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December 15, 2016

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
December 15, 2016
Part of
Public Record

Re: **Docket No. FD-35522, CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company – Monthly Report No. 5**

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 November 2016 (“Monthly Report No. 5”) 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 November 2016 there was no change in either the At-Grade Crossing Information or the Operating Protocols.

In addition to providing Exhibits 1-A, 2, and 2-A in pdf format, CSXT is also providing spreadsheets with the same information. 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 have been reorganized as Date, Crossing Affected, Reported Duration (in Minutes) and Shunted Duration (in Minutes).

CSXT reports that there were no accidents involving trains on the Elsdon Line in November.

Grade Crossing Identification.

In November 2016, 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 November. There were nine false activations. Three of the false gate activations were caused by damage to the gates by unknown third parties.

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. As can be seen from the data, at-grade crossing signals were activated 10,096 times on the Elsdon Line in November 2016, with only nine false gate activations. 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 continual 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 November. 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 November, 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 November were not cut. In short, in each case 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.

The longest delay at a blocked at-grade crossing occurred on November 18, 2016 at 18:18 at 159th Street. Train Q64318 was stopped on the Elsdon Line prior to the Monon Subdivision so that an Amtrak train could proceed south onto the Monon Subdivision from the Villa Grove Subdivision. CSXT was initially advised that the delay would be less than an hour and therefore decided not to cut the train. However, CSXT was notified several times that the Amtrak train was further delayed and that train Q64318 would have to continue to wait.

There were 10,096 total train at-grade crossing occurrences on the Elsdon Line in November 2016.

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

All trains entering the Elsdon Line in November 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 November 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 November 2016, 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 November, CSXT offered a detailed printed bulletin which was sent to local elected officials and on-line/printed new outlets. In future reports, CSXT will advise the Board of its outreach efforts and the results.

Exhibit 5 – Additional Issues.

On November 30, 2016, CSXT participated in the monthly meeting with the Board’s staff to respond to questions on Monthly Report No. 4 that had been submitted on November 15, 2016. In addition to discussing the report, the staff raised several questions addressed below.

1. Identify who is responsible for maintaining and operating the closed circuit television (“CCTV”) system installed in Evergreen Park pursuant to MM 2? CSXT is responsible for maintaining the CCTV system. The CCTV system is located in the village hall for Evergreen Park and the receiver is located in the fire station where it is operated and monitored by Evergreen Park.

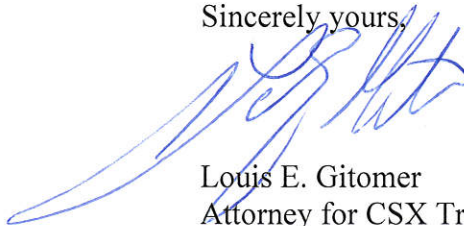
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2. Identify the procedure uses to notify emergency responders if an at-grade crossing is to be blocked for a significant period of time. CSXT has determined that it will notify the appropriate emergency responders if CSXT determines that an at-grade crossing may or will be blocked for one hour or more. This will be overseen by the dispatch manager responsible for CSXT operations in Chicago.
3. Explain the reasons that the Rock Island Subdivision, which handles a large volume of commuter trains, has significantly fewer and shorter at-grade crossing blockages than the Elsdon Line. The two railroad lines have significantly different operations. On the Rock Island Subdivision, all of the trains are commuter trains, which are generally 1,000 feet long, operate at speeds up to 80 miles per hour, and can accelerate and decelerate much faster than the freight trains on the Elsdon Line. The trains on the Elsdon Line are only freight trains that can be over 10,000 feet long, can operate only up to 40 miles per hour, but frequently operate below that speed because they are not traversing the entire Elsdon Line and require much more time to accelerate and decelerate than the shorter and lighter commuter trains on the Rock Island Subdivision. There are six trains per day and 44 at-grade crossings on the line, spread over 54 miles of track, while the Elsdon Line has 43 at-grade crossings over an approximately 22-mile railroad line.

* * *

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

Sincerely yours,

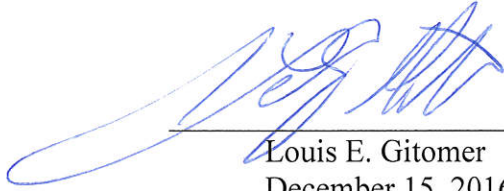


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 5 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
December 15, 2016

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

<u>Date</u>	Crossing Affected	Duration in Minutes	
		Reported	Shunted
11/07	119th St.	5427	65
11/08	147th St.	195	85
11/08	Halsted St.	280	92
11/12	Columbus Ave	36	30
11/13	159th St.	44	35
11/18	Broadway - BI	128	128
11/25	123rd St.	359	92
11/25	Halsted St.	113	35
11/26	119th St.	246	41

EXHIBIT 1-B
EXPLANATION OF FALSE ACTIVATIONS

On November 7, 2016, there was a false activation at the at-grade crossing at 119th Street. The gate was damaged by an unknown party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On November 8, 2016, there was a false activation at the at-grade crossing at 147th Street. The gate was damaged by an unknown party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On November 8, 2016, there was a false activation at the at-grade crossing at Halsted Street. The gate was damaged by an unknown party. The signal maintainer repaired the gate. Operational checks were performed and the crossing was returned to in service status.

