

LAW OFFICES OF  
**LOUIS E. GITOMER, LLC**

LOUIS E. GITOMER  
Lou@lgraillaw.com

MELANIE B. YASBIN  
Melanie@lgraillaw.com  
410-296-2205

600 BALTIMORE AVENUE, SUITE 301  
TOWSON, MARYLAND 21204-4022  
(410) 296-2250 • (202) 466-6532  
FAX (410) 332-0885

March 30, 2016

Mrs. Victoria Rutson  
Director, Office of Environmental Analysis  
Surface Transportation Board  
395 E. Street, S.W.  
Washington, D.C. 20423

Re: Docket No. FD-35522, *CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company* – Quarterly Report No. 11

Dear Mrs. Rutson:

Pursuant to voluntary mitigation measure (“VM”) 45 imposed by the Surface Transportation Board (the “Board”) in *CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company*, Docket No. FD 35522 (served February 8, 2013), CSX Transportation, Inc. (“CSXT”) is submitting its eleventh quarterly report on the progress of, implementation of, and compliance with the mitigation measures for the period of December 1, 2015 through February 29, 2016 (the “Quarter”).

Enclosed is a chart describing the mitigation measures, the implementation deadlines, the process, and the status of implementation. Changes in the status of any mitigation measure that has occurred since the tenth quarter chart was filed on December 30, 2015, is in red.

In compliance with VM 45, CSXT will close the twelfth quarter on May 31, 2016, and send you the twelfth quarterly report by June 30, 2016.

During this Quarter, CSXT continued to tighten all rail joint bolts in the crossing approaches. Also during this Quarter, CSXT approved a plan to install cameras to monitor highway crossing train approach systems and impacts on vehicular traffic in Evergreen Park, IL at the following crossings: 83<sup>rd</sup> Street; 87<sup>th</sup> Street; 91<sup>st</sup> Street; 94<sup>th</sup> Street/Kedzie Ave; 95<sup>th</sup> Street; 99<sup>th</sup> Street; and 103<sup>rd</sup> Street. Installation of the cameras should take place in the second and third quarter of 2016. The camera system will allow for monitoring of the crossings in Evergreen Park by the dispatchers and network operations center in West Jacksonville, FL and the Chicago Signal Office. The cameras will also be used to verify reports of false activations and will allow for a signal maintainer to be dispatched on verification of a false gate activation.

CSXT adjusted its communication protocols with Norfolk Southern Railway Company to increase fluidity through the Ashburn Interlocker, during the Quarter.

On January 20, 2016, CSXT completed the installation of remote monitoring capability for gates at critical at-grade crossings, giving CSXT better access to information on grade crossing delays.<sup>1</sup> During this Quarter, CSXT continued its weekly walking inspections of crossing approaches looking at track connections, joint bonds, debris, double bonded joints for rail breakage, and other issues that can contribute to false activations on the Line. These inspections are completed on Thursday or Friday of each week and all discrepancies are addressed as soon as possible.

On February 12, 2016, the City of Chicago and the Village of Evergreen Park filed a petition with the Board to reopen this proceeding and impose sanctions. CSXT filed a reply on March 10, 2016. CSXT is aware of the concerns of the City of Chicago and Evergreen Park and is continuing to work to resolve those concerns as detailed in CSXT's prior Quarterly Reports.<sup>2</sup> CSXT, however, does not believe that the petition has merit and has asked the Board to deny it. Also on March 10, 2016, citizens of Chicago's 19<sup>th</sup> Ward and the Village of Evergreen Park filed letters addressing their concerns with train traffic in their neighborhoods. CSXT is concurrently filing its response to those letters with this quarterly report.

To provide as much transparency as possible, in previous quarterly reports, CSXT has provided OEA with a discussion of blocked crossings, false gate activations, and idling trains on the Line, even though such reporting was not required by any of the mitigation measures.

