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April 17, 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
April 17, 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. 9**

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 March 2017 (“Monthly Report No. 9”) 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 March 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).

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Grade Crossing Identification.

In March 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 March. There were 17 false activations. Four of the false gate activations were caused by damage to the gates by unknown third parties and eight were related to weather conditions. 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 10,955 times on the Elsdon Line in March 2017, with only 17 false gate activations, with eight being weather related and 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 planning a capital program to install continuous welded rail and improve road crossings on the Elsdon Line. Installation of continuous welded rail will 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 March. 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 March, 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 March were not cut. During March 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 10,955 total train at-grade crossing occurrences on the Elsdon Line in March 2017.

All trains entering the Elsdon Line in March 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 March

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 March 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 March, 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.

Due to staff reductions at CSXT, Tom Livingston, Regional Vice President Midwest Government and Community Affairs, has assumed the role of Community Liaison. The state and local governments have been advised of this change. During March, 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 March 23, 2017 to discuss the February Report.

CSXT is continuing to proceed with three major infrastructure improvements to the Elsdon Line that should improve fluidity.

The Hayford Junction Connection (the "HJC") is intended to provide better access to the Bedford Park Intermodal Terminal Facility (the "Bedford Park ITF"). The HJC will allow CSXT to access the Bedford Park ITF without traversing the main line of the The Belt Railway

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Company of Chicago (the "BRC"). Delays that occur in accessing the BRC as part of the move to and from the Bedford Park ITF will be reduced by the HJC. CSXT projects that construction of the HJC will be completed by the end of the third quarter of 2017, with operations beginning at that time.

CSXT expects to begin installation of continuous welded rail ("CWR") on portions of the Elsdon Line during the second quarter of 2017. The installation of CWR will eliminate the need for wiring to connect jointed rails, which in turn will reduce rail joint and signal bond related failures that cause false signal activations.

CSXT also 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.

Chicago experienced cold and wet weather in March, which negatively affects train and signal operations.

Debris is washed into drainage areas clogging drains and causing flooding, which in turn adversely affects electronic gate mechanisms. Clearing debris and draining water by the CSXT Bridge Department was required to maintain proper operation of gates.

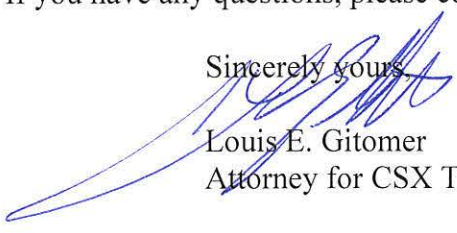
The acceleration and deceleration of trains also requires more care in cold and wet weather. Rapid acceleration can break a coupler and cause a train to separate. Rapid deceleration can cause loaded cars to come together too quickly and knock an empty car off the tracks. Cold weather, rain, and snow, can all affect the handling of the train and the distance required to bring the train to a stop. Trained locomotive engineers will consider all these factors as they operate their train.

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

* * *

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

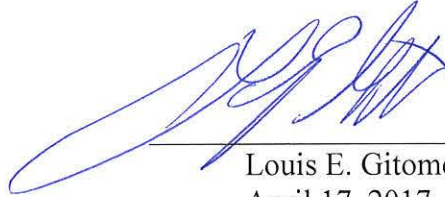
Sincerely yours,


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 9 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
April 17, 2017

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

Date	Crossing Affected	Duration (in minutes)	
		Gate Reported	Gate Shunted
03/01	Union Ave.	81	60
03/01	127th St.	92	60
03/04	79th St.	44	25
03/05	Torrence Ave	2327	40
03/06	55th St.	86	60
03/07	94th St.	38	38
03/07	Wood St.	11	11
03/07	79th St.	1397	60
03/13	Broadway Ave	106	40
03/14	Western Ave	107	40
03/14	127th St.	151	55
03/14	111th St.	103	55
03/15	147th St.	101	30
03/24	155th St.	94	20
03/24	Halsted St.	74	20
03/24	Burnham Ave.	174	30
03/31	Halsted St.	39	39

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On March 1, 2017, there was a false activation at the at-grade crossing at Union Avenue. The signal maintainer found the track to be flooded because debris that had been washed in by a storm had clogged the drains. With the assistance of the bridge department, the drains were freed of debris and the flooding dissipated. Operational checks were performed and the crossing was returned to in service status.

On March 1, 2017, there was a false activation at the at-grade crossing at 127th Street. The signal maintainer found the track to be flooded because debris that had been washed in by a storm had clogged the drains. With the assistance of the bridge department, the drains were freed of debris and the flooding dissipated. Operational checks were performed and the crossing was returned to in service status.

On March 4, 2017, there was a false activation at the at-grade crossing at 79th Street. There was an accident involving a third party's vehicle at the crossing. After the car was removed, the signal maintainer arrived and found the gate in working order. Operational checks were performed and the crossing was returned to in service status.

