

# U.S. DOT CROSSING INVENTORY FORM SUPPORTING JUSTIFICATION

Form FRA F 6180.71 (11-99)

OMB Control No. 2130-0017 Expires 09/30/2012

## Summary

- This submission is a request for a revision to the last approval granted by OMB on **September 23, 2009**, and which expires **September 30, 2012**.
- FRA published the required 60-day **Federal Register** Notice on April 4, 2012. See 77 FR 20476.
- The total burden previously approved for this information collection amounted to **3,655 hours**.
- The total burden requested for this information collection submission is **8,054 hours**.
- **Adjustments** increased the burden by **4,399 hours**.
- Total number of responses previously approved for this information collection amounted to **153,638**.
- Total number of responses requested for this submission is **265,429**.
- **Adjustments** increased the number of responses by **111,791**.
- **\*\*The answer to question number 12** itemizes the hourly burden associated with each requirement of this rule (See pp. 10-20).

## **1. Circumstances that make collection of the information necessary.**

### **A. Background**

The goal of the U.S. DOT National Highway-Rail Crossing Inventory Program is to provide information to Federal, State, and local governments, and the railroad industry, for the improvement of safety at highway-rail intersections. The U.S. DOT National Highway-Rail Crossing Inventory Data File contains a record of each and every highway-rail intersection (grade crossing) in the nation which includes location, physical, and operational characteristics. This crossing information is reported to the FRA on the U.S. DOT Crossing Inventory Form (Form FRA F 6180.71). This File is maintained by the Federal Railroad Administration (FRA), as custodian, for the railroads and States. This arrangement also acts as a clearinghouse for the exchange of crossing data between these entities. This information is valuable for the administration and statistical analysis of highway-rail crossing information, and is useful for the improvement of crossing safety.

Each State and railroad is responsible for maintaining its own inventory file for its respective crossings. In order for the files to serve as an effective data base, the States and railroads, maintaining their own files, need to exchange their data with each other and immediately update the crossing data records as conditions and changes occur. Good management practices necessitate maintaining the National File with current information. The National File will continue to be useful only if maintained and updated as crossing inventory changes occur.

In August 1972, the U.S. Department of Transportation (DOT) submitted a report to Congress entitled, “*Railroad-Highway Safety Part II: Recommendations For Resolving The Problem.*” The primary goal of this report was to provide recommendations for alternative courses of action which would lead to a significant reduction in accidents, fatalities, personal injuries, and property damage at highway-rail intersections.

The report recommended the establishment of an information system consisting of a national database of all highway-rail intersections in the Nation. Although various local, State, and Federal agencies had collected and maintained information about highway-rail intersections, most information systems or databases were fragmented and incomplete. This site-specific information was needed and required to provide for a systematic approach for the planning and evaluation of highway-rail crossing safety improvement programs at both the State and Federal level.

The report further recommended: (1) that the Federal Railroad Administration issue requirements for the railroads to assign and display identification numbers at all highway-rail crossings based on a uniform national standard to be prescribed by the Department of Transportation, (2) to contract with the railroads to provide site-specific inventory data for all crossings on their respective lines, and (3) to update the inventory annually by providing updated information following the procedures and standards established jointly by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA) working with railroad and State representatives. These requirements are defined in the “Highway-Rail Crossing Inventory Instructions and Procedures Manual” dated December 1996 (*see Attachment A*). Currently, a newer policy and set of instructions, “Policy, Procedures and Instructions,” were defined in August 2007 which match the current Form F 6180.71 (11/99) and identify each inventory data field as the responsibility of either the State or the railroad (*see Attachment B*).

Following the submission and acceptance of the report to Congress, the Federal Railroad Administration assumed principal responsibility for the development of the National Highway-Rail Crossing Inventory File and Information System. The railroad companies, under the direction and guidance of the Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA), were assigned the responsibility for making a site-specific inventory of each highway-rail crossing. They were also responsible for installing the unique U.S. DOT Crossing Inventory Identification Number (ID) which identifies a specific crossing at each location of a highway-rail intersection. The railroads became – and are now – responsible for the maintenance of the Crossing ID Number and for the periodic update of certain railroad-oriented inventory information. Further, the State highway departments were -- and are now -- required to provide site-specific highway-type information, such as highway traffic counts, location, and use data. Each State Highway Department or State Department of Transportation is responsible for the updating highway-type data items. This is all

defined in the new policy which will be incorporated into a new updated “Instructions and Procedures Manual” within the next year.

The U.S. Congress, in the Federal-Aid Highway Safety Act of 1973 (Section 203), required that each State highway agency maintain an inventory of all crossings. However, FHWA does permit States to maintain just the National Crossing Inventory File in lieu of maintaining their own separate crossing inventory file. According to the implementing instructions contained in the Federal-Aid Policy Guide (FAPG), maintaining the National Highway-Rail Crossing Inventory File will satisfy this legislative requirement so that a State would not have to maintain its own separate Crossing Inventory File if it does not chose to do so (see 23 CFR Part 924 (a) (1)).

The primary purpose of the National Crossing Inventory File is to provide for the existence of a uniform inventory data base which can be merged with accident files and used to analyze information for planning and implementation of crossing improvement programs by public and private agencies responsible for highway-rail crossing safety. Currently, the Federal program that provides funding for safety improvement projects at highway-rail crossings is the Section 130 Program. This Program provides a total of \$220 million per year under the SAFETY-LU legislation passed by Congress in December 2005. The States are required to maintain an accurate and up-to-date inventory of all crossings in order to utilize the Federal funding provided under Section 130. Since the apportionment formula for dividing and distributing the Section 130 funds is based on the number of open crossings within a State, FHWA requires that this information be provided to the National Crossing Inventory File so that the the total number of crossing in each State is available for the apportionment.

Following the official establishment of the National Inventory in 1975, FRA assumed the primary responsibility for the continued development of the Crossing Inventory Program and FRA maintains the computer files as the custodian for the States and Railroads. In 1999, the AAR requested that its name and initials be removed from the Inventory Form and program title. This was not because of any change in support for the overall program, but rather for convenience since the AAR did not maintain any type of crossing data file at its facilities, and because it was the FRA that was taking responsibility for the continued development of the Program. Thus, in accordance with AAR’s request, FRA removed the AAR name from the Crossing Inventory Form in 1999.

## **B. Supporting Other Railroad Safety Programs and Regulations**

With the advent of the “Toll Free (1-800) Emergency Notification System” (ENS) Program (in Texas since 1983 and at the national level starting in 1996), the requirement for maintaining an accurate and current inventory database has become critical because of the nature of the use of this information. This Program requires the railroads to post a sign at each crossing which identifies the railroad and the crossing inventory number, provides a toll free telephone number to call in case of a problem, malfunction, or emergency, and brief text telling the purpose of the sign. Telephone calls, from a person identifying an emergency, go to an emergency call center or the railroad train dispatch center. The railroad can then take the appropriate action to resolve the problem or malfunction situation, including an emergency stopping of the trains in the area.

Since September 11, 2001, this has taken on a new and even higher priority for Homeland Security. The importance of having every crossing identified with a U.S. DOT Crossing Inventory Number and of having that information included in the State and National Inventory is imperative for the accurate identification and location of a crossing with a reported emergency, accident, malfunction, problem, or a security breach. The crossing data files in these ENS systems (software programs) obtain their data from the U.S. DOT National Crossing Inventory File. If these systems are to continue to be useful, they must have accurate data. Thus, it is essential that States and railroads provide FRA with the most accurate and correct crossing inventory data, so that it can be entered into the National Crossing Inventory File for eventual incorporation into the Toll Free (1-800) Emergency Notification System software used by several States and railroads.

In 1994, Congress passed the Swift Rail Development Act which required FRA to conduct a Rulemaking process for instructing railroads to have their train horns sound at all public highway-rail grade crossings, unless local public highway authorities created a zone consisting of one or more crossings where train horns would not sound. This zone could be created by making safety improvements to the crossings in the zone, and then officially establishing it as a “Quiet Zone.” This became known as the Train Horn Rule and the final rule was published and made effective on June 24, 2005. The Rule requires the public highway authorities to utilize a special “Calculator” located on FRA’s Website to determine what improvements are required by the regulation in order to have the Quiet Zone (QZ) qualify for a location where train horns would not be sounded. This “Calculator” utilizes and relies exclusively on the data contained in the National Inventory File. Public Authorities (usually Cities and Towns) must update the information in the National File for the crossings located in the QZ before they can issue the Notice of Establishment to the railroad to stop blowing their train horns. The Authorities are also required to update the QZ crossing data at least once every three years. Thus, the DOT Crossing Inventory Program supports this Train Horn Regulation while at the same time the Regulation helps keep the Inventory File records up to date.

