

2009  
Railroad  
Safety  
Education  
and  
Enforcement  
Workshop

September 14, 2009  
James R. Thompson Center  
Chicago, Illinois

## Table of Contents

Program	3
Speaker Biographies	4
PEERS Program Summary	13
FRA / Volpe Violation Analysis	18
PEERS Before & After Effectiveness Analysis	19
Railroad Trespassing Statistics	21
Railroad Crossing Statistics	25
Railroad Crossing Collision Statistics	27
Illinois Railroad Safety Program	34
Illinois Statutes Pertaining to Railroad Safety	38
Railroad Emergency Contacts	39



***Always Expect A Train***

Welcome to the **2009 Railroad Safety Education and Enforcement Workshop**. This Workshop is brought to you by the Railroad Safety Section of the Illinois Commerce Commission (ICC). The ICC is the State Agency with regulatory authority over railroads in Illinois.

**Program**

- 9:00 a.m. Registration
- 9:30 a.m. Welcome – ICC Chairman Charles E. Box  
Introduction – Administrator Joseph Szabo,  
Federal Railroad Administration  
Workshop Orientation – ICC Commissioner  
Erin-O’Connell-Diaz
- 10:00 a.m. Ron Ries – Director of Grade Crossing and  
Trespass prevention programs, Federal Railroad  
Administration
- 10:30 a.m. John Blair, ICC and Chip Pew, Operation Lifesaver
- 11:00 a.m. Jim Allen, P.E., Illinois Department of  
Transportation
- 11:30 a.m. Lunch On Your Own in the Food Court. Please be  
back by 12:30.
- 12:45 p.m. Dr. Lanny Wilson and Dr. Barry Kaufman, DuPage  
Rail Safety Council
- 1:15 p.m. Associate Circuit Judge Robert Kleeman (Invited),  
William Opal – DuPage County State’s Attorneys  
Office, and William Belmonte, Attorney for the  
Village of Wood Dale
- 2:00 p.m. Mike Meyer, Senior Special Agent – Public Safety,  
Union Pacific Railroad

## Biographies

**ICC Chairman Charles Box:** Charles E. Box was appointed Chair of the Illinois Commerce Commission (ICC) effective January 10, 2006 by Governor Rod Blagojevich.

A native of Rockford, he served as the city's mayor from 1989-2001. Prior to that he was the City Administrator from 1987-1988 and Legal Director from 1981-1987. Box also worked as an associate attorney with Connolly, Oliver, Goddard, Coplan & Close in Rockford from 1976-1981. He graduated magna cum laude from Dartmouth College with an A.B. in history in 1973. Box also received a juris doctorate from the University of Michigan Law School in 1976.

Box has served on several boards and commissions since 1977, including the Illinois Growth Enterprises, Rockford College Board of Trustees, the Visiting Nurses Association Senior Protective Services, the Winnebago County Crime and Public Safety Commission, the Illinois Arts Council, the Illinois Children's Healthcare Foundation and the William S. Howard Charitable Trust. He has been recognized with a number of awards, including the 1991 Dr. Nathan Davis Award for Outstanding Service and Leadership presented by the American Medical Association, the 2001 Rockford Area Arts Council's Mayor's Art Award for Outstanding Contribution to the Arts and the 2002 Edward Potter Lathrop Medal presented by the Winnebago County Bar Association for distinguished public and professional achievement.

Box serves on the Board of Directors of the National Association of Regulatory Utility Commissioners (NARUC); it's Executive Committee and is Treasurer.

**Administrator Joseph C. Szabo:** Nominated by President Barack H. Obama on March 20, 2009 and confirmed by the United States Senate on April 29, 2009, Joseph C. Szabo is the twelfth Federal

Railroad Administration (FRA) Administrator. As Administrator, Mr. Szabo is responsible for overseeing the operations for the eight hundred plus person organization. This includes managing a comprehensive railroad safety assurance program and regulatory initiatives; enforcement of railroad safety laws and regulations; development and implementation of national freight and passenger rail policy and financial assistance programs; and oversight of wide ranging advanced research and development projects in support of improved railroad safety.

Mr. Szabo is a fifth generation railroader whose family members worked for the Chicago, Burlington & Quincy, Wabash and Illinois Central Railroads. He began his railroading career in 1976 with the Illinois Central Railroad (IC), later working for Metra, where he was a yard switchman, road trainman and commuter-rail conductor. Since 1984, Mr. Szabo has served in a number of roles with the United Transportation Union (UTU) including Secretary/Treasurer, Delegate, and Legislative Representative of UTU Local 1290. He was appointed Vice Chairman of the UTU Illinois Legislative Board in 1992 and became the UTU's State Legislative Director in 1996. From October 2006 until his assumption of duties as FRA Administrator, Mr. Szabo was the Vice President of the Illinois State Federation of the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO).

In addition to his love of railroading, Mr. Szabo has long been active in civic life and public service. For more than 20 years, he was involved in local government affairs in the Chicago suburb of Riverdale, Illinois, ultimately serving as its mayor. He has also served as a member of the South Suburban Mayors Transportation Committee and as Vice Chairman of the Chicago Area Transportation Study's Executive Committee. In 2002, he co-chaired the Governor's Freight Rail Sub-Committee and in 2005, Mr. Szabo was assigned by the UTU International to the Federal Railroad Administration's Railroad Safety Advisory Committee

(RSAC), where he participated in the development of rail-safety regulations.

Mr. Szabo earned his Bachelor's Degree in Labor Relations from Governors State University in 1990. He has served on the Executive Council of Chicago Metropolis 2020, focusing on Land Use Planning and Transportation issues, as well as on the Board of Directors for the Historic Pullman Foundation. He was also a member of the Chicagoland Metropolitan Planning Council.

**ICC Commissioner Erin O'Connell-Diaz:** Commissioner Erin M. O'Connell-Diaz received her undergraduate degree in History and Government with honors from St. Mary's College of Notre Dame, South Bend, Indiana. She graduated from Loyola University School of Law in Chicago with a Juris Doctorate.

She was then appointed by the Illinois Attorney General to serve as an Assistant Attorney General in the General Law Division. In that capacity she represented over 150 state agencies in matters ranging from complex construction contract litigation to prisoner civil rights cases.

In 1991, she was appointed as an Administrative Law Judge for the Illinois Commerce Commission. In that role, Commissioner O'Connell-Diaz handled a full spectrum of dockets involving all aspects of utility regulation including electric, gas and water utility rate cases, consumer complaint cases, telecommunication arbitration and certification cases. In 2001, she was appointed Assistant Director of the Administrative Law Division. Additionally, she has served as Chair of the Chicago Bar Association's Public Utility Law Division.

In April 2003, she was appointed to the Illinois Commerce Commission and reappointed to a second term in 2008. She currently serves as the chairman of the ICC's Water and Transportation Committees. Commissioner O'Connell-Diaz serves as Vice-Chair of the Committee on Electricity for the National

Association of Regulatory Commissioners as well as a member of its Committees on Critical Infrastructure, Water and International Relations.

Commissioner O'Connell-Diaz is married and is also active in her community serving on the board of the Bull Valley Association and Board of Trustees for Regina Dominican High School. In addition, she is a lifetime member of the Naval Reserve Association.

**Ron Ries:** After graduating from the University of Washington with a bachelor's degree in psychology, Ron was hired in 1974 by the Davenport, Rock Island and North Western Railway in Davenport, Iowa. He worked as a yard clerk for several years before he was promoted to trainmaster and eventually became the Manager of Administration for the railroad. He joined the FRA in October 1994 as the Crossing and Trespasser Regional Manager for Region 8 based in Vancouver, Washington where he worked with the state agencies, railroads and communities in the Pacific Northwest promoting highway-rail grade crossing safety and trespass prevention. He oversaw FRA's first pilot quiet zone in Spokane County, Washington. Since October 1998, Ron has worked on crossing safety and trespass prevention issues at FRA Headquarters with the Crossing Safety and Trespass Prevention Programs team. He was appointed Staff Director of the crossing team in January 2001.

Ron has worked with several national studies on crossing safety and trespass prevention and also cooperates with Transport Canada on these issues. He is actively involved with Operation Lifesaver and is a member on OLI's National Advisory Council.

**John Blair:** John is a 1982 graduate of the University of Illinois, with a Bachelor of Science in Civil Engineering. Since graduating from college, John has worked for the past 27 years for the Illinois Commerce Commission in its Rail Safety Section. During this period of time, John's areas of responsibility have increased and

he is currently a Senior Rail Safety Specialist and assistant to the ICC's Rail Safety Program Administrator. Over the years he has been heavily involved with major highway-rail safety initiatives in Illinois. This includes the re-engineering of Illinois' traffic signal interconnected crossings, the installation of Crossbuck and Yield signs at passive crossings and the development and installation of new four-quadrant gate systems.

**Chip Pew:** Works for the ICC's Rail Safety Section. He is a railroad safety specialist responsible for public education and the investigation of fatal train-vehicle collisions at highway-rail grade crossings throughout Illinois.

