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October 17, 2016

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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
October 17, 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. 3**

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 September 2016 (“Monthly Report No. 3”) 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 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 September 2016 there was no change in either the At-Grade Crossing Information or the Operating Protocols. Unless the Surface Transportation Board (the “Board”) directs otherwise, in this and future reports, CSXT will provide the Board with any changes to the At-Grade Crossing Identification and the Operating Protocols reported in Monthly Report No. 1, rather than reiterating the information included in Monthly Report No. 1.

Grade Crossing Identification.

In September 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 September. There were 16 false activations, one of which lasted less than 10 minutes. The column Duration-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 Duration-Shunted, CSXT has reported the actual time that the gate was down from information provided by the onsite signal maintainer. As CSXT mentioned 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.

Much of the signal equipment on the Elsdon Line is aging. As part of the PTC installation process, CSXT will be replacing the signals on the Elsdon Line to be PTC compliant within the next 18 months. CSXT is also planning a capital program to improve road crossings on the Elsdon Line. 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 September. Exhibit 2 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. A Z train is a train operated by another railroad and in September, the Z trains identified in Exhibit 2-A were all operated by a Canadian National railroad as occurred before CSXT acquired the easement over the Elsdon Line. In this regard, CSXT seeks guidance from the Board as to whether CSXT should continue to include foreign trains that are operating as they did prior to CSXT's acquisition of the easement over the Elsdon Line in the monthly reports.

Exhibit 2-B explains why trains that were stopped and blocking crossings for more than 10 minutes were not cut. 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 that would only lengthen a blockage.

Exhibit 2-C provides a detailed explanation for each delay identified in Exhibit 2-A.

There were **11,639** total train at-grade crossing occurrences on the Elsdon Line in September 2016.

All trains entering the Elsdon Line in September 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 September 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 September 2016, there were no changes to the Operating Protocols. However, in an effort to increase fluidity through the Ashburn Interlocking, CSXT provided to the NS Landers Operator, at CSXT expense, access to CSXT's dispatch network for trains progressing to the Ashburn Interlocking. This access is currently in operation. This has led to a significant reduction in trains blocking crossings for more than 10 minutes as they approach the Ashburn interlocking.

The operating protocols developed by CSXT have begun to deliver results in reducing the number and severity 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.

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

Ms. Cynthia T. Brown
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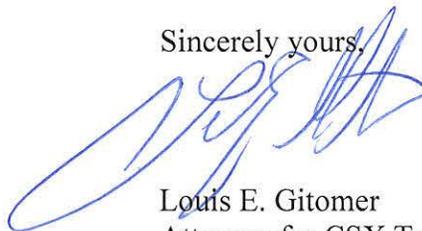
Exhibit 4 – Community Outreach.

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 September, there was no specific outreach concerning the Elsdon Line. In future reports, CSXT will advise the Board of its outreach efforts and the results.

* * *

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

Sincerely yours,

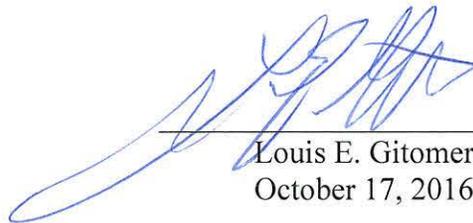


Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosure

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Monthly Report No. 3 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.



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October 17, 2016

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EXHIBIT 1-A
CROSSING ACTIVATION FAILURES

<u>Date</u>	<u>Duration - Shunted</u>	<u>Crossing Affected</u>	<u>Duration-Gate Reported</u>
09/03	90 minutes	170th St.	147 minutes
09/07	75 minutes	Lincoln Ave.	164 minutes
09/07	60 minutes	147th St.	137 minutes
09/08	20 minutes	79th St.	1216 minutes
09/08	20 minutes	Thornton-Lansing	677 minutes
09/11	40 minutes	147th St.	95 minutes
09/12	85 minutes	147th St.	375 minutes
09/15	6 minutes	Broadway St.-BI	6 minutes
09/15	11 minutes	87th St.	50 minutes
09/18	76 minutes	Burnham Ave.	137 minutes
09/18	38 minutes	Lincoln Ave.	60 minutes
09/19	68 minutes	Robey Ave.	83 minutes
09/19	52 minutes	186th St.	52 minutes
09/20	12 minutes	Center Ave.	60 minutes
09/21	32 minutes	79th St.	120 minutes
09/22	13 minutes	127th St.	283 minutes

EXHIBIT 1-B
EXPLANATION OF FALSE ACTIVATIONS

On September 3, 2016, there was a false activation at the at-grade crossing at 170th Street. It was working as intended upon arrival. The signal maintainer performed operational tests and took no exception.