### **C. Supporting DOT Strategic Goals**

This information collection process supports the top DOT strategic goal, namely Transportation Safety. FRA uses the information from States and railroads to update certain site-specific highway-rail information in the U.S. DOT National Highway-Rail Crossing Inventory File. Through the National Inventory File, FRA is able to develop a uniform database which can be merged with accident data, then analyzed and used to create and implement effective crossing safety improvement programs by public, private, and governmental agencies responsible for highway-rail safety. By using the most current data to create and implement more effective crossing safety programs, FRA – in partnership with the States and railroads – can reduce the number and severity of accidents/incidents at the nation’s highway-rail crossings which experience the most highway and rail traffic and also at other crossings where data indicates that such crossings are the most risky. Also, such programs serve to reduce the corresponding property damage that results from train highway-vehicle collisions.

In addition, this collection of information indirectly supports the DOT strategic goal of Economic Growth and Trade. By reducing the number and severity of railroad accidents/incidents and their related costs through more effective crossing safety programs, railroads are able to reduce the average time and average cost for the delivery of goods and people to their destinations, thus providing for a greater

movement of goods and people and therefore increasing both domestic and international trade. Rail transportation plays a vital part in fostering U.S. economic growth.

The information collected also indirectly supports the DOT strategic goal of Human and Natural Environment. By reducing the number and severity of highway-rail accident/incidents through more effective crossing safety programs, communities and the natural environment are protected. This is especially true in cases where trains and trucks – either of which might be carrying volatile or hazardous materials – collide. The livability of communities is improved by promoting safer highway-rail grade crossings. Fewer accidents translate into fewer pollutants and other possible toxic substances being released into communities and surrounding areas.

#### **D. Now Required by Statute**

On October 16, 2008, Congress passed the “Rail Safety Improvement Act of 2008” (RSIA 2008), Public Law 110-432, which made updating the National Crossing Inventory File mandatory on both the States and Railroads. FRA, with the support of FHWA, had been seeking this legislation since 1999. The RSIA 2008 now requires that all crossings, public, private, and pedestrian (pathway), both at-grade and grade-separated, have a crossing inventory number assigned (including those crossings that are located within a railroad yard, in a port or dock area, or in the private railroad yard of a private company or corporation). These crossing numbers are also required on FRA Accident Reports in the unfortunate event that a vehicle-train collision should happen. Once a crossing Inventory Number is assigned, an Inventory Form must be completed including all data elements, and submitted to FRA for inclusion in the U.S. DOT National Crossing Inventory File.

The Act further requires that the railroads assign crossing inventory numbers to all crossings that may not have previously been inventoried by April 16, 2010. Also, both States and railroads are required to have every crossing record under their purview, updated by October 16, 2010, and then update annually by September 30<sup>th</sup> of the current year thereafter. Any change in this statutory requirement will require a Rulemaking process. Crossings receiving improvements, such as new warning devices or surface changes, must have this updated information reported when the improvements are completed. This will normally be performed by the Railroad.

For new crossings created after April 16, 2009, the railroads have six (6) months to report the information to FRA to be put in the National Inventory File. Current policy requires railroads to initiate the process and report the information on the Crossing Inventory Form F 6180.71 (11/99). Additionally, any crossings that lie along a rail line that is sold to another railroad must be transferred to the new operating railroad within three (3) months of the transaction. This same requirement applies to any crossings that are closed either individually or because of a rail line abandonment; they must be reported within three (3) months of the closure.

The new Law further stipulates that all of the current “Policies, Procedures, and Instructions” of the U.S. DOT National Highway-Rail Crossing Inventory Program, including the U.S. DOT Crossing Inventory Form, that are in effect on the date of enactment (October 16, 2008) apply and may be enforced, without the need for separate regulations until superseded by rulemaking. These “Policies, Procedures, and Instructions” are found on FRA’s Website at <http://www.fra.dot.gov/us/content/801>.

Further, Section 130 of Title 23 is revised to require States to comply with the provisions of the Act, except that the States are only responsible for public at-grade, grade-separated, and pedestrian (pathway) crossings. The term 'States' includes the District of Columbia and Puerto Rico. And finally, FRA is granted Rulemaking Authority to implement the requirements of this statute and to change or modify provisions of this Section of the Act through the rulemaking process. Currently, FRA has not taken any action except to require that the current policies and procedures are implemented.

### **E. Inventory Update Procedures**

The procedures for updating the National Inventory File are applicable to all public, private, and pedestrian crossings, whether at-grade or grade separated. These procedures are designed to ensure availability and use of an up-to-date highway-rail crossing database with uniform and consistent data collection criteria, and to ensure uniformity in the procedures used by both States and railroads.

The process requires a continuing and cooperative effort between States and railroads. Although only one party may have changes to report, both need to review and update their respective crossing records. Channels of communication have been established whereby such information is provided to the appropriate individuals in both the railroad companies and the State transportation agencies.

Currently, there are five types of update formats which may be used for submitting data. They are:

1. U.S. DOT Crossing Inventory Form FRA F 6180.71 (11/99)
2. Various hardcopy printouts
3. "GX32" Electronic Computer Program format
4. Electronic formatted files (via e-mail or Internet, database .txt, .mdb, .xls, .xml, files),
5. Magnetic Media (discs or tapes)

Note: "GX32" stands for "Grade Xing" or "Grade Crossing."

With the advent of the personal computer and with computer technology constantly improving, submittals of updates using the U.S. DOT Inventory Form, Magnetic Tape and Mass Update Forms has decreased significantly over the years. The vast majority of updates currently are submitted by using the "GX32" Computer Program on magnetic diskette, or electronically by sending files via e-mail or uploading to a FRA Website. However, many updates, and especially new crossings, are still submitted on the U.S. DOT Crossing Inventory Form (FRA F 6180.71), some in a format that has been developed as an electronic MS Word version of the Form.

### **F. The Inventory Form**

The U.S. DOT Crossing Inventory Form, Form FRA F 6180.71, is used for providing data to report new crossings or changes to existing crossings to the U.S. DOT Highway-Rail Crossing Inventory File. This Inventory Form is used for reporting all types of changes, including closings of existing crossings and changes in the characteristics of a crossing. The current Form FRA F 6180.71 (11-99) shown in *Attachment C* has two pages to accommodate all data fields. It is printed on both sides of a single sheet of white paper, which can be easily photocopied for distribution to the appropriate parties. While

changes and corrections may be submitted using electronic formats, new crossings must always be submitted on the Inventory Form, either on hardcopy or on an electronic version of it.

There are five sections or parts to the Inventory Form. These contain the various types of data to be provided. They are:

Information	Part I:	Location and Classification
	Part II:	Railroad Information
Information	Part III:	Traffic Control Device
	Part IV:	Physical Information
	Part V:	Highway Information

While data must be provided for all five parts for public at-grade crossings, only the location information for Part I is required to be provided for private, pedestrian, and the grade separated crossings.

When the data is displayed on a printout from the FRA Office of Safety Website at <http://safetydata.fra.dot.gov/officeofsafety/>, it has the form shown in *Attachment D*.

## **2. How, by whom, and for what purpose the information is to be used.**

All 50 States and some 650 railroads use the Inventory Form to provide new crossing information or to update data in the Inventory. Without updating, the Inventory's value would rapidly decline. In the most recent calendar years 2006 to 2008, an average of 154,000 changes were voluntarily submitted by the States and railroads. An average of 3,800 of these changes per year used the Inventory Form as the method of updating. Over the last 10 years, FRA received an average of 3,062 Inventory Form updates per year.

FRA maintains two types of data files: the Inventory Data File and the Accident Data File.

(1) The Inventory Data File is a record of grade crossing location, physical, and operational characteristics which provides information for the administration and statistical analysis of highway-rail crossings. This information is reported to FRA on the U.S. DOT Crossing Inventory Form. Each State and railroad is responsible for maintaining its respective inventory file and the National File. In order for the files to serve as an effective database, the States and railroads must update them on a regular basis. Also, States may maintain only the National Inventory File in lieu of maintaining their own State Inventory File. About 10 percent of the States maintain only the National Inventory File, and do not have a State Inventory File. Almost all States regularly get a copy of their data from FRA, or they download the data from the FRA Office of Safety Website at <http://safetydata.fra.dot.gov/officeofsafety/> for their own use. A complete list of useful Website Addresses can be found in *Appendix E*.

