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243163

May 15, 2017

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

ENTERED
Office of Proceedings
May 15, 2017
Part of
Public Record

Re: **Docket No. FD-35522, CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company – Monthly Report No. 10**

Dear Ms. Brown:

Pursuant to the decisions in *CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company*, Docket No. FD 35522 (served June 22, 2016 and October 7, 2016), CSX Transportation, Inc. (“CSXT”) is submitting its monthly report for April 2017 (“Monthly Report No. 10”) for the 22.22- mile Elsdon Subdivision between the connection of the Grand Trunk Western Railroad Company and CSXT at Munster, IN, milepost 30.92, and Elsdon, IL, which connects to the southern end of the BNSF Railway Company’s (“BNSF”) Corwith Yard, milepost 8.7 (the “Elsdon Line”). This report includes the additional information that the Surface Transportation Board (the “Board”) requested in its October 7, 2016 decision.

The July Report (“Monthly Report No. 1”) identified the 43 public at-grade crossings on the Elsdon Line and the level of crossing protection at each crossing in Exhibit No. 1 (the “At-Grade Crossing Identification”) and provided the status of CSXT’s operating protocols with other rail carriers whose operations could cause interference with CSXT’s operations on the Elsdon Line (the “Operating Protocols”). In April 2017 there was no change in either the At-Grade Crossing Information or the Operating Protocols.

In addition to providing Exhibits 1-A and 2 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. 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, Reported Duration (in Minutes) and Shunted Duration (in Minutes).

Grade Crossing Identification.

In April 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 not working properly during the month of April. There were 14 false activations. Four of the false gate activations were caused by damage to the gates by unknown third parties. 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 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 11,924 times on the Elsdon Line in April 2017, with only 14 false gate activations, with four occurring because of acts by third parties. The fail-safe activation of a gate, whether the signal is accurate or false, is an important safety feature. Although CSXT strives for improvement regarding false activations, we are mindful that the gates are designed to err on the side of activation (i.e., to be lowered) in order to prevent automotive traffic from entering the railroad line.

Much of the signal equipment on the Elsdon Line is aging, as can be seen by the occasional breakage of the wire bonds connecting the jointed rail. Contemporaneous with the PTC installation process, CSXT will be replacing the signals on the Elsdon Line with modern, state of the art equipment. CSXT is also considering a capital program to install continuous welded rail and improve road crossings on the Elsdon Line. Installation of continuous welded rail would eliminate the need for wire bonds between jointed track. CSXT will report the progress of these projects to the Board in the monthly report for the month when the project occurs.

Exhibit 2 - Grade Crossing Blockages.

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

Exhibit 2-A shows instances where train activity blocked grade crossings for greater than 10 minutes on the Elsdon Line for the month of April. 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 April, the Z trains identified in Exhibit 2-A were either operated by Canadian National (which has operated trains over the Elsdon Line since before CSXT acquired its easement) or operated by another foreign carrier and destined to a Canadian National yard.

Exhibit 2-B explains why trains that were stopped and blocking crossings for more than 10 minutes in April were not cut. During April 2017 in most cases CSXT determined that cutting trains would only lengthen the potential blockage. As CSXT has explained in prior filings, when a crossing is blocked CSXT's guiding principle is that the blockage should be remedied as quickly as possible.¹ CSXT therefore will not cut a train if the act of cutting the train and later rebuilding the train will cause at-grade crossings to be blocked longer than if the train were not cut. CSXT believes that this guiding principle serves the community's overriding interest in clearing delays as quickly as possible and that it would be counterproductive to interpret Voluntary Mitigation Measure No. 6 as requiring CSXT to cut trains when to do so would only lengthen a blockage.

There were 11,924 total train at-grade crossing occurrences on the Elsdon Line in April 2017.

All trains entering the Elsdon Line in April 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 April

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

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 April 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. As a result of the data being studied for these monthly reports, CSXT is trying to determine whether there are additional protocols that can be put in place to reduce at-grade crossing delays and will report to the Board on the results. CSXT's dispatchers 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. In April, CSXT offered a detailed printed bulletin which was sent to local elected officials and on-line/printed news outlets. In future reports, CSXT will advise the Board of its outreach efforts and the results.

Tom Livingston, Regional Vice President Midwest Government and Community Affairs, is the Community Liaison. The state and local governments have been advised of this change. During April, Mr. Livingston held meetings with local officials in Evergreen Park and the 19th Ward to discuss the improvements that they have seen in CSXT train operations.