Chip also serves as the State Coordinator of Illinois Operation Lifesaver. Working with local communities, legislative representatives, and railroad officials regarding railroad safety issues, Chip oversees educational programs utilizing over 100 certified volunteer presenters to all age groups and organizations. In 2006, Operation Lifesaver presenters conducted over 4,700 presentations to 311,000 people in Illinois.

Prior to coming to the ICC in 2000, Chip worked for Metra Commuter Rail in Chicago for the Mechanical, Transportation, and Safety Departments. Chip attended the University of Colorado-Boulder and received a Bachelor of Science degree in Commercial/ Community Recreation.

**Jim Allen, P.E.:** Jim Allen is the Safety Implementation Engineer for the IDOT Central Bureau of Safety Engineering. His experience includes work as a Safety and Health Engineer with the Oklahoma State University Extension Service, IDOT Bureau of Bridges and Structures, IDOT Bureau of Local Roads and Streets, and Assistant County Engineer for Logan County, Illinois.

He is also a Major in the U.S. Army Reserves and is currently an Adjunct Faculty Instructor at the Command and General Staff

College. Jim graduated from Texas A&M University and is a Registered Professional Engineer in the state of Illinois.

**Dr. Lanny Wilson:** Dr. Wilson grew up on a Kentucky dairy farm. He received his medical degree from Northwestern University in 1975 and completed his Residency in Obstetrics and Gynecology at Loyola University, Chicago, in 1979. He has been in the private practice of medicine in Hinsdale, Illinois since 1980.

Dr. Wilson became involved in railroad safety because of a tragic event in his life. On March 2, 1994, his son and daughter were involved in a train-vehicle collision. His daughter, Lauren, was fatally injured and son, Luke, was also injured. Since then, Dr. Wilson has been a leading advocate of railroad safety.

Dr. Wilson is chairman of the DuPage Railroad Safety Council. The Council is a grassroots organization made up of railroad officials, government officials, engineers, lawyers, educators and private citizens who have a deep concern for safety. Since the Council was founded in April, 1994, they have met monthly to accomplish their mission: "To Prevent Deaths and Injuries at Railroad Crossings and Along Railways."

In recognition of his efforts to improve railroad safety, Dr. Wilson received the Dr. Gary Burch Memorial Safety Award. It was presented at the annual reception of the National Association of Railroad Passengers in Washington D.C. on April 27, 2006.

**Dr. Barry Kaufman:** Newsweek Magazine referred to Dr. Barry Kaufman as "one of the best health reporters in the country". As loyal listeners know, Barry creates, produces, and hosts "Healthy Minute", an award-winning health feature now in its 18th year on Newsradio 780, WBBM.

For fifteen years before that Barry was a full-time health reporter for WMAQ-TV, Channel 5, NBC. During that time he earned two Emmy awards. In the 1980s Barry created the first health feature

for CNN Radio Network and hosted CNBC's "Ask the Doctor". Dr. Kaufman is on the staff of Rush-Presbyterian-St. Luke's Preventive Medicine Department and is president of HealthAir, Inc., which specializes in health communications. Clients include the Robert Wood Johnson Foundation and Yale University Medical School.

Dr. Kaufman's many awards include those from the National Association of Medical Communicators; Illinois Associated Press Broadcasters Association; Illinois Broadcasters Association; Chicago Press Veterans; Educator Award (2008), DuPage Railroad Safety Council; two Edward R. Murrow awards, one for breaking the story world-wide of the assassination of an Israeli cabinet minister while Dr. Kaufman was visiting that country in 2001.

**Associate Circuit Judge Robert Kleeman (Invited):**

**William L. Opal:** Bill Opal is an Assistant State's Attorney for DuPage County. He is currently a first chair in a DUI courtroom. Previously, he prosecuted traffic offenses and also a wide range of cases in general misdemeanor court. Bill attended the University of Notre Dame where he majored in English. He attended the University of Miami Law School.

**William Belmonte:** Mr. Belmonte is a Partner in the law firm of Marquardt & Belmonte, P.C., concentrating in criminal law, personal injury, civil law, real estate, municipal prosecutions and administrative law. Mr. Belmonte received his Bachelor of Science degree from Marquette University, Milwaukee, Wisconsin, and his Juris Doctorate from DePaul University College of Law, Chicago, Illinois.

Mr. Belmonte is admitted to practice before the Illinois Bar and United States District Court for the Northern District of Illinois. He is also a member of the Illinois State Bar Association, DuPage County Bar Association, and the DuPage County Justinian Society. Mr Belmonte is also a licensed Administrative Hearing Officer.

Mr. Belmonte was a former DuPage County State's Attorney spending over four years in that office. While a prosecutor, he was assigned to the traffic, misdemeanor, and felony divisions. As a felony assistant, he was assigned cases ranging from forgery to reckless homicide. While in the felony division, he was also assigned to the Narcotics Bureau. Part of his duties included the drafting of search warrants and eavesdropping requests, handling all related civil forfeitures, case preparation and trial. Having entered into private practice in 1997 Mr. Belmonte has continued with a general practice law firm.

Mr. Belmonte was appointed as the lead investigator for the Illinois State Crime Commission reviewing the investigation of the Palatine Brown's Chicken Murders.

Since 2002, his firm has become the local prosecutor's for several firms in DuPage and Kane County. His firm represents the towns of West Chicago, Wood Dale, Roselle, Bensenville, Elmhurst and previously Maple Park. The representation of these towns includes traffic offenses, code violations, ordinance violations as well as DUI charges. As the local prosecutor for the City of Wood Dale, he has handled all the traffic prosecutions for the first Automated Photo Enforced Railroad Crossing in the State of Illinois since 2003.

**Michael A. Meyer:** Mr. Meyer is a Senior Special Agent and Public Safety Officer in the Union Pacific Railroad's Northern Region. Based in Milwaukee, he has responsibility for safety issues at highway-rail crossings and rights-of-way in ten states, stretching from Illinois to Idaho.

Mr. Meyer has served as a railroad police officer for 32 years and also served for three years as a Deputy Sheriff. During that time, he has responded to and investigated hundreds of train versus vehicle/pedestrian collisions. Mike has also trained thousands of police officers in the Grade Crossing Collision Investigation (GCCl) course. The GCCl course teaches local police officers to safely

and knowledgeably investigate highway-rail grade crossing collisions.

Mr. Meyer is an Operation Lifesaver Presenter and Presenter-Trainer and also serves as Secretary/Treasurer of Wisconsin's Operation Lifesaver Chapter. Operation Lifesaver is an internationally recognized nonprofit safety organization dedicated to reducing deaths and injuries on and around the rails.

Mr. Meyer is committed to preventing incidents at highway-rail grade crossings and along railroad rights-of-way and enjoys sharing safety information that will assist operators and others to make good decisions at crossings and along the right-of-way. Mike works closely with safety agencies and organizations, Departments of Transportation, Law Enforcement Agencies, the Federal Railroad Association, and others to make crossings and rights-of-ways safer.

## **PEERS Program Summary**

Purpose of the 2009 Railroad Safety Education and Enforcement Workshop:

1. Share with attendees techniques used to successfully educate the public about the risks associated with highway-rail grade crossings and trespassing, and
2. Relate to attendees strategies used by law enforcement agencies to enhance compliance with railroad safety related traffic laws.

Several of today's speakers were recipients of grants provided by the ICC to assist in the implementation of their safety programs. The grants were part of the Public Education and Enforcement Research Study, referred to as "PEERS". PEERS was initiated in 2002 as a cooperative program between the ICC and Federal Railroad Administration (FRA). In 2004, the program expanded to include the Illinois Department of Transportation and the Federal Highway Administration.

PEERS was conceived by Senator Richard Durbin as a means to demonstrate the ability of low cost education and enforcement programs to increase safety at highway-rail crossings. Traditionally, railroad safety programs focus on engineering treatments, such as replacing crossings with passive warning signs, with train activated warning devices, such as flashing lights and gates. Senator Durbin was instrumental in gaining the cooperation of the FRA in this endeavor.

The table on the following page lists the grantees, the amounts received and the number of grants awarded during the first five phases of the PEERS program.