As explained in previous reports, CSXT has made significant investments in the Line, including the signaling system. With the update of certain crossings to allow for remote monitoring capability, CSXT has been able to obtain automatic and reliable data of gate activations at the following crossings: 87<sup>th</sup> Street, 91<sup>st</sup> Street, 94<sup>th</sup> Street and Kedzie Avenue, 95<sup>th</sup> Street, 99<sup>th</sup> Street, and 103<sup>rd</sup> Street. Before remote monitoring was installed, CSXT did not have readily-available data on crossing blockages. In CSXT's ongoing efforts to provide accurate data to OEA, the remote monitoring data is included in the gate blockages discussed below.

During the Quarter, CSXT ran approximately 35-45 trains per week on the Line. According to TellCSX, there were 16 trains that were stopped for more than 10 minutes that blocked crossings on the Line.<sup>3</sup> Additionally, in the Evergreen Park area, there were 37 unique train events that blocked 90 crossings for more than 10 minutes according to CSXT's remote monitoring of the above listed crossings. Of those 37 unique train events, 10 were for more than twenty minutes.

There were three false gate activations during the Quarter that caused blocked crossings. On December 4, 2015, at Kedzie Ave a signal maintainer was working on the relay equipment

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<sup>1</sup> CSXT began installing this remote monitoring capability during the 10<sup>th</sup> Reporting Quarter.

<sup>2</sup> CSXT has responded to reported problems on the Elsdon Line by investing over \$12 million towards infrastructure improvements, including substantial signals and grade crossings upgrades.

<sup>3</sup> See attached Exhibit A.

Mrs. Victoria Rutson

March 30, 2016

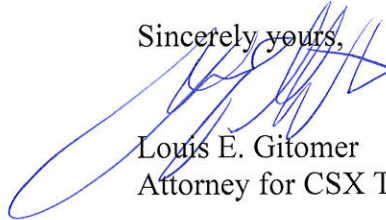
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and the gates were activated. On February 19<sup>th</sup> and 23<sup>rd</sup> strong winds damaged the gates at 94<sup>th</sup> Street and 87<sup>th</sup> Street, respectively.

During this Quarter, CSXT had 39 idling trains on the Elsdon Line. These idling trains continue to be caused by congestion on various lines in the Chicago Area. CSXT is continuing to take steps to reduce idling and blocking of crossings in the Evergreen Park area.

If you have any questions, please contact me.

Sincerely yours,



Louis E. Gitomer  
Attorney for CSX Transportation, Inc.

Enclosure

Mrs. Victoria Rutson

March 30, 2016

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EXHIBIT A

Blocked Crossings as Reported via TellCSX for the Elsdon Subdivision

| Opened Date | MilePost | Closest Crossing              | City          |
|-------------|----------|-------------------------------|---------------|
| 2/15/2016   | DG 27.49 | Volbrecht Road                | Lansing       |
| 2/12/2016   | DG 27.49 | Volbrecht Road                | Lansing       |
| 2/12/2016   | DG 29.80 | Burnham Avenue                | Lansing       |
| 2/10/2016   | DG 16.54 | 111th Street                  | Chicago       |
| 2/9/2016    | DG 20.83 | Western Avenue                | Dixmoor       |
| 2/8/2016    | DG 23.87 | Vincennes Road                | South Holland |
| 1/29/2016   | DG 12.30 | 79th Street                   | Chicago       |
| 1/26/2016   | DG 24.32 | 162nd Street (U.S. Highway 6) | South Holland |
| 1/23/2016   | DG 16.54 | 111th Street                  | Chicago       |
| 1/17/2016   | DG 12.30 | 79th Street                   | Chicago       |
| 1/12/2016   | DG 16.54 | 111th Street                  | Chicago       |
| 12/30/2015  | DG 18.25 | 127th Street                  | Blue Island   |
| 12/22/2015  | DG 16.54 | 111th Street                  | Chicago       |
| 12/11/2015  | DG 13.31 | 87th Street                   | Chicago       |
| 12/6/2015   | DG 18.05 | 123rd Street                  | Blue Island   |
| 12/5/2015   | DG 24.32 | 162nd Street (U.S. Highway 6) | South Holland |

