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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

Re: **Docket No. FD-35522, CSX Transportation, Inc. –Acquisition of Operating Easement—Grand Trunk Western Railroad Company – Monthly Report No. 21**

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 December 14, 2017, July 27, 2017, October 7, 2016, and June 22, 2016 (the “*Decisions*”)), CSX Transportation, Inc. (“CSXT”) is submitting its monthly report for February 2018 (“Monthly Report No. 20”) for the 22.22- mile Elsdon Line 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 the *Decisions*.¹

The July 2016 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 2018 there was no change in either the At-Grade Crossing Information or the Operating Protocols. CSXT continues to explore ways to improve its operating protocol with Union Pacific Railroad Company (“UP”) over the Thornton Junction crossing, although there were no meetings in March 2018.

In addition to providing Exhibits 1-A - Crossing Activation Failures and 2 - Summary For Each Crossing – February 2018 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 - At-Grade Crossings Blocked For More Than 10 Minutes By Train Activity. Time references have all been converted to whole minutes in order to make comparisons and analyses easier. The

¹ The Report also responds to certain inquiries from Board staff.

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, and Duration (in Minutes) for Open Repair Report and Gate Down.

Implementation of Revised VM 6.

In the July 27, 2017 decision, at 3, the Board modified VM 6 to require that: “CSXT shall take appropriate actions to clear a public crossing or crossings blocked by a stopped train as quickly as possible, including by cutting the train where it appears that cutting the train would be the fastest way to clear the crossing and, 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.”

The Board also required CSXT to “include a narrative generally addressing its implementation of the revised VM 6.” *Id.* at 4.

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.² Under revised VM 6, CSXT will cut a train if the act of cutting the train and later rebuilding the train will not 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 for CSXT to cut trains when to do so would only lengthen a blockage.

CSXT’s operational goal is to run a railroad where trains depart from origins on time and reach destinations on time. The Elsdon Line is part of this overall goal. In a perfect world CSXT trains would be able to enter the Elsdon Line and exit it without having to stop, while maintaining the fluidity of overall operations in the Chicago Terminal. Operations in or near the Chicago Terminal are unpredictable and result in unexpected delays. From prior reports, the Board is familiar with some of the issues CSXT faces on the Elsdon Line. For example, Thornton Junction is an at-grade intersection of the Elsdon Line and the north south Villa Grove Subdivision operated over by CSXT, UP, and Amtrak. The automatic interlocker at Thornton Junction was replaced and the UP dispatchers control access onto and across the Villa Grove Subdivision via Thornton Junction.

² See CSXT Reply to Pet. to Reopen and Impose Sanctions at 5-6, STB Fin. Docket No. 35522 (filed Mar. 10, 2016).

A number of factors will go into CSXT's decision whether to cut a train, including the anticipated length of the delay (frequently, at at-grade rail crossings, CSXT must rely on information provided by other railroads in making its determination), the number of crossings blocked (which determines how long it would take to cut and rebuild the train), the time of day (it is more important to clear a crossing during periods such as rush hour than in the middle of the night), the effect on other trains (e.g. will cutting one train result in longer delays for other trains), and whether the train is exiting the Elsdon Line to enter a yard where hand thrown switches would require even greater delays if the train were cut, to name a few. All of these factors will be considered by the dispatchers and CSXT operations management in the Chicago Terminal in determining whether cutting a train will result in meeting CSXT's guiding principle that the blockage should be remedied as quickly as possible.

Grade Crossing Identification.

In March 2018, 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 reported not to be working properly during the month of March.

In March, out of the 14 reported false gate activations, the signal maintainers found that five were actual false activations, the other nine were reported as false activations, but the signal maintainers found no evidence that the signals had falsely activated upon actual inspection as follows: (1) two of the reported false gate activations resulted from damage to the gate by an unknown third party; (2) six showed no indication that the gate had activated falsely; and (3) one had activated because of weather (wind). 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.

As requested by the Board's staff on March 9, 2018, CSXT has renamed the columns under the Duration column in Exhibit 1-A to more clearly reflect the information being reported.