<b>Grantee</b>	<b>County</b>	<b>Total Amount</b>	<b>Grants Received</b>
Arlington Heights Police Dept	Cook	\$77,727	4
Bartlett - Village of	Cook	\$25,625	1
Barrington Inverness Police Dept	Cook / Lake	\$35,246	3
Berwyn - Village of	Cook	\$23,757	1
Bi-State Development - MetroLink	St Clair	\$34,074	2
Bureau County Highway Dept	Bureau	\$5,631	1
Clarendon Hills Police Dept	DuPage	\$10,199	1
Decatur - City of	Macon	\$40,000	1
DeKalb Fire Dept	DeKalb	\$27,142	1
Des Plaines Police Dept	Cook	\$103,272	3
Dixmoor - Village of	Cook	\$25,000	1
Dolton - Village of	Cook	\$14,700	1
Downers Grove Police Dept	DuPage	\$56,223	3
Elburn Police Dept	Kane	\$53,872	4
Elmhurst Police Dept	DuPage	\$92,277	3
Elmwood Park Police Dept	Cook	\$19,500	1
Evergreen Park Police Dept	Cook	\$25,809	4
Fairmont City Police Dept	St Clair	\$80,916	3
Frankfort - Village of	Will	\$5,030	1
Galesburg Police Dept	Knox	\$33,460	2
Glenwood Police Dept	Cook	\$12,620	1
Health World Children's Museum	Cook	\$250,774	4
Highland Park Police Dept	Lake	\$21,853	1
Hinsdale Police Dept	DuPage	\$17,174	2
Illinois Operation Lifesaver	Lake	\$150,382	4
LaGrange Police Dept	Cook	\$42,360	2
Lansing Police Dept	Cook	\$25,005	1
Lombard Police Dept	DuPage	\$22,958	1
Macomb - City of	McDonough	\$61,417	3
Manhattan Police Dept	Will	\$5,874	1
Metra Commuter Railroad	Cook	\$50,000	1
Mount Prospect Police Dept	Cook	\$44,405	2
Mount Vernon - City of	Jefferson	\$44,608	3
Naperville Police Dept	DuPage	\$50,000	1
North Chicago - City of	Lake	\$25,000	1
Park Ridge - Village of	Cook	\$44,671	2
Rich Township	Will	\$3,633	2
Riverside - Village of	Cook	\$17,638	2
Summit Police Dept	Cook	\$11,534	1
Thornton Police Dept	Cook	\$17,900	1
Villa Park Police Dept	DuPage	\$50,898	2
West Chicago Police Dept	DuPage	\$57,951	2
Western Springs Police Dept	DuPage	\$22,852	3
Wheaton Police Dept	DuPage	\$32,500	1
Wheeling Police Dept	Cook	\$52,343	2
<b>Total Grant Dollars</b>		<b>\$1,925,811</b>	<b>87</b>

The PEERS program consists of a core set of elements for both the education and enforcement components.

**Education Program Core Elements:**

- Cable Access and Local Radio Programs - brief 30 second public service announcements (PSA) and more in-depth 5, 10 and 30 minute safety programs. PSAs to run consistently throughout program.
- Continuous Loop Videos - played at points of interest throughout town, such as commuter rail stations, community administrative offices, shopping centers, schools, etc. Use of PSAs already developed was thereby maximized.
- Safety Poster Contests in Local Schools - Winning entries were published in a calendar to be distributed within the community.
- "It's the Law" Safety Poster Campaign - Safety posters were placed in storefront windows near Metra commuter rail stations to reinforce the safety message.
- Community Telephone Systems - used to run railroad safety messages while callers to village offices were on hold.
- Press Releases and Safety Columns Promoting Railroad Safety - run in local newspapers, community newsletters and media outlets.
- Bulk Mailings - railroad safety messages were inserted into utility bills, or other types of routine mailings, on a regular basis. The use of pre-existing routine mailings to residents increased community awareness at minimal cost.
- Public Education - Community and Village staff, such as police officers, fire fighters, emergency medical technicians and media/public affairs specialists, were trained as Operation Lifesaver presenters. In order to provide a consistent and informed safety message to the community, it is desirable to have staff trained to utilize

the standard Operation Lifesaver presentation techniques. Operation Lifesaver presentations were then made by staff that had recently undergone training, as well as staff members who were already certified as Operation Lifesaver presenters. Once staff had been trained, they were required to conduct at least four presentations to become certified as an Operation Lifesaver presenter.

- Town Hall Meetings - highway-rail grade crossing safety and trespass prevention programs were highlighted. Several communities used a town hall meeting to initiate their PEERS program and passed resolutions by the Village Council in support of railroad safety. Sustained use of town hall meetings and local cable access programs were effective in keeping the railroad safety message fresh in the minds of village residents.

#### **Enforcement Program Core Elements:**

- Positive Reinforcement Campaigns - Motorists and pedestrians were rewarded for good behavior. Coupons for a cup of coffee, or an Operation Lifesaver trinket, were distributed to motorists and pedestrians who complied with traffic safety laws.
- Enhanced Routine Patrols of Railroad Rights-of-Way - To deter trespassing was implemented, police officers engaged in additional patrols along the railroad right-of-way to reinforce the message that railroad property is private property and that trespassing is not only dangerous, but unlawful, as well. Trespassing citations resulted in fines of \$150 to those convicted.
- Focused Enforcement Details – Commonly referred to as “Blitzes”, police departments conducted focused enforcement details at identified “hot spots” where traffic law violations consistently occur. The fine for disregarding a warning device is \$250 for a first offense in Illinois with subsequent offenses resulting in a fine of

\$500, along with possible suspension of the motor vehicle registration.

- Trooper on the Train Program - Railroads ran special trains to provide law enforcement and members of the judiciary first-hand experience of what locomotive engineers see routinely.
- Specialized Training - Law enforcement personnel and other first responders, who investigate, or respond to collisions, were provided training through the Grade Crossing Collision Investigation (GCCl) course.

The net result has been that through June 30 2009, over 90 individuals have been trained as Operation Lifesaver presenters. Grantees have made 3,210 Operation Lifesaver presentations that reached a total audience of 182,228 individuals. In addition, police officers issued 4,021 citations, 3,472 warnings and 101 arrests were made to individuals violating railroad traffic safety and other laws.

**Summary of Education and Enforcement Activity from All Five Phases of PEERS Covering Six calendar Years from July 1, 2003 Through June 30, 2009**

PEERS Phase	Operation Lifesaver		
	Presenters Trained	Presentations Made	Audience Reached
1 and 2 (2003-2005)	52	1,170	58,751
3 and 4 (2006-2008)	25	477	42,421
5* (2009)	15	1,563	81,056
<b>Total</b>	<b>92</b>	<b>3,210</b>	<b>182,228</b>

PEERS Phase	Enforcement			
	Hours	Citations	Warnings	Arrests
1 and 2 (2003-2005)	3,458	902	1,236	0
3 and 4 (2006-2008)	3,300	2,521	1,293	101
5* (2009)	1,390	598	943	0
<b>Total</b>	<b>8,148</b>	<b>4,021</b>	<b>3,472</b>	<b>101</b>

*Phase 5 is Only Half Way Over as of July 1, 2009*

*Phase 1 began July 1, 2003*

## **FRA / Volpe Violation Analysis**

One of the primary objectives of the PEERS program was to quantify the effectiveness of railroad safety education and enforcement to change motorist and pedestrian behavior. Much is known about the ability of traditional engineering treatments to improve safety, however, very little, if any is known about the ability of education and enforcement to affect a measurable change in the behavior of motorists and pedestrians. In order to accomplish this objective, video surveillance was installed at eight highway-rail crossings in three of the Phase 1 cities: Arlington Heights, Bartlett and Macomb. The FRA engaged the Volpe National Transportation Systems Center (Volpe) to conduct the before and after study.

Volpe's analysis involved recording each gate operation and determining the number and type of violations that occurred with each passing train. Surveillance ran for a total of 16 months – 2 months before implementation of the community's education and enforcement program; 12 months while the program was being carried out; and for two months after the program concluded. Volpe concluded that a reduction of 71.4 percent was achieved in reducing the most egregious type of violation where someone walked or drove around activated warning devices that were fully deployed. For more information on the Volpe analysis, please go to: [www.fra.dot.gov/downloads/Research/rr0718.pdf](http://www.fra.dot.gov/downloads/Research/rr0718.pdf).

In addition to the Volpe analysis, ICC staff also compiled a before and after analysis of the effectiveness of the PEERS campaign in a three communities along the Union Pacific's Northwest Line between Mount Prospect and Arlington Heights.

## PEERS Before and After Effectiveness Comparison

In the five-year period prior to implementing the PEERS program, the three communities of Arlington Heights, Des Plaines and Mount Prospect experienced 23 collisions at public highway-rail crossings. In the five-year period since implementing the PEERS program, the three communities experienced ten collisions, a reduction of 56.5 percent, as well as an 83.3 percent reduction in fatalities.

Community	2000 Population	Public At-Grade Crossings	PEERS Program Began	Collisions 5-Years Before	Collisions 5-Years Since	Total Amount Received
Des Plaines	58,720	6	April 2004	6	4	\$103,272
Mount Prospect	56,265	3	March 2004	7	2	\$44,405
Arlington Heights	76,031	12	June 2003	10	4	\$77,727
<b>Total</b>	<b>191,016</b>	<b>21</b>		<b>23</b>	<b>10</b>	<b>\$225,404</b>

UP/Metra NW Public Collisions Before PEERS			
Year	Collisions	Injuries	Fatalities
1999	6	2	3
2000	7	2	1
2001	4	2	1
2002	3	1	0
2003	3	1	1
<b>Total</b>	<b>23</b>	<b>8</b>	<b>6</b>
<b>Avg</b>	<b>4.6</b>	<b>1.6</b>	<b>1.2</b>
UP/Metra NW Public Collisions Since PEERS			
Year	Collisions	Injuries	Fatalities
2004	3	0	0
2005	1	0	0
2006	3	2	0
2007	0	0	0
2008	3	1	1
<b>Total</b>	<b>10</b>	<b>3</b>	<b>1</b>
<b>Avg</b>	<b>2.0</b>	<b>0.6</b>	<b>0.2</b>
<b>Diff</b>	<b>13</b>	<b>5</b>	<b>5</b>
<b>% Diff</b>	<b>56.5%</b>	<b>62.5%</b>	<b>83.3%</b>

In comparison, the State of Illinois as a whole and the United States experienced comparable reductions over the same time frame of 17.7 and 15.4 percent respectively. In other words, the three communities that implemented the PEERS program, achieved a much greater reduction in collisions than Illinois and the United States during comparable five-year periods suggesting that PEERS is successful in not only increasing motorist and pedestrian compliance with railroad safety laws, but in also reducing the number of collisions and related injuries and fatalities.