Exhibit 5 – Additional Issues.

CSXT met with the Board's staff on May 2, 2017 to discuss the March 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").

Ms. Cynthia T. Brown
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CSXT expects to begin the installation of PTC on the Elsdon Line during 2017. Completion is projected to occur in 2020. As part of the PTC installation road crossings will improve and there will be an improvement in signal reliability.

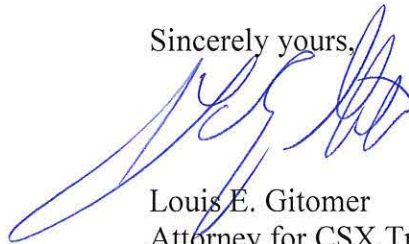
On April 8, 2017 at 4:17 am, CSXT was notified that a drunk driver ran into the crossing case at 182nd Street/Ridge Road and that the gates were in a down position. CSXT dispatched signal maintainers to the scene. They determined that the case containing all of the circuitry controlling the crossing was beyond repair and had to be replaced. While a new case was built the dispatcher protected the crossing by leaving the gates in the down position. The emergency service responders were notified. After 40 hours, the case was replaced and power reconnected. Operational checks were performed and the crossing was returned to in service status.

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,

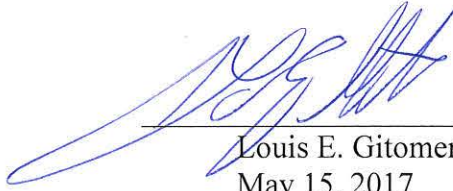


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 10 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

May 15, 2017

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

Date	Crossing Affected	Duration (in minutes)	
		Gate Reported	Gate Shunted
4/1/2017	Burnham Ave.	155	60
4/7/2017	127th St.	165	60
4/7/2017	Torrence	68	25
4/8/2017	182nd St.	2431	2431
4/9/2017	Park Ave.	136	59
4/9/2017	155th St.	118	59
4/10/2017	Torrence Ave.	73	60
4/11/2017	Broadway St. – BI	116	116
4/15/2017	170th St.	115	45
4/20/2017	147th St.	20	20
4/22/2017	Halsted St.	82	82
4/22/2017	182nd St.	50	50
4/27/2017	Vincennes St.	135	45
4/28/2017	111th St.	165	90

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On April 1, 2017, there was a false activation at the at-grade crossing at Burnham Avenue. The signal maintainer responded to a remote monitor alarm indicating that the gate did not go up after a train cleared the crossing. The signal maintainer replaced a bad test link in the junction box of the gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On April 7, 2017, there was a false activation at the at-grade crossing at 127th Street. The signal maintainer found that the signal had been damaged by an unknown party. The damaged gate section was replaced by the signal maintainer. Operational checks were performed and the crossing was returned to in service status.

On April 7, 2017, there was a false activation at the at-grade crossing at Torrence Avenue. An insulated joint that separates electrical circuits on the track was broken just east of the island circuit at Torrence Avenue. The signal maintainer put a head bond on to complete the circuit. Operational checks were performed and the crossing was returned to in service status.

On April 8, 2017, there was a false activation at the at-grade crossing at 182nd Street. The signal maintainer found that the crossing case and all of the equipment was destroyed when a drunk driver ran into the crossing. A new case was required to be built and CSXT signal maintainers returned the gate to operational condition. Operational checks were performed and the crossing was returned to in service status. A copy of the incident report and pictures are attached as Exhibit 1-B-1.

On April 9, 2017, there was a false activation at the at-grade crossing at Park Avenue. The signal maintainer found the gates down even though there was no train on the Elsdon Line. The signal maintainer found no issues with the equipment. Park Avenue is a crossing that shares operational circuits with 155th Street because of their proximity. If either signal identifies a train approaching, both signals activate. Operational checks were performed and the crossing was returned to in service status.

On April 9, 2017, there was a report of a false activation at the at-grade crossing at 155th Street. The signal maintainer found the gates down even though there was no train on the Elsdon Line. The signal maintainer found no issues with the equipment. 155th Street is a crossing that shares operational circuits with Park Avenue because of their proximity. If either signal identifies a train approaching, both signals activate. Operational checks were performed and the crossing was returned to in service status.

