and 2 and is providing a spreadsheet for Exhibit 2-A - At-Grade Crossings Blocked For More Than 10 Minutes By Train Activity. Time references have all been converted to whole minutes in order to make comparisons and analyses easier. The

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

Implementation of Revised VM 6.

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

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

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

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

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

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.

On December 2, 2017, CSXT cut train Q64419 that was blocking Volbrecht Road and 170th Street. The train was cut because it would clear the crossings faster than allowing the stopped train to sit still.

Grade Crossing Identification.

In December 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 December.

In December, out of the 26 reported false gate activations, the signal maintainers found that 8 were actual false activations, 11 were weather related, 2 were caused by damage to the gates by outside parties, and the other 5 were reported as false activations, but the signal maintainers found no evidence that the signals had falsely activated upon actual inspection. 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 11,373 times on the Elsdon Line in December 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.

Exhibit 2 - Grade Crossing Blockages.

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

Exhibit 2-A shows instances where train activity blocked grade crossings for greater than 10 minutes on the Elsdon Line for the month of December. Exhibit 2-A shows the date and time of day, the train involved, the crossing that was blocked, and the duration of the blockage. Also included are whether the train was stopped or slow moving, the cause of the delay, whether a stopped train was cut and if not why. Each train identified in Exhibit 2-A has an alpha identifier in the Train ID column. CSXT trains are identified with a K, L, Q, or Y, which can describe if the train is a Yard job, road train, or unit train. A Z train is a train operated by another railroad. In December, the Z trains identified in Exhibit 2-A were either operated by Canadian National (which has operated trains over the Elsdon Line since before CSXT acquired its easement) or operated by another foreign carrier and destined to a Canadian National yard.

Exhibit 2-B explains why trains that were stopped and blocking crossings for more than 60 minutes in December were not cut. One train was cut.

There were 11,373 total train at-grade crossing occurrences on the Elsdon Line in December 2017.

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

Exhibit 3 - Operating Protocols.

In December 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 December, Mr. Livingston communicated to federal, state, and local officials on various issues, as well as Evergreen Park/local Chicago media via press release on November performance numbers.

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Exhibit 5 – Additional Issues.

CSXT met with the Board's staff on January 4, 2018 to discuss the November Report.

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

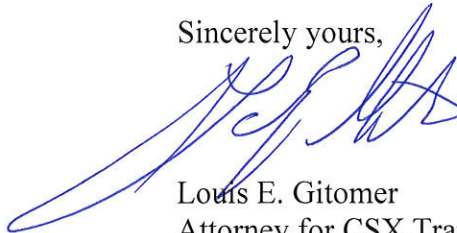
CSXT began the installation of PTC on the Elsdon Line during 2017. Completion is projected to occur in 2020. As part of the PTC installation road crossings will be improved and there will be an improvement in signal reliability. The installation of PTC signals between Hayford and Blue Island Junction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

As of April 1, 2017, CSXT adopted a new Employee Operating Manual governing conditions and actions on all railroad lines operated by CSXT in the United States. These instructions will apply uniformly to all operating employees and are expected to improve efficiency and operating fluidity.

* * *

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

Sincerely yours,

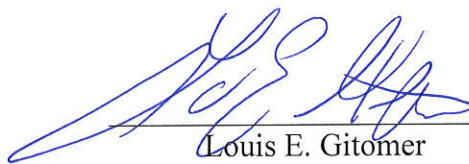


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 18 by CSX Transportation, Inc., in Docket No. FD 35522, *CSX Transportation, Inc.—Acquisition of Operating Easement — Grand Trunk Western Railroad Company*, to be served electronically on the following parties of record.



Louis E. Gitomer

January 16, 2018

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

Date	Crossing Affected	Duration (in minutes)	
		Gate Reported	Gate Shunted
12/04	55 th Street	1348	48
12/04	Torrence Avenue	915	25
12/05	51 st Street	166	37
12/07	Thornton-Lansing	40	40
12/08	Ashland Avenue	100	62
12/16	Broadway Street	67	36
12/18	170 th Street	92	78
12/23	115 th Street	57	57
12/23	115 th Street	78	47
12/24	111 th Street	127	46
12/24	79 th Street	4340	134
12/24	111 th Street	156	156
12/25	Thornton-Lansing	296	123
12/25	170 th Street	63	40
12/26	103 rd Street	192	45
12/26	119 th Street	439	87
12/27	91 st Street	69	35
12/27	127 th Street	47	47
12/27	West 83 rd Place	277	74
12/28	Thornton-Lansing	117	66
12/28	127 th Street	52	48
12/29	94 th Street	476	14
12/29	79 th Street	189	189
12/30	95 th Street	336	11
12/30	127 th Street	60	60
12/30	Thornton-Lansing	37	37