Remote Monitoring Data December 1, 2015 to February 29, 2016  
11<sup>th</sup> Quarterly Report

| Date       | Train 4 | Train ID | Crossing | Time Down |
|------------|---------|----------|----------|-----------|
| 12/2/2015  | Q026    | Q02630   | 87Th     | 27        |
| 12/2/2015  | Q026    | Q02630   | 91St     | 26.7      |
| 12/5/2015  | Y130    | Y13004   | 87Th     | 14.4      |
| 12/5/2015  | Y130    | Y13004   | 91St     | 14.2      |
| 12/7/2015  | Q021    | Q02107   | 87Th     | 12.3      |
| 12/7/2015  | Y130    | Y13006   | 91St     | 14.8      |
| 12/10/2015 | Y130    | Y13009   | 94Th     | 10.5      |
| 12/10/2015 | Y130    | Y13009   | 95Th     | 10.5      |
| 12/11/2015 | Y130    | Y13010   | 87Th     | 10.6      |
| 12/11/2015 | Y130    | Y13010   | 94Th     | 11.2      |
| 12/11/2015 | Y130    | Y13010   | 95Th     | 11.2      |
| 12/13/2015 | Q026    | Q02611   | 94Th     | 11.9      |
| 12/13/2015 | Q026    | Q02611   | 95Th     | 11.9      |
| 12/13/2015 | Q597    | Q59713   | 87Th     | 13.7      |
| 12/13/2015 | Q597    | Q59713   | 91St     | 11.5      |
| 12/14/2015 | Q026    | Q02612   | 87Th     | 11.3      |
| 12/14/2015 | Q026    | Q02612   | 91St     | 10        |
| 12/14/2015 | Q026    | Q02612   | 94Th     | 11        |
| 12/14/2015 | Q026    | Q02612   | 95Th     | 11        |
| 12/14/2015 | Q026    | Q02612   | 99Th     | 10.1      |
| 12/14/2015 | Q026    | Q02612   | 103Rd    | 10.8      |
| 12/19/2015 | Y130    | Y13018   | 87Th     | 23.9      |
| 12/19/2015 | Y130    | Y13018   | 91St     | 16.7      |
| 12/19/2015 | Y130    | Y13018   | 94Th     | 20.7      |
| 12/19/2015 | Y130    | Y13018   | 95Th     | 20.7      |
| 12/19/2015 | Y130    | Y13018   | 99Th     | 13.5      |
| 12/19/2015 | Y130    | Y13018   | 103Rd    | 10.1      |
| 12/20/2015 | Q026    | Q02618   | 87Th     | 21.3      |
| 12/20/2015 | Q026    | Q02618   | 91St     | 20.1      |
| 12/22/2015 | Y130    | Y13021   | 87Th     | 12.4      |
| 12/22/2015 | Y130    | Y13021   | 91St     | 11.7      |
| 12/29/2015 | Q026    | Q02627   | 87Th     | 14.4      |
| 12/29/2015 | Q026    | Q02627   | 91St     | 14.3      |
| 12/30/2015 | Q026    | Q02628   | 87Th     | 22.7      |
| 12/30/2015 | Q026    | Q02628   | 91St     | 22        |
| 1/9/2016   | Y130    | Y13009   | 87Th     | 23.7      |
| 1/9/2016   | Y130    | Y13009   | 91St     | 11.8      |
| 1/9/2016   | Y130    | Y13009   | 94Th     | 13.1      |
| 1/9/2016   | Y130    | Y13009   | 95Th     | 13.1      |
| 1/9/2016   | Y130    | Y13009   | 99Th     | 10.6      |
| 1/9/2016   | Y130    | Y13009   | 103Rd    | 10.6      |
| 1/11/2016  | Y151    | Y15111   | 87Th     | 27.2      |