On April 10, 2017, there was a false activation at the at-grade crossing at Torrence Avenue. A CSXT railroad crew reported that the gate lights had been damaged by an unknown third party. The signal maintainer repaired the tip light on the gate. Operational checks were performed and the crossing was returned to in service status.

On April 11, 2017, there was a false activation at the at-grade crossing at Broadway Street in Blue Island. The gate was activated by a train moving from track 8 on the IHB across the Elsdon Line at Blue Island Junction. The signal maintainer found no problems with the gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On April 15, 2017, there was a false activation at the at-grade crossing at 170th Street. The signal maintainer found a module failure in the crossing controller cabinet. The signal maintainer replaced the 8214 card in the crossing controller cabinet. Operational checks were performed and the crossing was returned to in service status.

On April 20, 2017, there was a false activation at the at-grade crossing at 147th Street. The signal maintainer observed an east bound train stopped on track 1 while waiting for a west bound train to clear CN Junction. The signal worked properly.

On April 22, 2017, there was a false activation at the at-grade crossing at Halsted Street. The signal maintainer observed an east bound train stopped on track 1 while waiting for a west bound train to clear CN Junction. The signal worked properly.

On April 22, 2017, there was a false activation at the at-grade crossing at 182nd Street. The signal maintainer found that the signal failed due to a damaged T2 wire. The signal maintainer repaired the T2 wire connection. Operational checks were performed and the crossing was returned to in service status.

On April 27, 2017, there was a false activation at the at-grade crossing at Vincennes Street. A passing CSXT train crew reported that the southeast gate was damaged by an unknown third party. The signal maintainer rebuilt the southeast gate. Operational checks were performed and the crossing was returned to in service status.

On April 28, 2017, there was a false activation at the at-grade crossing at 111th Street. The signal maintainer found a module failure in the crossing control cabinet. The signal maintainer replaced a bad transceiver module 80012 card for track 1. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 1-B-1
INCIDENT REPORT AND PICTURES TORRENCE AVENUE APRIL 8, 2017

Incident # **8073723** Closed **NON-PTC** Audit Trail | Refresh Send To Call Response

Opened 04-08-2017 04:17 JLM Department Signals

Primary Asset Summary

Asset [283189S 182nd St/Ridge Rd \(2\) \(0\)](#) (NON-PTC)

Asset Type	Crossing	Device Gates	Vendor	Ticket#		
Reg NO	Div CG	Sub EL 5154/5155	MP DG 28.3327	Street 182nd St	City/State	Lansin

Specification

Verizon Typical Drawing CATS Config Sheet No Drawings found

There are no specifications available.

Other Asset Summary



Asset [283190L TORRENCE AVE - LANSING MI \(ELSDON SUB\)](#) (NON-PTC)

Asset Type	Crossing	Device Gates/lamps	Vendor Siemens	Ticket#	
Reg NO	Div CG	Sub EL 5154/5155	MP DG 28.5702	Street TORRENCE AVE	City/Sta
Network AT&T					
IPAddress 10.241.25.242					

Notes **REMOTELDY MONITORED CROSSING**

1. When the employee arrives at the location they need to **UPDATE** the ticket that they have arrived.
2. When the gates are up, by jumper permission, COA, or any other means they will immediately **CALL** the ESS and update the ticket to read **GATES UP**. If ESS is not available employee will contact the NOC at 904-381-2187.
3. Close out ticket **IMMEDIATELY** after tests are completed.

Specification

Verizon Typical Drawing CATS Config Sheet No Drawings found

There are no specifications available.

Extended Call List

Please call assigned maintainer first for calls on the Elsdon sub. Then shift maintainer to assist.

Name	Status	Until	From Time	To Time	Last Response	ETA	Last Accepte
Jackson, Darryl H	Available		00:00	07:30			
Taylor, Antoine M	Available		07:30	15:30			
VACANT,	Available		15:30	23:30			
Cox, Claborne	Available		23:30	23:59			

Call List Section **25932** Supervisor **Sandy, Bryan** Available Rolodex

1. When the employee arrives at the location they need to **UPDATE** the ticket that they have arrived.
2. When the gates are up, by jumper permission, COA, or any other means they will immediately **CALL** the ESS and up **GATES UP**. If ESS is not available employee will contact the NOC at 904-381-2187.
3. Close out ticket **IMMEDIATELY** after tests are completed.

