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February 15, 2017

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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
February 16, 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. 7**

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 January 2017 (“Monthly Report No. 7”) 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 January 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 have been reorganized as Date, Crossing Affected, Reported Duration (in Minutes) and Shunted Duration (in Minutes).

CSXT reports that on January 18, 2017 a vehicle drove around the down gates and was struck by train Y13017. The accident blocked 103rd Street and 99th Street for 147 and 77

minutes, respectively. CSXT cooperated with the police during the investigation, but could not cut the train during the investigation of the accident. Once the investigation was complete and the track cleared, train Y13017 proceeded. There were no other accidents involving trains on the Elsdon Line in January.

Grade Crossing Identification.

In January 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 January. There were five false activations. One 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. At-grade crossing signals were activated 11,151 times on the Elsdon Line in January 2017, with only five 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 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 January. 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 January, 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 January were not cut. During January 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 11,151 total train at-grade crossing occurrences on the Elsdon Line in January 2017.

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 January 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 January 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 January 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 January, 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.

CSXT met with the Board’s staff on January 31, 2017 to discuss the December 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 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

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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 continued to experience truly cold weather of the winter in January. Cold weather negatively affects train operations.

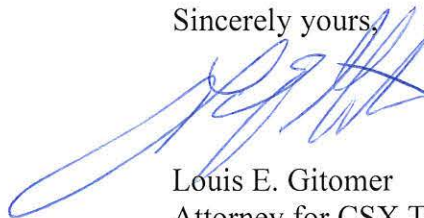
Switches in yards freeze and must be cleaned out before they can become operational. Where a switch is frozen, the first effort to clean it out is made by the train's conductor using tools provided in the locomotive. The conductor tries to sweep or dig out the switch. This process may take a few minutes, but even these few additional minutes frequently result in a grade crossing being blocked for over 10 minutes, where under normal operating conditions the crossing would be blocked for less than 10 minutes. If the conductor cannot free the switch, then maintenance of way personnel are called in. During winter and when a storm is expected, CSXT repositions personnel so that they can more quickly respond to clean out frozen switches.

The acceleration and deceleration of trains also requires more care in cold 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. A trained locomotive engineer will consider all these factors as he operates his train.

* * *

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

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Louis E. Gitomer", is written over the typed name.

Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 6 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
February 15, 2017

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

<u>Date</u>	Crossing Affected	Duration in Minutes	
		Reported	Shunted
01/04	111th St.	121	30
01/08	Broadway St. - BI	58	25
01/08	S. Park Ave.	114	40
01/10	Western Ave.	84	60
01/24	83rd St.	164	35

EXHIBIT 1-B
EXPLANATION OF FALSE ACTIVATIONS

On January 4, 2017, there was a false activation at the at-grade crossing at 111th Street. The signal maintainer found a broken bond on track 2 at 115th that caused the gate at 11th Street to remain in the down position and repaired it. He then walked the track both directions and checked for breaks in the high resistance bonds with a meter. Operational checks were performed and the crossing was returned to in service status.

On January 8, 2017, there was a false activation at the at-grade crossing at Broadway Street - BI. When the signal maintainer arrived, a train was stopped at the crossing from another subdivision causing the gate to be in a lowered position. Operational checks were performed and the crossing was returned to in service status.

On January 8, 2017, there was a false activation at the at-grade crossing at S. Park Avenue. When the signal maintainer arrived, a train was stopped near the crossing causing the gate to be in a lowered position. Operational checks were performed and the crossing was returned to in service status.

On January 10, 2017, there was a false activation at the at-grade crossing at Western Avenue. The gate on the south side of the crossing had been damaged. The signal maintainer replaced the portions of the gate requiring repair. Operational checks were performed and the crossing was returned to in service status.

On January 24, 2017, there was a false activation at the at-grade crossing at 83rd Street. The signal maintainer found a relay component failure. A ribbon on the 83 EARP was burned out and replaced by the signal maintainer. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING – JANUARY 2017

Milepost	Crossing 10 Minutes	Blockages	Total Time (in Minutes)	Average (in Minutes)
DG 31.39	Wentworth	1	10	10
DG 29.72	Burnham	5	56	11
DG 29.42	186th	4	46	12
DG 28.57	Torrence	4	53	13
DG 28.33	182nd	3	35	12
DG 27.74	Thornton	11	359	33
DG 27.41	Volbrecht	16	481	30
DG 25.77	170th	3	38	13
DG 25.44	S. Park Ave	5	87	17
DG 24.32	162nd	36	961	27
DG 23.77	Vincennes	32	747	23
DG 23.47	155th	33	557	17
DG 23.41	Halsted	34	573	17
DG 23.05	Park	27	416	15
DG 22.85	Broadway H	30	461	15
DG 22.73	Center	31	464	15
DG 22.53	150th	29	394	14
DG 22.18	Ashland Ave	3	34	11
DG 21.94	147th St.	3	36	12
DG 21.91	Wood St.	4	47	12
DG 21.76	Lincoln Ave	4	49	12
DG 21.60	Robey Ave	5	61	12
DG 20.86	Western Ave	17	368	22
DG 19.56	Broadway BI	1	25	25
DG 18.93	Union St.	2	22	11
DG 18.65	127th St.	3	39	13
DG 18.13	123rd St.	8	121	15
DG 17.62	119th St.	4	58	15
DG 17.12	115th St.	1	11	11
DG 16.62	111th St.	1	30	30
DG 15.60	103rd	1	147	147
DG 15.10	99th St.	1	77	77
DG 14.56	95th St.	2	26	13
DG 14.40	94th St./Kedzie	2	26	13
DG 13.95	91st St.	1	12	12
DG 13.41	87th St.	3	40	13
DG 12.98	83rd St.	4	77	19
DG 12.86	Columbus	10	130	13
DG 12.41	79th St.	10	130	13

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.