<b>USA Public Collisions Before PEERS</b>				<b>Illinois Public Collisions Before PEERS</b>			
Year	Collisions	Injuries	Fatalities	Year	Collisions	Injuries	Fatalities
1999	3,110	1,265	368	1999	178	102	48
2000	3,113	1,093	370	2000	198	57	23
2001	2,843	1,038	386	2001	187	81	29
2002	2,709	866	316	2002	155	64	23
2003	2,607	921	300	2003	150	64	29
<b>Total</b>	<b>14,382</b>	<b>5,183</b>	<b>1,740</b>	<b>Total</b>	<b>868</b>	<b>368</b>	<b>152</b>
<b>Avg</b>	<b>2,876</b>	<b>1,037</b>	<b>348</b>	<b>Avg</b>	<b>174</b>	<b>74</b>	<b>30</b>
<b>USA Public Collisions Since PEERS</b>				<b>Illinois Public Collisions Since PEERS</b>			
Year	Collisions	Injuries	Fatalities	Year	Collisions	Injuries	Fatalities
2004	2,655	957	334	2004	159	66	26
2005	2,633	915	328	2005	144	75	30
2006	2,511	921	325	2006	152	55	22
2007	2,331	848	299	2007	130	54	28
2008	2,041	843	266	2008	129	52	25
<b>Total</b>	<b>12,171</b>	<b>4,484</b>	<b>1,552</b>	<b>Total</b>	<b>714</b>	<b>302</b>	<b>131</b>
<b>Avg</b>	<b>2,434</b>	<b>897</b>	<b>310</b>	<b>Avg</b>	<b>143</b>	<b>60</b>	<b>26</b>
<b>Diff</b>	<b>2,211</b>	<b>699</b>	<b>188</b>	<b>Diff</b>	<b>154</b>	<b>66</b>	<b>21</b>
<b>% Diff</b>	<b>15.4%</b>	<b>13.5%</b>	<b>10.8%</b>	<b>% Diff</b>	<b>17.7%</b>	<b>17.9%</b>	<b>13.8%</b>

The next sections of this handout will provide summary statistics describing trespassing, the number and type of grade crossings and the number and type of collisions at highway-rail crossings in the United States, Illinois and northeastern Illinois between 1999 and 2008.

## Trespassing Statistics: 1999 – 2008

Trespassing in the USA			
Year	Incidents	Injuries	Fatalities
1999	924	445	479
2000	877	414	463
2001	915	404	511
2002	935	395	540
2003	900	399	501
2004	883	405	478
2005	891	419	472
2006	987	473	514
2007	876	406	470
2008	883	425	458
<b>Total</b>	<b>9,071</b>	<b>4,185</b>	<b>4,886</b>

Trespassing in Illinois			
Year	Incidents	Injuries	Fatalities
1999	61	29	32
2000	57	26	31
2001	72	27	45
2002	67	25	42
2003	60	29	31
2004	77	30	47
2005	62	22	40
2006	72	28	44
2007	79	36	43
2008	78	27	51
<b>Total</b>	<b>685</b>	<b>279</b>	<b>406</b>

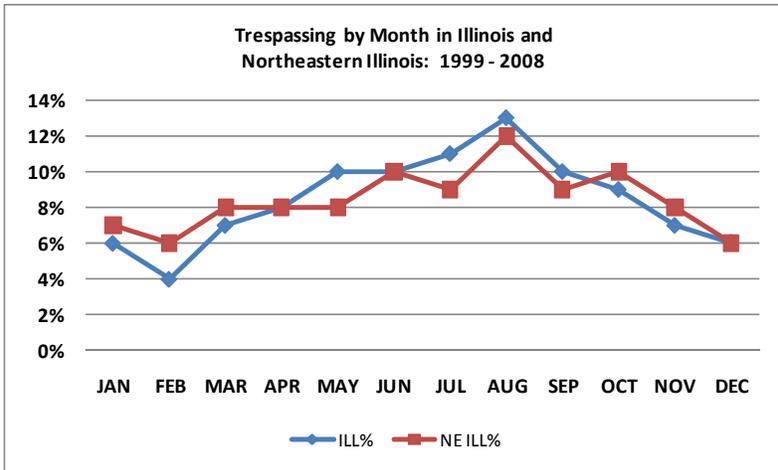
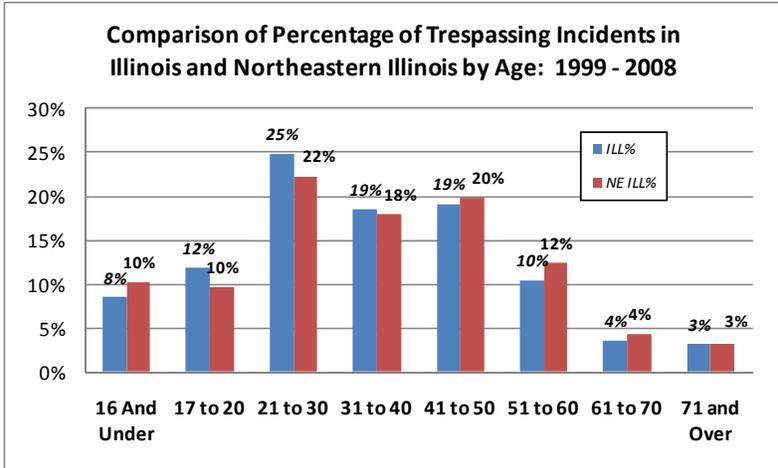
Trespassing in Northeastern Illinois			
Year	Incidents	Injuries	Fatalities
1999	41	18	23
2000	38	17	21
2001	44	19	25
2002	43	14	29
2003	38	19	19
2004	53	17	36
2005	36	11	25
2006	42	14	28
2007	44	18	26
2008	50	14	36
<b>Total</b>	<b>429</b>	<b>161</b>	<b>268</b>

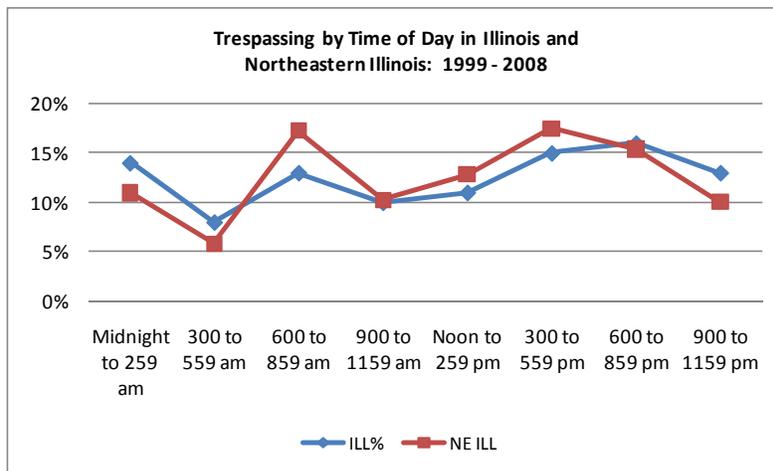
Class 1 Railroad	Illinois 1999 - 2008			NE Illinois 1999 - 2008		
	Incidents	Injured	Killed	Incidents	Injured	Killed
ATK	54	17	37	26	5	21
BNSF (BNSO)	121	50	71	69	24	45
CN (CC, IC, GTW, WC)	58	28	30	25	13	12
CP/SOO	13	7	6	13	7	6
CSX	29	10	19	9	3	6
KCS	6	2	4	0	0	0
NS	50	27	23	5	2	3
UP (ALS, CHTT)	202	60	142	143	38	105
<b>Class 1 Total</b>	<b>533</b>	<b>201</b>	<b>332</b>	<b>290</b>	<b>92</b>	<b>198</b>
Other Railroads	152	78	74	139	69	70
<b>Total</b>	<b>685</b>	<b>279</b>	<b>406</b>	<b>429</b>	<b>161</b>	<b>268</b>