Shift 1 07:30 - 15:30

Order	Name	Status	Until	Last Response	ETA	La
1	Scott, Andrew L	Available		Acc 04-08-2017 04:26	05:26	
2	Panos, James N	Available				
3	Fazio, Joseph A	Available		N/A 04-08-2017 04:17		
4	Lenard, Jamia D	Available				
5	Taylor, Antoine M	Available				
6	Sanchez, Marko A	Available				
7	Davis, Jeffrey	Available				
8	LaRocca, Anthony	Available				
9	Rushnok, Edward	Available		N/A 04-08-2017 04:17		
10	Jackson, Darryl H	Available				
11	Cox, Claborne	Available				
12	Ragland, Patrick E	Available				
13	Cleghorn Jr., Chuck	Available		N/A 04-08-2017 04:17		

Accepted Call

Name	Department	Accepted On	ETA
Scott, Andrew L	Signals	04/08/2017 04:26	05:26

Notification Contacts

Reported By Steve Title Lansing Communications Phone 708-895-7150

Attached Files

Document Name: 20170408_051335.jpg	Entered By: ALS	Entered: 04/08/2
Document Name: 20170408_051347.jpg	Entered By: ALS	Entered: 04/08/2
Document Name: 20170408_051404.jpg	Entered By: ALS	Entered: 04/08/2

Related Incidents, Jumper and Shunt Logs Open

No related incidents, jumpers or shunts found for your department.

Incident History

Description 04/08/2017 04:17:49 Status **Unassigned** By **Jeremy Meier** -
 Inc Type Unknown Asset Status Dtl Priority 1
 Responsibility Control Center Responsible Dept. Message#

Updated 04/08/2017 04:25:11 Status **Unassigned** By **Jeremy Meier** -
 Inc Type .False or partial activation Asset Status Dtl **Dispatcher** Priority 1
 reported **Protecting** Message# **27393 C.**
 Responsibility Control Center Responsible Dept.
 Lansing Communications reports a vehicle has struck the crossing case, and the crossing is activated
 Advised the RA Disp to protect with an activation failure
 Asset: 182nd St/Ridge Rd Status Changed To: Out Of Service
 PCC Notification Sent 04/08/2017 04:25:11

Updated 04/08/2017 04:26:58 Status **Dispatched** By **Jeremy Meier** -

Inc Type .False or partial activation reported
 Asset Status Dtl **Dispatcher Protecting**
 Priority 1
 Responsibility Field Operations
 Responsible Dept.
 Message# **27393 C.**
 Status changed to Dispatched for Andrew Scott ETA of: 05:26

Updated 04-08-2017 04:30
 Contacted On 04/08/2017 04:30
 By [Byron Tinsley](#) |
 Agency NA
 Contact Name NA
 Phone# NA
 PSCC Incident Report - #8073728

Updated 04/08/2017 05:30:00
 Status **Active**
 By [TCIS AUTOMA](#)
 Inc Type .False or partial activation reported
 Asset Status Dtl
 Priority
 Responsibility
 Responsible Dept.
 Message#
 ETA time reached Status changed to Active

Updated 04/08/2017 05:56:08
 Status **Active**
 By [Matthew Kite](#) -
 Inc Type .False or partial activation reported
 Asset Status Dtl **Dispatcher Protecting**
 Priority 1
 Responsibility Control Center
 Responsible Dept.
 Message# **27393 C.**
 New Asset Added: 283190L - TORRENCE AVE - LANSING MI (ELSDON SUB)

Updated 04/08/2017 05:57:03
 Status **Active**
 By [Matthew Kite](#) -
 Inc Type .False or partial activation reported
 Asset Status Dtl **Dispatcher Protecting**
 Priority 1
 Responsibility Control Center
 Responsible Dept.
 Message# **27393/27438**

OSP reports crossing activating intermittently, no trains. DOT # provided.

Disp prot with F/P #27438.

Asset: TORRENCE AVE - LANSING MI (ELSDON SUB) Status Changed To: Out Of Service
 PCC Notification Sent 04/08/2017 05:57:03

Updated 04/08/2017 05:58:08
 Status **Active**
 By [Matthew Kite](#) -
 Inc Type .False or partial activation reported
 Asset Status Dtl **Dispatcher Protecting**
 Priority 1
 Responsibility Control Center
 Responsible Dept.
 Message# **27393/27438**

Mntr on-site troubleshooting when Torrence Ave was called in by an OSP. Attached to incident, requested via

Updated 04-08-2017 06:00By [Christina Martor](#)

Agency Lansing Communications

Contact Name Steve

Phone# 708-895-7

Reporting party has been verified as the responsible law enforcement agency.