The first column was named Gate Reported and has been renamed Open Repair Order to reflect the number of minutes that pass between the time CSXT is notified of a purported false activation and the time when CSXT closes out the work order. The column previously named Gate Shunted has been renamed Gate Down to reflect the time that elapsed from when CSXT was notified of the purported false activation until the time when the signal maintainer raised the gate. A new column has been added to give a "Cause Code" for the reason for the crossing being reported. As of this report the Cause Codes are as follows: F – False Report; M – Malfunction of Gate; V – Vandalized; and W – Weather. If additional codes are needed in the future, they will

be added. 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 9,630 times on the Elsdon Line in March 2018.

On the Elsdon Line, the vast majority of notification of a false gate activation come from phone calls from the motoring public or the police who received a third party report that the gates are down at the crossing. These calls are often get coded as false activations until CSXT signal maintainers can visit the location and perform a further investigation. Approximately 80% of the false activation notifications are originated by the motoring public. In some cases the gates are down because there is a train on or approaching the crossing. There have been numerous calls for crossing such as 95th Street for trains approaching or clearing the crossing because the advanced crossing warning systems lower the gates once the train trips the circuit prior to the train entering the crossing and not raising the gates until the train is clear of the circuit governing the crossing. In those instances, the gates are providing accurate warning time as designed for public safety. The calls come in because the train is clear of the physical crossing, but not the circuit that activates the gates. The other 20% are from the remotely monitored crossings where CSXT receives notification if the gates are down for longer than 10 minutes. There are also rare occasions where a train crew encounters a malfunctioning signal, in which case that crew will report it.

During snow events, which trigger the spreading of salt on the road crossing the train tracks, if the temperature and salt affect the circuit, the gates come down and the flashers go on.

Chicago is known as the “Windy City.” Some of the gates at crossings are very long and, consequently, are more likely to be affected by the wind. CSXT concludes that gate problems caused by the wind are weather events and not caused by the failure of the gate system.

In the January Report, it was noted that for a reported false activation on January 16 at 79th Street, the incident log was left open for 3,125 minutes. The false activation had been reported at 12:57. The signal maintainer responded and arrived on scene at 13:20 and observed the crossing to no longer be activated. Salt and saturation conditions at this crossing were at an extreme level, and as a preventative measure, steps were taken to alter the crossing approach frequencies in hopes of reducing the potential of a future failure. These changes and operational tests were completed around 19:22 on the same day, 385 minutes after the original call. CSXT left the incident log open to monitor if any additional failures occurred until the log was closed on the incident two days later at 17:00. Because the log was not closed until that time, it reflects

the 3,125 minutes rather than the 385. In review, the report should have reflected the 385 minute resolution time.

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.

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 February. 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 February, 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 60 minutes in February were not cut. During March 2018 CSXT cut one train.

In February there were five trains that blocked crossings longer than 60 minutes. They blocked a total of 12 crossings. In March, there were eight trains that blocked crossings longer than 60 minutes. They blocked a total of 28 crossings.

There were 9,630 total train at-grade crossing occurrences on the Elsdon Line in March 2018.

Exhibit 3 - Operating Protocols.

CSXT attempts to provide a clear route on the Elsdon Line for all trains that enter the line. However, there are instances where a train moving north on the Monon Line, which connects to the Elsdon Line at Munster, has exited the Monon line and entered the Elsdon Line prior to confirming the dispatcher's "clear route" commitment. This occurs for the following reasons: (1) the Monon line is a single track north-south line that terminates at its north end at the Elsdon Line; (2) Amtrak operates one train northbound and one train southbound on the Monon line each day³; (3) CSXT is required to give Amtrak priority on the Monon line; (4) occasionally UP does not give CSXT a clear route on the Elsdon Line over Thornton Junction for a CSXT train moving north on the Monon that must exit the Monon line to make way for Amtrak; and (5) the CSXT train will move onto the Elsdon Line and be temporarily staged in order to allow the Amtrak Train to exit the Monon Line.

CSXT has previously notified the Board that train Q644 had been rerouted off of the Elsdon Line. We erroneously identified the east and west bound trains as Q644. The eastbound train was Q643, which was also rerouted off of the Elsdon Line.

The operating protocols developed by CSXT are beginning again to deliver results in reducing the duration of at-grade crossing blockages by reducing train idling and slow speeds. 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. In February 2018, there were no changes to the Operating Protocols.