(2) The Accident Data File contains the records of all train-related accidents, injuries, and fatalities at highway-rail crossings. By law, FRA requires the reporting of all train-related accidents and incidents. FRA further requires that the DOT Crossing Identification (ID) Number be placed on the Accident Report. This Crossing ID Number is assigned by the railroads by placing the Number on a completed U.S. DOT Crossing Inventory Form for that specific crossing. This information is then entered into the National Inventory File. (See “Assignment of Crossing Inventory Numbers” in *Appendix F*.)

Routinely, the Accident Data File is integrated together with the Inventory Data File, and the information from the combination is used by the Federal Government, States, and railroads for a variety of purposes. These include: developing Federal crossing safety improvement programs; funding crossing safety improvements; funding studies related to railroad safety programs; assessing the effectiveness of warning devices; analyzing needed crossing safety improvements along high-speed rail corridors; determining accident costs; and fostering public awareness, driver training, and other safety program and research opportunities. This information is published annually in the “Railroad Safety Statistics” (formerly “Highway-Rail Crossing Accident/Incident and Inventory Bulletin”), which is distributed to all States, railroads, and interested researchers (copy enclosed for Calendar Year 2006, the last published year currently available; see *Attachment G*).

This combined data is also used for the DOT Accident Prediction Formula and Resource Allocation Procedure. This information is made available to States and railroads on a CD entitled “PCAPS” (Personal Computer Accident Prediction System), and is available on FRA’s Website under the name WBAPS (Web Based Accident Prediction System). These computer models require data and information from both the U.S. DOT National Highway-Rail Crossing Inventory File and the Accident Data File. The calculations and printouts prioritize crossings based on an accident prediction value to assist State program managers in optimizing the selection of crossing safety improvement projects, i.e., identifying crossings with the highest risk for having an accident.

These accident prediction models are widely used by almost all States and railroads for prioritizing the use of limited funds for crossing safety improvement projects. The major portion of funding for these projects comes from the Federal-aid Highway Safety Program, Section 130, which provides up to 90% of the funds for the cost of crossing safety improvement projects. As mentioned earlier, the total Congressional appropriation is currently \$220 million per year and is apportioned among the States with one factor being the total number of crossings within the State as determined from the National Crossing Inventory File.

The Inventory database is also used for program assessment, management, research, and historical analysis by many public and private entities. Requests for data have originated from States, local governments, railroads, railroad industry suppliers, safety advocates, interest groups, news media, lawyers, research organizations, Federal agencies, and Congressional offices. The most common request is for the crossing inventory and accident data history. Such requests can be fulfilled by obtaining the information from the “FRA Safety Data Website,” which is currently receiving over 440,000 visits per year.



### 3. Extent of automated information collection.

The original inventory was compiled between 1973 and 1975. An “Inventory Procedures Manual” was issued in 1974 and an “Update Manual” was issued in January 1976. These manuals described the original Inventory Form, and established procedures and responsibilities for both States and railroads when processing this Form. Following a series of workshops sponsored by the Association of American Railroads (AAR) in 1979, a “Supplement” to the “Update Manual” was issued in July 1980. This publication provided procedures for other methods of submitting updates using the most current technology at the time. The “Mass Update (fill-in-the-blanks lists)” method of updating the file by using computer generated lists for updating one or more specific data elements and a “Magnetic Tape” format for submitting large numbers of updates became an option for submitting updates. These procedures were promulgated as alternatives to the preparation and submission of individual Inventory Forms for crossings where changes needed to be reported. The “Supplement” also allowed for some variations in submission procedures and responsibilities to accommodate existing railroad-State relationships.

Table 3-1 provides a 25-year history of the number and types of updates submitted to FRA for entering data into the National File. In 1991, nearly 40% of the changes received were in the “Mass Update (fill-in-the-blanks)” format and 50% were on Magnetic Tape. These changes not only reduced the time required to prepare and submit changes by using the hardcopy Inventory Form, but it also allowed FRA to obtain more current information by increasing the overall amount of updating.

Revising and improving the updating process further, FRA developed a process system and computer program in 1991 designated as “GX32”(“GX” for Grade Xing or Grade Crossing and “32” for A Windows 32 bit operating system) which allows States and railroads to generate updates on an IBM compatible personal computer, similar to using income tax software, and submit them on magnetic diskettes or via the Internet or email. This computer program (widely available since 1992) was FRA’s move forward into eGovernment Information Technology for the highway-rail crossing inventory updating system. FRA provides this program at no cost to States and railroads for use in accessing and maintaining their crossing inventory records. The program utilizes a facsimile of the Inventory Form which is displayed on a monitor screen and permits data elements to be entered in the same manner as on the paper version. With this system, both the Federal Government and State/railroad respondents benefit from a reduction in paper forms. When requested, the user receives a computer program package, including a file of all crossings, which can be used for updating the user’s crossing records. Thus, in addition to reducing the need for large numbers of paper updates, the use of this computer program makes updating simple and easy.

The “GX32” software is a self-contained package allowing users to retrieve and update records, to print records and summary reports, and to produce an “upload file” with current updated information for submittal to the National File. Each “GX32” package contains a custom database that includes the user’s crossings and reference files. Table 3-2 presents a comparison of update records received for the various methods that are used to update the National Inventory File for the years 1990, 1998, and 2006. This Table shows how the various update methods have changed over this time period. By 1998, 51% of the updates were submitted on either a “GX32” formatted diskette or by another type of electronic magnetic disc format, and by 2006, the percentage increased to 58%, not including an additional 37% that was updated electronically by the FRA data processing contractor using the “Special Mass Update” process from information received from the States and Railroads. Electronic media can be provided via e-mail or uploaded to a data-receiving Website. Currently, over 96% of the updates are provided electronically by these methods.

The two Tables 3-1 and 3-2 show the efforts made by FRA to automate and simplify the data collection process by reducing the use of paper submissions (U.S. DOT Crossing Inventory Form and Mass Update Printouts) over the last 22 years. It also shows the increase in submitting updates on magnetic media (discs) and, more recently, electronically via the Internet, e-mail, or up-loading to special data-receiving Websites. FRA is a strong believer in using the principles of eGovernment and Information Technology, wherever possible, to reduce burden of using the hardcopy Inventory Form.

**TABLE 3-1**

**Highway-Rail Crossing Inventory Program  
Summary of Updates Received  
1987 - 2011**

<b>Year</b>	<b>Inventory Forms</b>	<b>Mass Update Printouts</b>	<b>Disc/Tape (non-GX32)</b>	<b>“GX32” Electronic</b>	<b>Special *</b>	<b>Total</b>
2011	6,823	5,373	228,038	53,540	34,379*	328,153
2010	9,710	7,719	195,791	42,608	120,799*	376,627
2009	4,294	4,529	66,290	20,798	126	96,037
2008	1,878	1,892	94,109	13,820	16,197	128,616
2007	7,628	4,023	64,768	6,251		82,670
2006	1,954	7,972	128,122	18,472	93,840*	250,360
2005	1,374	5,356	51,193	9,628		67,649
2004	1,249	1,805	185,962	13,194		202,210
2003	2,441	7,323	57,354	11,540		80,491

2002	2,383	3,147	121,431	6,958		133,945
2001	2,056	5,433	84,648	11,322		103,459
2000	3,408	5,195	91,742	32,525	245,190*	378,110
1999	6,244	8,319	----	98,451##		113,014
1998	8,004	23,950	3,369	30,054	70,708 *	136,085
1997	10,258	10,139	0	43,222		63,619
1996	5,239	23,477	2,840	26,875	28,580 *	87,011
1995	5,950	17,785	3,700	35,854		63,289
1994	10,213	31,347	14,810	58,680		115,050
1993	5,340	27,550	3,892	12,677		49,459
1992	8,546	42,377	10,057	18,874		79,854
1991	10,525	39,856	51,901	1,024		103,306
1990	13,104	25,538	7,691			46,333
1989	9,690	43,500	9,039			62,229
1988	24,872	103,382	39,807			168,061
1987	9,437	65,651	13,921			89,009
Total	172,620	522,638	1,531,421	566,367	609,819	3,402,865

Most recent 10-Year Average is 124,304 Updates per Year.