Updated 04/08/2017 06:23:11Status **Active**By [Jeremy Meier](#) -Inc Type .False or partial activation
reportedAsset Status Dtl **Dispatcher**
Protecting

Priority 1

Responsibility Control Center

Responsible Dept.

Message# **27393/27438**

Torrence Ave ok, the case at Ridge Road needs replaced. New crossing case will need to be built.

Torrence Ave was checked and placed back in service

Police reports # 17-8636 Officer Detective M. Hynek Badge #332

Ridge Road crossing case needs replaced, removed commercial power, disconnected batteries, disconnected

Dispatcher is protecting Ridge Road with activation failure 27393

Asset: TORRENCE AVE - LANSING MI (ELSDON SUB) Status Changed To: In Service

PCC Notification Sent 04/08/2017 06:23:11

Updated 04-08-2017 06:23

Contacted On 04/08/2017 06:23

By [Alyson Trouba](#)

Agency Lansing Communications

Contact Name .

Phone# 708-895-7

Updated 04/08/2017 06:38:37Status **Pending**By [Don Skidmore J](#)Inc Type .False or partial activation
reportedAsset Status Dtl **Dispatcher**
Protecting

Priority 1

Responsibility Control Center

Responsible Dept.

Message# **27393/27438**

the case at Ridge Road needs replaced. New crossing case will need to be built.

Closed 04/09/2017 20:49:57Status **Closed**By [Lee Todd](#) - SignInc Type .False or partial activation
reported

Asset Status Dtl

Priority 1

Responsibility Control Center

Responsible Dept.

Message# **27393/27438**

Incident Resolved: 04/09/2017 20:49:00

Equipment Type: Case equipment

Action Taken: Repaired/replaced house

Replaced case all checks made and back in service with the dispatcher.

Operational Checks Performed

Asset: 182nd St/Ridge Rd Status Changed To: In Service

PCC Notification Sent 04/09/2017 20:49:57

Dispatchers Notified **Apr-08, 2017 04:25**

Shift 1st

Desk **RA**1st Phone **8-481-2072**2nd Phone **708-832-2072**Box **8-481-2102**

Page Execution Time: 000.51 seconds





EXHIBIT 2
SUMMARY FOR EACH CROSSING - APRIL 2017

Milepost	Crossing >10 Minutes	Blockages	Total Time Minutes	Average Minutes
DG 31.39	Wentworth	1	10	10
DG 29.72	Burnham	3	81	27
DG 29.42	186th	11	150	14
DG 28.57	Torrence	14	248	18
DG 28.33	182nd	5	2518	504
DG 27.74	Thornton	24	523	22
DG 27.41	Volbrecht	25	570	23
DG 25.77	170th	2	57	29
DG 25.44	S. Park Ave	26	311	12
DG 24.32	162nd	27	583	22
DG 23.77	Vincennes	30	671	22
DG 23.47	155th	25	555	22
DG 23.41	Halsted	26	587	23
DG 23.05	Park	24	365	15
DG 22.85	Broadway H	22	298	14
DG 22.73	Center	26	381	15
DG 22.53	150th	27	419	16
DG 22.18	Ashland Ave	1	125	125
DG 21.94	147th St.	4	168	42
DG 21.91	Wood St.	3	150	50
DG 21.76	Lincoln Ave	3	152	51
DG 21.60	Robey Ave	5	63	13
DG 20.86	Western Ave	9	142	16
DG 19.56	Broadway BI	5	165	33
DG 18.93	Union St.	4	70	18
DG 18.65	127th St.	4	100	25
DG 18.13	123rd St.	3	34	11
DG 17.62	119th St.	1	11	11
DG 17.12	115th St.	1	10	10
DG 16.62	111th St.	2	100	50
DG 15.60	103rd	0	0	0
DG 15.10	99th St.	0	0	0
DG 14.56	95th St.	1	24	24
DG 14.40	94th St./Kedzie	1	24	24
DG 13.95	91st St.	2	32	16
DG 13.41	87th St.	2	34	17
DG 12.98	83rd St.	1	16	16
DG 12.86	Columbus	9	103	12
DG 12.41	79th St.	9	103	12

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 10 MINUTES
WERE NOT CUT

Voluntary mitigation Measure 6 (“VM6”) states that:

CSXT shall operate under U.S. Operating Rule No. 526 (Public Crossings), which provides that a public crossing must not be blocked longer than 10 minutes unless it cannot be avoided and that, if possible, rail cars, engines, and rail equipment may not stand closer than 200 feet from a highway/rail at-grade crossing when there is an adjacent track. If the blockage is likely to exceed this time frame, then the train shall then be promptly cut to clear the blocked crossing or crossings.