On September 7, 2016, there was a false activation at the at-grade crossing at 147th Street. It was caused by a north side gate that was bent and hanging up. The signal maintainer replaced the base section of gate. Operational checks were performed and the crossing was returned to in service status.

On September 7, 2016, there was a false activation at the at-grade crossing at Lincoln Avenue. It was caused by a gate signal case side stuck down. The signal maintainer repaired or replaced the gate mechanism contacts, cleaned contacts and tightened screws for contact, two test links were replaced. Operational checks were performed and the crossing was returned to in service status.

On September 8, 2016, there was a false activation at the at-grade crossing at 79th Street. It was caused by broken gates laying across both tracks. The signal maintainer repaired or replaced the cantilever/mast and replaced the gates, mast and gate mechanism. Operational checks were performed and the crossing was returned to in service status.

On September 8, 2016, there was a false activation at the at-grade crossing at Thornton-Lansing. It was working as intended upon arrival. The signal maintainer performed operational tests and took no exception.

On September 11, 2016, there was a false activation at the at-grade crossing at 147th Street. It was working as intended upon arrival. The signal maintainer performed operational tests and took no exception.

On September 12, 2016, there was a false activation at the at-grade crossing at 147th Street. It was caused because of a bad CPU card on 2-xp-3 unit at 150th Street. The signal maintainer replaced the CPU. Operational checks were performed and the crossing was returned to in service status.

On September 15, 2016, there was a false activation at the at-grade crossing at Broadway Street - BI. An outside party reported that the crossing was activated with no trains in sight. The crossing was clear when the signal maintainer arrived on site. Operational checks were performed and the crossing was returned to in service status.

On September 15, 2016, there was a false activation at the at-grade crossing at 87th Street. It was working as intended upon arrival. The signal maintainer performed operational tests and took no exception.

On September 18, 2016, there was a false activation at the at-grade crossing at Lincoln Avenue. It was working as intended upon arrival. The signal maintainer performed operational tests and took no exception.

On September 18, 2016, there was a false activation at the at-grade crossing at Burnham Avenue. It was caused because one gate was up and one gate was down with the flashers on. The signal maintainer replaced gate components and replaced the test link on the south gate mechanism. All operational checks were performed and the crossing was returned to in service status.

On September 19, 2016, there was a false activation at the at-grade crossing at 186th Street. It was caused by a problem with the gate lights. The signal maintainer rehung the tip lights. Operational checks were performed and the crossing was returned to in service status.

On September 19, 2016, there was a false activation at the at-grade crossing at Robey Avenue. Crossing was clear when maintainer arrived and no trouble was found with the equipment. The maintainer replaced warning lights on gate.

On September 20, 2016, there was a false activation at the at-grade crossing at Center Avenue. The south gate was not going down because it was getting hung up on the gate mast. In response, the signal maintainer was sent to the crossing and tried to duplicate the incident. The false activation could not be duplicated, operational checks were performed and the crossing was returned to in service status.

On September 21, 2016, there was a false activation at the at-grade crossing at 79th Street. It was caused because the east side gate was broken in the middle and part of it was touching the ground when the gate went down. In response, the signal maintainer replaced the mid-section of the east gate and performed operational checks. The crossing was returned to in service status.

On September 22, 2016, there was a false activation at the at-grade crossing at 127th Street. It was caused by damage to the gate. In response, the signal maintainer replaced the gate arm east of the crossing and performed operational checks. The crossing was returned to in service status.