CSXT has experienced instances where it is notified by the UP dispatcher that there is a clear route across at Thornton Junction to either cross or enter the Villa Grove Subdivision, and then is notified by the UP that the route is no longer clear once the CSXT has entered the Elsdon Line or the dispatcher drops a red signal on the CSXT train prohibiting it from moving across Thornton Junction. CSXT is in contact with the UP dispatchers to attempt to resolve this issue. If the problem cannot be resolved at the dispatcher level, CSXT intend to begin elevating the issue within the operating departments of CSXT and UP until there is a satisfactory resolution. CSXT will keep the Board apprised of its progress in future reports.

³ As relevant here, Amtrak runs north on the Monon Line and then turns west onto the Elsdon Line. Amtrak runs westbound over the Elsdon Line until it reaches Thornton Junction where it turns north onto the Villa Grove subdivision.

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 the 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 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.

Tom Livingston, Regional Vice President Midwest Government and Community Affairs, is the Community Liaison. During February, Mr. Livingston communicated to federal, state, and local officials on various issues. Since CSXT began operating on the Elsdon Line, Mr. Livingston has been in contact with local, state and Federal politicians, as well as the local communities about at-grade crossing blockages. Mr. Livingston notifies the local communities when there are going to be expected blockages, such as when maintenance is being performed, and helps the communities in removing blockages when they occur. In addition, Mr. Livingston sends text messages to local officials when there are lengthy at-grade blockages in their community. Over the last several months, Mr. Livingston has received very few complaints about trains blocking at-grade crossings for extended periods of time.

In March, Mr. Livingston notified local politicians and sent out a schedule on construction planned for the month on the Elsdon Line.

Exhibit 5 – Train Length.

The Board's December 14, 2017 decision stated that "CSXT should also provide the average length of trains operating on the Line, the length of the longest train operating on the Line, and the length of each train involved in a crossing blockage exceeding 60 minutes." Responsive data is provided in Exhibit 5-A – Monthly Train Length Data.

The December 14, 2017 decision also stated that "CSXT should also provide data on the average length of trains operating on the Elsdon Line and the length of the longest train operating on the Line for each month from July 2016 through December 2017." That data is being provided in Exhibit 5-B – Train Length Data between July 2016 and March 2018 to this report.

In addition, the December 14, 2017 decision asked CSXT to report on whether it has assessed the impact that longer trains have on blocked crossings and to explain what steps it is taking (if any) to mitigate the impact of blocked crossings on the Line. The average length of CSXT's trains on the Elsdon has increased somewhat over recent months as CSXT has implemented Precision Scheduled Railroading and worked to improve the efficiency of its

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operations. It is worth noting that CSXT's average train lengths are significantly lower than the average train lengths of foreign trains on the Line.⁴

CSXT continues to review its operations on the Elsdon Line with a focus on the length of trains. CSXT notes, however, that it is not at all clear that fewer, longer trains block grade crossings for more time than more frequent, shorter trains. Indeed, since crossings must be blocked for vehicle traffic for 30 seconds before a train enters the crossing and after it leaves a crossing, the same volume of rail carloads would trigger vehicle traffic stoppage less if it were transported in fewer, longer trains than if it were spread among more frequent short trains. CSXT continues to take active steps to mitigate the impact of blocked crossings on the Line, including refining its operating protocols at Thornton Junction.

The December 14, 2017 decision also asked CSXT to "describe any discussions it has had with local community leaders about the impacts of its operation of longer trains." None of the community discussions that CSXT described in Exhibit 4 involved discussions of longer trains, and no community leaders asked CSXT to discuss train length issues on the Elsdon.

CSXT began 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 be improved and there will be an improvement in signal reliability. The installation of PTC signals between Hayford and Blue Island Junction was completed in October as part of Phase 1.

CSXT has recently undergone management changes at all levels of the organization. CSXT is confident that the operation of the Elsdon Line will benefit from these changes. A new Superintendent of the Chicago Terminal, based in Jacksonville, has been installed. The new Superintendent will provide more oversight and support for the resolution of issues on the Elsdon Line, including the different operating issues faced on the segments of the Elsdon Line west and east of Blue Island Junction.

* * *

CSXT is efilng this Report. If you have any questions, please contact me.

Sincerely yours,

Louis E. Gitomer

Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

⁴ CSXT has no control over the length of trains operated on the Elsdon Line by railroads other than CSXT.