|           |      |        |       |      |
|-----------|------|--------|-------|------|
| 1/11/2016 | Y151 | Y15111 | 91St  | 26.9 |
| 1/13/2016 | Q027 | Q02713 | 94Th  | 10.3 |
| 1/13/2016 | Q027 | Q02713 | 95Th  | 10.3 |
| 1/14/2016 | Y130 | Y13014 | 94Th  | 10.2 |
| 1/14/2016 | Y130 | Y13014 | 95Th  | 10.2 |
| 1/14/2016 | Y130 | Y13014 | 103Rd | 10.2 |
| 1/19/2016 | Q026 | Q02617 | 94Th  | 12.4 |
| 1/19/2016 | Q026 | Q02617 | 95Th  | 12.4 |
| 1/20/2016 | Y130 | Y13019 | 91St  | 25.3 |
| 1/23/2016 | Y130 | Y13022 | 94Th  | 13.4 |
| 1/23/2016 | Y130 | Y13022 | 95Th  | 13.3 |
| 1/23/2016 | Y130 | Y13022 | 103Rd | 10.2 |
| 1/25/2016 | Y130 | Y13025 | 94Th  | 12.5 |
| 1/25/2016 | Y130 | Y13025 | 95Th  | 12.5 |
| 1/27/2016 | Y130 | Y13027 | 91St  | 20.1 |
| 2/2/2016  | Y130 | Y13002 | 91St  | 10.2 |
| 2/6/2016  | Y130 | Y13005 | 87Th  | 10.5 |
| 2/13/2016 | Y130 | Y13012 | 87Th  | 11.6 |
| 2/13/2016 | Y130 | Y13013 | 87Th  | 10.9 |
| 2/13/2016 | Y130 | Y13013 | 91St  | 10.5 |
| 2/13/2016 | Y130 | Y13013 | 94Th  | 13   |
| 2/13/2016 | Y130 | Y13013 | 95Th  | 13   |
| 2/13/2016 | Y130 | Y13013 | 99Th  | 11.8 |
| 2/13/2016 | Y130 | Y13013 | 103Rd | 11.9 |
| 2/15/2016 | Z742 | Z74215 | 87Th  | 13.3 |
| 2/17/2016 | Y130 | Y13017 | 87Th  | 32.2 |
| 2/17/2016 | Y130 | Y13017 | 91St  | 31.5 |
| 2/17/2016 | Y130 | Y13017 | 94Th  | 30.9 |
| 2/17/2016 | Y130 | Y13017 | 95Th  | 30.9 |
| 2/18/2016 | Q597 | Q59718 | 87Th  | 10.2 |
| 2/18/2016 | Q597 | Q59718 | 91St  | 10.2 |
| 2/18/2016 | Q597 | Q59718 | 94Th  | 11.6 |
| 2/18/2016 | Q597 | Q59718 | 95Th  | 11.6 |
| 2/18/2016 | Q597 | Q59718 | 99Th  | 10   |
| 2/18/2016 | Q597 | Q59718 | 103Rd | 10.1 |
| 2/18/2016 | Y130 | Y13018 | 94Th  | 11.1 |
| 2/18/2016 | Y130 | Y13018 | 95Th  | 11.1 |
| 2/18/2016 | Z774 | Z77417 | 91St  | 13   |
| 2/23/2016 | Y130 | Y13022 | 87Th  | 11.2 |
| 2/23/2016 | Y130 | Y13022 | 91St  | 12.2 |
| 2/23/2016 | Y130 | Y13022 | 94Th  | 13.4 |
| 2/23/2016 | Y130 | Y13022 | 95Th  | 13.4 |
| 2/27/2016 | Y223 | Y22326 | 94Th  | 11.7 |
| 2/27/2016 | Y223 | Y22326 | 95Th  | 11.7 |
| 2/29/2016 | Y130 | Y13028 | 91St  | 24.9 |
| 2/29/2016 | Y130 | Y13029 | 87Th  | 13.8 |

|           |      |        |      |      |
|-----------|------|--------|------|------|
| 2/29/2016 | Y130 | Y13029 | 91St | 14.3 |
| 2/29/2016 | Z774 | Z77428 | 87Th | 10.2 |

Total Crossings down greater than 10 minutes 90

Total trains triggering at least one crossing for 10 minutes 34