EXHIBIT 2
SUMMARY FOR EACH CROSSING – SEPTEMBER 2016

Milepost	Crossing > 10 Minutes	Blockages	Total Time (in Minutes)	Average (in Minutes)
DG 31.39	Wentworth	1	40	40
DG 29.72	Burnham	1	76	76
DG 29.42	186th	7	168	24
DG 28.57	Torrence	6	156	26
DG 28.33	182nd	0	0	0
DG 27.74	Thornton	6	415	69
DG 27.41	Volbrecht	9	655	73
DG 25.77	170th	1	90	90
DG 25.44	S Park Ave	1	14	14
DG 24.32	162nd	15	316	21
DG 23.77	Vincennes	13	179	14
DG 23.47	155th St	7	142	20
DG 23.41	Halsted	6	129	22
DG 23.05	Park	3	45	15
DG 22.85	Broadway – H	0	0	0
DG 22.73	Center	2	29	15
DG 22.53	150th St.	0	0	0
DG 22.18	Ashland Ave	1	105	105
DG 21.94	147th St	4	290	73
DG 21.91	Wood St	1	105	105
DG 21.76	Lincoln Ave	4	265	66
DG 21.60	Robey	2	115	58
DG 20.86	Western Ave	3	125	42
DG 19.56	Broadway - BI	2	34	17
DG 18.93	Union St	0	0	0
DG 18.65	127th	1	13	13
DG 18.13	123rd St.	15	271	18
DG 17.62	119th St.	9	164	18
DG 17.12	115th St.	3	44	15
DG 16.62	111th St.	4	78	19
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 St./Kedzie	2	23	12
DG 13.95	91st St.	2	46	23
DG 13.41	87th St.	6	89	15
DG 12.98	83rd St	4	56	14
DG 12.86	Columbus Ave	11	140	13
DG 12.41	79th St	2	52	26
DG 11.28	71 st St.	0	0	0
DG 9.28	55 th St.	0	0	0