CSX Transportation, Inc.—Acquisition of Operating Easement—Grand Trunk Western Railroad Company, Docket No. FD 35522, Decision No. 5 (served February 8, 2013) slip op. at 19.

CSXT interprets VM6 to require a stopped train to be cut when cutting the train would reduce the amount of time that an at-grade crossing would be blocked. As an example, if CSXT believed that an at-grade crossing would be blocked for 20 minutes, but that cutting the train would block the at-grade crossing for 30 minutes and reassembling the train would block the at-grade crossing for 30 minutes, for a total blockage of 70 minutes (train stopped for 10 minutes, 30 minutes to cut, and 30 minutes to reassemble) then CSXT would not cut the train.

When a CSXT train enters the Elsdon Line it has a clear signal to the point where it will leave the line. However, while enroute, the train may be advised that the route is no longer clear and that it must stop because of a conflict. Or, when exiting the Elsdon Line at an intermediate point to enter a yard, the train must be stopped to allow manual switches to be thrown by the conductor on the train or for the yard to provide track room. In addition, there are non-CSXT trains that operate on the Elsdon Line.

When a CSXT train stops on the Elsdon Line, the crew inquires as to the length of the delay. In order to cut a train at just one crossing requires the conductor to climb down from the locomotive and walk to the back of the train on the uneven ballast. It usually takes about 20

minutes to walk from the locomotive to the end of a one-mile long train, and more time for a longer train. The conductor is required to protect the backward shove of the train so that the location of the cut of the train is at least 200 feet from the at-grade crossing (see VM 6). The train is then shoved backwards and stopped, taking about five minutes. It then takes the conductor about five to ten minutes to cut the rear section of the train, set the hand brakes and return to the locomotive. It usually takes 30-40 minutes to cut a single section of a train on the Line. If more than one crossing is blocked, the process must be repeated for each blocked crossing, taking another 30-40 minutes. But, cutting a train is not the end of the process. The train must be rebuilt in order to move again. To rebuild a train, the conductor must walk to the crossing, set flares at the grade crossing to warn traffic that the grade crossing is not available, back the train to the cars that have been cut, recouple the train, release the hand brakes, ensure that there is air going to the brakes, conduct a brake test, and then walk back to the locomotive. This is also a 30-40 minute process. If there is more than one cut necessary the amount of time required can roughly be multiplied by the number of cuts and builds. Weather and darkness lengthen the amount of time it takes to cut and rebuild a train. The train crew inquires how long the delay is expected to be and if it is less than the length of time necessary to cut and rebuild the train, they will let the train sit.

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

April 1, Q02701. Blocked Halsted Street, 155th Street, Vincennes Street, and 159th Street for 23, 23, 23, and 21 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have

taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 2, Q02631. Blocked Western Avenue for 14 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 2, Q64201. Blocked Thornton-Lansing Road and Volbrecht Road for 38 and 39 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 3, Y13002. Blocked Union Avenue for 28 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 3, Z74302. Blocked Thornton-Lansing Road and Volbrecht Road for 46 and 47 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 3, Y22302. Blocked 159th Street, 155th Street, Vincennes, Halsted Street, Park Avenue, Broadway, and Center Avenue for 34, 32, 33, 32, 29, 28, and 28 minutes, respectively. To cut the train for seven at-grade crossings would have taken 30 minutes for each of the seven