Type of Train	Illinois: 1999 - 2008			NE Illinois: 1999 - 2008		
	Incidents	Injured	Killed	Incidents	Injured	Killed
Amtrak-BNSF	7	2	5	4	0	4
Amtrak-NEC	11	3	8	11	3	8
Amtrak-North	8	1	7	8	1	7
Amtrak-South	11	3	8			
Amtrak-StLouis	17	8	9	3	1	2
Freight	404	183	221	176	77	99
Metra-BNSF	18	3	15	18	3	15
Metra-Electric	24	14	10	24	14	10
Metra-HC	3	2	1	3	2	1
Metra-MILW	12	4	8	12	4	8
Metra-MILW-Fox	5	0	5	5	0	5
Metra-MILW-North	9	3	6	9	3	6
Metra-MILW-West	18	5	13	18	5	13
Metra-NCS	3	1	2	3	1	2
Metra-NIRC-NEC	15	9	6	15	9	6
Metra-ROCK	24	17	7	24	17	7
Metra-SWS	8	4	4	8	4	4
Metra-UP	28	7	21	28	7	21
Metra-UP-North	17	5	12	17	5	12
Metra-UP-Nwest	20	0	20	20	0	20
Metra-UP-West	23	5	18	23	5	18
<b>Total</b>	<b>685</b>	<b>279</b>	<b>406</b>	<b>429</b>	<b>161</b>	<b>268</b>

Type of Train	Illinois: 1999 - 2008			NE Illinois: 1999 - 2008		
	Incidents	Injured	Killed	Incidents	Injured	Killed
Amtrak	54	17	37	26	5	21
Freight	404	183	221	176	77	99
Metra	227	79	148	227	79	148
<b>Total</b>	<b>685</b>	<b>279</b>	<b>406</b>	<b>429</b>	<b>161</b>	<b>268</b>

Gender	ILL	ILL%	NE ILL	NE ILL%
Female	59	21%	51	24%
Male	222	79%	162	76%
<b>Total</b>	<b>281</b>	<b>100%</b>	<b>213</b>	<b>100%</b>
<hr/>				
Not Available	404		216	
<b>Grand Total</b>	<b>685</b>		<b>429</b>	





Rank	Top 10 Counties In Illinois	Illinois Incidents	ILL%
1	Cook	275	40%
2	DuPage	68	10%
3	Lake	44	6%
4	Sangamon	26	4%
5	DeKalb	18	3%
6	Kane	16	2%
7	St Clair	14	2%
8	McHenry	13	2%
9	Knox	12	2%
	Will	12	2%
10	Champaign	11	2%
	<b>Top 10 Counties</b>	<b>509</b>	<b>74%</b>
	Other Counties	176	26%
	<b>Total</b>	<b>685</b>	<b>100%</b>

## Number of Public Highway-Rail Crossings by Railroad

### USA At-Grade Crossings

Railroad	Pedestrian	Private	Public	Total	Percent
BNSF	201	9,509	17,560	27,270	12.1%
CN	118	3,622	6,577	10,317	4.6%
CP	62	2,035	2,012	4,109	1.8%
CSX	300	9,065	16,948	26,313	11.7%
KCS	10	1,984	2,909	4,903	2.2%
NS	124	10,958	17,647	28,729	12.8%
UP	255	13,250	23,116	36,621	16.3%
Class I Total	1,070	50,423	86,769	138,262	61.5%
Other Railroads	893	34,751	50,865	86,509	38.5%
<b>Total</b>	<b>1,963</b>	<b>85,174</b>	<b>137,634</b>	<b>224,771</b>	<b>100.0%</b>

### Illinois At-Grade Crossings

Railroad	Pedestrian	Private	Public	Total	Percent
BNSF	61	730	1,131	1,922	14.7%
CN	53	626	1,261	1,940	14.8%
CP	1	56	60	117	0.9%
CSX	6	256	650	912	7.0%
KCS	2	97	116	215	1.6%
NS	26	680	968	1,674	12.8%
UP	82	907	1,618	2,607	19.9%
Class I Total	231	3,352	5,804	9,387	71.6%
Other Railroads	159	1,296	2,262	3,717	28.4%
<b>Total</b>	<b>390</b>	<b>4,648</b>	<b>8,066</b>	<b>13,104</b>	<b>100.0%</b>

### Northeastern Illinois At-Grade Crossings

Railroad	Pedestrian	Private	Public	Total	Percent
BNSF	21	81	161	263	10.1%
CN	22	111	354	487	18.7%
CP	1	70	60	131	5.0%
CSX	1	20	100	121	4.6%
KCS	0	0	0	0	0.0%
NS	5	101	35	141	5.4%
UP	50	148	381	579	22.2%
Class I Total	100	531	1,091	1,722	66.0%
Other Railroads	121	226	539	886	34.0%
<b>Total</b>	<b>221</b>	<b>757</b>	<b>1,630</b>	<b>2,608</b>	<b>100.0%</b>

## Number and Type of Warning Devices at Public Highway-Rail Crossings by Railroad

### USA: Public Crossings by Type of Warning Device

Railroad	Passive	%	AFLS	%	Gates	%	Total
BNSF	9,279	53%	2,122	12%	6,159	35%	17,560
CN	3,281	50%	1,510	23%	1,786	27%	6,577
CP	1,182	59%	167	8%	663	33%	2,012
CSX	5,764	34%	3,767	22%	7,417	44%	16,948
KCS	1,739	60%	469	16%	701	24%	2,909
NS	7,226	41%	3,583	20%	6,838	39%	17,647
UP	11,182	48%	3,341	14%	8,593	37%	23,116
Class I Total	39,653	46%	14,959	17%	32,157	37%	86,769
Other Railroads	31,428	62%	11,255	22%	8,182	16%	50,865
<b>Total</b>	<b>71,081</b>	<b>52%</b>	<b>26,214</b>	<b>19%</b>	<b>40,339</b>	<b>29%</b>	<b>137,634</b>

### Illinois: Public Crossings by Type of Warning Device

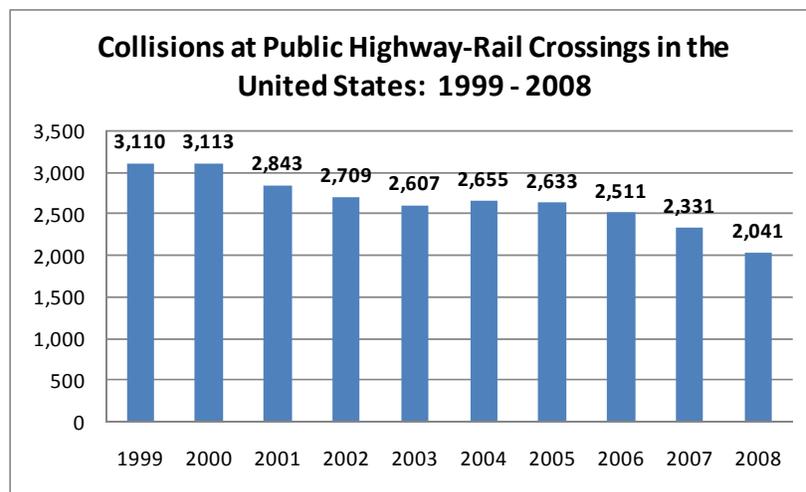
Railroad	Passive	%	AFLS	%	Gates	%	Total
BNSF	314	28%	250	22%	567	50%	1,131
CN	434	34%	320	25%	507	40%	1,261
CP	43	72%	9	15%	8	13%	60
CSX	217	33%	190	29%	243	37%	650
KCS	58	50%	44	38%	14	12%	116
NS	342	35%	262	27%	364	38%	968
UP	541	33%	305	19%	772	48%	1,618
Class I Total	1,949	34%	1,380	24%	2,475	43%	5,804
Other Railroads	1,048	46%	602	27%	612	27%	2,262
<b>Total</b>	<b>2,997</b>	<b>37%</b>	<b>1,982</b>	<b>25%</b>	<b>3,087</b>	<b>38%</b>	<b>8,066</b>

### Northeastern Illinois: Public Crossings by Type of Warning Device

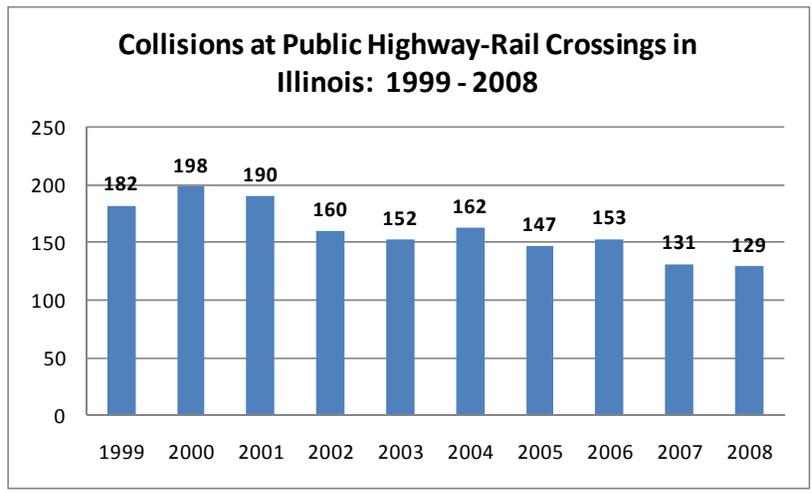
Railroad	Passive	%	AFLS	%	Gates	%	Total
BNSF	48	30%	29	18%	84	52%	161
CN	47	13%	27	8%	280	79%	354
CP	38	63%	10	17%	12	20%	60
CSX	29	29%	28	28%	43	43%	100
KCS	0	0%	0	0%	0	0%	0
NS	10	29%	11	31%	14	40%	35
UP	53	14%	63	17%	264	69%	381
Class I Total	225	21%	168	15%	697	64%	1,091
Other Railroads	161	30%	57	11%	319	59%	539
<b>Total</b>	<b>386</b>	<b>24%</b>	<b>225</b>	<b>14%</b>	<b>1,016</b>	<b>62%</b>	<b>1,630</b>