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

SEE ATTACHED SPREADSHEET

AT GRADE CROSSINGS BLOCKED FOR MORE THAN 10 MINUTES

Aug-16

Date	Time of Day	Train ID	Crossing	North/South Island Blue	Duration of Blockage	Stopped or Slow Moving	Cause	Was Train Cut?	If Train not Cut explanation why?
9/1/2016	15:51	Q64201	186th St.	South	15 minutes 12 seconds	Slow Moving	Approaching Thornton Junction signal	N/A	
9/1/2016	15:55		Torrence Ave	South	13 minutes 43 seconds	Slow Moving			
9/1/2016	16:10		Volbrecht Rd.	South	2 Hours 18 minutes	Stopped	Held for capacity, clear Monon Sub for Amtrak	Yes	
9/1/2016	16:10		Thornton-Lansing	South	2 Hours 18 minutes	Stopped			
9/3/2016	2:55	Y13002	Columbus Ave	North	10 minutes 14 seconds	Slow Moving	Entering BRC Yard at Restricted speed	N/A	
9/3/2016	17:43	Q02703	119th St.	North	10 minutes 41 seconds	Slow Moving	Approaching Blue Island Junction signal	N/A	
9/3/2016	17:43		123rd St.	North	11 minutes 25 seconds				
9/3/2016	16:28	Z63703	Vincennes Rd.	South	13 minutes 55 seconds	Slow Moving	Entering Markham Yard at Restricted speed	N/A	
9/3/2016	16:28		162nd St.	South	13 minutes 55 seconds				
9/3/2016	16:28		S. Park Ave	South	13 minutes 55 seconds				
9/4/2016	2:41	L02504	Columbus Ave	North	10 minutes 33 seconds	Slow Moving	Train speed over connection track, 15 mph	N/A	
9/4/2016	7:45	Q59704	115th St.	North	15 minutes 28 seconds	Stopped	Held at Thornton Junction for switch failure on UP Villa Grove	No	Additional 180 minute delay
9/4/2016	7:47		119th St.	North	18 minutes				
9/4/2016	7:47		123rd St.	North	29 minutes 56 seconds				
9/4/2016	18:20	Q64704	123rd St.	North	14 minutes 19 seconds	Slow Moving	Train Speed approaching Blue Island Junction signal	N/A	
9/4/2016	15:41	Z79004	Volbrecht Rd.	South	45 minutes 44 seconds	Stopped	Held at Thornton Junction for switch failure on UP Villa Grove	No	Additional 120 minute delay
9/4/2016	15:41		Thornton-Lansing	South	45 minutes 44 seconds				
9/6/2016	6:47	Q12403	Western Ave	South	28 minutes 33 seconds	Stopped	Cross traffic at Blue Island Junction	No	Additional 60 minute delay
9/6/2016	10:32	Y12306	162nd St.	South	11 minutes	Slow Moving	Approaching CN Junction	N/A	
9/7/2016	16:20	Q64207	Center Ave	South	17 minutes 12 seconds	Slow Moving	CN Junction switch/track issues	N/A	
9/7/2016	16:20		Broadway Ave	South	17 minutes 12 seconds				
9/7/2016	16:20		Park Ave	South	17 minutes 12 seconds				
9/7/2016	16:20		Halsted St.	South	17 minutes 12 seconds				
9/7/2016	16:20		155th St.	South	17 minutes 12 seconds				
9/7/2016	16:20		Vincennes Rd.	South	17 minutes 12 seconds				
9/7/2016	16:20		162nd St.	South	17 minutes 12 seconds				
9/8/2016	7:10	Q59708	119th St.	North	31 minutes 16 seconds	Stopped	IHB cross traffic at Blue Island Junction	No	Additional 120 minute delay
9/8/2016	7:10		123rd St.	North	43 minutes 14 seconds				
9/8/2016	19:30	Q64308	162nd St.	South	21 minutes	Slow Moving	Train speed off of Chicago Heights branch onto Elsdon Subdivision	N/A	
9/8/2016	19:30		Vincennes Rd.	South	21 minutes				
9/8/2016	19:30		155th St.	South	21 minutes				
9/8/2016	19:30		Halsted St.	South	21 minutes				
9/10/2016	17:31	Q02710	123rd St.	North	10 minutes, 23 seconds	Slow Moving	Approaching signal at Blue Island Junction	N/A	