\* Special Updates are specific Mass Conversions, e.g., railroad contacts, ownership because of mergers, FRA requests: street (PRIVATE ROAD) for private crossings, FRA QZ updates 2009-2011 etc.

NOTE: QZ Counts where QZ Field was set to 0 are not included on 2006 processing records ~ 425,000.

**\*\*\* Please note that Form FRA F 6180.71 is available to all users in PDF fillable format on the agency's Website and that the PRA Public Protections Statement has been moved to the top of the form. The PDF fillable version of the form is included in FRA's ROCIS submission.**

**TABLE 3-2**

**COMPARISON of CROSSING INVENTORY RECORD UPDATE METHODS  
FROM 1990 to 2011**

<u>Year</u>	<u>2011</u>		<u>2006</u>		<u>1998</u>		<u>1990</u>	
<u>UPDATE METHOD</u>	<u>Records Updated</u>	<u>Percentage</u>	<u>Records Updated</u>	<u>Percentage</u>	<u>Records Updated</u>	<u>Percentage</u>	<u>Records Updated</u>	<u>Percentage</u>
Inventory Forms	6,823	2%	1,954	1%	8,004	12%	13,100	28%
Mass Update Printout**	5,373	2%	7,972	3%	23,950	37%	25,500	55%
Disc/Tape (non-GX32)	228,038	69%	128,122	51%	3,369	5%	7,700	17%
GX32 Electronic	53,540	16%	18,472	7%	30,054	46%	N/A	0%
Special Mass Updates	<u>34,379</u>	<u>10%</u>	<u>93,840</u>	<u>37%</u>	<u>N/A</u>	<u>0%</u>	<u>N/A</u>	<u>0%</u>
<b>Total</b>	<b>328,153</b>	<b>100%</b>	<b>250,360</b>	<b>100%</b>	<b>65,377</b>	<b>100%</b>	<b>46,300</b>	<b>100%</b>

\*\* (Mass Update and Computer Printouts combined)\_\_\_\_\_

**4. Efforts to identify duplication.**

Only FRA maintains a nationwide inventory of highway-rail crossings, which is historical in nature, containing a record of every crossing that was ever placed in the File and every update for a specific crossing that was ever submitted. As a result, the File contains about 2.4 million records, each containing about 150 pieces of data. There have been over 5 million visits to the FRA Website for data since its inception in 1998. There is no other database containing this information. The current total number of open inventoried highway-rail crossings nationally is shown in Table 4-1.

Some States and railroads had their own crossing inventory prior to the establishment of the National Inventory File in 1975. Others have started maintaining an inventory since 1975. Still others completely depend on the National File and FRA for a copy of their portion of the Inventory. Most of the State and railroad inventory systems are patterned after the National Inventory using the same Form and format for collecting this important information. Consequently, both the national and State/railroad files can move from one computer to another using the computer diskette, Excel, or other electronic format as the transfer medium. However, States and railroads report different data, each reporting their respective information within their sphere. These data in their entirety are not available from any other source. Thus, there is no duplication.

**TABLE 4-1**  
**Inventory of Highway-Rail Intersections**

<b>Number of Open Highway-Rail Intersections</b>			
<b>Type</b>	<b>At-Grade</b>	<b>Grade Separated</b>	<b>Total</b>
Public	130,249	33,768	164,017
Private	80,880	2,809	83,689
Pedestrian	1,986	1,247	3,233
<b>Total</b>	<b>213,115</b>	<b>37,824</b>	<b>250,939</b>

Statistics as of 21 May 2012.

**5. Efforts to minimize the burden on small businesses.**

The amount of data submitted by a railroad or State is directly proportional to the number of crossings for which the entity is responsible. Small railroads and small States have only a few crossings. Consequently, the number of updates that they need to provide is small. The burden, then, is minimal. For small railroads (those with less than 40 crossings), use of the Inventory Form is the simplest, easiest, and cheapest way to provide the updated data. Use of other updating methods, such as the computer based “GX32” system, or electronic computer files, or use of magnetic media, would be wasteful in time and in money. For both States and railroads that are updating only a few crossings at any one time, use of the Inventory Form is the preferred method.

**6. Impact of less frequent collection of information.**

Failure to collect this information or to collect it less frequently would seriously jeopardize FRA’s safety program because the agency would not have the necessary information to monitor the nation’s most heavily traveled, dangerous, and high risk highway-rail intersections. As a result, FRA and the railroad industry (including the State and railroad stakeholders) would not know which railroad crossings present the greatest hazards, or which crossings experience one or more accidents/incidents, and would not be able to devise and implement appropriate safety improvement programs (installation of flashing lights and gates) for these sites. The likely consequence would be an increase in the number and severity of accidents/incidents, and a corresponding increase in the number casualties and fatalities. With current and constantly updated data, FRA can verify that the information is accurate and reliable, and can ensure that States and railroads establish suitable safety measures and improvement programs at highway-rail intersections where the need is most pressing.

The frequency of reporting has not been subject to FRA control, nor could FRA require a specific time period for collection of data. From the beginning in 1975 until October 2008 when Congress passed the Rail Safety Improvement Act of 2008 (RSIA 2008), this has been a voluntary program for submitting

updates to the National File. Even so, most States and Railroads did submit updates to the National File as changes occurred. Most States and railroads have established frequencies which fit their seasonal workload, available resources, program planning, and assessment needs. For example, most railroads and States report a change in crossing warning devices only when those changes occur, whereas a change in the highway vehicle traffic counts by States were reported only once every few years.

However, since the passage of RSIA 2008, updating the National File is now mandatory on both the States and Railroads. All States and Railroad are required to update all of their inventory records by October 16, 2010, and then annually thereafter by September 30 of each year. This legislation requires that every crossing, public, private, and pedestrian – both at-grade (level) and grade-separated – have a crossing Inventory Number (ID) assigned. It further requires that every crossing inventory record be updated annually and that the data to be provided on the Inventory Form FRA F 6180.71 (11/99), or electronically in the format and data file structure for this Form.

#### **7. Special circumstances.**

All information collection requirements regarding the U.S. DOT Crossing Inventory Form are in compliance with this section.

#### **8. Compliance with 5 CFR 1320.8.**

As required by the Paperwork Reduction Act of 1995, FRA published a notice in the **Federal Register** on April 4, 2012, soliciting comment on this particular information collection. *77 FR 20476*. FRA received no comments in response to this notice either from the railroad community, general public, or any other interested party.

#### Background

FRA maintains complete lists of all “State Inventory Contacts” (persons submitting updates) for all 50 States (*see Attachment H*) and contacts for many of the 650 railroads operating in the Nation (*see Attachment I*). This information is also now posted on FRA’s Website (*see Attachment E*). FRA is in constant contact with State and railroad contact personnel, as well as representatives of the Association of American Railroads (AAR), which was one of the original co-sponsors of the Crossing Inventory Program. All discussions with these Inventory contacts have been positive. They strive to obtain and submit the most accurate data possible. Many contacts have expressed the view that updating data should be mandatory rather than voluntary. The RSIA 2008 legislation now makes the Inventory Form and the process of updating the National File, as defined by the “Instructions, Policy and Procedures” document in *Attachment B*, mandatory. As mentioned previously, precise and current data is essential to properly and efficiently plan the implementation of safety improvement programs.

The original instructions for record keeping, data collection, data reporting formats, and procedures were updated and combined into a new “Instructions and Procedures Manual” published in December 1996 (*see Attachment A*). While the basic reporting elements and procedures have remained the same, this document updated and clarified the requirements that were contained in several other publications (dating back to 1974) that were earlier described. FRA provides this manual free to the States and

railroads for their convenience, and it is also available on FRA's Website. Further, since the newer and current Form was created in November 1999, FRA has published the newest set of "Policy, Procedures and Instructions," which are also on the FRA Website (*see Attachment B*).

**9. Payments or gifts to respondents.**

There are no payments, gifts, or other types of remuneration to respondents. However, FRA does provide respondents at no charge (upon request) with copies of Inventory data and the "GX32" Computer Program for their use in updating the records in the National Inventory.

While not a gift or payment by FRA, Congress has provided a limited amount of remuneration to States for their efforts and costs associated with the collection of data and maintenance of Inventory database systems. Under the statutory SAFETEA-LU legislation, Section 1401, "all previous eligibilities under 23 U.S.C. 130 continue and up to two (2) percent of the funds apportioned to a State may be used for compilation and analysis of data for the required annual report to the Secretary (DOT) on the progress being made to implement the railway-highway crossing program. States are also eligible for funding under the broader eligibilities of the FHWA Highway Safety Improvement Program (HSIP)."

