



Revised March, 2015



Highway-Rail Grade Crossing Safety & Enforcement Manual

(Updated 2015)

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Operation Lifesaver and the purpose of this guide is an active continuing public education program designed to reduce the number crashes, deaths, and injuries at highway-rail grade crossings and on railroad rights-of-way. The three areas of concentration are education, engineering, and enforcement. To meet its lifesaving goals, the program strives to increase public awareness of the highway-rail crossing environment and improve driver and pedestrian behavior at these intersections by encouraging compliance with the traffic laws relating to crossing signs and signals.

This booklet seeks to assist law enforcement officers and other first responders to safely investigate those crashes when they do occur.

Additional copies are available free of charge by writing the Illinois Commerce Commission, Rail Safety Section, 527 East Capitol Avenue, Springfield, Illinois 62701, or by calling 217/782-7660 or visit the OLI website www.oli.org.



**ILLINOIS RAILROAD STATUTES
(OFFENSE CODE)**

Vehicle Crossing Violations

Disobeyed Signal Indicating Approach of Train

625 ILCS 5/11-1201 (cite proper paragraph)
(Includes driving through, under, around gates while being opened or closed, yielding to trains) **PG 5**

Do Not Stop On Tracks Violation

625 ILCS 5/11-1425 (cite proper paragraph) **PG 9**

Improper Passing near Railroad Crossing

625 ILCS 5/11-706 (a2)
(Within 100 Ft. Of Grade Crossing)

Failed To Stop At R.R. Crossing-Special Vehicles **PG 7**

625 ILCS 5/11-1202 (cite proper paragraph) (2nd division vehicle with passengers for hire or School Bus or Hazardous Materials/Placarded Vehicles)

Moving Heavy Equipment over R.R. Crossing

625 ILCS 5/11-1203 **PG 8**

SOS/CDL Disqualifications For R.R. Violations

See 625 ILCS 5/6-514 (j)

Reckless Driving/Uses Crossing as a Ramp

625 ILCS 5/11-503(a2)(Class A misdemeanor)

Pedestrian Crossing Violation

Pedestrian Violating Crossing Gates **PG 10**

625 ILCS 5/11-1011 (b)

Pedestrian Violating Warning Devices **PG 10**

625 ILCS 5/11-1011 (c)

Trespass On Railroad Property

Trespass On Railroad R.O.W. Or Yard **PG 10**

625 ILCS 5/18C-7503

Malicious Removal Or Damage To R.R. Property

625 ILCS 5/18C-7502
(Includes throwing or shooting at train)

Parking Violations

Improper Parking Near Railroad Property **PG 4**

625 ILCS 5/11-1303 (3a)

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State Statutes Pertaining to Highway-Rail Grade Crossings

(625 ILCS 5/11-1011) (from Ch. 95 1/2, par. 11-1011)

Sec. 11-1011. Bridge and railroad signals.

(a) No pedestrian shall enter or remain upon any bridge or approach thereto beyond the bridge signal, gate, or barrier after a bridge operation signal indication has been given.

(b) No pedestrian shall pass through, around, over, or under any crossing gate or barrier at a railroad grade crossing or bridge while such gate or barrier is closed or is being opened or closed.

(c) No pedestrian shall enter, remain upon or traverse over a railroad grade crossing or pedestrian walkway crossing a railroad track when an audible bell or clearly visible electric or mechanical signal device is operational giving warning of the presence, approach, passage, or departure of a railroad train or railroad track equipment.

(d) A violation of any part of this Section is a petty offense for which a \$250 fine shall be imposed for a first violation, and a \$500 fine shall be imposed for a second or subsequent violation. The court may impose 25 hours of community service in place of the \$250 fine for a first violation.

(e) Local authorities shall impose fines as established in subsection (d) for pedestrians who fail to obey signals indicating the presence, approach, passage, or departure of a train or railroad track equipment.

(625 ILCS 5/11-1303) (from Ch. 95 1/2, par. 11-1303)

Sec. 11-1303. Stopping, standing or parking prohibited in specified places.

(a) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic-control device, no person shall:

1. Stop, stand or park a vehicle:

(h.) On any railroad tracks. A violation of any part of this subparagraph h. shall result in a mandatory fine of \$500 or 50 hours of community service.

(625 ILCS 5/11-1201) (from Ch. 95 1/2, par. 11-1201)

Sec. 11-1201. Obedience to signal indicating approach of train or railroad track equipment.

(a) Whenever any person driving a vehicle approaches a railroad grade crossing where the driver is not always required to stop, the person must exercise due care and caution as the existence of a railroad track across a highway is a warning of danger, and under any of the circumstances stated in this Section, the driver shall stop within 50 feet but not less than 15 feet from the nearest rail of the railroad and shall not proceed until the tracks are clear and he or she can do so safely. The foregoing requirements shall apply when:

1. A clearly visible electric or mechanical signal device gives warning of the immediate approach of a railroad train or railroad track equipment;

2. A crossing gate is lowered or a human flagman gives or continues to give a signal of the approach or passage of a railroad train or railroad track equipment;



3. A railroad train or railroad track equipment approaching a highway crossing emits a warning signal and such railroad train or railroad track equipment, by reason of its speed or nearness to such crossing, is an immediate hazard;

4. An approaching railroad train or railroad track equipment is plainly visible and is in hazardous proximity to such crossing;

5. A railroad train or railroad track equipment is approaching so closely that an immediate hazard is created.

(a-5) Whenever a person driving a vehicle approaches a railroad grade crossing where the driver is not always required to stop but must slow down, the person must exercise due care and caution as the existence of a railroad track across a highway is a warning of danger, and under any of the circumstances stated in this Section, the driver shall slow down within 50 feet but not less than 15

feet from the nearest rail of the railroad and shall not proceed until he or she checks that the tracks are clear of an approaching train or railroad track equipment.

(b) No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed.

(c) The Department, and local authorities with the approval of the Department, are hereby authorized to designate particularly dangerous highway grade crossings of railroads and to erect stop signs thereat. When such stop signs are erected the driver of any vehicle shall stop within 50 feet but not less than 15 feet from the nearest rail of such railroad and shall proceed only upon exercising due care.