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 21 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

Louis E. Gitomer
April 16, 2018

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES – MARCH 2018

Date	Crossing Affected	Duration (in minutes)		Cause Code
		Open Repair Order	Gate Down	
03/01	170 th Street	63	60	M
03/04	Halsted Street.	52	25	M
03/05	Center Avenue	38	38	F
03/06	170 th Street	37	0	F
03/09	170 th Street	61	0	M
03/15	Wood Street	34	34	M
03/18	79 th Street	93	93	F
03/18	170 th Street	40	0	F
03/18	170 th Street	102	19	F
03/20	155 th Street	68	0	V
03/21	87 th Street	128	0	V
03/22	170 th Street	95	0	M
03/26	Vincennes Avenue	19	19	F
03/29	Kedzie Street	91	0	W

Cause Codes: F – False Report; M – Malfunction of Gate; V – Vandalized; and W – Weather

EXHIBIT 1-B

EXPLANATION OF FALSE ACTIVATIONS

On March 1, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found that the trouble was clear on arrival. The signal maintainer performed operational checks and the crossing was returned to in service status.

On March 4, 2018, there was a false activation reported at the at-grade crossing at Halsted Street. The signal maintainer found a microprocessor malfunction. The signal maintainer adjusted the track circuit. Operational checks were performed and the crossing was returned to in service status.

On March 5, 2018, there was a false activation reported at the at-grade crossing at Center Avenue. The signal maintainer could not determine the reason for the equipment malfunction. The signal maintainer inspected the grade crossing and found it to be working as intended and the crossing was returned to in service status.

On March 6, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found the gate in an up position so that no traffic had been delayed, but the lights were active. The trouble cleared while the maintainer was performing inspection and he could not duplicate the problem. Operational checks were performed and the crossing was returned to in service status.

On March 9, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found the gate in an up position so that no traffic had been delayed, but the lights were active. The signal maintainer adjusted and cleaned the internal gate mechanism contacts. Operational checks were performed and the crossing was returned to in service status.

On March 15, 2018, there was a false activation reported at the at-grade crossing at Wood Street. The signal maintainer could not determine the reason for the equipment malfunction. The signal maintainer inspected the grade crossing and found it to be working as intended and the crossing was returned to in service status.

On March 18, 2018, there was a false activation reported at the at-grade crossing at 79th Street. The signal maintainer could not determine the reason for the equipment malfunction. There was a train near the crossing at the time the incident was initially reported, which may have caused the gates to operate properly. The signal maintainer inspected the grade crossing and found it to be working as intended and the crossing was returned to in service status.

On March 18, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found the gate in an up position so that no traffic had been delayed, but the lights were active. The trouble cleared before the signal maintainer arrived. Operational checks were performed and the crossing was returned to in service status.

On March 18, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer could not determine the reason for the equipment malfunction. There was

a train near the crossing at the time the incident was initially reported, which may have caused the gates to operate properly. The signal maintainer inspected the grade crossing and found it to be working as intended and the crossing was returned to in service status.

On March 20, 2018, there was a false activation reported at the at-grade crossing at 155th Street. The signal maintainer found one of the gates had been broken by an unknown third party. The remaining gates were up and were not impeding traffic. The signal maintainer repaired the broken gate. Operational checks were performed and the crossing was returned to in service status.

On March 21, 2018, there was a false activation reported at the at-grade crossing at 87th Street. The signal maintainer found one of the gates had been broken by an unknown third party. The remaining gates were up and were not impeding traffic. The signal maintainer repaired the broken gate. Operational checks were performed and the crossing was returned to in service status.

On March 22, 2018, there was a false activation reported at the at-grade crossing at 170th Street. The signal maintainer found the gates were not fully upright, but were not impeding traffic. The signal maintainer cleaned the gate motor contacts and brushes. Operational checks were performed and the crossing was returned to in service status.

On March 26, 2018, there was a false activation reported at the at-grade crossing at Vincennes Avenue. The signal maintainer could not determine the reason for the equipment malfunction. There was a train near the crossing at the time the incident was initially reported, which may have caused the gates to operate properly. The signal maintainer inspected the grade crossing and found it to be working as intended and the crossing was returned to in service status.