Since the total authorization for the Section 130 program, funds set aside for the reduction of hazards and installation of warning devices at crossings is \$220 million per year. Thus, the funds apportioned for the purpose of updating the Crossing Inventory Databases (both State and National) is about \$4.4 million total.

**10. Assurance of confidentiality.**

There is no confidentiality required because the data are not of a sensitive or confidential nature. They are available to the States, railroads, and the general public. The data are currently available for downloading from FRA's Office of Safety Website at <http://safetydata.fra.dot.gov>, and thus are available to anyone. Normally, it is FRA's policy to furnish railroads and States with only their respective data. Usually, these are the only data that are of interest to them. However, if there are other requests for data, FRA would supply that information consistent with its responsibilities under the Freedom of Information Act (FOIA) and other applicable statutes. Requests for data are normally quite specific (involving a particular crossing or set of crossings), and are usually for tabulated or summary data. Such requests do not violate any confidentiality, and FRA readily accedes to them.

**11. Justification for any questions of a sensitive nature.**

There are no questions of a sensitive nature. Consequently, no sensitive information is requested.

**12. Estimate of burden hours for information collected.**

**A. *Number of Respondents:*** All 50 States and 650 railroads participate in updating the Inventory. However, in any one year, there are only about 150 different entities that may provide information.

**B. Frequency of Response:** Updates to the Inventory are submitted as changes occur. While it is recommended that all crossings should be updated at least once every three (3) years, in reality, on average, it is more like every five to six years that a crossing record is updated, and sometimes even longer - as much as over 10 years. Since this has been a voluntary program before October 16, 2008, most States and railroads have established frequencies which fit their seasonal workload, available resources, and their program planning and assessment needs. For example, most railroads and States will report a change in crossing warning devices immediately, while other changes only get reported when a periodic site survey of all crossings is conducted. However, since the passage of the RSIA 2008 on October 16, 2008, all railroads and States are now required by statute to update all of their crossings by October 16, 2010, and then annually thereafter.

**C. Burden Time per Response:** The burden time per response varies from 15 to 30 minutes (.25 hour to .50 hour) according to the method chosen to research and submit the Inventory updates. The breakdown for each method follows.

**D. Types and Methods of Survey Responses:**

A three-year average will be used for the most recent years 2006 to 2008 in order to estimate the time, cost, and resulting burdens for collecting and processing inventory update data and Forms. The average, per year, for these three years is as follows:

<u>Update Method</u>	<u>Records</u>	<u>Updated Percent</u>
Inventory Forms	6,942	2.6%
Mass Update Printouts	4,364	1.6%
Disc/Tape (non-GX32)	163,373	61.1%
GX32 Electronic	38,982	14.6%
Special Mass Updates	51,768	19.4%
Total 3 year Average	267,254	100.0 %

**D.1. U.S. DOT Crossing Inventory Form. (FRA F 6180.71):** The burden for utilizing this method of updating varies widely depending upon the number of highway-rail crossings that exist for the respondent entity (State or railroad). Completion of the Inventory Form is probably the most time consuming of the updating methods available. The best estimate resulting from discussions and feedback from States and railroads indicates it takes an average of 30 minutes per form to field check, gather necessary information, and physically fill-out the updated form. The actual amount of time can vary from a couple of minutes to report a small change in data to an hour or more if a site visit is necessary to perform a site field check or establishment of a new crossing.



The “Inventory Computer Printout” is a computer generated record of the current data in the File for the crossing (*see Attachment D*). It has the same information as the Inventory Form with the data displayed in a similar format. States and railroads may submit updates and corrections merely by changing the data on this sheet and forwarding it to FRA. If changes or corrections are simple and only involve a few crossings, this is an easy way to submit updates. It is also a very useful way to make corrections when on-site in the field. Using this procedure will take about the same amount of time to complete as the Inventory Form, i.e., a few minutes if the changes are evident to an hour or more if a site visit is necessary. However, this procedure can only be used to change the printed names, quantities, or values that are listed. If they are not listed on the printout, the Inventory Form must be used to change the data.

Based on the average 2009-2011 receipts of 6,942 forms per year, the annual burden for this update method is estimated to be 3,471 hours (6,942 forms x .50 hour) per year.

- D.2. Mass Update (and Computer) Printouts:** The Mass Update Method consists of lists of data, usually hardcopy printouts, generated by the States or railroads themselves. These are used to update designated data elements, such as closing all crossings along an abandoned rail line or transferring ownership when a rail line is sold. With this method of updating, several hundred records with the same type of repetitive correction can be updated in approximately 15 to 30 minutes.

For 2009-2011, an average of 4,364 records per year were received by FRA, though we do not have the number of submissions those records were contained in. In the last iteration of this document, each list contained an average of 17 records. Assuming that is close to an accurate estimate for the current records, we can assume an average of 257 records per file for the period. FRA estimates that it takes approximately 30 minutes per file to create and transmit. The annual burden for this method is 129 hours per year.

- D.3. Electronic, Magnetic Discs and Tapes (non-GX Format):** If a state or railroad maintains its own inventory on a mainframe computer, updates for 1,000 and more crossing records can be provided in one file on a magnetic disc or tape in a matter of minutes (approximately .50 hour including program set-up, data processing time, and mailing) or forwarded electronically by e-mail. Electronic files are one of two types, either “GX32 Format” or “non-GX32 Format.” The latter can be of many different types such as Text, Excel, Comma Delimited, Word, etc.

For 2009-2011, an average of 163,373 records per year were received by FRA, though we do not have the number of submissions those records were contained in. In the last iteration of this document, each submission contained an average of 147 records. Assuming that is close to an accurate estimate for the current records, we can assume an average of 1,111 lists submitted in the 1009-2011 period. It is estimated that each list takes one-half hour (.50 hour) to create. The annual burden for this update method is 556 hours (1,111 lists x .50 hour) per year.

- D.4. GX Computer Program:** Utilization of the “GX32 Computer Program” (introduced in 1991) is the most accurate and efficient way to submit changes and corrections via a computer diskette.

The respondent can make the changes on a personal computer in a format that looks like the Inventory Form. Use of the “GX32” Program ensures that contradictory data are not entered because of internal edit check software in the program. While use of this method removes the requirement to fill out a paper form, it still may take several minutes to enter all the correct information for a specific crossing record. However, the program also contains a mass updating feature whereby many crossings (for example, 1,000 or more) can have identification names corrected in a few minutes. Depending on the nature of the updating being performed, it may be necessary to make a site visit to the crossing, which then would take additional time. All corrections are automatically placed on a diskette, which is then forwarded to FRA’s data processing contractor for input into the National Inventory File. Especially important, this method saves the need for a data entry clerk to keypunch the received information, thereby negating any input errors that might occur.

The “GX32” Computer Program accepts the input for new crossings. Normally when a new crossing is opened, the Inventory Form (FRA F 6180.71) is used to report the new inventory data. Both the railroad and State need to provide information. The National File will not accept the new crossing information unless both entities have processed the Form.

For 2009-2011, an average of 38,982 records per year were received by FRA, though we do not have the number of submissions those records were contained in. In the last iteration of this document, each submission contained an average of 273 records. Assuming that is close to an accurate estimate for the current records, we can assume an average of 143 lists submitted in the 2009-2011 period. The annual burden for this method of updating is an average of 3,898 hours (38,982 records x .10 hour) per year.

**D.5. Special Updates:** These are other mass conversions, for example, changes in railroad ownership due to mergers. These updates are done by FRA. Consequently, there is no burden to respondents. There was an average of 51,768 records processed per year from 2009-2011.