at-grade crossings and to rebuild the train would have taken 30 minutes for each of the seven at-grade crossings, a total of seven hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 5, Q59705. Blocked Vicennes and 159th Street for 32 and 30 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 6, Y13006. Blocked 87th Street, 91st Street, 94th Street, and 95th Street for 23, 22, 24, and 24 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 7, Q64207. Blocked Center Avenue and 150th Street for 34 and 34 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 8, Z74307. Blocked 186th Avenue, Torrence Avenue, Thornton-Lansing Road, and Volbrecht Road for 27, 28, 27, and 27 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 9, Y12309. Blocked Volbrecht Road and Thornton-Lansing Road for 37 and 14 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 9, Z74308. Blocked 186th Street, Torrence Avenue, 182nd Street, Thornton/Lansing Road, and Volbrecht Road for 20, 20, 20, 74, and 66 minutes, respectively. To cut the train for five at-grade crossings would have taken 30 minutes for each of the five at-grade crossings and to rebuild the train would have taken 30 minutes for each of the five at-grade crossings, a total of five hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 10, Q64310. Blocked 159th Street for 25 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 10, Q59710. Blocked Western Avenue for 15 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 11, Q02711. Blocked Vincennes and 159th Street for 20 and 19 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 12, Q02712. Blocked Vincennes and 159th Street for 18 and 16 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 12, E86111. Blocked 150th Street, Center Avenue, and Broadway for 26, 21, and 14 minutes, respectively. To cut the train for three at-grade crossings would have taken 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken 30 minutes for each of the three at-grade crossings, a total of three hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 13, Q02513. Blocked 159th Street for minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 13, Q64213. Blocked Thornton/Lansing Road, and Volbrecht Road for 28 and 28 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 13, Q64313. Blocked 159th Street for 31 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 14, Q02714. Blocked Vincennes and 159th Street for 13 and 12 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of

the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 15, Q02515. Blocked Vincennes and 159th Street for 19 and 18 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 15, Q02715. Blocked Vincennes and 159th Street for 14 and 12 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 15, Y13014. Blocked Union Avenue for 16 minutes. To cut the train for one at-grade crossing would have taken 30 minutes and to rebuild the train would have taken 30 minutes, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 15, Z79015. Blocked Thornton-Lansing Road, Volbrecht Road, and South Park Avenue for 27, 25, and 14 minutes, respectively. To cut the train for three at-grade crossings would have taken 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken 30 minutes for each of the three at-grade crossings, a total of three hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 16, Y13015. Blocked Union Avenue for 14 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 16, Z65915. Blocked Volbrecht Road for 37 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 16, Z74216. Blocked Halsted Street, 155th Street, Vincennes, and 159th Street for 26, 27, 32, and 24 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 18, Q02817. Blocked Western Avenue for 16 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 19, E86118. Blocked 159th Street for 15 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 19, Z63718. Blocked Halsted Street, 155th Street, Vincennes, and 159th Street for 13, 14, 18, and 15 minutes, respectively. To cut the train for four at-grade crossings would have

taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 21, Q12418. Blocked Western Avenue for 26 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 21, Z79021. Blocked Volbrecht Road and Thornton/Lansing Road for 29 and 29 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 22, Z63622. Blocked Halsted Street, 155th Street, Vincennes, and 159th Street for 60, 62, 75, and 55 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 22, Z79022. Blocked Thornton/Lansing Road, and Volbrecht Road for 17 and 17 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 23, Q59622. Blocked Center Avenue, Broadway, and 150th Street for 27, 14, and 26 minutes, respectively. To cut the train for three at-grade crossings would have taken 30 minutes for each of the three at-grade crossings and to rebuild the train would have taken 30 minutes for each of the three at-grade crossings, a total of three hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 23, Y12323. Blocked Vincennes for 15 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 24, Q64724. Blocked 150th Street for 52 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 24, Q64724. Blocked Halsted Street, 155th Street, Vincennes, and 159th Street for 112, 112, 111, and 109 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 27, Y22326. Blocked South Park Avenue for 17 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 27, Z74326. Blocked Volbrecht Road and Thornton/Lansing Road for 28 and 29 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 29, Q02627. Blocked Western Avenue for 16 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 29, Q59729. Blocked 127th Street for 17 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

April 30, Q02930. Blocked Lincoln Avenue, Wood Street, 147th Street, and Ashland Avenue for 122, 123, 124, and 125 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the four at-grade crossings and to rebuild the train would have taken 30 minutes for each of the four at-grade crossings, a total of four hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 30, Z64330. Blocked Halsted Street and 155th Street for 21 and 19 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken 30 minutes for each of the two at-grade crossings, a total of two hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

April 30, Q64730. Blocked 123rd Street for 12 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for one at-grade crossing and to rebuild the train would have taken 30 minutes for the one at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.