On November 12, 2016, there was a false activation at the at-grade crossing at Columbus Ave. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On November 13, 2016, there was a false activation at the at-grade crossing at 159th Street. The gate was in proper working condition when the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On November 18, 2016, there was a false activation at the at-grade crossing at Broadway in Blue Island. A broken track wire gave a false activation. The signal maintainer repaired the broken track wire, performed operational tests and the crossing was returned to in service status.

On November 25, 2016, there was a false activation at the at-grade crossing at 123rd Street. A broken track wire gave a false activation. The signal maintainer repaired the broken track wire, performed operational tests and the crossing was returned to in service status.

On November 25, 2016, there was a false activation at the at-grade crossing at Halsted Street. A defective random signature island card gave a false activation. The signal maintainer replaced random signature island card, performed operational tests and the crossing was returned to in service status.

On November 26, 2016, there was a false activation at the at-grade crossing at 119th Street. A high resistance rail bond gave a false activation. The signal maintainer replaced the high resistance rail bond, performed operational tests and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING – NOVEMBER 2016

Milepost	Crossing 10 Minutes	Blockages	Total Time (in Minutes)	Average (in Minutes)
DG 31.39	Wentworth	0	0	0
DG 29.72	Burnham	3	35	12
DG 29.42	186th	3	35	12
DG 28.57	Torrence	3	34	11
DG 28.33	182nd	2	23	12
DG 27.74	Thornton	6	137	23
DG 27.41	Volbrecht	8	232	29
DG 25.77	170th	0	0	0
DG 25.44	S. Park Ave	0	0	0
DG 24.32	162nd	6	251	42
DG 23.77	Vincennes	3	79	26
DG 23.47	155th	2	66	33
DG 23.41	Halsted	4	180	45
DG 23.05	Park	2	28	14
DG 22.85	Broadway - H	0	0	0
DG 22.73	Center	0	0	0
DG 22.53	150th	1	11	11
DG 22.18	Ashland Ave	2	30	15
DG 21.94	147th St.	5	140	28
DG 21.91	Wood St.	5	99	20
DG 21.76	Lincoln Ave	7	147	21
DG 21.60	Robey Ave	7	153	22
DG 20.86	Western Ave	7	165	24
DG 19.56	Broadway - BI	2	139	70
DG 18.93	Union St.	0	0	0
DG 18.65	127th St.	5	81	16
DG 18.13	123rd St.	9	215	24
DG 17.62	119th St.	7	182	26
DG 17.12	115th St.	3	45	15
DG 16.62	111th St.	0	0	0
DG 15.60	103rd	0	0	0
DG 15.10	99th St.	0	0	0
DG 14.56	95th St.	2	23	12
DG 14.40	94th/Kedzie	2	23	12
DG 13.95	91st St.	3	37	12
DG 13.41	87th St.	3	42	14
DG 12.98	83rd St.	3	41	13
DG 12.86	Columbus	14	218	16
DG 12.41	79th St.	13	188	14