**E. *Total Annual Burden Summary:*** Based on the most current data, the annual average burden for all respondents is an average of 3,655 hours per year. Table 12.E-1 provides a breakdown of the burden based on method of Inventory updating and Table 12.E-2 shows the Annual Burden Cost. This is summarized below:

Respondent Universe:	650 railroads/50 States
Burden time per response:	.10 to .50 hour
Frequency of Response:	As changes occur recommended at least once every 3 years.
Annual Number of Responses:	267,254 updates - 3 year average
Annual Burden:	8,054 hours - 3 year average
Hourly Burdened Rate	\$ 69.20
Annual Cost:	\$ 557,336.80

**Calculation:** 267,254 updates x .10 to .50 hrs. => 8,054 hrs (see Table 12.E-1)

8,054 hrs. x \$69.20 (burdened) => \$557,336.80 (see Table 12.E-2)

\*-estimated

<b>TABLE 12.E-1</b>				
<b><u>2009-2011 CROSSING RECORD UPDATES SUBMITTED</u></b>				
<b>and</b>				
<b><u>ESTIMATED TIME AND COST REQUIRED TO PROCESS</u></b>				
<u>Unit Files</u>	<u>Update Method</u>	<u>Records Updated</u>	<u>Per Unit Labor Time</u>	<u>Total Hours</u>
				1.
				3,820
				Inventory Forms
				6,942
				-

**6. Burden Estimate Explanation:**

The total cost of the burden is estimated by using information obtained from discussions with several of the State Inventory Contacts and Railroad Public Works Engineers (personnel responsible for crossing matters) during regular conversations held with these individuals. More specifically, in 1994, the State of Ohio established an "Ohio Database Task Force" to conduct an independent re-inventory of all crossings in the State during the 1994-1995 period. This effort required the cooperation of every railroad operating within the State, and required a site visit and field check of every crossing. The information obtained was used to complete an Inventory Form for each crossing which was provided to State officials to update the crossing inventory file.

The State officials recorded this information in the State's File via the "GX32" Computer Program. The State of Ohio adopted the "GX32" Computer Program at that time as their State File. Once every three months, all updates were sent via computer diskette to FRA for inclusion in the National File. Using this procedure, both the State and National Files were identical. It is interesting to note that while the subject Inventory Form was used to collect the data, the Form was not sent to FRA for processing. Instead, the State officials entered the information themselves into the "GX32" Program and submitted an electronic file to FRA.

As part of the State of Ohio's program, a time study was performed and valuable information was obtained regarding the time and costs involved in completing the collection process. This information was used in preparing these cost estimates. The hourly labor rates were increased for inflation from 1994 to the current year.

## TABLE 12.E-2

### REQUIRED TO PROCESS

#### 2009-2011 AVERAGE ANNUAL TIME AND COST BURDEN

Total Estimated Hours	8,054 hrs.
Estimated Hourly Rate (Burdened)	<u>x</u> \$ 69.20
Total Burdened Labor Cost	\$ 557,336.80
Computer Costs	<u>\$ 10,000.00</u>
Total Annual Cost	\$ 567,336.80

Average Cost Per Updated Record = \$ 2.13

**13. Estimate of total annual costs to respondents.**

There are no additional costs to respondents other than those identified in Item 12 above.

**14. Estimate of Cost to Federal Government.**

The following costs are determined from actual contractor expenses and from salary records of contractor employees:

**TABLE 14-1**  
**COST TO GOVERNMENT:**

<b>Data Processing Contractor</b>	<b>\$ 250,000/year</b>
<b>Government salaries</b>	<b>96,000</b>
<b><u>Computer Equipment</u></b>	<b><u>20,000</u></b>
<b>TOTAL Cost to Government</b>	<b>\$ 366,000</b>

15. **Explanation of program changes and adjustments.**

The total burden for this collection of information has increased by 4,399 hours from the last approved submission. The increase in burden is due solely to **adjustments**. Specifically, the estimates outlined in the table below were revised:

**TABLE FOR ADJUSTMENTS**

<u>Update Method</u>	Responses & Avg. Time (Previous Submission)	Responses & Avg. Time (This Submission)	Burden Hours (Previous Submission)	FRA Burden Hours (This Submission)	Difference (plus/minus)
Inventory Forms – Updated Records	3,820 records 30 minutes per form	6,942 records 30 minutes per form	1,910 hours	3,471 hours	+ 1,561 hours + 3,122 resp.
Mass Update Printouts	269 lists (4,625 updated records) 30 minutes per list	257 lists (4,364 updated records) 30 minutes per list	135 hours	129 hours	-- 6 hours -- 261 resp./records
Disc/Tape (Non-GX 32)	650 disks (95,666 updated records) 30 minutes per disk	1,111 disks (163,373 updated records) 30 minutes per disk	325 hours	556 hours	+ 231 hours + 67,707 resp./records
GX 32 Electronic	12,848 updated records .10 hour per record	38,982 updated records .10 hour per record	1,285 hours	3,898 hours	+ 2,613 hours + 26,134 resp./records
Special Mass Changes	36,679 updated records 0 minutes per record	51,768 updated records 0 minutes per record	0 hours	0 hours	0 hours + 15,089 resp./records

Total **adjustments** above increased the burden by **\$4,399 hours** and by **111,791 responses**.

The current OMB inventory displays a total burden of 3,655 *hours*, while the present submission exhibits a burden total of 8,054 *hours*. Hence, there is an increase in burden of **4,399 hours**.

There is no change in burden costs to respondents.

**\*\*\* Please note that Form FRA F 6180.71 is available to all users in PDF fillable format on the agency's Website and that the PRA Public Protections Statement has been moved to the top of the form. The PDF fillable version of the form is included in FRA's ROCIS submission.**

**16. Publication of results of data collection.**

The principal purpose of the Inventory is to support planning, assessment, and overall management of the highway-rail crossing safety program. Annual compilations of crossing inventory and accident data are published annually in the "Highway-Rail Crossing Accident/Incident and Inventory Bulletin" from 1976 through 1997 and annually in the "Railroad Safety Statistics" (*see Attachment G*) since 1998. These are one of the most valuable and useful documents that FRA produces. The reports from 1998 on are available on FRA's Website. Other data and reports for States, railroads, and various Federal offices are produced as requested.

There are no complex analytical techniques used. Collecting data by the States and the railroads for every highway-rail crossing in the United States for this Program began in 1973. On January 1, 1975, the Program officially started with the collected data, and the National Inventory was born. It has continued since then, is more active today, and will continue by virtue of Congressional statute of the Rail Safety Improvement Act of 2008 (RSIA 2008), Public Law 110-432, dated October 16, 2008.

**17. Approval for not displaying the expiration date for OMB approval.**

FRA is requesting approval to not display the OMB expiration date on the Inventory Form, but if required by OMB, FRA will do so.

The Form has only changed once since its creation in 1973, and that was in year 1999 as indicated by the date "(11/99)" behind the FRA Form Number F 6180.71 (11/99). The current Form dated 11/99 can not be changed without the review and agreement among the States and railroads, and currently would require a rulemaking process by FRA. Further, the Form and the data fields contained thereon are linked to a specific Data Field Structure for the National File database and all the software applications that support it, not to mention those files and databases of the 50 States and some 100 + railroads. Thus, changing the Form is an extremely major event requiring the complete restructuring of the databases at the National level as well as for the States and Railroads. Therefore, it and the data support applications stay the same from year to year.

Additionally, FRA has posted the Form on its Website for States and railroads to download. To FRA, the expiration date is totally ignored. Once the States and railroads have downloaded the Form, they continue to use the same version that they have, year after year, with no regard to the expiration date. In fact, some States and railroads simply remove the expiration date from their copy because it creates confusion. Others have created their own version which basically mirrors the Federal version. The confusion arises when a potential user, who is not very familiar with the Inventory Program, obtains a copy for the first time to inventory a crossing or update a crossings data. When they see an expiration date that is beyond the current date, they often will call FRA to determine how to get a current version of the Form, only to be told that the expired version is perfectly acceptable.

Finally, the vast majority of updates are submitted electronically and do not even use the Form. In this situation, the Form merely establishes the data field layout and the data to be collected and updated. An expiration date serves no practical purpose. Thus, FRA respectfully requests that it be given approval not to display the OMB expiration date on the Crossing Inventory Form.

**18. Exception to certification statement.**

No exceptions are taken at this time.

## ATTACHMENTS

- A. Report: "Highway-Rail Crossing Inventory Instructions and Procedures Manual," December 1996.
- B. Document: U.S. DOT National Highway-Rail Crossing Inventory "Policy, Procedure and Instructions for States and Railroads," August 2007.
- C. Form: "U.S. DOT Crossing Inventory Form" (FRA F 6180.71) (11-99)
- D. Printout: U.S. DOT Crossing Inventory Information: "Sample Printout from Website Display."
- E. Page: "Crossing Inventory Information Website," April 2009
- F. Brief: "Assignment of Crossing Inventory Numbers," March 25, 2009.
- G. Report: "Railroad Safety Statistics: Annual Report 2006".
- H. List: "State Inventory Contacts - U.S. DOT Highway-Rail Crossing Inventory Program," December 20, 2011
- I. List: "Railroad Inventory Contacts - U.S. DOT Highway-Rail Crossing Inventory Program," December 20, 2011.