On March 5, 2017, there was a false activation at the at-grade crossing at Torrence Avenue. The signal maintainer found that the gate was caught in the cantilever flashers due to high winds. The hoods were removed to prevent additional interference with the gate operations until the wind subsided. Operational checks were performed and the crossing was returned to in service status.

On March 6, 2017, there was a false activation at the at-grade crossing at 55th Street. The mechanical cover at the gate was open and had been damaged as the result of vandalism. The signal maintainer repaired the cover on the gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On March 7, 2017, there was a report of a false activation at the at-grade crossing at 94th Street. The signal maintainer found that the gate was caught in the cantilever flashers due to high winds. The hoods were removed to prevent additional interference with the gate operations until the wind subsided. Operational checks were performed and the crossing was returned to in service status.

On March 7, 2017, there was a false activation at the at-grade crossing at Wood Street. The gate was reported stuck in the down position. When the signal maintainer arrived the gates were all up. The signal maintainer checked the gate mechanism and contacts and operated the gates to try to identify the problem, but all mechanisms were working as intended.

On March 7, 2017, there was a false activation at the at-grade crossing at 79th Street. The crossing arm was down due to a broken bond. The signal maintainer repaired the broken bond. Operational checks were performed and the crossing was returned to in service status.

On March 13, 2017, there was a false activation at the at-grade crossing at Broadway Avenue. A gate was broken by an unknown party. The signal maintainer replaced the broken gate. Operational checks were performed and the crossing was returned to in service status.

On March 14, 2017, there was a false activation at the at-grade crossing at Western Avenue. There was a snow and ice storm, which resulted in the gates not coming all of the way up. The signal maintainer arrived and removed the snow and ice from the gates resulting in the gates functioning properly again. Operational checks were performed and the crossing was returned to in service status.

On March 14, 2017, there was a false activation at the at-grade crossing at 127th Street. Due to heavy precipitation, the microprocessor circuits in highway grade crossing equipment became extremely saturated preventing the crossing equipment from operating as intended. The signal maintainer arrived and made a series of operational adjustments, performed operational checks, and the crossing was returned to in service status.

On March 14, 2017, there was a false activation at the at-grade crossing at 111th Street. Due to heavy precipitation, the microprocessor circuits in highway grade crossing equipment became extremely saturated preventing the crossing equipment from operating as intended. The signal maintainer arrived and made a series of operational adjustments, performed operational checks, and the crossing was returned to in service status.

On March 15, 2017, there was a false activation at the at-grade crossing at 147th Street. A third party's vehicle ran into the gate mechanism on the mast deactivating the gate. The signal maintainer re-aligned the gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On March 24, 2017, there was a false activation at the at-grade crossing at 155th Street. A train was moving from Chicago Heights on the BOCT line (which enters the same right-of-way as the Elsdon Line south of 155th Street) and it triggered the gates at 155th Street and Halsted Street while moving onto the IC line toward Markham Yard. The crossing was clear when the signal maintainer arrived and was operating properly.

On March 24, 2017, there was a false activation at the at-grade crossing at Halsted Street. A train was moving from Chicago Heights on the BOCT line (which enters the same right-of-way as the Elsdon Line south of 155th Street) and it triggered the gates at 155th Street and Halsted Street while moving onto the IC line toward Markham Yard. The crossing was clear when the signal maintainer arrived and was operating properly.

On March 24, 2017, there was a false activation at the at-grade crossing at Burnham Avenue. The signal maintainer found that the gate was caught in the cantilever flashers due to high winds. The hoods were removed to prevent additional interference with the gate operations until the wind subsided. Operational checks were performed and the crossing was returned to in service status.

On March 31, 2017, there was a false activation at the at-grade crossing at Halsted Street. A maintenance vehicle was on one of the two tracks installing a guard rail on track #2. Either the maintenance vehicle or equipment being used was activating the signal. When the signal maintainer arrived, the work had been completed and the gate was working properly.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - MARCH 2017

Milepost	Crossing >10 Minutes	Blockages	Total Time Minutes	Average Minutes
DG 22.53	150 th Street	30	470	16
DG 22.18	Ashland Avenue	2	39	20
DG 21.94	147th Street	4	80	20
DG 21.91	Wood Street	4	62	16
DG 21.76	Lincoln Avenue	3	58	18
DG 21.60	Robey Avenue	2	32	16
DG 20.86	Western Avenue	9	162	18
DG 19.56	Broadway BI	1	40	40
DG 18.93	Union Street	1	60	60
DG 18.65	127th Street	9	212	24
DG 18.13	123rd Street	16	222	14
DG 17.62	119th Street	10	130	13
DG 17.12	115th Street	4	51	13
DG 16.62	111th Street	2	65	33
DG 15.60	103 rd Street	2	23	12
DG 15.10	99th Street	2	24	12
DG 14.56	95th Street	5	75	15
DG 14.40	94th Street /Kedzie	6	113	19
DG 13.95	91st Street	4	54	14
DG 13.41	87th Street	3	38	13
DG 12.98	83rd Street	4	53	13
DG 12.86	Columbus Avenue	11	142	13
DG 12.41	79th Street	13	227	17

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.