## Grade Crossing Collision Statistics: 1999 - 2008

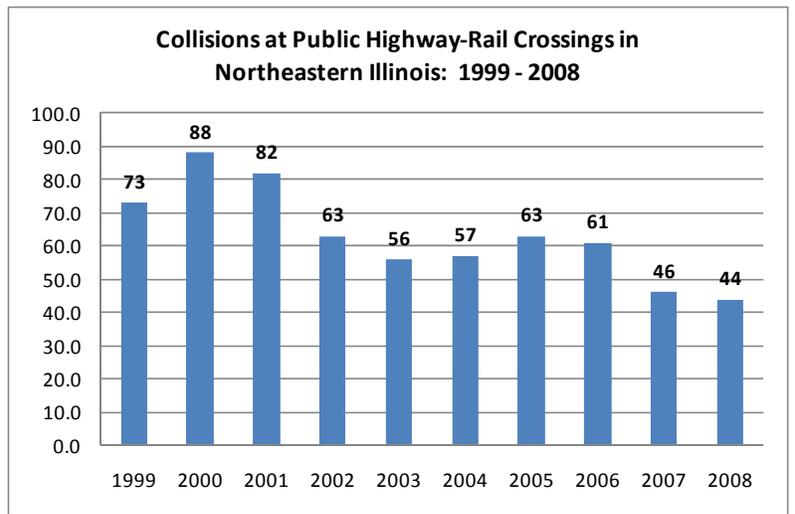
Year	USA All Crossings			USA Public Crossings			USA Private Crossings		
	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities
1999	3,512	1,401	407	3,110	1,265	368	402	136	39
2000	3,589	1,233	426	3,113	1,093	370	476	140	56
2001	3,237	1,157	421	2,843	1,038	386	394	119	35
2002	3,077	999	357	2,709	866	316	368	133	41
2003	2,977	1,035	334	2,607	921	300	370	114	34
2004	3,078	1,094	372	2,655	957	334	423	137	38
2005	3,056	1,047	358	2,633	915	328	423	132	30
2006	2,934	1,057	369	2,511	921	325	423	136	44
2007	2,741	1,024	339	2,331	848	299	410	176	40
2008	2,373	927	289	2,041	843	266	332	84	23
<b>Total</b>	<b>30,574</b>	<b>10,974</b>	<b>3,672</b>	<b>26,553</b>	<b>9,667</b>	<b>3,292</b>	<b>4,021</b>	<b>1,307</b>	<b>380</b>

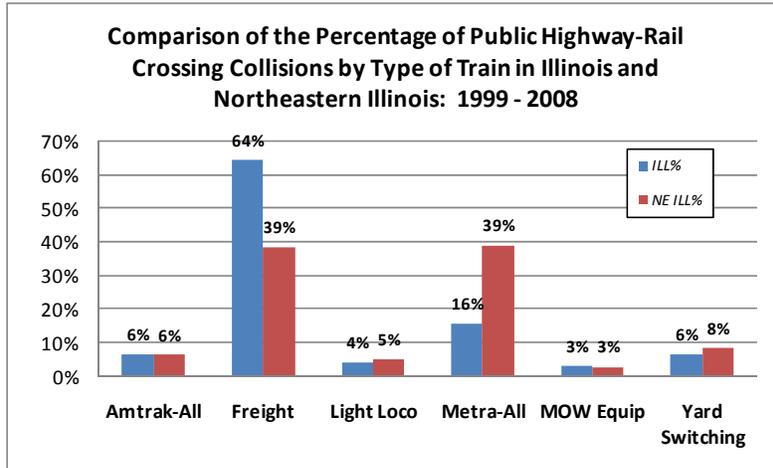


Year	Illinois All Crossings			Illinois Public Crossings			Illinois Private Crossings		
	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities
1999	202	114	54	182	109	51	20	5	3
2000	220	68	31	198	64	29	22	4	2
2001	215	87	32	190	82	30	25	5	2
2002	175	67	26	160	65	25	15	2	1
2003	170	71	30	152	65	30	18	6	0
2004	179	74	27	162	68	26	17	6	1
2005	181	82	33	147	75	29	34	7	4
2006	175	62	25	153	55	23	22	7	2
2007	158	68	28	131	56	28	27	12	0
2008	148	53	28	129	51	27	19	2	1
<b>Total</b>	<b>1,823</b>	<b>746</b>	<b>314</b>	<b>1,604</b>	<b>690</b>	<b>298</b>	<b>219</b>	<b>56</b>	<b>16</b>



Year	NE Illinois All Crossings			NE Illinois Public Crossings			NE Illinois Private Crossings		
	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities	Collisions	Injuries	Fatalities
1999	85	24	19	73	22	17	12	2	2
2000	100	27	12	88	25	10	12	2	2
2001	94	41	15	82	39	15	12	2	0
2002	72	22	12	63	21	12	9	1	0
2003	65	34	10	56	29	10	9	5	0
2004	66	19	5	57	17	5	9	2	0
2005	85	47	17	63	43	14	22	4	3
2006	76	27	8	61	22	8	15	5	0
2007	58	19	11	46	14	11	12	5	0
2008	53	14	12	44	14	12	9	0	0
<b>Total</b>	<b>754</b>	<b>274</b>	<b>121</b>	<b>633</b>	<b>246</b>	<b>114</b>	<b>121</b>	<b>28</b>	<b>7</b>

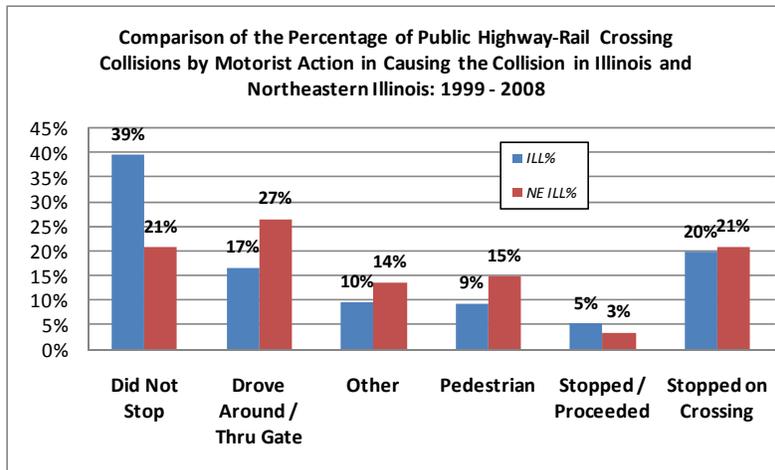
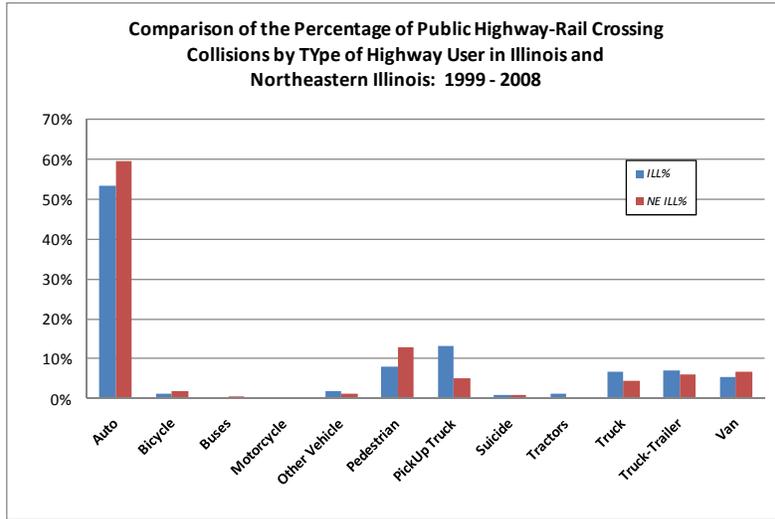