# ATTACHMENT A

## REPORT

“Highway-Rail Crossing Inventory Instructions and Procedures Manual”  
December 1996

Posted on the FRA Inventory Program Webpage at:  
<http://www.fra.dot.gov/us/content/801>

## **ATTACHMENT B**

### DOCUMENT

U.S. DOT National Highway-Rail Crossing Inventory  
“Policy, Procedures and Instructions for States and Railroads”  
August 2007

Posted on the FRA Inventory Program Webpage at:  
<http://www.fra.dot.gov/us/content/801>

## **ATTACHMENT C**

FORM

“U.S. DOT Crossing Inventory Form”  
FRA F 6180.71 (11-99)

Posted on the FRA Inventory Program Webpage at:  
<http://www.fra.dot.gov/us/content/801>

## U.S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Control No. 2130-0017  
Expires: 3/31/2003

A. Initiating Agency <input type="checkbox"/> Railroad <input type="checkbox"/> State	B. Crossing Number	C. Reason for Update <input type="checkbox"/> Changes in Existing Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed Crossing or Abandoned	D. Effective Date
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### Part I: Location and Classification Information

1. Railroad Operating Company	2. State	3. COUNTY
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4. Railroad Division or Region	5. Railroad Subdivision or District	6. Branch or Line Name	7. RR Milepost (nnnnn.nn)
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8. RR I.D. No.	9. Nearest RR Timetable Station (optional)	10. Parent RR (if applicable)	11. Crossing Owner (RR or Company Name)
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12. City <input type="checkbox"/> IN <input type="checkbox"/> Near	13. Street or Road Name	STATE SUPPLIED INFORMATION
		21. HSR Corridor ID

14. Highway Type & No.	15. ENS Sign Installed (1-800) <input type="checkbox"/> Yes <input type="checkbox"/> No	16. Quiet Zone <input type="checkbox"/> No <input type="checkbox"/> Partial <input type="checkbox"/> 24 hr. <input type="checkbox"/> Unknown	22. County Map Ref. No. N/A
			23. Latitude (nn.nnnnnnnn)

17. Crossing Type (choose one only) <input type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Pedestrian	18. Crossing Position <input type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	19. Type of Passenger Service <input type="checkbox"/> AMTRAK <input type="checkbox"/> AMTRAK & Other <input type="checkbox"/> Other <input type="checkbox"/> None	20. Average Passenger Train Count Per Day	24. Longitude (nnn.nnnnnnnn)
				25. Lat/Long Source <input type="checkbox"/> Actual <input type="checkbox"/> Estimated

26. Is There an Adjacent Crossing With a Separate Number?

Yes    No   If Yes, Provide Number \_\_\_\_\_

27. PRIVATE CROSSING INFORMATION

27.A. Category (check one)	27.B. Public Access	27.C. Signs/Signals
<input type="checkbox"/> Farm	<input type="checkbox"/> Yes	<input type="checkbox"/> None
<input type="checkbox"/> Residential	<input type="checkbox"/> No	<input type="checkbox"/> Signs   Specify _____
<input type="checkbox"/> Recreational	<input type="checkbox"/> Unknown	<input type="checkbox"/> Signals   Specify _____
<input type="checkbox"/> Industrial		
<input type="checkbox"/> Commercial		

28. A. Railroad Use	29.A. State Use
28. B. Railroad Use	29.B. State Use
28. C. Railroad Use	29.C. State Use
28. D. Railroad Use	29.D. State Use

30. Narrative

31. Emergency Contact (Telephone No.)	32. Railroad Contact (Telephone No.)	33. State Contact (Telephone No.)
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**MUST COMPLETE REMAINDER OF FORM FOR PUBLIC VEHICLE CROSSINGS AT GRADE**

**Part II: Railroad Information**

**1. Number of Daily Train Movements**

1.A. Total Trains	1.B. Total Switching Trains	1.C. Total Daylight Thru Trains (6 AM to 6 PM)	1.D. Check if Less Than One Movement Per Day <input type="checkbox"/>
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**2. Speed of Train at Crossing**

2.A. Maximum Time Table Speed (mph)  
 2.B. Typical Speed Range Over Crossing (mph) from \_\_\_\_\_ to \_\_\_\_\_

**3. Type and Number of Tracks**

Main \_\_\_\_\_ Other \_\_\_\_\_ If Other, Specify \_\_\_\_\_

**4. Does Another RR Operate a Separate Track at Crossing?**

Yes If Yes, Specify RR \_\_\_\_\_  
 No \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_

**5. Does Another RR Operate Over Your Track at Crossing?**

Yes If Yes, Specify RR \_\_\_\_\_  
 No \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_

**U.S. DOT CROSSING INVENTORY FORM**

B. Crossing Number	<b>PAGE 2</b>	D. Effective Date
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**Part III: Traffic Control Device Information**

1. No Signs or Signals <input type="checkbox"/> Check if Correct		2. Type of Warning Device at Crossing – Signs (specify number of each)			
	2.A. Crossbucks	2.B. Highway Stop Signs (R1-1)	2.C. RR Advance Warning Signs (W10-1) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.D. Hump Crossing Sign (W10-5) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	
2.E. Pavement Markings <input type="checkbox"/> Stoplines <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None			2.F. Other Signs: (specify MUTCD type) Number _____ Specify Type _____ Number _____ Specify Type _____		
3. Type of Warning Device at Crossing – Train Activated Devices (specify number of each)					
3.A. Gates	3.B. Four-Quadrant (or full barrier) Gates <input type="checkbox"/> Yes <input type="checkbox"/> No	3.C. Cantilevered (or Bridged) Flashing Lights Over Traffic Lane (number) Not Over Traffic Lane (number)		3.D. Mast Mounted Flashing Lights (number)	3.E. Number of Flashing Light Pairs
3.F. Other Flashing Lights: Number _____ Specify Type _____			3.G. Highway Traffic Signals (number)	3.H. Wigwags (number)	3.J. Bells (number)
3.K. Other Train Activated Warning Devices: (specify)					
4. Specify Special Warning Device NOT Train Activated:			5. Channelization Devices With Gates <input type="checkbox"/> All Approaches <input type="checkbox"/> One Approach <input type="checkbox"/> None		
6. Train Detection <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> DC/AFO <input type="checkbox"/> Motion Detectors <input type="checkbox"/> None		7. Signaling for Train Operation: Is Train Equipped with Train Signal? <input type="checkbox"/> Yes <input type="checkbox"/> No		8. Traffic Light Interconnection/Preemption <input type="checkbox"/> Not Interconnected <input type="checkbox"/> N/A <input type="checkbox"/> Simultaneous Preemption <input type="checkbox"/> Advanced Preemption	
9. Reserved For Future Use		10. Reserved For Future Use		11. Reserved For Future Use	

**Part IV: Physical Characteristics**

1. Type of Development <input type="checkbox"/> Open Space <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional			2. Smallest Crossing Angle <input type="checkbox"/> 0°-29° <input type="checkbox"/> 30°-59° <input type="checkbox"/> 60°-90°		
3. Number of Traffic Lanes Crossing Railroad		4. Are Truck Pullout Lanes Present? <input type="checkbox"/> Yes <input type="checkbox"/> No		5. Is Highway Paved? <input type="checkbox"/> Yes <input type="checkbox"/> No	
6. Crossing Surface (on main line) <input type="checkbox"/> 1. Timber <input type="checkbox"/> 2. Asphalt <input type="checkbox"/> 3. Asphalt and Flange <input type="checkbox"/> 4. Concrete <input type="checkbox"/> 5. Concrete and Rubber		<input type="checkbox"/> 6. Rubber <input type="checkbox"/> 7. Metal <input type="checkbox"/> 8. Unconsolidated <input type="checkbox"/> 9. Other (Specify)			
7. Does Track Run Down a Street? <input type="checkbox"/> Yes <input type="checkbox"/> No		8. Nearby Intersecting Highway Is it Signalized? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Less than 75 feet <input type="checkbox"/> 75 to 200 feet <input type="checkbox"/> 200 to 500 feet <input type="checkbox"/> N/A			
9. Is Crossing Illuminated? (street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input type="checkbox"/> No		10. Is Commercial Power Available? <input type="checkbox"/> Yes <input type="checkbox"/> No		11. Space Reserved For Future Use.	