EXHIBIT 2-A
AT-GRADE CROSSINGS BLOCKED FOR MORE THAN 10 MINUTES BY TRAIN
ACTIVITY

AT GRADE CROSSINGS BLOCKED FOR MORE THAN 10 MINUTES

Date	Time of Day	Train ID	Crossing	North/South Blue Island	Duration of Blockage(Minutes)	Stopped or Slow Moving		Cause	Was Train Cut?	If Train not Cut explanation why?
						Slow Moving	Stopped			
11/1/2016	22:37	Y13031	79th St. Columbus Ave	North	15			Entering BRC yard limits at restricted speed	N/A	
11/1/2016	22:37		83rd St.	North	15					
11/1/2016	22:36		83rd St.	North	14					
11/1/2016	22:34		87th St.	North	12					
11/2/2016	17:54	Q02702	115th St.	North	21			Train ahead struck a car on 147th St. at 17:10	N/A	
11/2/2016	17:55		119th St.	North	22					
11/2/2016	17:56		123rd St.	North	24					
11/3/2016	5:10	Z73402	Voltreuil Rd	South	44		Stopped	Cross traffic at Thornton Junction	No	Additional 120 minute delay
11/3/2016	5:05		Thornton-Lansing	South	44					
11/3/2016	18:13	Q02703	115th St.	North	13		Slow Moving	Approaching Blue Island Junction Signal	N/A	
11/3/2016	18:15		119th St.	North	13					
11/3/2016	18:15		123rd St.	North	13					
11/4/2016	10:15	Z74204	Robey St.	South	18		Stopped	Cross traffic at Thornton Junction	No	Additional 240 minute delay
11/4/2016	10:18		Lincoln Ave	South	18					
11/4/2016	10:20		Wood St.	South	17					
11/4/2016	10:21		147th St.	South	17					
11/4/2016	10:24		Ashland Ave	South	15					
11/4/2016	10:30		150th St.	South	11					
11/4/2016	10:05		Western Ave	South	18					
11/4/2016	15:08	Z73704	Robey St.	South	17		Slow Moving	CN train entering CN Markham Yard at restricted speed	N/A	
11/4/2016	15:09		Lincoln Ave	South	15					
11/4/2016	15:11		Wood St.	South	13					
11/4/2016	15:12		147th St.	South	12					
11/4/2016	14:59		Western Ave	South	19					
11/5/2016	15:04	Z79005	Thornton-Lansing	South	24		Stopped	Cross traffic at Thornton Junction	No	Additional 120 minute delay
11/5/2016	15:04		Voltreuil Rd	South	24					
11/6/2016	1:31	Y13005	Columbus Ave	North	11		Slow Moving	Entering BRC yard limits at restricted speed	N/A	
11/6/2016	1:31		79th St.	North	11					
11/7/2016	5:41	Y13006	79th St.	North	13		Slow Moving	Entering BRC yard limits at restricted speed	N/A	
11/7/2016	5:41		Columbus Ave	North	13					
11/7/2016	3:59	Z74306	Voltreuil Rd	South	41		Stopped	Cross traffic at Thornton Junction	No	Additional 60 minute delay
11/9/2016	1:07	Y13008	Columbus Ave	North	10		Slow Moving	Entering BRC yard limits at restricted speed	N/A	
11/9/2016	1:07		79th St.	North	10					
11/9/2016	1:01		87th St.	North	11					
11/9/2016	1:04		83rd St.	North	11					
11/9/2016	0:58		91st St.	North	10					
11/9/2016	22:25	Z77209	Vineyard Rd	South	12		Slow Moving	Approaching Thornton Junction signal	N/A	
11/9/2016	22:30		159th St.	South	12					
11/11/2016	18:56	Q02711	123rd St.	North	14		Stopped	IFB train in emergency across Blue Island Junction, reroute around Burr Yard	No	Additional 60 minute delay
11/11/2016	20:44	Y15211	79th St.	North	25		Stopped & Slow Moving	Entering BRC yard limits at restricted speed/stopped while yarding	No	Additional 120 minute delay
11/11/2016	20:44		Columbus Ave	North	25					
11/11/2016	20:36		91st St.	North	10		Slow Moving	Entering BRC Yard limits at restricted speed	N/A	
11/11/2016	20:32		94th St./Kedzie	North	13					
11/11/2016	20:32		95th St.	North	13					
11/11/2016	18:59	Q64211	Voltreuil Rd	South	21		Stopped	Cross traffic at Thornton Junction	No	Additional 120 minute delay
11/11/2016	18:59		Thornton-Lansing	South	21					
11/12/2016	1:47	Y13011	79th St.	North	12		Slow Moving	Entering BRC yard limits at restricted speed	N/A	
11/12/2016	12:58	R13012	Columbus Ave	North	12					
11/12/2016	13:08		Columbus Ave	North	11		Slow Moving	Entering BRC yard limits at restricted speed	N/A	
11/12/2016	0:02	Y13012	79th St.	North	12		Slow Moving	Entering BRC yard limits at restricted speed	N/A	
11/12/2016	23:56		Columbus Ave	North	12					
11/12/2016	23:56		83rd St.	North	16					
11/12/2016	23:50		87th St.	North	19					
11/12/2016	23:48		91st St.	North	17					
11/12/2016	5:09	Z74311	Thornton-Lansing	South	20		Stopped	Cross traffic at Thornton Junction	No	Additional 120 minute delay
11/12/2016	5:11		Voltreuil Rd	South	19					
11/13/2016	18:18	Q64713	119th St.	North	11			False activation failure at 159th St.		
11/13/2016	18:18		123rd St.	North	12					
11/13/2016	23:29	Y13013	Columbus Ave	North	23		Slow Moving	Entering BRC yard limits at restricted speed/stopped while yarding	No	Additional 120 minute delay
11/13/2016	23:29		79th St.	North	23					
11/13/2016	18:51	Q64313	159th St.	South	37		Stopped	Track speed through Monon Subdivision connection	N/A	
11/14/2016	18:53	Q64214	186th St.	South	12		Slow Moving			
11/14/2016	18:59		Torrence Ave	South	10					
11/14/2016	18:39		Ridge Rd.	South	10					
11/14/2016	18:40		Thornton-Lansing	South	10					
11/14/2016	18:41		Voltreuil Rd	South	10					
11/15/2016	19:35	Q64315	Voltreuil Rd	South	19		Slow Moving	Approaching Monon Subdivision connection	N/A	
11/15/2016	19:38		Thornton-Lansing	South	18					
11/15/2016	19:46		Ridge Rd	South	13					
11/15/2016	19:47		Torrence Ave	South	13					
11/17/2016	0:00	Y13016	119th St.	North	11		Slow Moving	Entering BRC yard limits at restricted speed	N/A	
11/17/2016	0:03		127th St.	North	11			Approaching Blue Island Junction Signal	N/A	
11/18/2016	11:42	Z74218	Columbus Ave	North	15		Slow Moving	Entering BRC yard limits at restricted speed	N/A	
11/18/2016	22:26	Y13018		North	21		Slow Moving	Entering BRC yard limits at restricted speed	N/A	

