

**PUBLIC PRIVATE PARTNERSHIP TO
INCREASE AWARENESS OF RAIL CROSSING SAFETY AND LAWS
(ABSTRACT)**

SCANNING:

According to national statistics the state of Indiana ranks third in the number of rail crossing accidents causing death. Due to a large amount of train traffic in Madison County, approximately 50 each day, Indiana State troopers from the Pendleton Post identified this as a problem in their area.

ANALYSIS:

High profile accidents involving high school students and statistics provided by the CSXT Railroad provided an analysis showing the problem. Visual observation of rail crossing gate runners gave a better understanding of the underlying condition.

RESPONSE:

Troopers responded with a plan to increase awareness of this danger by combining a proactive media campaign with an increased enforcement effort of existing laws. CSXT Railroad officials assisted by donating equipment. Two-way radios allowed communication with railroad dispatchers. In-car video cameras documented violations for court and provided video footage for an educational video to show local high school students.

ASSESSMENT:

Statewide rail crossing citations by ISP: 1999- 66

Madison County troopers rail citations: 2000- 415

Madison County Train/Vehicle Crashes:

	Crashes	Injuries	Fatalities	% of Total past 10 yrs.
1991	14	4		15.73%
1992	8	5		8.99%
1993	17	3		19.10%
1994	14	1		15.73%
1995	8	2	1	8.99%
1996	10	5	2	11.24%
1997	6		2	6.74%
1998	4			4.49%
1999	4			4.49%
Total	89	22	7	

<p style="text-align:center">PUBLIC AND PRIVATE PARTNERSHIP TO INCREASE AWARENESS OF RAIL CROSSING SAFETY AND LAWS</p>

A. SCANNING:

Madison County Indiana is located approximately 16 miles northeast of Indianapolis with the county seat being the city of Anderson. The CSXT Railroad lines in Madison County are some of the busiest in the Midwest, with approximately 50 trains a day. State troopers from the Pendleton Post that work Madison County participated in a training session sponsored by local railroad companies. At this session they learned of an alarming trend in their state that showed Indiana ranking third in the number of rail crossing fatalities nationwide. The training topic was how to better investigate these crashes. After the training ended, troopers observed crossings in their county of assignment and realized a large amount of motorists were driving around the gates warning of an approaching train. In 1999 there were two high profile train crossing crashes in Madison County. These crashes involved teenage drivers resulting in fatalities. Local and national media covered these crashes. Frequency of crashes, media attention, and officer observation all contributed to the realization that a problem existed.

B. ANALYSIS:

Troopers were assigned during their routine patrol to observe rail crossings in Madison County. The following are some of the observations found:

1. Motorists ignore automated signals warning of an oncoming train.
2. Motorist will slow down then proceed around and through gated warnings.
3. Most violations occur during peak driving times.
4. More violations occur in the city of Anderson than out in the county.

Squad meetings were held to discuss these findings that concluded the problem to be the needless injury, death and property damage that result when motorists ignore railroad warnings and violate Indiana law.

Mr. Tom Kinser, the Indiana director of Operation Lifesaver, a group dedicated to the safety around highway- rail grade crossings, stated that Madison County has a very large number of crossings that produce injury and death. Mr. Kinser suggested the Madison County squad of troopers should contact the CSXT Railroad Police who might provide a valuable resource in reducing the problem.

C. RESPONSE:

**TRAFFIC AND PUBLIC SERVICE PLAN
TO
INCREASE AWARENESS OF RAIL CROSSING SAFETY AND LAWS**

I. Enforcement of grade crossing laws

- a. Increase enforcement efforts. Include crossing assignment in weekly patrol.
- b. Document violations using in-car video and laser speed/distance device.
- c. Meet with local prosecutors and judges to gain their interest in, and support of, concentrated enforcement efforts on rail crossing violations.

II. Initiate a proactive media campaign

- a. Inform public of Indiana's grade crossing laws.
- b. Remind public of dangers of ignoring lowered crossing gates.
- c. Educate public on grade crossing warning signs.
- d. Improve driver performance at grade crossing violations through education.
- e. Emphasize seriousness of grade crossing violations.
 1. Crossing fatality/injury statistics
 2. Penalties from the courts and the Bureau of Motor Vehicle

Enforcement started in March of 2000 with mixed results. Officers waited at crossings for long periods of time for trains to pass. This taxed the troopers' patience since this was done in between normal patrol assignments. Troopers invited CSXT Railroad Police officers to meet with them to discuss their plans and alternatives. This collaboration changed the attitudes of all the troopers. Both police departments worked hand in hand for the remainder of the project. It was the combination of manpower and resources that provided impetus for successful goal accomplishments. Train schedules provided by CSXT Railroad initially proved to be somewhat helpful. However, a better system was needed to reduce man-hours so the troopers could be at "the right crossing at the right time". A secondary goal was to make crossing enforcement a routine event, not just an occasional special project.