On March 29, 2018, there was a false activation reported at the at-grade crossing at Kedzie Street. The signal maintainer found that the gate was hung up on the cantilever due to wind, but was not impeding traffic. The signal maintainer released the gate. Operational checks were performed and the crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING - MARCH 2018

Milepost	Crossing	Trains >10 Minutes	Total Time Minutes	Average Minutes
DG 31.39	Wentworth Avenue	9	154	17
DG 29.72	Burnham Avenue	17	215	13
DG 29.42	186 th Street	19	248	13
DG 28.57	Torrence Avenue	16	210	13
DG 28.33	182 nd Street	21	305	15
DG 27.74	Thornton-Lansing	33	2036	62
DG 27.41	Volbrecht Road	38	2250	59
DG 25.77	170 th Street	29	404	14
DG 25.44	South Park Avenue	53	701	13
DG 24.32	159 th Street	22	530	24
DG 23.77	Vincennes Avenue	25	619	25
DG 23.47	155 th Street	17	417	25
DG 23.41	Halsted Street	16	419	26
DG 23.05	Park Avenue	12	289	24
DG 22.85	Broadway Street - H	13	274	21
DG 22.73	Center Street	14	287	21
DG 22.53	150 th Street	11	215	20
DG 22.18	Ashland Avenue	9	207	23
DG 21.94	147 th Street	11	239	22
DG 21.91	Wood Street	14	300	21
DG 21.76	Lincoln Avenue	14	287	21
DG 21.60	Robey Avenue	14	289	21
DG 20.86	Western Avenue	12	331	28
DG 19.56	Broadway Street -BI	2	23	12
DG 18.93	Union Street	2	27	14
DG 18.65	127 th Street	13	180	14
DG 18.13	123 rd Street	8	113	14
DG 17.62	119 th Street	7	152	22
DG 17.12	115 th Street	6	149	25
DG 16.62	111 th Street	11	238	22
DG 15.60	103 rd Street	4	46	12
DG 15.10	99 th Street	3	35	12
DG 14.56	95 th Street	14	183	13
DG 14.40	94 th Street/Kedzie	17	242	14
DG 13.95	91 st Street	10	173	17
DG 13.41	87 th Street	16	245	15
DG 12.98	83 rd Street	12	191	16
DG 12.86	Columbus Avenue	33	509	15
DG 12.41	79 th Street	34	602	18
DG 9.28	55th Street	0	0	0

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 60 MINUTES
WERE NOT CUT

Voluntary mitigation Measure 6 (“VM6”) has been amended to state that:

CSXT shall take appropriate actions to clear a public crossing or crossings blocked by a stopped train as quickly as possible, including by cutting the train where it appears that cutting the train would be the fastest way to clear the crossing and, 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.

CSX Transportation, Inc.—Acquisition of Operating Easement—Grand Trunk Western Railroad Company, Docket No. FD 35522, (served July 26, 2017) slip op. at 3. The Board has required CSXT to “report whether a train was cut (and if it was not, explain why not) only with respect to blockages of more than 60 minutes, as CSXT has provided evidence that 60 minutes is the typical period of time needed to cut and reassemble a train at a single crossing.” *Id.* at 4.

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 two at-grade crossings would be blocked for 90 minutes, but that cutting the train would block the at-grade crossings for 60 minutes and reassembling the train would block the at-grade crossings for 60 minutes, for a total blockage of 120 minutes (60 minutes to cut, and 60 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 for at least 60 minutes. Each train will be identified by date and train ID.

March 3, Q64203. Blocked Thornton-Lansing and Volbrecht Road for 69 and 61 minutes, respectively. The train was held for traffic at Thornton Jct. To cut the train for two at-grade crossings would have taken at least 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the two at-grade crossings, a total of at least two hours blockage of each at-grade crossing.

March 3, Q64703. Blocked 119th Street for 60 minutes. The train went into emergency because of an air hose separation and required an inspection of the train and another air test before the train could be moved.

March 7, Q64206. Blocked Thornton-Lansing and Volbrecht Road for 348 and 317 minutes, respectively. The train was held by the UP villa Grove dispatcher.

March 7, Q64206. Blocked 159th Street, Vincennes, 155th Street, Halsted Street, Park Avenue, Broadway Street (H), Center Street, 150th Street, Ashland Avenue, 147th Street, Wood Avenue, Lincoln Avenue, and Robey Avenue for 83 minutes each. The train was held for release at Blue Island Jct. To cut the train for 13 at-grade crossings would have taken at least 30 minutes for each of the 13 at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the 13 at-grade crossings, a total of at least 13 hours blockage of each at-grade crossing.