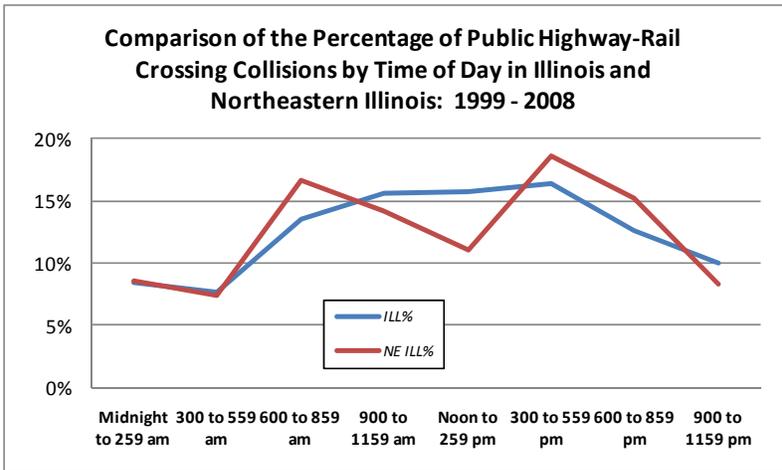
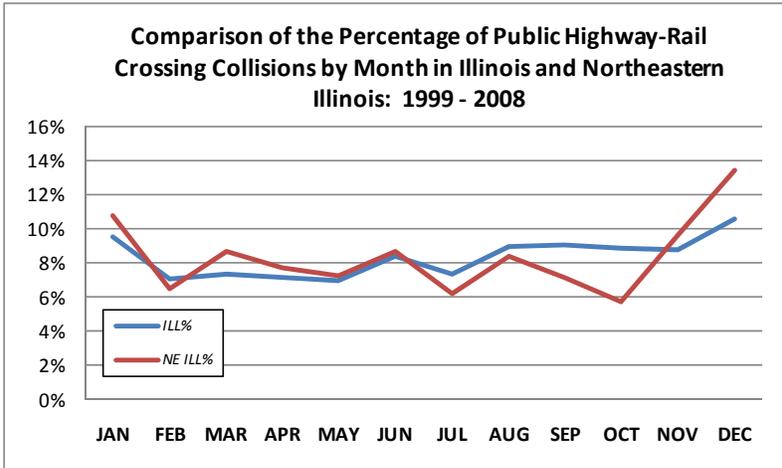


Collisions at Public Highway-Rail Crossings by Reporting Railroad in 2008 in the USA, Illinois and Northeastern Illinois.

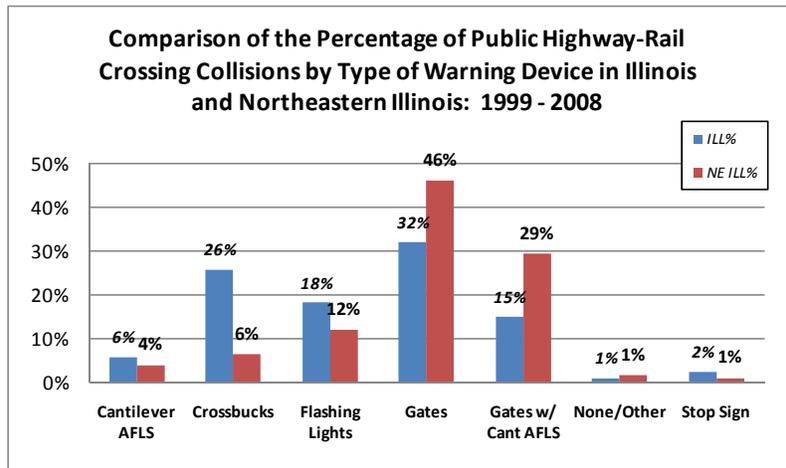
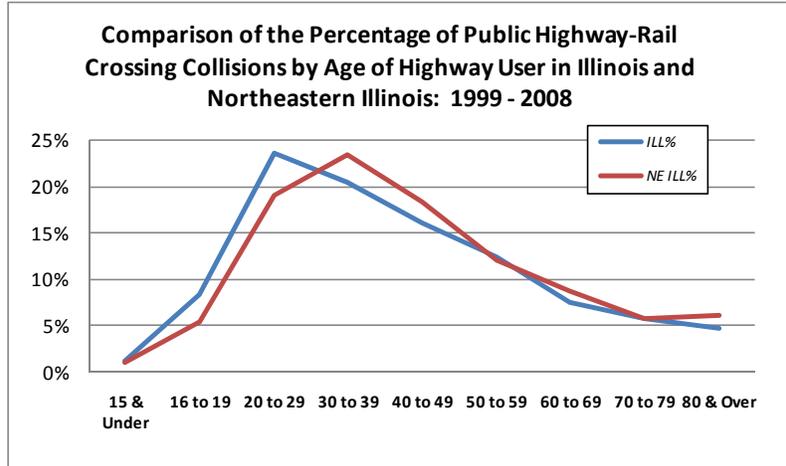
Reporting RR '08	USA	USA%	Illinois	ILL%	NE Illinois	NE ILL%
ATK	118	5.8%	11	8.5%	5	11.4%
BNSF (BNSO)	253	12.4%	13	10.1%	5	11.4%
CN (CC, GTW, IC, WC)	149	7.3%	19	14.7%	2	4.5%
CP (SOO)	14	0.7%	0	0.0%	0	0.0%
CSX	306	15.0%	8	6.2%	4	9.1%
KCS	76	3.7%	0	0.0%	0	0.0%
NS	336	16.5%	23	17.8%	1	2.3%
UP (CHTT, UPME)	385	18.9%	29	22.5%	13	29.5%
<b>Class 1 Total</b>	<b>1,637</b>	<b>80.2%</b>	<b>103</b>	<b>79.8%</b>	<b>30</b>	<b>68.2%</b>
<b>Other</b>	<b>404</b>	<b>19.8%</b>	<b>26</b>	<b>20.2%</b>	<b>14</b>	<b>31.8%</b>
<b>Total</b>	<b>2,041</b>	<b>100.0%</b>	<b>129</b>	<b>100.0%</b>	<b>44</b>	<b>100.0%</b>

*Note: Reporting Railroad is the Railroad Whose Equipment was Actually Involved in the Collisions, NOT the Crossing Owner*





Gender of Highway User	Illinois	ILL%	NE Illinois	NE ILL%
Female	409	27%	182	32%
Male	1,079	73%	385	68%
<b>Total Gender Available</b>	<b>1,488</b>	<b>100%</b>	<b>567</b>	<b>100%</b>
<b>Gender Not Available</b>				
	<b>116</b>		<b>66</b>	



## **Illinois Railroad Safety Program**

### **Background**

Illinois statutes direct responsibility for rail safety oversight of railroad operations, including highway-rail grade crossings, within the state to the Illinois Commerce Commission (ICC). The statutes contained in Subchapter 7 of the Illinois Commercial Transportation Law (ICTL) grant the Illinois Commerce Commission authority to promulgate laws and rules, which apply to all railroads and companies that are a part of the general railroad system in Illinois. The rules are enforced by the Rail Safety Section (RSS), which is part of the ICC's Transportation Bureau.

The general railroad system is comprised of seven Class 1 carriers (plus AMTRAK), and numerous regional carriers, short lines, terminal carriers, independent companies, and municipalities that own and operate rail facilities. Illinois has more than 7,200 miles of railroad track, which is the 2<sup>nd</sup> largest rail system of any state in the nation. Approximately 500 million tons (1 trillion pounds) of freight are moved on Illinois' rail system each year. In addition, Illinois has the 3<sup>rd</sup> largest highway system of any state in the country. The combination of these transportation systems results in many opportunities for trains and highway vehicles (and pedestrians) to meet.

### **Crossing Safety**

As of March 31, 2009, there were 8,066 public highway-rail grade crossings (over 800 on state highways, and more than 7,600 on local roads and streets), over 2,700 public grade-separated (bridge) crossings, more than 4,700 private highway-rail grade crossings, and over 160 private highway-rail bridge crossings within Illinois. Currently 5,069 public grade crossings are equipped with automatic warning devices and 2,997 are equipped with passive warning signs. There are also nearly 400 public pedestrian-rail grade crossings and approximately 85 public pedestrian-rail bridge crossings in the state.

Safety at highway-rail grade crossings is one of the ICC's highest priorities, and the agency is proud of recent accomplishments in this area. Based on the reduction of train-vehicle collisions, the ICC's Crossing Safety Program has become one of Illinois' most effective public safety programs. Since 1990, motor vehicle-train crashes at public grade crossings in Illinois have declined 61 percent and the number of casualties has dropped 55 percent. This substantial improvement was achieved during a period of steady increase in train traffic and in the number of registered motor vehicles and licensed drivers in Illinois. Over the past 10 years the ICC has authorized the installation of safety improvements at over 3,500 public grade crossings. Yet, the ICC continues to look for ways to keep Illinois public grade crossings as safe as possible.

The Illinois Commerce Commission administers the Grade Crossing Protection Fund (GCPF) of the Motor Fuel Tax Law, which was created by the General Assembly in 1955 to assist local highway agencies and railroads with the cost of improving safety at public highway-rail crossings on local roads and streets. Each year the ICC publishes a Crossing Safety Improvement Program 5-Year Plan (Plan).