The state troopers met with Special Agents from the CSXT Railroad Police Department at the CSXT Indianapolis Headquarters. It was determined that CSXT Railroad providing the troopers with mobile two-way radios could accomplish a more efficient way of patrolling. This allowed troopers to communicate directly with train dispatchers and engineers, providing train locations resulting in better allocation of manpower. Troopers were shown the dispatch center, which serves most of the Midwest and personally met dispatchers that work their area of Madison County.

Another proposal was made, further supporting efforts to reduce crashes. Troopers needed a better way of documenting rail crossing violations for prosecution in court.

Indiana Motor Vehicle Code 9-21-8-39:

Conditions requiring stop at railroad crossing.

*Sec.39 Whenever a person who drives a vehicle approaches a railroad grade crossing, the person shall stop within fifty (50) feet but less than fifteen (15) **feet** from the nearest track of the railroad and may not proceed until the person can do so safely under the following circumstances: (1) When a clearly visible electric or mechanical signal device gives warning of the immediate approach of a train. (2) When a crossing gate is lowered or when a human flagman gives or continues to give a **signal** of the approach or passage of a train. (3) When a railroad train approaching within one thousand five hundred (1500) feet of a highway crossing emits an audible signal and because of speed or nearness to the crossing is an immediate hazard. (4) When an approaching train is plainly visible, and is in hazardous proximity to the crossing.*

CSXT donated a state of the art in-car video system. This recorded the "gate runners" in relationship to the proximity of the train and recorded their statements as to why they put their lives at risk. Some were entertaining while others were astounding.

TOP TEN STATEMENTS OF RAIL CROSSING VIOLATORS

10. "I thought the train was stopped."
9. "I did not know it was the law; I thought the lights were just a warning."
8. "I could not see the train until I was out on the tracks, but I did hear the whistle."
7. "I have got to get my kids to school."
6. "I am embarrassed; I am an attorney who has represented railroads in civil court."
5. "I need to get home. I think I left the television and VCR on."
4. "I was not thinking right. I know better; I am a **fireman-paramedic**."
3. "I was going home from the grocery and did not want my ice cream to melt."
2. "Sorry, I am running late to a funeral."
1. "I should know better; my father was killed by driving around the gates at a crossing."

CSXT also donated a laser range/speed handheld unit. This assisted the troopers in determining the speed and distance of the train to the crossing (critical part of the Indiana law). This equipment totaled over \$8,000, which illustrated how committed CSXT was to this cooperative Public/ Private Partnership.

Part One of the Traffic and Public Service Plan was devoted to strict enforcement of existing Indiana law. However, Part Two was just as significant.

In August 2000 the Indiana State Police Pendleton Post and CSXT railroad held a joint news conference announcing the donation of equipment and, more importantly, announcing the increased emphasis by Indiana State Police and CSXT on rail crossing violations. This news conference received spots on most Indianapolis TV stations' newscasts. The highlight of the news conference was the location chosen to hold the event, directly across from Pendleton Heights High School. This was purposefully chosen due to the high profile fatalities of young students at rail crossings in Madison County in 1999. Students were invited to participate in the news conference which one TV station reported as a "outside classroom" setting. Additionally, the Indianapolis Star and Pendleton Times newspapers ran articles highlighting this unique collaboration between public and private entities. A radio station in Indianapolis devoted an entire show to the State Police-CSXT effort.

The Madison County troopers final challenge was the planning of an educational video that would combine several video clips from their in-car cameras showing the close calls of the "gate runners". In-train cameras were utilized to capture the perspective of the train engineer. Also included were on-camera interviews with Madison County prosecutors and judges stating these significant penalties; fines and points against motorists' licenses that equal (3) speeding tickets. Additional on-camera stories will show a gut wrenching statement from a CSXT engineer that has struck and killed 6 people in 5 months and the memory of the faces that looked up at him prior to the collision. Train-car collisions are 30 times more likely to produce a fatality than any other motor vehicle crash. Meetings were held with a local production company at Anderson University to determine the feasibility of utilizing their expertise, thus adding another local flavor to this project. CSXT railroad also offered to use their public affairs office in this production. They plan on using this documentary across the country as a standard to other states exemplifying what Problem Oriented Policing in conjunction with private sector cooperation can achieve.