March 2, Q02902. Blocked Western Avenue 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.

March 2, Q02801. Blocked 159th Street for 22 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.

March 4, Z74204. Blocked 79th Street and Columbus Avenue for 21 and 21 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.

March 5, L02505. Blocked Lincoln Avenue, Wood Street, 147th Street, Ashland Avenue, 150th Street and 159th Street for 23, 23, 23, 23, 23 and 31 minutes, respectively. To cut the train for six at-grade crossings would have taken 30 minutes for each of the six at-grade crossings and to rebuild the train would have taken 30 minutes for each of the six at-grade crossings, a total of six hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

March 5, Q64204. Blocked 159th Street, Vincennes Street, Halsted Street, 155th Street, Park Avenue, Center Avenue, Broadway, and 150th Street for 19, 35, 41, 41, 39, 37, 37, and 33 minutes, respectively. To cut the train for eight at-grade crossings would have taken 30 minutes for each of the eight at-grade crossings and to rebuild the train would have taken 30 minutes for each of the eight at-grade crossings, a total of eight hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

March 6, Q12403. Blocked Western Avenue for 32 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.

March 7, Q02707. Blocked 159th Street for 32 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.

March 8, Q64208. Blocked Thornton/Lansing, Volbrecht Road, 170th Street, S. Park Avenue, and 159th Street for 28, 27, 32, 35, and 20 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.

March 8, Z74307. Blocked S. Park 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.

March 10, Q64210. Blocked Thornton/Lansing and Volbrecht Road for 31 and 31 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.

March 10, Z63610. Blocked Halsted Street, 150th Street, Vincennes, and 159th Street for 19, 20, 24, and 19 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.

March 11, Q64211. Blocked 182nd Street, Thornton/Lansing, and Volbrecht Road for 65, 65, and 52 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.

March 13, Q64213. Blocked Thornton/Lansing, and Volbrecht Road for 26 and 26 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.

March 13, Y12313. Blocked Halsted Street, 155th Street, Vincennes, and 159th Street for 23, 23, 22, 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.

March 14, L02514. Blocked Vincennes and 159th Street for 35 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.

March 16, Q02716. Blocked Vincennes and 159th Street for 26 and 25 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.

March 16, Q64316. Blocked Center Avenue, Broadway, Park Avenue, Halsted Street, 155th Street, Vincennes, and 159th Street for 56, 57, 56, 55, 55, 54, and 53 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.

March 19, Q64719. Blocked 127th Street 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.

March 21, Q64321. Blocked 150th Street, Center Avenue, Broadway, Park Avenue, Halsted Street, 155th Street, Vincennes, 159th Street, S. Park Avenue, 170th Street, and Volbrecht Road for 19, 18, 17, 17, 17, 17, 16, 15, 14, and 10 minutes, respectively. To cut the train for eleven at-grade crossings would have taken 30 minutes for each of the eleven at-grade crossings and to rebuild the train would have taken 30 minutes for each of the eleven at-grade crossings, a total of eleven hours blockage of each at-grade crossing, in addition to the initial 10 minutes.

March 21, Z63621. Blocked Halsted Street 155th Street for 25 and 23 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.

March 22, Q64222. Blocked 182nd Street, Thornton/Lansing, and Volbrecht Road for 34, 34, and 34 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.

March 23, Q64223. Blocked Thornton/Lansing and Volbrecht Road for 25 and 26 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.

March 23, Z74322. Blocked Volbrecht Road for 49 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

March 24, Q02524. Blocked Vincennes and 159th Street for 52 and 50 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.

March 24, Q64324. Blocked Vincennes and 159th Street for 25 and 23 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.

March 25, Z75025. Blocked Volbrecht Road for 20 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

March 25, Q64225. Blocked Volbrecht Road and Thornton/Lansing for 20 and 20 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.

March 26, L02526. Blocked 159th Street for 24 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

March 26, Q59726. Blocked 115th Street, 119th Street, and 123rd Street for 17, 18, and 18 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.

March 26, Z74226. Blocked 123rd Street for 17 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

March 26, Q64726. Blocked 127th Street for 16 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

March 27, Q02127. Blocked 159th Street for 26 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for 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.

March 27, Q10127. Blocked Vincennes and 159th Street for 41 and 38 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.

March 28, Z74328. Blocked Thornton/Lansing and Volbrecht Road for 23 and 23 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.

March 30, Z74329. Blocked Thornton/Lansing and Volbrecht Road for 42 and 42 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.

March 31, Q64231. Blocked Thornton/Lansing and Volbrecht Road for 35 and 35 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.

March 31, Z74330. Blocked Thornton/Lansing, Volbrecht Road, and South Park Avenue for 26, 23, and 10 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.