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On December 4, 2017, there was a false activation reported at the at-grade crossing at 55th Street. The signal maintainer found that the gate was stuck in the cantilever due to high winds. The signal maintainer freed the gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On December 4, 2017, there was a false activation reported at the at-grade crossing at Torrence Avenue. The signal maintainer found that the gate was stuck in the cantilever due to high winds. The signal maintainer freed the gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On December 5, 2017, there was a false activation reported at the at-grade crossing at 51st 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 December 7, 2017, there was a false activation reported at the at-grade crossing at Thornton-Lansing. 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 adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On December 8, 2017, there was a false activation reported at the at-grade crossing at Ashland Avenue. The signal maintainer found that the crossing was clear upon arrival. He inspected the gate and could not find any malfunction. Operational checks were performed and the crossing was returned to in service status.

On December 16, 2017, there was a false activation reported at the at-grade crossing at Broadway Street. The signal maintainer found that the crossing was clear upon arrival. He inspected the gate and could not find any malfunction. Operational checks were performed and the crossing was returned to in service status.

On December 18, 2017, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found a defective microprocessor card. The signal maintainer replaced the transmitter card. Operational checks were performed and the crossing was returned to in service status.

On December 23, 2017, there was a false activation at the at-grade crossing at 115th Street. The signal maintainer found that the crossing was clear upon arrival. The signal maintainer checked equipment components and reset the microprocessor. The crossing recovered. Operational checks were performed and the crossing was returned to in service status.

On December 23, 2017, there was a false activation at the at-grade crossing at 115th Street. The signal maintainer found that the crossing was clear upon arrival. The signal maintainer inspected the gate and could not find any malfunction. Operational checks were performed and the crossing was returned to in service status.

On December 24, 2017, there was a false activation reported at the at-grade crossing at 111th Street. The signal maintainer found that the gates had stayed down after a train passed. The signal maintainer recalibrated the crossing. Operational checks were performed and the crossing continued in service status.

On December 24, 2017, there was a false activation reported at the at-grade crossing at 79th Street. The signal maintainer found that the gate had been damaged by an unknown third party. The signal maintainer repaired the gate. The signal maintainer also 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 adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status. The ticket was left open for three days so that the condition of the gate could be monitored.

On December 24, 2017, there was a false activation reported at the at-grade crossing at 111th 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 adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On December 25, 2017, there was a false activation reported at the at-grade crossing at Thornton-Lansing. The signal maintainer found that the gate had been damaged by an unknown third party. The signal maintainer repaired the damaged termination shunt. Operational checks were performed and the crossing was returned to in service status.

On December 25, 2017, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found the crossing clear upon arrival. The signal maintainer recalibrated the crossing. Operational checks were performed and the crossing was returned to in service status.

On December 26, 2017, 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 adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On December 26, 2017, there was a false activation reported at the at-grade crossing at 119th Street. The signal maintainer found a broken rail upon arrival. The signal maintainer jumpered the crossing until the rail could be repaired in order to return the crossing to service. Operational checks were performed and the crossing was returned to in service status.

On December 27, 2017, there was a false activation reported at the at-grade crossing at 91st 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 adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On December 27, 2017, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found a frozen contact in the gate mechanism. The signal maintainer thawed the contacts. Operational checks were performed and the crossing was returned to in service status.

On December 27, 2017, there was a false activation reported at the at-grade crossing at West 83rd Place. 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 adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On December 28, 2017, there was a false activation reported at the at-grade crossing at Thornton-Lansing. The signal maintainer found a defective simulated inductance lead. The signal maintainer replaced the simulated inductance lead. Operational checks were performed and the crossing was returned to in service status.

On December 28, 2017, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found a frozen contact in the gate mechanism. The signal maintainer thawed the contacts and replaced the defective internal heater. Operational checks were performed and the crossing was returned to in service status.

On December 29, 2017, there was a false activation reported at the at-grade crossing at 94th 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 adjusted the equipment to account for the changed conditions and swept packed snow out of the crossing. Operational checks were performed and the crossing was returned to in service status.

On December 29, 2017, 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 adjusted the equipment to account for the changed conditions. Operational checks were performed and the crossing was returned to in service status.

On December 30, 2017, there was a false activation reported at the at-grade crossing at 95th 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 adjusted the equipment to account for the changed conditions and swept packed snow out of the crossing. Operational checks were performed and the crossing was returned to in service status.

On December 30, 2017, there was a false activation reported at the at-grade crossing at 127th Street. The signal maintainer found defective internal gate mechanism components. The signal maintainer replaced the internal gate mechanism components. Operational checks were performed and the crossing was returned to in service status.