(d) At any railroad grade crossing provided with railroad cross buck signs, without automatic, electric, or mechanical signal devices, crossing gates, or a human flagman giving a signal of the approach or passage of a train or railroad track equipment, the driver of a vehicle shall in obedience to the railroad cross buck sign, yield the right-of-way and slow down to a speed reasonable for the existing conditions and shall stop, if required for safety, at a clearly marked stopped line, or if no stop line, within 50 feet but not less than 15 feet from the nearest rail of the railroad and shall not proceed until he or she can do so safely. If a driver is involved in a collision at a railroad crossing or interferes with the movement of a train or railroad track equipment after driving past the railroad cross buck sign, the collision or interference is prima facie evidence of the driver's failure to yield right-of-way.

(d-1) No person shall, while driving a commercial motor vehicle, fail to negotiate a railroad-highway grade railroad crossing because of insufficient undercarriage clearance.

(d-5) (Blank).

(e) It is unlawful to violate any part of this Section.

(1) A violation of this Section is a petty offense for which a fine of \$250 shall be imposed for a first violation, and a fine of \$500 shall be imposed for a second or subsequent violation. The court may impose 25 hours of community service in place of the \$250 fine for the first violation.

(2) For a second or subsequent violation, the Secretary of State may suspend the driving privileges of the offender for a minimum of 6 months.

(f) Corporate authorities of municipal corporations regulating operators of vehicles that fail to obey signals indicating the presence, approach, passage, or departure of a train or railroad track equipment shall impose fines as established in subsection (e) of this Section.

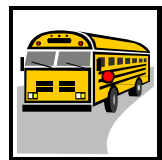
(625 ILCS 5/11-1202) (from Ch. 95 1/2, par. 11-1202)

Sec. 11-1202. Certain vehicles must stop at all railroad grade crossings.

(a) The driver of any of the following vehicles shall, before crossing a railroad track or tracks at grade, stop such vehicle within 50 feet but not less than 15 feet from the nearest rail and, while so stopped, shall listen and look for the approach of a train or railroad track equipment and shall not proceed until such movement can be made with safety:

1. Any second division vehicle carrying passengers for hire;

2. Any bus that meets all of the special requirements for school buses in Sections 12-801, 12-803, and 12-805 of this Code. The driver of the bus, in addition to complying with all other applicable requirements of this subsection (a), must also (i) turn off all noise producing accessories, including heater blowers, defroster fans, auxiliary fans, and radios, and (ii) open the service door and driver's window, before crossing a railroad track or tracks;



3. Any other vehicle which is required by Federal or State law to be placarded when carrying as a cargo or part of a cargo hazardous material as defined in the "Illinois Hazardous Materials Transportation Act" [430 ILCS 30/1 et seq.]. After stopping as required in this Section, the driver shall proceed only in a gear not requiring a change of gears during the crossing, and the driver shall not shift gears while crossing the track or tracks.

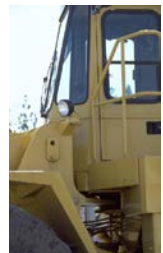
(b) This Section shall not apply:

1. At any railroad grade crossing where traffic is controlled by a police officer or flag person;
2. At any railroad grade crossing controlled by a functioning traffic-control signal transmitting a green indication which, under law, permits the vehicle to proceed across the railroad tracks without slowing or stopping, except that subsection (a) shall apply to any school bus;
3. At any streetcar grade crossing within a business or residence district; or
4. At any abandoned, industrial or spur track railroad grade crossing designated as exempt by the Illinois Commerce Commission and marked with an official sign as authorized in the State Manual on Uniform Traffic Control Devices for Streets and Highways.

(625 ILCS 5/11-1203) (from Ch. 95 1/2, par. 11-1203)

Sec. 11-1203. Moving heavy equipment at railroad grade crossing.

(a) No person shall operate or move any crawler-type tractor, power shovel, derrick, roller, or any equipment or structure having a normal operating speed of 10 or less miles per hour, or, for such equipment with 18 feet or less distance between two adjacent axles, having a vertical body or load clearance of less than 9 inches above a level surface, or, for such equipment with more than 18 feet between two adjacent axles, having a vertical body or load clearance of less than 1/2 inch per foot of distance between such adjacent axles above a level surface upon or across any tracks at a railroad grade crossing without first complying with this Section.



(b) Notice of any such intended crossing shall be given to a superintendent of such railroad and a reasonable time be given to such railroad to provide proper protection at such crossing.

(c) Before making any such crossing the person operating or moving any such vehicle or equipment shall first stop the same not less than 15 feet nor more than 50 feet from the nearest rail of such railway and while so stopped shall listen and look in both directions along such track for any approaching train or railroad track equipment and for signals indicating the approach of a train or railroad track equipment, and shall not proceed until the crossing can be made safely.

(d) No such crossing shall be made when warning is given by automatic signal or crossing gates or a flagman or otherwise of the immediate approach of a railroad train, railroad track equipment, or car.

(625 ILCS 5/11-1425) (from Ch. 95 1/2, par. 11-1425)

Sec. 11-1425. Stop when traffic obstructed.

(b) No driver shall enter a highway rail grade crossing unless there is sufficient space on the other side of the highway rail grade crossing to accommodate the vehicle being operated without obstructing the passage of a train or other railroad equipment using the rails, notwithstanding any traffic-control signal indication to proceed.

Helpful Resources

Federal Railroad Administration

Office of Public Affairs
(202) 493-6024 www.fra.dot.gov

Operation Lifesaver, Inc.