The Crossing Safety Improvement Program is intended to assist railroads and local communities with identification and mitigation of safety hazards associated with public grade crossings. The ICC's Rail Safety Section is responsible for recommending to the Commission crossing safety improvements on an annual and five-year cycle. The Rail Safety Section staff works with local highway agencies and railroads to identify crossing improvements for the 5-Year Plan.

To request assistance from the GCPF a local highway agency or railroad should submit an application to the RSS. GCPF project applications can be found on the ICC website ([www.icc.illinois.gov](http://www.icc.illinois.gov)). GCPF assistance may be used for public

highway-rail crossings located on local roads and streets. The following highway-rail crossing safety improvements are eligible for assistance from the GCPF:

- Installations of new crossing warning devices
- Upgrade of existing crossing signal system control circuitry
- Highway approach improvements
- The construction of connecting roads to facilitate crossing consolidations
- Construction or reconstruction of grade separation structures
- Traffic signal-railroad warning device interconnect improvements
- Pedestrian grade separation structures
- Incentive payments for voluntary crossing closures

#### **Engineering Oversight**

The ICC's Rail Safety Section conducts engineering oversight of all improvements and modifications to all of the State's public highway-rail crossings, and oversight of all highway traffic signal systems interconnected with railroad warning devices. In addition, on-site inspections of grade crossing warning signal systems are conducted throughout Illinois to evaluate maintenance, repair efforts and operating conditions.

#### **Collision Investigations**

The Rail Safety Section investigates all train-vehicle collisions at public grade crossings that result in a fatality. In addition the Rail Safety Section coordinates efforts with the FRA and the National Transportation Safety Board (NTSB) to investigate all rail accidents.

#### **Public Complaints**

Public complaints regarding public grade crossings are welcomed and encouraged. Complaints may be submitted by mail, phone, Fax, or email. The most frequent type of complaint received by

the Rail Safety Section concerns the ride quality of grade crossing surfaces for motor vehicles. Inspectors from the Rail Safety Section periodically make grade crossing inspections simultaneously with other inspections on assigned territories.

**Public Education**

The ICC, through a working relationship with Illinois Operation Lifesaver, strives to provide a rail safety education for all Illinois citizens, through outreach programs in communities and schools.

**Questions or Concerns**

Contact the Illinois Commerce Commission's Rail Safety Section with all of your rail safety questions or concerns:

Michael E. Stead  
Rail Safety Program Administrator  
Illinois Commerce Commission  
527 E. Capitol Avenue  
Springfield, IL 62701

Phone: (217) 782-7660

FAX: (217) 524-4637

E-mail: [railsafety@icc.illinois.gov](mailto:railsafety@icc.illinois.gov)

Website: [www.icc.illinois.gov](http://www.icc.illinois.gov)

Interactive Crossing Website:

<http://www.icc.illinois.gov/railroad/search.aspx>

### **Selected Illinois Railroad Safety Related Statutes**

5/11-1011	Bridge and Railroad Signals
5/11-1201	Obedience to Signal Indicating Approach of Train
5/11-1201.1	Automated Railroad Crossing Enforcement System
5/11-1202	Certain Vehicles Must Stop at All Railroad Grade Crossings
5/11-1203	Moving Heavy Equipment at Railroad Grade Crossing
5/11-1425	Stop When Traffic Obstructed
5/18c-7401	Safety Requirements for Track, Facilities and Equipment
5/18c-7402	Safety Requirements for Railroad Operations
5/18c-7503	Trespassing on Railroad Property

Please refer to the ***2008 Illinois Vehicle Code: As Amended Through Public Act 95-711*** for complete details.

## 800 Emergency Response Numbers

Railroad Company	Phone #	Location Called
Alton & Southern Railway Company	618/482-7774 618/482-7763	General Yard Master Yard Master
Amtrak	800/331-0008	Operations Center
Aurora, Elgin & Fox River Electric	630/357-4653	Operations
Baltimore & Ohio Chicago Terminal	800/232-0144	Police Communication
Belt Railway Company of Chicago	708/496-4104 or 4105	Dispatcher
Bloomer Line	217/784-4923	Answering Machine Operations Manager
BNSF Railway Company	800/832-5452	Resource Center
Canadian National	800/465-9239	Operations Center
Canadian Pacific (SOO, DME)	800/716-9132	Operations Center
Central Illinois Railroad Company	815/562-8292	John Stolarczyk, CEO
Chicago and Western Indiana	800/848-8715	UP Crossing Hot Line
Chicago, Central & Pacific Railroad (Canadian National)	800/465-9239	Hot Line
Chicago Heights Terminal Transfer RR Co.	888/877-7267 800/848-8715	UP Crossing Hot Line
Coffeen and Western Railroad	314/554-2276	Robert Neff, CEO
Chicago Rail Link (LaSalle & Bureau Co.)	773/721-4000	6AM to 9PM (after 9PM goes to Voice Mail)
Chicago, SouthShore & South Bend Railroad	800/873-1486 Ext. 229	Dispatcher
Chicago Terminal Railroad Company	312/466-0900 212/545-7245	Edwin Ellis, CEO (cell)
Chicago Union Station Company	312/683-2105	Operations
Crab Orchard and Egyptian Railroad	618/993-5769 618/964-1950	Work Hours # After Hours #
Crystal Car Line, Inc.	708/563-5308	Main Operations
CSX Transportation, Inc.	800/232-0144	Police Communication
Decatur Junction Railway Company (Pioneer Rail Corp)	217/226-4375 309/369-9600	Office Hours (7AM-3:30PM) (cell) Randy Bennett, Gen Mgr
East St. Louis Junction Railroad Co	618/274-6400	Main Operations
Eastern Illinois Railroad Company	217/345-4832	8AM-3PM/Mon-Fri (No 24 Hr #)
Effingham Railroad Company	618/283-2268 618/283-4507	Office Hours (8AM-5PM)
Elgin, Joliet & Eastern Rwy Co. (CN)	888/883-4202 800/465-9239	EJE 24 Hr # CN 24 Hr #
Evansville Western Railway, Inc.	800/444-2580 866/812-3897 812/319-1070	24 Hr # press 9 for Dispatchers office Train Master

Railroad Company	Phone #	Location Called
Grand Trunk Western Railroad (CN)	800/465-9239	Hot Line
Illinois Central Railroad Co. (CN)	800/465-9239	Hot Line
Illinois & Midland Railroad, Inc.	217/788-8640	Dispatcher
Illinois Railnet	888/913-5217	(RCL) Signal Supervisor's Pager
Illinois Western Railroad Company	618/283-2268	Office Hours (8AM-5PM)
Indiana Harbor Belt Railroad Co.	219/989-4802	Transportation Desk
Indiana Rail Road Company, The	888/830-6280	Dispatcher
Iowa Interstate Railroad, Ltd.	800/321-3891	Dispatcher
Joppa and Eastern Railroad Company	618/543-7531 Ext.	After work hours (8:00-
Kankakee, Beaverville & Southern Railroad	815/486-7260 or 219/474-3403	Office Hours (7AM-5PM)
Kansas City Southern Railway Company	877/527-9464 or	800/892-6295
Keokuk Junction Railway (Pioneer Rail Corp)	319/524-7313	Office Hours (7AM-3:30PM)
Manufacturers' Junction Railway Co	708/863-1717	Main Office
Manufacturers Railway Company	314/773-1602	Yard Master
Norfolk Southern Railway Company	800/453-2530	Police Communications
Northeast Illinois Regional Commuter	877-349-4283	Hotline
Northern Indiana Commuter	219/874-4221 Ext.	Chief Dispatcher
Paducah & Illinois Railroad Co	708/206-6750	Dispatcher
Riverport Railroad, LLC	815/273-3200	Tim Camper, Gen Mgr
Shawnee Terminal Railway (Pioneer Rail Corp)	618/459-5566 618/993-8707	General Manager
SOO Line Railroad Company (CP Rail)	800/766-4357	Dispatcher
South Chicago & Indiana Harbor Railway	773/768-6405	Trainmaster
Southern Illinois & Missouri Bridge	402/636-7158	Dispatcher
Tazewell & Peoria Railroad, Inc.	217/788-8640	Dispatcher
Terminal Railroad Assoc. of St. Louis	618/451-8478 618/451-8474	Merchants Chief Disp Westbelt Chief Disp
Toledo, Peoria & Western Railway Corp.	309/698-2600	Make appropriate selection from recording
Total Logistic Control, LLC (formerly Rochelle RR)	815/562-2350 Ext. 815/562-2350 Ext.	(8-4:30) Main Office
Union Pacific Railroad Company (Also ALS and CHTT)	888/877-7267 800/848-8715	Resource Center Crossing Hot Line
Vandalia Railroad Company	618/283-2452 800/612-5749	General Manager
WCRY LLC (Wheeler Creek Railroad )	618/924-0599	General Manager
Wisconsin Central, Ltd. (CN)	800/465-9239	Hotline
Wisconsin & Southern Railroad Co.	414/438-8835	Dispatcher (6AM Mon - 8PM Sat)