On December 30, 2017, there was a false activation reported at the at-grade crossing at Thornton-Lansing. The signal maintainer found defective track connections. The signal maintainer replaced all of the track connections. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - DECEMBER 2017

Milepost	Crossing >10 Minutes	Blockages	Total Time Minutes	Average Minutes
DG 31.39	Wentworth Avenue	10	167	17
DG 29.72	Burnham Avenue	14	175	13
DG 29.42	186 th Street	16	203	13
DG 28.57	Torrence Avenue	17	228	13
DG 28.33	182 nd Street	18	295	16
DG 27.74	Thornton-Lansing	42	1474	35
DG 27.41	Volbrecht Road	39	1887	48
DG 25.77	170 th Street	35	891	25
DG 25.44	South Park Avenue	76	1059	14
DG 24.32	159 th Street	50	1093	22
DG 23.77	Vincennes Avenue	53	1165	22
DG 23.47	155 th Street	33	737	22
DG 23.41	Halsted Street	32	724	23
DG 23.05	Park Avenue	26	510	20
DG 22.85	Broadway Street - H	27	514	19
DG 22.73	Center Street	30	472	16
DG 22.53	150 th Street	30	427	14
DG 22.18	Ashland Avenue	23	425	18
DG 21.94	147 th Street	21	367	17
DG 21.91	Wood Street	23	397	17
DG 21.76	Lincoln Avenue	27	491	18
DG 21.60	Robey Avenue	27	530	20
DG 20.86	Western Avenue	28	604	22
DG 19.56	Broadway Street -BI	13	237	18
DG 18.93	Union Street	9	128	14
DG 18.65	127 th Street	42	776	18
DG 18.13	123 rd Street	21	419	20
DG 17.62	119 th Street	2	97	49
DG 17.12	115 th Street	13	304	23
DG 16.62	111 th Street	12	411	34
DG 15.60	103 rd Street	5	241	48
DG 15.10	99 th Street	3	33	11
DG 14.56	95 th Street	14	225	16
DG 14.40	94 th Street/Kedzie	21	318	15
DG 13.95	91 st Street	16	258	16
DG 13.41	87 th Street	21	283	13
DG 12.98	83 rd Street	15	272	18
DG 12.86	Columbus Avenue	37	550	15
DG 12.41	79 th Street	37	541	15

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.

December 5, Q64205. Blocked Thornton-Lansing and Volbrecht Street for 173 and 173 minutes, respectively. The train was held for release onto the UP Villa Grove Subdivision. UP did not notify CSXT that the train was expected to be held for more than one hour.

December 6, Q64405. Blocked Thornton-Lansing and Volbrecht Street for 126 and 126 minutes, respectively. In December, Chicago began to experience 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.

December 7, Q20507. Blocked 123rd Street for 67 minutes. In December, Chicago began to experience 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.

December 8, Q64208. Blocked Thornton-Lansing and Volbrecht Street for 64 and 64 minutes, respectively. In December, Chicago began to experience 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.

December 10, Q02910. Blocked Robey Street for 60 minutes. In December, Chicago began to experience 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.

December 13, Q64213. Blocked Volbrecht Road for 61 minutes. In December, Chicago began to experience 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.

December 13, Z78913. Blocked Halsted Street, 155th Street, Vincennes, and 159th Street for 83, 87, 109, and 81 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have

taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing. 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.

December 14, Q64412. Blocked Thornton-Lansing and Volbrecht Road for 233 and 244 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 and the cold weather would have resulted in the train blocking the crossings longer if it had been cut. In December, Chicago began to experience 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.

December 15, Q64215. Blocked Thornton-Lansing and Volbrecht Road for 75 and 71 minutes, respectively. In December, Chicago began to experience 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.

December 15, Z74215. Blocked 123rd Street for 63 minutes. The train was held for release onto the Villa Grove Subdivision. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour. In December, Chicago began to experience 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.

December 19, Q64219. Blocked Volbrecht Road for 96 minutes. The train was held for release onto the Villa Grove Subdivision. The train was not cut because CSXT had been advised that the train was not going to be delayed for more than one hour. In December, Chicago began to experience 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.

December 20, Q64419. Blocked Volbrecht Road and 170th Street for 67 and 73 minutes, respectively. The train was held for release into Barr Yard. The train was cut.

December 24, Q37025. Blocked 103rd Street 108 minutes. The train was held by the NS signal at Landers. In December, Chicago began to experience 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.

December 26, Q64726. Blocked 103rd Street 108 minutes. In December, Chicago began to experience 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.

December 27, Q64226. Volbrecht Road for 290 minutes. In December, Chicago began to experience 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.