National Support Center
(800) 537-6224 www.oli.org

Federal Highway Administration

Office of Public Affairs
(202) 366-0660 www.fhwa.dot.gov

Federal Transit Administration

Office of Safety and Security
(202) 366-2896 www.fta.dot.gov

National Highway Traffic Safety Administration

Office of Public Affairs
(202) 366-9550 www.nhtsa.gov

National Transportation Safety Board

Central Regional Office
(630) 377-8177 www.nts.gov

American Trucking Associations

Safety Police Department
(730) 838-1847 www.truckline.com

Laws Pertaining To Trespassing On/Or Along Railroad Property and Pedestrians



Trespassing is the leading cause of death by trains in Illinois. Anyone crossing railroad tracks at a place other than an authorized public grade crossing or designated crosswalk are subject to the below trespass laws. Additionally, persons walking on or along railroad rights-of-way would be considered trespassing.

The law in Illinois states that it's illegal to "fail to obey signals indicating the presence, approach, passage or departure of a train" either as a driver of a vehicle or as a pedestrian.

Pedestrians Violating Active Warning Devices

No pedestrian shall pass through, around, over, or under any crossing gate or barrier at a railroad grade crossing or bridge while such gate or barrier is closed or is being opened or closed. (ILCS 5/11 1011 (b) Penalty: \$250 fine and/or 25 hours of community service, and \$500 for the second violation.

Trespassing on Railroad Property

It is unlawful in Illinois for any person to trespass on railroad property as follows: No person may walk, ride, drive or be upon or along the right of way or rail yard of a rail carrier within the State, at a place other than a public crossing without lawful authority or the railroad carrier's consent. (ILCS 5/18c-7503)

Penalty: The person shall be subject to a mandatory fine of not less than \$150 or more than \$500, or to imprisonment for not less than 5 days nor more than 30 days, or both.

Trespassers Throwing Objects at Railroad Property

No person may throw or cause to be thrown on to the railroad's rights of way any waste paper, ashes, household waste, glass, metal, tires, refuse, or rubbish. (ILCS 5/18c-7503)

Penalty: Same as above.

Trespassers Walking Pets Over Railroad Property

No person may willfully lead or contrive any animal to go upon the railroad's rights of way for any reason other than to pass over such rights of way at a marked public crossing. (ILCS 5/18c-7503)

Penalty: Same as above.

Summary of Disqualifying Offenses for CDL Drivers on Highway-Rail Intersections

FOR CDL DRIVERS ON HIGHWAY-RAIL INTERSECTIONS

Under the Federal motor Carrier Regulations (FMCSRs), states must take action to disqualify drivers who commit certain violations while driving a commercial motor vehicle (CMV). The following table summarizes highway – rail intersection violations and their disqualification periods for *drivers operating vehicles requiring CDL's*. It covers the regulations listed in Parts 383 and 391 of the FMCSRs. NOTE: This list would not be accurate for drivers operating vehicles between 10,001 and 26,000 pounds (which do not require CDLs).

SIX HIGHWAY - RAIL INTERSECTION VIOLATIONS

1. Failing to slow down = Yield the Right of Way
2. Failing to stop
3. Failing to check for clear track
4. Failing to obey traffic control devices or law enforcement officials
5. Crossing without having sufficient undercarriage clearance
6. Crossing without having sufficient space on the other side to clear the tracks without stopping

DISQUALIFICATION PERIODS FOR CDL DRIVERS

Violating any of six (6) railroad crossing rules:

1st violation Minimum of 60 days

2nd violation Minimum of 120 days

3rd violation Minimum of 1 year

If proven that the employer knowingly allowed, required, permitted, or authorized a driver to violate the law or regulation, the employer could be fined \$10,000.

- Always expect a train.
- Trains can run on any track, at any time, in either direction.
- Never ignore flashing lights, whistles, closing gates, or stop signs.
- Slow down, look in both directions, and test your brakes.
- Be certain you don't see a train. Roll down windows; turn off fans and radios; listen for warning whistles.
- If a stop is needed, stop no closer than 15 feet and no farther than 50 feet from the tracks.

ILLINOIS TRAFFIC CRASH REPORT

SAMPLE REPORT

APPEARANCE PHYSICAL CONDITION (APAC)

- Normal
- Impaired - alcohol
- Impaired - drugs
- Impaired - fatigue
- Amalgamated
- Medicated
- Had been drinking
- Fatigued
- Other/unknown

FED / OBE VIOLABILITY (FEVO)

- No contraining clothing
- Contraining clothing
- Reflective material
- Other light source used

DRIVER VISION (MSE)

- Not obscured
- Windshield (deflectors)
- Wind, glare
- Rain/sleet
- Fog/smog
- Signboard
- Other
- Unknown

SAFETY EQUIPMENT USED (SAFT)

- Name present
- Seat belts used
- Seat belts not used
- Helmet used
- Helmet not used
- Child restraint used
- Child restraint used improperly
- Child restraint not used
- Unknown

VEHICLE DEFECTS (VDFD)

- None
- Brakes
- Steering
- Engine/transmission
- Ignition
- Light
- Wipers
- Washers system
- Wheels
- Tire tread
- Chassis
- Paint system
- Other
- Unknown

TRAFFICWAY DESCRIPTION (TRWD)

Two-way:
 1 - not divided
 2 - divided no median barrier
 3 - divided with median barrier
 4 - center turn lane
 5 - One-way or ramp
 6 - Alley or driveway
 7 - Parking lot
 8 - Other
 9 - Unknown

SEATING POSITION (SEAT)

1	2	3
4	5	6

8 - reported passengers

DRIVER ACTION (DRAA)

- None
- Stopped
- Stopped for conditions
- Improper turn
- Wrong way/bleed
- Followed too closely
- Improper lane change
- Improper passing
- Improper passing
- License restrictions
- Stopped school bus
- Emergency vehicle on call
- Cautioning school vehicle
- Other
- Unknown

NUMBER OF LANES (NO LANES) (Through, both directions) (If intersection, use "X" lanes - "Y" lanes)

ALIGNED (ALGN)

- Straight and level
- Straight on grade
- Straight on fill/cut
- Curve, level
- Alley or driveway
- Curve on grade
- Curve on fill/cut
- Other
- Unknown

AIRBAG DEPLOYED (AIDP)

- with seat belt
- without seat belt
- Unknown/NA

ROAD DEFECTS (RDFD)