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.

November 2, 2016, Q02702. Blocked 115th Street, 119th Street, and 123rd Street for 21, 22, and 24 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.

November 3, 2016, Z73402. Blocked Volbrecht Road and Thornton-Lansing for 44 minutes for each at-grade crossing. 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.

November 4, 2016, Z74204. Blocked Robey Street, Lincoln Avenue, Wood Street, 147th Street, Ashland Avenue, 150th Street, and Western Avenue for 18, 18, 17, 17, 15, 11, and 18 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.

November 5, 2016, Z79005. Blocked Thornton-Lansing and Volbrecht Road for 24 minutes for each at-grade crossing. To cut the train for two at-grade crossings would have taken 30 minutes for the two at-grade crossings and to rebuild the train would have taken 30 minutes for the two at-grade crossings, a total of two hours blockage of the at-grade crossing, in addition to the initial 10 minutes.

November 7, 2016, Z74306. Blocked Volbrecht Road for 41 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the 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 each at-grade crossing, in addition to the initial 10 minutes.

November 11, 2016, Q02711. Blocked 123rd Street for 14 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the 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 each at-grade crossing, in addition to the initial 10 minutes.

November 11, 2016, Y15211. Blocked 79th Street and Columbus Avenue for 25 minutes for each of two the at-grade crossings. 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.

November 11, 2016, Q64211. Blocked Volbrecht Road and Thornton-Lansing for 21 minutes for each of the at-grade crossings. 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.

November 12, 2016, Z74311. Blocked Thornton-Lansing and Volbrecht Road for 20 and 19 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for the two at-grade crossings and to rebuild the train would have taken 30 minutes for the two at-grade crossings, a total of two hours blockage of the at-grade crossing, in addition to the initial 10 minutes.

November 13, 2016, Y13013. Blocked Columbus Avenue and 79th Street for 23 minutes for each of the two at-grade crossings. 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.

November 13, 2016, Q64313. Blocked 159th Street for 127 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the 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.

November 18, 2016, Q64318. Blocked 159th Street for 127 minutes. Train Q64318 was stopped on the Elsdon Line prior to the Monon Subdivision so that an Amtrak train could proceed south onto the Monon Subdivision from the Villa Grove Subdivision. CSXT was initially advised that the delay would be less than an hour and therefore decided not to cut the train. However, CSXT was notified several times that the Amtrak train was further delayed and that train Q64318 would have to continue to wait.

November 19, 2016, Q64219. Blocked Volbrecht Road for 54 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the 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.

November 22, 2016, Q64722. Blocked 119th Street and 123rd Street for 19 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.

November 22, 2016, S64723. Blocked 123rd Street and 127th Street for 14 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.

November 22, 2016, Q12419. Blocked 159th Street for 15 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the 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.

November 24, 2016, Z63724. Blocked 159th Street for 25 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the 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.

November 26, 2016, Q02623. Blocked Lincon Avenue, Robey Street, and Western Avenue for 66, 67, and 70 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 the at-grade crossings, in addition to the initial 10 minutes.

November 27, 2016, Y13227. Blocked 123rd Street and 127th Street for 14 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.

November 30, 2016, Z77230. Blocked 155th Street and Vincennes Road for 31 and 43 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.