9/10/2016	16:03	Z79010	186th St.	South	11 minutes 14 seconds	Slow Moving	Approaching Thornton Junction signal	N/A	
9/10/2016	16:03		Torrence Ave	South	11 minutes 8 seconds				
9/10/2016	4:48	Z74309	Volbrecht Rd.	South	1 hour 2 minutes	Stopped and slow moving	Holding for Makham Yard, conductor ling switches into yard	No	Additional 60 minute delay
9/11/2016	17:59	Q64311	162nd St.	South	32 minutes	Stopped	Union Pacific making FRA required repairs to the north south linnr through Thornton Jct	No	Additional 60 minute delay
9/11/2016	2:28	L02511	Columbus Ave	North	14 minutes	Slow Moving	Train speed off the connection track at Hayford Junction	N/A	
9/11/2016	2:12	Y13010	111th St.	North	10 minutes 5 seconds	Slow Moving	Approaching Ashburn Junction signal	N/A	
9/12/2016	4:21	Z74311	Thornton-Lansing	South	2 hours 32 minutes	Stopped and Slow moving	CN train held out of Markham Yard	No	Additional 120 minute delay
9/12/2016	4:21		Volbrecht Rd.	South	2 hours 32 minutes		Conductor lining switches into Markham Yard		
9/13/2016	11:26	Z74213	123rd St.	North	10 minutes 30 seconds	Slow Moving	Train Speed approaching Blue Island Junction signal	N/A	
9/13/2016	19:40	Q64313	162nd St.	South	11 minutes	Slow Moving	Train speed approaching Thornton Junction signal	N/A	
9/13/2016	19:40		Vincennes Rd.	South	11 minutes				
9/13/2016	19:40		155th St.	South	11 minutes				
9/13/2016	19:40		Halsted St.	South	11 minutes				
9/13/2016	19:40		Park Ave	South	11 minutes				
9/14/2016	8:05	Q59714	Western Ave	South	55 minutes	Stopped	Cross traffic at CN Junction	No	Additional 60 minute delay
9/15/2016	17:26	Q64315	186th St.	South	11 minutes 20 seconds	Slow Moving	Approaching Monon Subdivision connection	N/A	
9/15/2016	17:30		Torrence Ave	South	14 minutes 23 seconds				
9/15/2016	16:50		Halsted St.	South	23 minutes	Stopped	Thornton Junction cross traffic	No	Additional 240 minute delay
9/15/2016	16:50		155th St.	South	23 minutes				
9/15/2016	16:50		Vincennes Rd.	South	23 minutes				
9/15/2016	16:50		162nd St.	South	23 minutes				
9/15/2016	17:39	Q64215	Volbrecht Rd.	South	41 minutes	Stopped	Train meet over Chicago Heights Branch	No	Additional 120 minute delay
9/15/2016	17:39		Thornton-Lansing	South	41 minutes				
9/15/2016	10:22	Z74215	162nd St.	South	24 minutes 57 seconds	Stopped	Train signalled out of Markham Yard, conductor getting lineup	No	Additional 60 minute delay
9/16/2016	2:47	Q02516	Columbus Ave	North	17 minutes 51 seconds	Slow Moving	Track speed departing BRC over 15mph connection track	N/A	
9/16/2016	2:35	Y13015	94th St./Kedzie	North	10 minutes 47 seconds	Slow Moving	Train speed approaching Hayford Diamond signal	N/A	
9/16/2016	2:35		95th St.	North	10 minutes 47 seconds				
9/17/2016	0:36	Y13016	Columbus Ave	North	14 minutes 5 seconds	Slow Moving	Track speed entering BRC Yard	N/A	
9/17/2016	0:32		87th St.	North	10 minutes 3 seconds	Stopped	Due to build up on tread	No	Additional 120 minute delay
9/17/2016	0:34		83rd St.	North	12 minutes 4 seconds				
9/17/2016	19:17	Q64317	162nd St.	South	21 minutes	Stopped	Blocked at Thornton Jct due to UP cross traffic	No	Additional 120 minute delay
9/17/2016	19:17		Vincennes Rd.	South	21 minutes				
9/17/2016	13:17	Z78917	162nd St.	South	32 minutes 49 seconds	Stopped and slow moving	Train signalled out of Markham Yard, conductor getting lineup	No	Additional 60 minute delay