A. ASSESSMENT:

STATISTICAL DATA

TRAINS PER DAY THROUGH MADISON COUNTY INDIANA---50

TOTAL STATEWIDE INDIANA STATE POLICE

RAIL CROSSING VIOLATION CITATIONS FOR 1999..... 66

NINE TROOPERS ASSIGNED MADISON COUNTY TOTAL

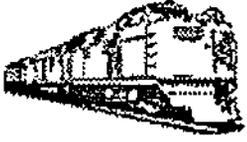
RAIL CROSSING VIOLATION CITATIONS FOR 2000-----415

RAILROAD CROSSING CRASHES, MADISON COUNTY

	Crashes	Injuries	Fatalities	Overall %
1991	14	4		15.73%
1992	8	5		8.99%
1993	17	3		19.10%
1994	14	1		15.73%
1995	8	2	1	8.99%
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1999	4			4.49%
2000	4	0	0	4.49%
Total	89	22	7	

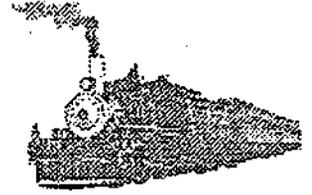
Statistical data can only show one side of the downturn in rail crossing crashes. Evaluation methods consisted of troopers' observations of crossings at the beginning of the project compared to observations at year-end. Conclusions showed a sharp decrease in the number of gate runners. Troopers were stopping multiple motorists at a time. Word spread about the increased enforcement campaign and the media blitz that followed resulted in a reduction of multiple arrests around the crossings. Another evaluation method used to determine project effectiveness was communication with train engineers traveling through Madison County on a regular basis. Engineers thanked the troopers over the two-way radios for a job well done. Crewmembers communicated directly with CSXT Police stating how pleased they were with the troopers' efforts and how much safer they felt. As Engineer Dave Blair stated, "I'm not tense any longer going through Madison County because I know the troopers may be there and even when they're not the motorists are obeying the crossing signals".

In the future the Indiana State Police troopers of Madison County will undoubtedly move on towards other safety objectives for the citizens of the state of Indiana. One surprising result of the project was an increased awareness and interest in rail crossing safety among county and local police departments that continues today. In summary, the bond that was developed from this public private cooperation remains unyielding. The Traffic and Public Service Plan was an absolute success because of the reduction in serious rail crossing crashes in Madison County.



CSX

Police Department



MARCH 1, 2000

DONALD FARRIS
SENIOR TROOPER
INDIANA STATE POLICE
I.S.P. DISTRICT #51

SUBJECT: TRAIN MOVEMENT INFORMATION.

THE FOLLOWING LIST OF TRAINS AND TIMES ARE TO BE USED
AS A GUIDE ONLY AS TIMES MAY VARY GREATLY; THE TIMES
LISTED ARE WHEN TRAINS ARE PASSING MADISON AVE.,
CSXT R.R. YARD, ANDERSON, INDIANA.

AS AGREED THE CSX POLICE DEPT, WILL CALL THE CONTACT NUMBER
AND ADVISE WHEN TRAINS ARE APPROACHING THE AGREED UPON
COUNTIES.

SEE ATTACHED LIST.

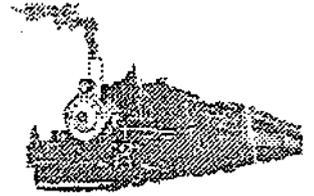
SINCERELY,

CSX POLICE DEPT,
BILL KAPP, COURTNEY COOPER, JIM NOGGLE
31 E. GEORGIA ST.
INDIANAPOLIS, IN, 46204



CSX

Police Department



AVERAGE TRAIN TIMES AT ANDERSON, INDIANA

EASTBOUND

Q342 1530 - 2000 HRS.
Q308 2030 HRS.
Q207 0700--•2300 HRS,
Q374 0200--•1800 HRS.
Q364 0300--•2000 HRS.
Q342 1630--2000 HRS.
Q348 1130 HRS.
Q362 1500--•1700 HRS.
Q358 1600 HRS.
L108 0730 HRS.

WESTBOUND

Q309 0730-1430 HRS.
Q359 0430-1600 HRS.
Q311 0800 HRS.
Q111 0900 HRS.
Q115 0145 HRS.
Q367 2300 HRS.
Q363 0400 HRS.

LOCAL MOVEMENT

J767 - ANDERSON, IN. TO WINCHESTER, IN,
LEAVES ANDERSON AT 0900 HRS.
RETURNS " AT 1400 HRS.