- No defects
- Construction zone
- Maintenance zone
- Utility work zone
- Work zone - work
- Other
- Unknown
- Shoulders
- Rail, ramp
- Worn surface
- Obstruction on roadway
- Other
- Unknown

DRIVER BAC TEST RESULT (BACT)

0.00 - 0.09
 0.10 - 0.19
 0.20 - 0.29
 0.30 - 0.39
 0.40 - 0.49
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FRA Post-Accident Alcohol and Drug Test

Alcohol and Drug Testing:

The Federal Railroad Administration (FRA) is the Federal agency responsible for regulating rail safety. As part of its mission, FRA investigates significant rail accidents, including those involving fatalities, passenger trains, evacuations due to the release of hazardous materials, and/or major damage to railroad property. With the exception of the three types of accidents discussed below, FRA requires train and engine crewmembers who have been involved in a significant rail accident to provide urine, blood, and sometimes breath specimens for alcohol and drug testing. The purpose of this testing is to yield useful information as to the cause of the accident. FRA specimens are collected under the supervision of a railroad official; blood specimens must, in addition, be collected at an independent medical facility.

Exceptions: There are three types of accidents where FRA prohibits railroad from conducting post-accident testing. All three involve situations where the train crew(s) would have had little or no chance to avoid the accident: (1) highway-rail grade crossing accidents; (2) accidents wholly attributable to natural causes; and (3) accidents wholly attributable to vandalism. In cases of highway-rail grade crossing accidents, FRA exempts train crews from testing because of the long stopping distances required to stop a train safely making it unlikely that the train crew could have had sufficient time to avoid a collision by the time they spotted a vehicle on the tracks.

Preemption: FRA's regulations on the alcohol and drug testing of railroad employees (49 Code of Federal Regulations Part 219) generally preempts State regulations on the same subject (see section 20106 of Title 49, United States Code). However, they do not preempt provisions of State criminal laws that may require alcohol and/or drug testing after train accidents *if such provisions impose sanctions for reckless conduct* that leads to actual loss of life, injury or damage to property.

Message to Local Law Enforcement:

As a law enforcement officer, you may conduct alcohol and drug testing of a railroad employee after an accident if certain conditions are met. Test may be conducted under your authority if: (1) there is *probable cause* to suspect that the railroad employee was impaired at the time of the accident; (2) the testing has an independent basis upon which to withstand constitutional scrutiny; and (3) the collection of your specimens does not interfere with the collection of any required FRA specimens. FRA does not allow non-Federal testing on specimens conducted under Federal authority.

Laws Governing Railroad Employees Involved in Railroad Incidents

The Federal Railroad Administration (FRA) regulates rail safety in the U.S. As part of its safety mission, FRA conducts alcohol and drug tests on train crews who have been involved in major accidents. FRA's alcohol and drug testing regulations (Title 49, Code of Federal Regulations Part 219) exempt a train crew who has been involved in a highway-rail grade crossing accident from Federal testing. Why? Because trains have much longer stopping distances than cars, trucks, and other motor vehicles. At 55 mph, it can take a train more than a mile to stop. For this reason, the crew has little or no chance to avoid an impact by the time they have spotted a person or vehicle stopped on the tracks. FRA regulations preempt state and local regulations requiring testing of railroad employees after train accidents, but there is an exception for enforcement of state and local criminal laws. Local police may test a train crew under their own authority if they have probable cause to believe that the crew contributed to the cause or severity of a highway-rail grade crossing accident. As explained above, the train crew's involvement in a fatal crash should not be the lone factor in determining whether probable cause for testing exists. For more information, visit <http://www.fra.dot.gov/safety/da.html>.

Section 20106 of Title 49 of the United States Code (*previously Section 205 of the Federal Railroad Safety Act of 1970*) prohibits states from adopting laws with respect to railroad safety if the United States Department of Transportation has adopted standards governing the subject matter, unless the state requirement is necessary to deal with a unique local problem and is not incompatible with the federal standards.

Localities are not permitted to adopt laws with respect to railroad safety under any circumstances. **The federal regulatory authority has been delegated to the Federal Railroad Administration (FRA).** They govern who must be tested and who may not be tested, and also prescribe precise standards and procedures that must be followed in performing testing. In adopting these regulations, **The FRA determined that, in the absence of reasonable cause to believe a particular individual is impaired based on his appearance or behavior, train crews should not be required to submit to testing in connection with the collision of a train or a motor vehicle or other highway conveyance at a rail / highway grade crossing.** (*See 49 C.F.R. 219.201 (b).*)

In addition, testing is normally not permitted when a train hits a person on the railroad's right-of-way. Section 219.13 specifies that the regulations in Part 219 of 49 C.F.R. have the preemptive effect contemplated by Section 20106 of Title 49 of the United States Code, and **therefore, States and localities may not adopt laws requiring employees to submit to testing after an accident that does not involve reckless conduct in violation of criminal law.**

State and local law enforcement authorities can call the Federal Railroad Administration Office in Chicago at 312/353-6203 to obtain further information concerning the permissible treatment of railroad employees involved in an accident.

Attached are some examples of Engineer Certificates, which are required to be carried by train engineers in lieu of a driver's license. Each engineer and/or student engineer is required to have a current locomotive engineer certification card in his/her possession for presentation to a representative of the FRA when engaged in the operation of a train. The certificate is only valid for 36 months from the issue date. If the certificate is beyond 36 months, this is a serious violation and the railroad needs to be notified as quickly as possible. Obtain a photo copy of the certificate, both sides, if possible. Notify the FRA OP Specialist.