9/18/2016	7:46	Q59718	Columbus Ave	North	11 minutes 25 seconds	Slow Moving	Track speed departing BRC over 15mph connection track	N/A	
9/18/2016	7:49		87th St.	North	10 minutes 16 seconds				
9/18/2016	7:48		83rd St.	North	10 minutes 46 seconds				
9/18/2016	11:31	Q16117	Columbus Ave	North	12 minutes 10 seconds	Slow Moving	Entering BRC Yard at Restricted speed	N/A	
9/18/2016	11:08		87th St.	North	29 minutes 51 seconds				
9/18/2016	11:20		83rd St.	North	21 minutes 1 second				
9/18/2016	11:05		91st St.	North	29 minutes 37 seconds				
9/18/2016	11:01		94th St./Kedzie	North	12 minutes 16 seconds				
9/18/2016	11:01		95th St.	North	12 minutes 16 seconds				
9/18/2016	18:40	Q00418	Columbus Ave	North	12 minutes 33 seconds	Slow Moving	Derailment on Barr Subdivision-single tracking trains	N/A	
9/18/2016	18:43		87th St.	North	10 minutes 47 seconds				
9/18/2016	18:42		83rd St.	North	11 minutes 40 seconds				
9/18/2016	18:53		111th St.	North	12 minutes 30 seconds				
9/18/2016	18:56		115th St.	North	13 minutes 2 seconds				
9/18/2016	18:57		119th St.	North	13 minutes 37 seconds				
9/18/2016	18:59		123rd St.	North	12 minutes 7 seconds				
9/18/2016	21:26	K50017	162nd St.	South	19 minutes 8 seconds	Stopped	Stopped for cross traffic at Thornton Junction		
9/19/2016	15:31	Y15119	Columbus Ave	North	11 minutes 4 seconds	Slow Moving	Train speed over the connection track	N/A	
9/19/2016	20:31	Q64719	119th St.	North	11 minutes 54 seconds	Slow Moving	Train Speed approaching Blue Island Junction signal	N/A	
9/19/2016	20:32		123rd St.	North	12 minutes 29 seconds				
9/20/2016	12:17	Y12320	162nd St.	South	13 minutes	Stopped	Cross traffic at Thornton Junction	No	Additional 180 minute delay
9/20/2016	12:17		Vincennes Rd.	South	13 minutes				
9/20/2016	12:17		155th St.	South	13 minutes				
9/20/2016	14:56	Q59720	119th St.	North	37 minutes 16 seconds	Stopped	Cross traffic at Blue Island Junction	No	Additional 120 minute delay
9/20/2016	14:55		123rd St.	North	38 minutes 20 seconds				
9/20/2016	3:18	Y13019	Columbus Ave	North	12 minutes 40 seconds	Slow Moving	Track speed entering BRC yard	N/A	
9/21/2016	17:36	Q64221	Volbrecht Rd.	South	18 minutes	Slow Moving	Train speed approaching Thornton Junction signal	N/A	
9/21/2016	17:36		Thornton-Lansing	South	18 minutes				
9/21/2016	2:25	Q02521	Western Ave	South	41 minutes 6 seconds	Stopped	Cross traffic at CN Junction	No	Additional 60 minute delay
9/21/2016	13:52	Z73721	Ashland Ave	South	1 Hour 45 minutes	Stopped and slow moving	CN conductor lining switches for train movement into CN Markham Yard	No	Additional 240 minute delay
9/21/2016	13:52		147th St	South	1 Hour 45 minutes				
9/21/2016	13:52		Wood St	South	1 Hour 45 minutes				
9/21/2016	13:52		Lincoln Ave	South	1 Hour 45 minutes				
9/21/2016	17:26	Q64221	186th St.	South	12 minutes 48 seconds	Slow Moving	Track speed off the Monon connection track	N/A	
9/21/2016	17:26		Torrence Ave	South	12 minutes 48 seconds				
9/22/2016	16:28	Y12022	111th St.	North	24 minutes 10 seconds	Stopped	NS Landers dropped the signal while train moving north	No	Additional 60 minute delay
9/22/2016	17:56	Q02722	123rd St.	North	11 minutes 4 seconds	Stopped	Cross Traffic at Thornton Junction	No	Additional 60 minute delay
9/22/2016	20:01	Q64322	186th St.	South	53 minutes 46 seconds	Stopped	Train meet on the Monon Subdivision	No	Additional 180 minute delay
9/22/2016	19:58		Torrence Ave	South	53 minutes 17 seconds				
9/22/2016	20:10		Wentworth Ave	South	40 minutes				
9/22/2016	3:43	Z75522	Volbrecht Rd.	South	20 minutes 21 seconds	Stopped	UP cross traffic at Thornton Junction	No	Additional 60 minute delay
9/23/2016	12:30	Z74223	119th St.	North	10 minutes 52 seconds	Slow Moving	Train Speed approaching Blue Island Junction signal	N/A	
9/23/2016	12:30		123rd St.	North	12 minutes 49 seconds				
9/23/2016	3:42	Q64222	Volbrecht Rd.	South	1 hour 10 minutes	Stopped	UP cross traffic at Thornton Junction	No	Additional 60 minute delay
9/24/2016	4:35	Y31023	87th St.	North	16 minutes 39 seconds	Slow Moving	Restricted speed entering BRC Yard	N/A	
9/24/2016	4:32		91st St.	North	16 minutes 46 seconds				
9/24/2016	5:58	Z74323	Volbrecht Rd.	South	1 hour 48 minutes	Stopped and slow moving	Stopped for route into Markham, conductor lining switches into yard	No	Additional 60 minute delay
9/25/2016	8:06	Q59725	123rd St.	North	20 minutes 55 seconds	Stopped	Cross traffic at Blue Island Junction	No	Additional 60 minute delay
9/25/2016	14:12	Z74225	123rd St.	North	11 minutes 39 seconds	Slow Moving	Train speed through Blue Island Junction	N/A	
9/26/2016	0:10	Y13025	Columbus Ave	North	11 minutes 26 seconds	Slow Moving	Restricted speed entering BRC Yard	N/A	
9/26/2016	7:19	Q59726	115th St.	North	15 minutes 33 seconds	Slow Moving	Train Speed approaching Blue Island Junction signal	N/A	
9/26/2016	7:22		119th St.	North	16 minutes 21 seconds				
9/26/2016	7:22		123rd St.	North	17 minutes 2 seconds				
9/27/2016	0:40	Q64226	111th St.	North	31 minutes 1 second	Stopped	Re-Routed train stopped by Landers for METRA traffic	No	Additional 60 minute delay
9/27/2016	11:07	Z74227	Robey St.	South	46 minutes 57 seconds	Stopped and slow moving	CN conductor lining switches into Markham Yard	No	Additional 120 minute delay
9/27/2016	11:07		Lincoln Ave	South	46 minutes 57 seconds				
9/27/2016	11:23	Y12327	162nd St.	South	19 minutes	Stopped	Held at Thornton Junction for a signal on to the CN	No	Additional 60 minute delay
9/28/2016	17:54	Q64228	186th St.	South	11 minutes 8 seconds	Slow Moving	Speed through Monon connection track	N/A	
9/28/2016	17:58		Torrence Ave	South	10 minutes 30 seconds				
9/29/2016	18:44	Q64729	119th St.	North	14 minutes	Slow Moving	Train Speed approaching Blue Island Junction signal	N/A	
9/29/2016	18:44		123rd St.	North	14 minutes 27 seconds				
9/29/2016	20:57	Q64329	162nd St.	South	17 minutes	Stopped	Cross traffic at Thornton Junction	No	Additional 360 minute delay
9/29/2016	20:57		Vincennes Rd.	South	17 minutes				
9/29/2016	20:57		155th St.	South	17 minutes				
9/29/2016	20:57		Halsted St.	South	17 minutes				
9/29/2016	20:57		Park Ave	South	17 minutes				
9/29/2016	20:57		Broadway Ave	South	17 minutes				
9/30/2016	19:24	Q64330	162nd St.	South	40 minutes	Stopped	Cross traffic at Thornton Junction	No	Additional 240 minute delay
9/30/2016	19:24		Vincennes Rd.	South	40 minutes				
9/30/2016	19:24		155th St.	South	40 minutes				
9/30/2016	19:24		Halsted St.	South	40 minutes				