THIS IS EVERYDAY EXCEPT SATUDAY S SUNDAY. TIMES ARE VERY GOOD EACH DAY.



CSX

Police Department



May 31, 2000

Melvin Carraway
Superintendent
Indiana State Police
Indiana Government Center North
100 North Senate Avenue
Indianapolis, IN. 46204-2259

Dear Sir:

CSX Railroad Police Department in Indianapolis and Troopers of District #51, Pendleton Post are currently working together to Increase Awareness of Rail Crossing Safety and Laws. The Madison County Squad, District #51, is doing an exceptional job of this.

In February 2000 we met with Sergeant Kowalski and Master Trooper Don Farris in response to their 2000-2001 Traffic and Public Service Plan. (see attachment)

During discussion of their proposal an action plan was formed. I am proud to say the squads efforts since instituting the plan are above and beyond expectations.

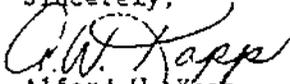
Master Trooper Don Farris visited CSX Headquarters in Indianapolis and met and talked with train dispatchers that controlled trains through his area discussing how we would communicate when trains were approaching his area. This allowed Master Trooper Farris and Sergeant Kowalski to better allocate manpower to this project. While in Indianapolis Master Trooper Farris also met with CSX Technology who provided the communication capability to carry out our plan.

Page Two - CSX Railroad Police

During District #51 Squads concerted efforts CSX railroad has experienced no grade crossing accidents along this corridor. Through January to May 1999 CSX railroad experienced four (4) grade crossing accidents with injury along this corridor. During the same period of 2000 CSX railroad experienced only one (!) grade crossing accident with that one (1) happening prior to the squads efforts.

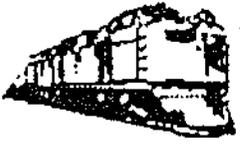
Thank you for dedicated Troopers and good leaders who put public safety first.

Sincerely,



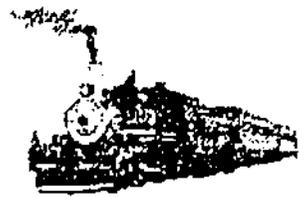
Alford W. Kapp
C.G. Cooper
J.M. Noggle
Special Agents
CSX Police Dept. Indianapolis

CC: R. Roberts - Regional Director Safety & Culture - CSX Railroad
J. Poulson - Field Director - CSX Police Dept,
J- Harris - Supt. Police - CSX Police Dept.
M. Owens - Lieutenant - Indiana State Police Post #51



CSX

Police Department



December 11, 2000

Melvin Carraway :
Superintendent
Indiana State Police
Indiana Government Center North
100 North Senate Avenue
Indianapolis, IN. 46204-2259

Dear Sir:

Reference my letter dated may 31,2000.

This year is fast closing upon us and I would like to take this time to look back and comment on the extraordinary success of the Madison County Troopers of District #51. Their grade crossing enforcement and education program lead by Sergeant Kowalski and Master Trooper Don Farris is an unqualified success.

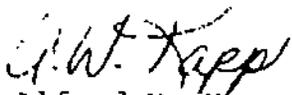
CSX Police Department in Indianapolis and Indiana State Police Troopers of District #51 have worked closely together this past year. Through the concerted efforts of District #51 troopers we have reduced the number of crossing accidents in madison county from eight (8) in 1999 to one (1) in 2000. This is exceptional. This have saved lives and damage to property.

While visiting the CSX Bigfour Railyard in Avon, In., the origin and destination point for most trains through this area I have received very good feedback from the crew members of these trains.

Page Two - CSX Railroad Police

All are pleased with the efforts of the troopers and say they feel more safe and enjoy seeing and being able to communicate with the troopers when required. Train Engineer Dave Blair said he isn't tense any longer going through madison county because he knows the troopers may be there and even when they aren't the drivers are obeying the crossing signals-
Thank you District 51 troopers for a job well done. We are looking forward to a safer 2001.

Sincerely,



Alford W. Kapp
C.G. Cooper
J.M. Noggle
Special Agents
CSX Police Dept. Indianapolis

Alford W. Kapp
C.G. Cooper
J.M. Noggle
Special Agents
CSX Police Dept. Indianapolis
CC: R. Roberts - Regional Director Safety & Culture - CSX Railroad
J. Poulson - Field Director - CSX Police Dept.
J. Harris - Supt. Police - CSX Police Dept.
D. Petree - Lieut. Colonel - Indiana State Police - Via Fax
M. Owens - Lieutenant - Indiana State Police Post #51 - TAX