

From: [Toliver, Aaron](#)
To: [Laffey, Stephen](#)
Subject: More inventory clarification for Marseilles area
Date: Friday, July 06, 2012 3:54:00 PM
Attachments: [2009-08-01_New Rock Potential LED Locations.xls](#)
[FRA Inventory Report 603798L.pdf](#)
[2012-07-06_603799L_Lkg_N.jpg](#)
[2012-07-06_603799L_Lkg_S.jpg](#)
[155982E-09302010-04.jpg](#)
[155982E-09302010-03.jpg](#)

Steve,

Mark Perry offered to take some pictures while he was doing some track inspection work up in LaSalle County so I asked him to snap photos of the public crossing 603799L, which did not have photos in RAILS. I labeled those and saved them in the RAILS directory so they are now able to be viewed. The ENS sign and pictures match the aerial shots in google, etc, for the lat/long that CSX lists so I am confident this is the correct location.

However, the photos raised another question, for which I believe I have found the answer. The photo looking north shows a gravel road with a crossing of the CSX main line that has lights and gates. This road is the extension of the asphalt road that goes south into the industrial complex, which I previously indicated I believe is a private road. I checked with the LaSalle County Highway Department, Michael Buiting (815/434-0743). He confirmed that this road all the way from US 6 on the north to the river/industrial complex on the south is privately owned and maintained. It is not a public road. It is commonly called "Material Service Road." The photos of 603799L show that the road has no 911 Highway Identification Signs or STOP signs or any pavement markings, etc, so this supports the private ownership/ maintenance. It appears to have been established by the company as a shortcut to the complex from US 6. I assume neither Ottawa nor Marseilles wanted heavy trucks using the nearest available public crossings to the east and west, so the company came up with that as their solution. I was surprised to see the AFLS&G on that "Material Service Road", as I did not notice that when I drove down Canal Road/2753rd earlier this spring. That led me to wonder, what is that crossing?

I found confirmation that CSX identifies the AFLS&G crossing north of Canal Road/2753rd as AAR/DOT# 603798E "Material Service Corp. Rd." I know because we proposed a project recently to replace old incandescent bulbs in their flasher units with new LED arrays, but that never went anywhere. The CSX signal supervisor for that territory did however supply a spreadsheet that identified that location as one where they have automatic warning devices. It has the same mainline milepost (80.90) as the spur track crossing 603799L on Canal Road. CSX identifies the spur as "Kerley Industries" in the spreadsheet. We excluded the 603798E location from possible funding on account that it is listed as a private crossing, which is now confirmed by the County Hwy. Dept. The FRA report for 603798E indicates under "Private Crossing Information" on page 1 that the crossing is "Industrial" and has "2GT 1BELL".

That means the crossing we previously figured to be 603798E, the one to the south inside the industrial complex with photos that URS incorrectly identified as 155982E, is neither 603798E nor 155982E. I do not believe that private crossing has any AAR/DOT# assigned. CSX may or may not be

the operating railroad on the industrial track that crosses the private road inside the complex. The URS photos show a red locomotive I assume the industry operates on its own to take the cars across the road and set them out on the track that runs parallel to the private road. Mark's photos at 603799L show CSX locomotives have backed in to pick up the cars that have been set out on that track. I suppose CSX should technically establish an AAR/DOT# for the south private crossing, but if their crews do not actually take the train through the crossing, I doubt CSX would want to add such a crossing to their roles. Nonetheless, it is positively not a crossing of a public roadway.

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