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.

September 4, 2016, Q59704. Blocked 115th Street, 119th Street, and 123rd Street for 15, 18, and 30 minutes,² 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.

September 4, 2016, Z79004. Blocked Volbrecht Road and Thornton-Lansing for 46 and 46 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.

September 6, 2016, Q12403. Blocked Western Avenue for 29 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

September 8, 2016, Q59708. Blocked 119th Street and 123rd Street 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.

September 10, 2016, Z74309. Blocked Volbrecht Road for 62 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the one at-grade crossing and to

² Minutes are rounded to whole minutes.

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. The train was stopped because of the need to throw manual switches in CN's Markham Yard.

September 11, 2016, Q64311. Blocked 162nd Street for 32 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.

September 12, 2016, Z74311. Blocked Thornton-Lansing and Volbrecht Road for 152 and 152 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 stopped because of the need to throw manual switches in CN's Markham Yard.

September 14, 2016, Q59714. Blocked Western Avenue for 55 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.

September 15, 2016, Q64315. Blocked Halsted Street, 155th Street, Vincennes Road, and 162nd Street for 23, 23, 23, and 23 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.

September 15, 2016, Q64215. Blocked Volbrecht Road and Thornton-Lansing for 41 and 41 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.

September 15, 2016, Z74215. Blocked 162nd 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. The train was stopped because of the need to throw manual switches in CN's Markham Yard.

September 17, 2016, Y13016. Blocked 87th Street and 83rd Street for 11 and 11 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the 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 the at-grade crossings, in addition to the initial 10 minutes.

September 17, 2016, Q64317. Blocked 162nd Street and Vincennes Road for 21 and 21 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the 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 the at-grade crossings, in addition to the initial 10 minutes.

September 18, 2016, K50017. Blocked 162nd Street for 19 minutes. To cut the train for one at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the

train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 20, 2016, Y12320. Blocked 162nd Street, Vincennes Road, and 155th Street for 13, 13, and 13 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.

September 20, 2016, Q59720. Blocked 119th Street and 123rd Street for 37 and 38 minutes, respectively. To cut the train for two at-grade crossings would have taken 30 minutes for each of the 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 the at-grade crossings, in addition to the initial 10 minutes.

September 21, 2016, Q02521. Blocked Western Avenue for 41 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 21, 2016, Z73721. Blocked Ashland Avenue, 147th Street, Wood Street, and Lincoln Avenue for 105, 105, 105, and 105 minutes, respectively. To cut the train for four at-grade crossings would have taken 30 minutes for each of the 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 the at-grade crossings, in addition to the initial 10 minutes. The train was stopped because of the need to throw manual switches in CN's Markham Yard.