EXAMPLE

FRONT

Locomotive Engineer Certification

I.M. SLICER			
RR 5			
DMOT, IL 62701			
PLACEMENT	ISSUE DATE	CLASS	
235-11-1383	10-11-91	01	
HEIGHT	WEIGHT	HAIR	EYES
5-11	235	BRN	BRN
SEX		BIRTH DATE	
M		04-01-61	
ISSUED BY		SIGNATURE	
J. E. ...		I.M. SLICER	

EXAMPLE

REAR

CORRECTED

APPROVAL BY ROAD FOREMAN OF ENGINES OR THE LIKE

7/23/92 R.A. Meyer

7/21/92 R.E. Chaston

7/25/92 W. Johnson

The certificate must contain these specific elements:

- 1) A physical description or photo;
- 2) *The issue date;*
- 3) Birth date of engineer;
- 4) Signed by an issuing railroad official;
- 5) Annotate any restriction, corrective lenses, etc.;
- 6) *A place, usually the reverse side, indicating that Road Foreman of Engines or the like, conducted a previous yearly ride and evaluated this engineer.*

What To Do If A Crossing Collision Occurs

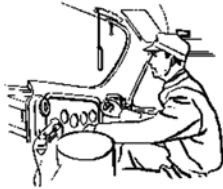
Following is a copy of the Grade Crossing Collision Investigation Checklist. To assist in your investigation, please keep in mind the following information:

The engineer is the person operating the train. The conductor is in charge of the train, (ILCS 5/6 Sec. 102 Paragraph 8) Locomotive engineers are NOT required to have a motor vehicle operators' license while operating a locomotive. Instead, the engineer must display a Federal Certification Card.

GRADE CROSSING COLLISION INVESTIGATION CHECKLIST

Engineer Inform

- Name
 - Address
 - DOB
 - Phone
 - Time of Collis
 - Train Speed Estimate at Collision
- (Operator's license number not required on accident report)*



Conductor Information:

- Name
 - Address
 - DOB
 - Phone
- (Operator's license number not required on accident report)*

Train Information:

- Lead engine number
- Train ID number *(from Conductor)*
- Number of cars in train
- Railroad Co. name/address *(owns tracks)*
- Name of Railroad Co. operating train
- Additional crewmembers

Engine Information:

- Headlight working?
- Horn working?
- Bell working?

Miscellaneous Information:

- RR Car number on crossing?
- Distance to last RR car from POI?
- Witnesses

AT THIS POINT, IF NO FURTHER INFORMATION IS REQUIRED, CONSIDER RELEASING THE TRAIN

Crossing Signals:

- Light/gate bell combination?
- Light/bell combination?
- Passive warning *(crossbucks)*?
- Wig-wag type?
- Lights flashing/bells ringing your arrival?
- Crossing gates down?

(If devices not working your arrival, explain)

Other Crossing Characteristics:

- Advance warning signs in place?*
- Distance from this sign to nearest rail?
- Crossing surfaces *(rubber, asphalt, etc.)*
- Pavement markings?
- DOT/AAR crossing ID number?
- Width of right-of-way (ft)?
- Visual obstructions on driver approach?
- Citation given if warranted (FTY, FTS, etc.)?

Stopping of Trains

When, in case of emergency, a train must be stopped to avoid a threat to life or property, contact the railroad dispatcher first. A listing of the railroads 24-hour emergency telephone numbers is included in this manual.

If it is necessary to stop a train by flagging, remember that a train takes much longer to stop than an automobile. A Freight train traveling at 60 miles per hour could take up to 1 ½ miles to stop, while one traveling at only 30 miles per hour could take 2/3 of a mile to stop. An officer intending to stop a train must be at least the train's stopping distance from the hazard before signaling the engineer. If time permits, always assume the greatest distance.

Do not stop your patrol car on the tracks.

Park your car nearby, turn on the emergency light to attract attention, then position yourself near the tracks. The universal railroad stop signal is a lighted flare, swung slowly back and forth horizontally across your body. The locomotive engineer may acknowledge this signal with two short blasts of the horn, and will stop the train as quickly as possible. **If it is impossible to use a highway flare, a flashlight may be used at night or a brightly colored object in the daytime.** However, a flare should be used whenever possible, day or night.

How to Identify a Crossing.

Law enforcement officers should stop railroad traffic during situations when its continued operation would be hazardous to persons or property. If the hazard is located at a crossing, there may be a railroad emergency phone number and unique DOT identification number affixed to the cross buck post or signal mast that will verify the exact location to railroad personnel. The U.S. Department of Transportation and the Association of American Railroads jointly developed a crossing identification system, giving each at-grade and separated crossing an inventory number composed of six numerals and one letter as the U.S. DOT crossing number affixed at the crossing. This number should be included in your report. In addition, the abbreviation of the railroad responsible for the crossing may be found above the number.

In case of a crossing emergency:

1. Locate the 800 number placard in close proximity to the crossing if available.
2. Notify railroad of crossing DOT number and milepost location.
3. Inform dispatcher as to the nature of the emergency. They will contact nearby train crew, if train needs to be stopped.

Below are examples of where you can find the Emergency Notification Signs.



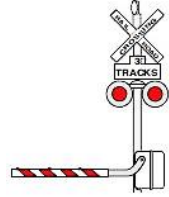
U.S. DOT crossing inventory number affixed to signal bungalow on relay house.



Highway-Railroad Grade Crossing Signal Malfunctions

Automatic warning signals such as flashing lights, gates and bells are designed to activate whenever a train approaches a highway-railroad grade crossing. Operating times may vary depending on the type of control equipment used.

Occasional problems may develop which cause the signal to activate in a fail-safe manner so the signal will function even if no train is approaching the crossing.



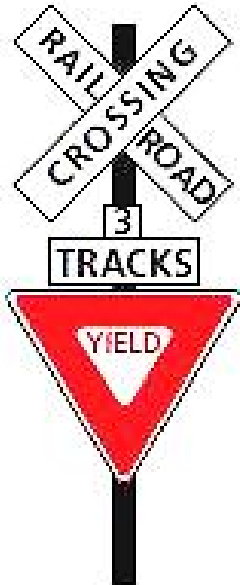
A frequent cause of highway-railroad grade crossing signal failures is vandalism. Police officers can assist by watching for trespassers or incidents of vandalism along the tracks, such as tampering with signal components (connecting wires, cables, lenses, switches, and cabinets). Crossing signals should also be observed for shattered lenses, burned out bulbs, and gate arm damage which could reduce warning effectiveness.