March 8, Q64208. Blocked Thornton-Lansing and Volbrecht Road for 79 and 79 minutes, respectively. The train was held for cross traffic at Thornton Jct. To cut the train for two at-grade crossings would have taken at least 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the two at-grade crossings, a total of at least two hours blockage of each at-grade crossing.

March 10, Q64210. Blocked Volbrecht Road for 114 minutes. There was a broken drawbar south of Thornton Jct.

March 17, Q64216. Blocked Thornton-Lansing and Volbrecht Road for 719 and 720 minutes, respectively. The train was held for release at Thornton Jct. There was congestion ahead at Barr Yard due to Q16515 ahead on No 2 main refused by the CP. Q64216 had to work off of No 2 main where Q16515 was being held by the CP.

March 21, Q64220. Blocked Thornton-Lansing and Volbrecht Road for 253 and 265 minutes, respectively. The train was required to be recrewed because it did not have sufficient time to make it to Barr Yard. The recrew was called out from Lafayette for 0230. The train was cut at both Thornton-Lansing and Volbrecht Road, in order to minimize additional crossing blockage time.

March 22, Q64122. Blocked Thornton-Lansing and Volbrecht Road for 64 and 63 minutes, respectively. The train was held for release at Thornton Jct. To cut the train for two at-grade crossings would have taken at least 30 minutes for each of the two at-grade crossings and to rebuild the train would have taken at least 30 minutes for each of the two at-grade crossings, a total of at least two hours blockage of each at-grade crossing.

EXHIBIT 5-A
MONTHLY TRAIN LENGTH DATA – MARCH 2018

Average length of trains operating on the Line is 9,630 feet.

Length of the longest train operating on the Line is 15,726 feet.

Length of each train involved in a crossing blockage exceeding 60 minutes.

Date	Train Number	Crossings Blocked	Length of Blockage In Minutes	Length of Train in Feet
03/03	Q64203	THORNTON-LANSING	69	11783
03/03	Q64203	VOLBRECHT	61	11783
03/03	Q64703	119TH	60	8764
03/07	Q64206	THORNTON-LANSING	348	11756
03/07	Q64206	VOLBRECHT	317	11756
03/07	Q64206	159TH	83	11756
03/07	Q64206	VINCENNES	83	11756
03/07	Q64206	155TH	83	11756
03/07	Q64206	HALSTED	83	11756
03/07	Q64206	PARK	83	11756
03/07	Q64206	BROADWAY H	83	11756
03/07	Q64206	CENTER	83	11756
03/07	Q64206	150TH	83	11756
03/07	Q64206	ASHLAND	83	11756
03/07	Q64206	147TH	83	11756
03/07	Q64206	WOOD	83	11756
03/07	Q64206	LINCOLN	83	11756
03/07	Q64206	ROBEY	83	11756
03/08	Q64208	THORNTON-LANSING	79	11723
03/08	Q64208	VOLBRECHT	79	11723
03/10	Q64210	VOLBRECHT	114	8365
03/17	Q64216	THORNTON-LANSING	719	9677
03/17	Q64216	VOLBRECHT	720	9677
03/21	Q64220	THORNTON-LANSING	253	10471
03/21	Q64220	VOLBRECHT	265	10471
03/22	Q64122	VOLBRECHT	64	11530
03/22	Q64122	THORNTON-LANSING	63	11530

Exhibit 5-B
Train Length Data between July 1, 2016 and March 31, 2018

	Date	Train Length Average	Longest	Longest Train ID
2016	July	5,392	13,962	Z79031
	August	5,595	13,295	Z79004
	September	5,677	12,717	Z79008
	October	5,896	14,334	Z79017
	November	5,798	13,991	Z79011
	December	5,794	13,661	Z79030
2017	January	5,830	13,828	Z79020
	February	5,923	13,503	Z79022
	March	5,805	13,385	Z79031
	April	5,822	14,255	Z64329
	May	5,956	14,455	Z79005
	June	5,859	14,171	Z79011
	July	6,159	13,711	Z79015
	August	6,337	14,011	Z63729
	September	6,276	15,843	Q02608
	October	6,568	15,018	Q02507
	November	6,546	14,250	Z63717
	December	6,554	14,311	Q02616
	January	6,373	15,015	
	February	6,518	14,936	Q02613
	March	9,255	15,726	Q02621
2018				