January 1, 2017, Y11801. Blocked Halsted Street, 155th Street, Vincennes Road, and 159th Street for 26, 27, 35, and 29 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.

January 1, 2017, Q02901. Blocked Western Avenue for 70 minutes. To cut the train for one at-grade crossings 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.

January 3, 2017, Q64303. Blocked Volbrecht Road for 59 minutes. To cut the train for one at-grade crossings 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.

January 5, 2015, E86104. Blocked 159th Street for 47 minutes. To cut the train for one at-grade crossings 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.

January 5, 2017, Z79005. Blocked Ridge Road, Volbrecht Road, and Thornton-Lansing for 10, 13, 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.

January 6, 2017, Z63606. Blocked Halsted Street, 155th Street, Vincennes Road, and 159th Street for 31, 28, 13, and 11 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.

January 8, 2017, L02508. Blocked 159th Street for 20 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.

January 8, 2017, Q64308. Blocked Halsted Street, 155th Street, Vincennes Road, and 159th Street for 28, 28, 29, 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.

January 9, 2017, S64710. Blocked 127th Street 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.

January 9, 2017, Q64209. Blocked Volbrecht Road and Thornton-Lansing for 24 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.

January 10, 2017, Q02710. Blocked Vincennes Road and 159th Street for 131 and 130 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. The train was held out of the Villa Grove Subdivision by the Union Pacific because of high winds. The train was not cut because the duration of the high winds could not be predicted.

January 11, 2017, Q64211. Blocked 159th Street, Vincennes Road, 155th Street, Halsted Street, Park Avenue, Broadway Avenue, Center Avenue, and 150th Street for 27, 26, 25, 25, 22, 21, 21, and 12 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.

January 12, 2017, Z77212. Blocked Vincennes Road and 159th Street for 22 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.

January 13, 2017, Q64213. Blocked Thornton-Lansing and Volbrecht 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.

January 13, 2017, Q64313. Blocked 159th Street 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.

January 13, 2017, Z73813. Blocked Western Avenue for 29 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.

January 14, 2017, Q02514. Blocked 159th Street for 117 minutes. The train experienced power issues. Without power, the train could not be cut. CSXT dispatched a flying squad from Bedford Park to repair the locomotive.

January 14, 2017, Q64714. Blocked 123rd Street for 21 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.

January 14, 2017, Q64214. Blocked 159th Street, Vincennes Road, 155th Street, Halsted Street, Park Avenue, Broadway Avenue, Center Avenue, and 150th Street for 31, 40, 44, 44, 41, 40, 40, and 31 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.

January 16, 2017, Q64216. Blocked Thornton-Lansing and Volbrecht Road for 151 and 151 minutes, respectively. A Union Pacific train on the Villa Grove Subdivision experienced mechanical issues that prevented train Q64216 from entering the Villa Grove Subdivision. CSXT was not advised of the length of time necessary to clear the Villa Grove subdivision.

January 17, 2017, Q64317. Blocked Vincennes Road and 159th Street for 33 and 33 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.

January 18, 2017, Y13017. Blocked 103rd Street and 99th Street for 147 and 77 minutes, respectively. A vehicle drove around the down gates and was struck by the train. The train could not be cut during the investigation of the accident.

January 18, 2017, V99013. Blocked 159th Street for 18 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.

January 18, 2017, Z63618. Blocked Halsted Street and 155th Street for 35 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.

January 20, 2017, Q02618. Blocked Western Avenue for 17 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.

January 20, 2017, Z79020. Blocked Torrence Avenue, Thornton-Lansing, and Volbrecht Road for 13, 20, and 23 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.

January 21, Q02521. Blocked Vincennes Road and 159th Street for 40 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.

January 22, L02522. Blocked 159th Street for 20 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.

January 22, Z74222. Blocked Western Avenue, Robey Street, Lincoln Avenue, Wood Street, 147th Street, Ashland Avenue, and 150th Street for 19, 18, 17, 16, 15, 13, and 10, 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.

January 23, Y12323. Blocked Broadway Avenue and Center Avenue 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.

January 24, Q02724. Blocked Vincennes Avenue and 159th Street for 19 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.

January 24, L02524. Blocked Vincennes Avenue and 159th Street for 73 and 72 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.

January 27, Z63727. Blocked Halsted Street and 155th Street for 18 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.

January 29, L02529. 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.

January 30, Q64230. Blocked Thornton-Lansing and Volbrecht Road for 45 and 45 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.