If there is a reason to suspect a problem, refer to the emergency phone numbers listed on the inside cover of this guide and contact the railroad involved.

Examples of Highway-Rail Grade Crossing Signs



Exempt: When this sign is displayed, by order of the Office of Commissioner of Railroads, it shall exempt vehicles from stopping.



Note: Placarded Signs that require a vehicle to stop at a railroad crossing are as follows:

- | | |
|------------------|--------------------|
| 1. Explosives A. | 6. Compressed Gas. |
| 2. Explosives B. | 7. Corrosives. |
| 3. Poison. | 8. Flammable Gas. |
| 4. Flammable. | 9. Radioactive. |
| 5. Oxidizers. | 10. Dangerous. |



General Procedures for Hazardous Material Incidents

INITIAL RESPONSE OF FIRST ON SCENE

Be aware that any rail incident can involve hazardous materials. Not all hazardous material rail cars or truck trailers will be placarded. Some are not required to be marked while others may be improperly placarded.

Be Alert and Cautious at any incident as hazardous material may be involved. Have your dispatcher obtain as much information from the train dispatcher prior to your arrival at the scene:

- ⇒ Look for signs that hazardous material may be present
- ⇒ Stay uphill and upwind from the incident
- ⇒ Isolate the area
- ⇒ Do not walk into, touch, or inhale any of the released material
- ⇒ Attempt to identify the product either by placard or waybill information from train crew
- ⇒ Request additional assistance



Expert advice and assistance can be obtained by calling CHEMTREC, 1-800-424-9300. CHEMTREC can usually provide hazard information warnings and guidance when given the name of the product and the nature of the problem. *These general procedures are suggested guidelines for the initial response phase and are not intended to be anything else.*



Fire Department

⇒ The fire department personnel shall assume control of the incident and take whatever action necessary to contain the material.

Only after you obtain knowledge of material involved:

- ⇒ Rescue injured. Remove them to safe area if in danger and administer first aid.
- ⇒ Keep all ignition sources away from area.
- ⇒ Protect life and property. This phase may require evacuation of people from area. The recommended distance is a minimum of 2,000 feet. The course of action to be taken depends on conditions and the materials involved.
- ⇒ Contact the railroad to obtain any necessary information pertaining to the hazardous material. Determine the railroad's response procedures and secure their involvement and expertise in the decision-making process concerning this incident.

Enforcement Programs Offered Locally in Illinois

(Offered by Operation Lifesaver)

Grade Crossing Collision Investigation (GCCl)

Grade Crossing Collision Investigation is a training program to provide the information a Police Officer needs to successfully investigate a highway-rail crossing collision. Since this is a unique type of traffic collision, information is provided in the course to help bridge the communication gap.

The goals of the training, which come in 4 hour, 8 hour, and 16 hour, sessions is to bring a clear understanding of the difficulties associated with investigating a grade crossing collision. The knowledge and understanding needed to complete a thorough investigation will be provided. Through the use of videos, overheads, a training guide and instruction the officer will become familiar with and discover the peculiarities associated with investigating one of these specialized collisions.

The collision investigation techniques that the officer has developed with the motor vehicle will not be dwelled upon, but instead, the focus will be on the train, the crossing, the train crew, and the peculiarities of these collisions. As most officers will agree this is not a common crash to investigate. It can generate many questions and create investigative problems. This class will provide the working knowledge an officer needs to investigate this collision thoroughly.

The Grade Crossing Collision Investigation program is based on a Model Curriculum developed in cooperation of the International Association of Chiefs of Police and the National Sheriffs Association. **The training is free and all materials are provided.**

“Officer On A Train”

“Officer On A Train” is a program that allows Law Enforcement Officers to ride in the cab of a locomotive to observe motorist behavior at highway-rail intersections to spot violations of grade crossing laws. The officer observes the act of the motorist, just as the Engineer would, and if an infraction is observed, the motorist is identified with the assistance of police support vehicle. The violators are then issued tickets, and/or corrective action is taken if that is deemed to be appropriate. The goal of the program is to improve driver behavior at highway-rail intersections to reduce crashes, injuries and fatalities.

The program provides first-hand knowledge and experience for the Officer from the Engineers vantage point. Police experience with crossings and railroad operations is usually limited to the occasional call they get to a crossing incident. This experience allows the Officer to view the crossing from another perspective and to observe what Engineers encounter at the crossing.

The program was developed to improve enforcement action and furnish an avenue to increase public awareness of laws pertaining to highway-rail intersections and along railroad rights-of-way. Highway-rail intersection crashes are an ongoing problem. They are among the most serious and needless crashes ever experienced. These facts underscore the need for law enforcement to actively enforce crossing statutes.

The program includes local media support to promote the activity of Law Enforcement promoting highway-rail intersection safety and to get the public’s attention.

If interested in this program, please contact the railroad special police.

If either of the two above programs are of interest to you, contact the director of the local multi-training unit office.

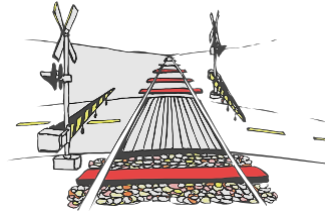
General Railroad Safety Procedures

Here are basic railroad safety procedures that should always be followed to avoid unsafe situations.

Stay off the tracks.

Always expect a train.

Trains can move on any track, in either direction, at any time. Even if you see one train pass, stay alert and expect another train.



Do not walk near the tracks, except in an emergency.

If you must go near the tracks, always walk at least 15 feet outside of the tracks.

Never step on the rails when crossing the tracks.

They are slippery, especially when wet.

Step clear of any switch or apparatus on the tracks.

Railroad switches and sidings are controlled from a centralized system many miles away; switches can move quickly without warning and could trap or injure hands and feet.

Stay at least 15 feet away from all train equipment.

Do not lean on trains or locomotives.

Stand clear of passing trains.

Stay away from downed signal wires or electric overhead wires –at least 15 feet.

Do not climb under or between train cars.