September 22, 2016, Y12022. Blocked 111th Street for 24 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 22, 2016, Q02722. Blocked 123rd Street for 11 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 22, 2016, Q64322. Blocked 186th Street, Torrence Avenue, and Wentworth Avenue for 54, 53, and 40 minutes, respectively. To cut the train for the 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 at-grade crossings, a total of three hours blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 22, 2016, Z75522. Blocked Volbrecht Road for 20 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 23, 2016, Q64222. Blocked Volbrecht Road for 70 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 24, 2016, Z74323. Blocked Volbrecht Road for 108 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes. The CN train was stopped because of the need to throw manual switches in CN's Markham Yard.

September 25, 2016, Q59725. Blocked 123rd Street for 21 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 27, 2016, Q64226. Blocked 111th Street for 31 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 27, 2016, Y12327. Blocked 162nd Street for 19 minutes. To cut the train for the at-grade crossing would have taken 30 minutes for the at-grade crossing and to rebuild the train would have taken 30 minutes for the at-grade crossing, a total of one hour blockage of the at-grade crossing, in addition to the initial 10 minutes.

September 29, 2016, Q64329. Blocked 162nd Street, Vincennes Road, 155th Street, Halsted Street, Park Avenue, and Broadway for 17, 17, 17, 17, 17, and 17 minutes, respectfully. To cut the train for six at-grade crossings would have taken 30 minutes for each of the six at-grade crossings and to rebuild the train would have taken 30 minutes for each of the six at-grade

crossings, a total of six hours blockage of the at-grade crossings, in addition to the initial 10 minutes.

September 30, 2016, Q64330. Blocked 162nd Street, Vincennes Road, 155th Street, and Halsted Street for 40, 40, 40, and 40 minutes, respectfully. 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 the at-grade crossings, in addition to the initial 10 minutes.

EXHIBIT 2-C EXPANDED DISCUSSION OF DELAYS

Exhibit 2-A provides a summary cause for train delays. Below is a more detailed explanation for certain of the delays.

Thornton Junction. Thornton Junction is an at-grade crossing of the east-west Elsdon Line and the north-south Villa Grove line of the Union Pacific Railroad Company (“UP”). The crossing is controlled by an automatic signal. Neither CSXT nor UP controls Thornton Junction. It is a first come-first serve crossing. The first train to activate the signal receives clearance to pass through Thornton Junction and the other railroad’s train that would cross Thornton Junction receives a stop signal until the first train clears the crossing. CSXT can see the traffic on the Elsdon Line, but does not have access to the traffic on the Villa Grove line heading to Thornton Junction. CSXT trains on the Elsdon Line are delayed because UP trains from the Villa Grove line activate the Thornton Junction signal first.

Monon Subdivision. The Monon Subdivision, a single-track line, is owned and operated by CSXT. The Monon Subdivision ends at Munster on the Elsdon Line. Amtrak also operates on the Monon Subdivision. CSXT must keep the Monon Subdivision clear due to Amtrak’s priority. To keep the Monon Subdivision clear, it must hold trains on the Elsdon Line if the Amtrak train is approaching Munster or move trains from the Monon Subdivision to the Elsdon Line, which is the northern end of the Monon Subdivision.

Entering or Exiting Yards. The speed of a train moving through a yard is limited so that trains within yard limits must be able to stop within one half of the range of vision, but not to exceed 20 miles per hour. 49 CFR 218.35(b)(2). A train is considered within yard limits when the head of the train enters the yard. Therefore, a train leaving the Elsdon Line to enter a yard must slow down while on the Elsdon Line, which often leaves the part of the train behind

the locomotive blocking the Elsdon Line because of the reduced speed of the train. A train entering the Elsdon Line from a yard must leave the yard at an appropriate speed and then accelerate after it has entered the Elsdon Line.

The Canadian National (“CN”) trains that use the Elsdon Line enter Markham Yard. Although there is a power switch for the CN train to exit the Elsdon Line, entry to Markham Yard is controlled by hand thrown switches. CSXT believes that there are six switches that must be hand-thrown before a CN train leaving the Elsdon Line can enter Markham Yard. Once a CN locomotive leaves the Elsdon Line, the train must stop and the conductor must step down from the train and walk to each hand thrown switch and properly align it for the train. The conductor then walks back to the train which has stopped.