Do not park within 15 feet of the railroad tracks.

Keep a constant lookout for approaching trains.

Trains can take over a mile to stop; emergency lights CANNOT stop a train at the scene. After obtaining permission from the conductor to cross through a standing train, choose a railcar with crossover platform and handhold. Maintain a firm grip; be prepared for railcar movement. Do not step on coupler or uncoupler lever.

Never go on top of electric trains, under trains powered by third rail, or any other equipment under catenary wires.

Do not spray water at or near catenary wires or power facilities.

Wait, for a qualified railroad employee to ground electricity.

If an electric wire or a victim is in water, do not step into the water.

Do not touch any live wire, third rail, or a person in contact with a live wire.

Keep hands at least 15 feet from a person in contact with a live wire.

Keep clear of wires and power stations. Always maintain at least 15 feet of clearance between the electrification system and personnel or equipment.

Follow rescue procedures for electric shock and emergency medical treatment.

Illinois Operation Lifesaver, Inc. is a part of national Operation Lifesaver, Inc., a non-profit public education program dedicated to ending collisions, deaths and injuries at highway-rail grade crossings and along railroad rights-of-way.

Illinois Operation Lifesaver, Inc.
580 Vine Avenue
Highland Park, Illinois 60035
Phone: (312) 636-3034

Railroad Emergency Phone Numbers

Alton & Southern Railway Co.

Lead Yard Master (Emergency)
618-482-7744
Yard Master 618-482-7763
Safety Hotline 618-482-7786

Amtrak

Amtrak Police 800-331-0008
Amtrak Operations 800-424-0217
(press 8)

Baltimore & Ohio Chicago Terminal RR Co. (CSX)

Police Communication Center
800-232-0144

Belt Railway Company of Chicago

Dispatcher 708-496-4104
Or 708-496-4105
MTO-Mgr Terminal Operations
708-728-2259

Bloomer Line

Answering Machine Operations
Mgr. 217-784-4923
Or 309-530-7386 Eric Clad
(after hours)

Burlington Northern Santa Fe Corp (BNSF)

800-795-2673 or 800-832-5452

Canadian National

(Elgin, Joliet & Eastern Railway
Co.) 800-465-9239

Canadian Pacific Railway

800-716-9132 or 800-766-4357

Chattooga & Chickamauga Railway (CCKY – C&C RR)

Genesee & Wyoming / GWRR
Hotline 309-673-1670
877-486-6992 or 904-563-3098

Chicago & Western Indiana RR Co.

(UP) Crossing Hot Line
800-848-8715

Chicago, Central & Pacific RR Co.

Canadian National Railway
Company (CN)
800-465-9239 or 877-333-7989
press 0

Chicago Heights Terminal Transfer RR Co.

Union Pacific RR (UP)
UP Crossing Hot Line 800-848-
8715 or 888-877-7267

Chicago, Peoria & Western Railway Co.

708-551-2563 (Jack C.
Fortnum)

Chicago Port Railroad

773-375-7225

Chicago Rail Link (LaSalle & Bureau City)

(Chicago, W. Pullman &
Southern RR Co.)
6am—9pm (No 24 hr number)
773-721-4000
(after 9pm goes to voice mail)

Chicago, South Shore & South Bend RR
(NICTD Dispatcher for South Shore) 800-873-1486 ext. 229

Chicago Union Station Company
Operations / U.S. Equities
312-655-2465

Coffeen & Western RR Co. (CAEG)
(Dynergy Corporation)
Shon McNamara (Maintenance Mgr), 618-830-7740
Shannon Brown 713-767-8641
Joy Yarbrough 713-507-6751

Consolidated Rail Corporation (ConRail)
(Norfolk Southern Railway Co.)
PCC (Police Communication Center) 800-680-0400
Supv. Train Operations/Dearborn 313-323-5806

Crab Orchard & Egyptian RR
(Progressive Rail) 952-469-0302

Crystal Car Line, Inc.
Main Operations 708-563-5339
Ingredion: Tom Waskiewicz
708-551-2785

CSX Transportation, Inc.
PCC (Police Communication Center) 800-232-0144

Decatur Junction Railway Co.
Randy Bennett, Gen. Mgr. Cell 309-369-9600
Mike Hanes Track Structures (Pioneer Rail Corp) 309-697-1400
Tom Black, Supt. Of Trans (Pioneer Rail Corp) 309-697-1400
Office Hours (7am-3:30pm)
217-226-4375

East St. Louis Junction RR Co.
OKC Stockyards Co. Main Operations 405-235-8675

Eastern Illinois Railroad Co.
877-256-9275
Office 8am-3pm M-F 217-345-4832

Effingham Railroad Company
(Illinois Western Railroad Co.)
Office Hours (8am-5pm)
618-283-2268
Charles Barenfanger (Home#)
618-283-4507

Fox River Trolley Museum
(formerly Aurora, Elgin & Fox River Electric Company)
Operations 630-357-4653 press *3
Chicago Signal & Engineering Company 630-357-4653 press *2
Fox River Trolley Museum
847-697-4676

Gateway Eastern Railway Co.
618-274-4852
Gateway is part of KCS (Kansas City Southern) 877-527-9464

Grand Trunk Western Railroad
(CN North America) Police Dept. 800-465-9239
(CN North America) Emergency Line 800-995-7908

I & M Rail Link, LLC
(Soo Line Railroad Company Inc, C P Rail System)
Canadian Pacific Railway 800-716-9132 or 800-766-4357

Illinois & Midland Railroad, Inc.
Dispatcher 217-788-8640
Genesee & Wyoming / GWRR
Hotline 309-673-1670

Illinois Central Railroad Co.

(CN North America) Police
Dept. 800-465-9239
(CN North America) Emergency
Line 800-995-7908

Illinois Rail Museum

630-254-3007

Illinois Railnet

OmniTRAX Railroad Emergency
800-533-9416 or 877-276-3777
Illinois Railnet General Line
815-431-0940

Illinois Western Railroad Co.

(Effingham Railroad Company)
Office Hours (8am-5pm)
618-283-2268
Charles Barenfanger (Home#)
618-283-4507

Indiana Harbor Belt Railroad Co.

708-832-2266 or 219-989-4834

Indiana Rail Road Company, The

Dispatcher 800-677-1985

Iowa Chicago & Eastern RR

Canadian Pacific Railway Police
Control Center 800-339-1080

Iowa Interstate Railroad, Ltd.

Dispatcher 800-321-3891 press 1

Iowa Northern Railway Co.

(Subsidiary of Iowa, Chicago, &
Eastern Railroad Co.)
(7:30 a.m.-11 p.m.) Emergency
800-392-3342, press 99
(after 11 p.m.) Emergency.
641-357-4427
(after 11 p.m.) for signal issues;
641-435-4016 or 319-404-5198
(7:30 a.m.-11 p.m.) General
800-392-3342

Joppa & Eastern Railroad Co.

Electric Energy Inc. 8am-5pm
(after hrs. goes to answering
618-543-7531 machine ext. 346)

**Kankakee, Beaverville &
Southern RR (KBSR)**

7am-5pm 815-486-7260
Or 815-486-7261

Keokuk Junction Railway (KJ)

7am-3:30pm 800-914-7851
Or 319-524-7313
If no response, call
309-697-1400 (Pioneer Rail Corp)

**Manufacturer's Junction
Railway Co**

(MJRY) (Chicago Rail Link)
6am—9pm (No 24 hr number)
773-721-4000
(after 9pm goes to voice mail)

Metra

Northeast Illinois Regional
Commuter Railroad Corp. (NIRC)
(Electric, Rock Island, Milwaukee,
Southwest Service)
Police Dispatch 312-322-2800
Crossing Hotline 877-Fix Gate
(877-349-4283)

Norfolk Southern Railway Co.

Police Communications Dispatcher
800-453-2530 or 800-680-0400

**Northern Indiana Commuter
Transportation District
(NICTD)**

Dispatcher 219-874-7939 or
219-874-4221 ext. 235

Paducah & Illinois Railroad Co.

(P&I) CN Emergency Line
800-465-9239

Paducah & Louisville Railway
(P&L) 800-444-2580 press 9
Or 270-444-4300 press 9

Peoria & Pekin Union Railway Co

Chief Dispatcher 309-694-8612

Riverport Railroad, LLC.

Amiee Martelle (President &
CEO) Cell: 815-990-9494
Office: 815-273-3200

Ryder Integrated Logistics, Inc.

(formerly Total Logistic Control, llc)
815-561-8167
Lenny Reynolds
815-562-2350 ext. 8167
(8-4:30pm) Main Office

Shawnee Terminal Railway

309-697-1400 (Pioneer Rail Corp)

**SOO Line Railroad Company
(C P Rail System)**

(Canadian Pacific) Dispatcher
800-766-4357
Canadian Pacific Railway
800-716-9132

**South Chicago Indiana Harbor
Railway (SCIH)**

(Chicago Short Line Railway Co)
219-399-5067
Trainmaster 773-768-6405
Or 773-768-6443

**Southern Illinois & Missouri
Bridge Co. (Thebes Bridge)**

(Union Pacific Railway) 800-
848-8715 or 888-877-7267

Tazewell & Peoria Railroad, Inc.

Dispatcher 217-788-8640
Or 309-694-8612

**Terminal Railroad Assoc. of
St. Louis**

Merchants Chief Dispatcher
618-451-8478
Westbelt Chief Dispatcher
618-451-8474

**Toledo, Peoria & Western
Railway Corp.**

(Central RR of Indianapolis)
866-527-3499 or 309-698-2600

Union Pacific Railroad Co.

(Also CHTT/CNW/CWI/MP/
SPCSL/SSW)
Crossing Hot Line
800-848-8715 or 888-877-7267

Vandalia Railroad Co.

309-697-1400 (Pioneer Rail Corp)

Wheeler Creek Railroad

(WCRY, LLC) (SCF Marine Inc.)
Rick Barbee 314-827-3104
Rick Barbee Cell: 618-616-1422
Kenny Lasater 618-927-4109
Office: 314-436-7559

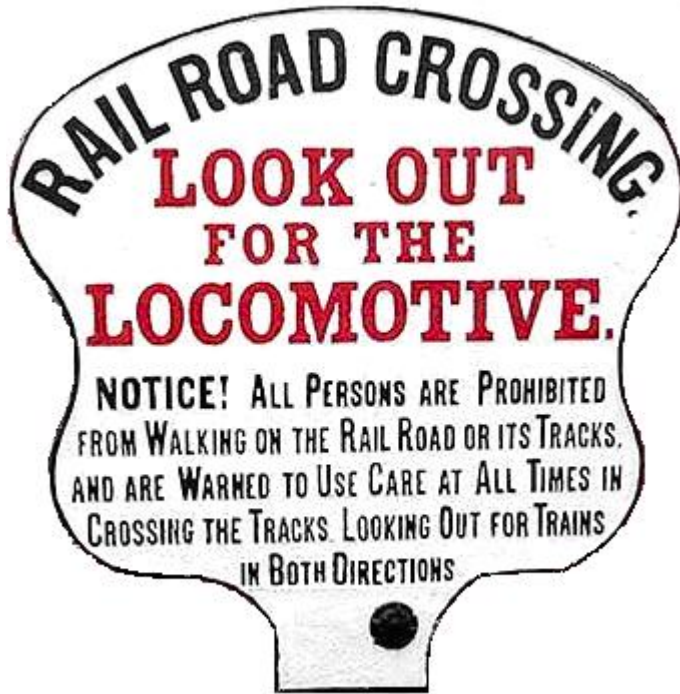
Wisconsin Central, Ltd.

(Wisconsin Central Railway)

CN Emergency Line 800-616-3432
CN Emergency Line 800-465-9239

**Wisconsin & Southern
Railroad Co.**

414-434-0376
Dispatcher—6am-8pm M-Sat
414-438-8835 or 414-438-8838



Illinois Commerce Commission

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