**Part V: Highway Information**

1. Highway System		2. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No	3. Functional Classification of Road at Crossing	4. Posted Highway Speed
<input type="checkbox"/> Interstate	<input type="checkbox"/> Federal Aid, Not NHS			
<input type="checkbox"/> Nat. Hwy System (NHS)	<input type="checkbox"/> Non-Federal Aid			
4. Annual Average Daily Traffic (AADT) Year _____ AADT _____		5. Estimate Percent Trucks	6. Average Number of School Buses Over Crossing per School Day N/A	

Paperwork Reduction Act: Public reporting for this information collection is estimated to average 15 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a currently valid OMB Control Number. The Valid OMB Control Number for this collection is 2130-0017.

## **ATTACHMENT D**

### **PRINTOUT**

**“U.S. DOT Crossing Inventory Information”  
Sample Printout from Website Display**

Available for any Crossing on FRA’s Website at:  
<http://safetydata.fra.dot.gov/OfficeofSafety/>  
Click on the “Crossing” Tab



U.S. DOT CROSSING INVENTORY INFORMATION  
AS OF 11/5/02

Crossing #: **000107C**  
Railroad: **Ann Arbor RR [AA]**  
Initiating Agency: **Original**

Update Reason: **New Crossing**  
Type & Position: **Public at-Grade**

Effective Date: **01/01/70**  
End Date:

## Part I: Location and Classification Information

Railroad Operating Co.: **Ann Arbor RR** State: **OH**  
2<sup>nd</sup> Railroad Oper Co.:  
Division: **Northern Ohio** County: **LUCAS**  
Subdivision: **Toledo Sub** City: In / Near **Toledo**  
Branch or Line Name: **GALENA ST.BR. 0001.66** Street or Road Name: **MANHATTAN**  
Railroad Milepost: **1.66** Highway Type & No.: **US 42**  
Railroad I.D. No.: **2155** HSR Corridor ID:  
Nearest RR Timetable Stn: **TOLEDO** County Map Ref. No.: **48**  
Parent Railroad: **Ann Arbor RR** FRA RR Network Linc:  
Crossing Owner: **Ann Arbor RR** Latitude:  
ENS Sign Installed: **No** Longitude:  
Passenger Service: **Amtrak & Commuter** Lat/Long Source:  
Avg Passenger Train Count: **24** Quiet Zone:

### Private Crossing Information:

Category: **Industrial** Public Access: **Yes**  
Signs Specify: Signals Specify:

Railroad Use: A. B. C. D.  
State Use: A. B. C. D.  
Narrative:

Emergency Contact: Railroad Contact: State Contact:

## Part II: Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: **No**  
Total Trains: **24** Total Switching: **10** Day Thru: **12** Year of Data: **1998**  
Typical Speed Range Over Crossing: From **40** to **60** mph Maximum Time Table Speed **80**  
Type and Number of Tracks: Main: **2** Other: **2** Specify: **Industry Spur**  
Does Another RR Operate a Separate Track at Crossing? **Yes: PC, NS, ATK**  
Does Another RR Operate Over Your Track at Crossing? **Yes: GTW**  
Adjacent Crossing with Separate Number? **Yes: 002345X**

## Part III: Traffic Control Device Information

There are No Signs or Signals: **No**  
Signs: Crossbucks: **2** Highway Stop Signs: **2**  
Advanced Warning: **2** Hump crossing Sign: **Yes**  
Other Stop Signs: Other Signs:  
Pavement Markings: Other: Specify:  
Train Activated Devices:  
Gates: **2** 4 Quad or Full Barrier: **2**  
Mast Mounted FL: **2** Total Number FL Pairs: **6**  
Cantilevered FL Over: Cantilevered FL Not Over:  
Other Flashing Lights: **2** Specify Type:  
Highway Traffic Signals: Wigwags: Bells:  
Other Warning Devices Not Train Activated:  
Type of Train Detection: Track Equipped with Train Signals:  
Traffic Light Interconnection/Preemption: Channelization:

## Part IV: Physical Characteristics

Type of Development: **Commercial** Smallest Crossing Angle: **90 Deg**  
Number of Traffic Lanes Crossing Railroad: **4** Are Truck Pullout Lanes Present? **Yes**  
Is Highway Paved? **Yes** Crossing Surface: **Concrete**  
Nearby Intersecting Highway: Is it Signalized? **Yes**  
Does Track Run Down Street? **No** Is Crossing Illuminated? **Yes** Is Commercial Power Available? **Yes**

## Part V: Highway Information

Highway System: **Fed-Aid** Functional Classification: **19** State Highway System: **Yes**  
Annual Average daily Traffic (AADT): **1500** Year: **2000** Posted Highway Speed: **45 mph**  
Estimated Percent Trucks: **20 %** Avg. No of School Buses per Day: **12**



## **ATTACHMENT E**

“Crossing Inventory Information Website”

<http://www.fra.dot.gov/us/content/801>

June 2011

## **Crossing Inventory Information**

***<http://www.fra.dot.gov/us/content/801>***

**A vast amount of information, important documents, and forms related to the US DOT National Crossing Inventory Program are located on FRA's Website at the following Web Address:**

***<http://www.fra.dot.gov/us/content/801>***

**This information includes:**

- \$ Summary of the Rail Safety Improvement Act of 2008 (RSIA 2008)  
for the National Crossing Inventory, Section 204**
- \$ Frequently Asked Questions (FAQ)**
- \$ How to use the Safety Data Website for Accessing Crossing Inventory Information**
- \$ Summary Counts of Open Crossings by Type, State, & Warning Device**
- \$ DOT Crossing Inventory Form (FRA-F-6180.71)**
- \$ Inventory Instructions, Policy, and Procedures**
- \$ Assignment of Crossing Inventory Numbers**
- \$ Updating the Crossing Inventory File for Public Authorities (Quiet Zones)**
- \$ GX32 Software for Updating Crossing Inventory Records**
- \$ Format for Submitting Electronic Data Files**
- \$ Instructions for Submitting Data in XML Format**
- \$ Format and Description of Inventory Data Field Specification**
- \$ State Inventory Contacts**
- \$ Railroad Inventory Contacts**
- \$ Railroad Names and Codes, and other Codes**
- \$ Accident Prediction and Resource Allocation Model**
- \$ Publications, Studies and Reports on Highway-Rail Crossing Safety**

**The FRA Safety Data Website provides information and data for current Crossing Inventory Records, Accident Data, and the Web Based Accident Prediction System (WBAPS):**

<http://safetydata.fra.dot.gov/officeofsafety/>

**Additional Information of interest is located at the following Websites:**

**\$**

**FHWA Railroad Highway Grade Crossing Handbook - Revised Second Edition**

<http://safety.fhwa.dot.gov/xings/07010/index.htm>

**\$ Section 130 US Code Statue “Highway-Rail Crossing Improvement Funding”**

<http://www4.law.cornell.edu/uscode/23/130.html>

**\$ Section 406 US Code Statue “Reports can not be Admitted as Evidence”**

<http://www4.law.cornell.edu/uscode/23/409.html>



**Questions or need assistance: Contact Matt Enderle at 202-493-6476 or via [matt.enderle@gmail.com](mailto:matt.enderle@gmail.com)**

# **ATTACHMENT F**

## **BRIEF**

**“Assignment of Crossing Inventory Numbers”  
January 8, 2006**

Posted on the FRA Inventory Program Webpage at:  
<http://www.fra.dot.gov/us/content/801>



## ASSIGNMENT OF CROSSING INVENTORY NUMBERS

### **Requirement:**

**All crossings in the United States, public, private and pedestrian, both at-grade and grade separated (underpasses and overpasses) are required by Law (RSIA of 2008) to have a DOT Crossing Inventory Number assigned and the number should be posted at the crossing.** The only exception is for a crossing that is to serve temporary construction activities and will not be in place longer than six months. For Crossing Inventory purposes, a crossing is defined as those tracks that exist between a pair of the same type of warning devices.

A crossing inventory number contains six digits followed by an alphabetical letter. The numbers are generated using a special algorithm where the alphabetical letter is a check character to insure that the number is valid. The number is like a “street-name sign” and should be posted, preferably, on both sides of the crossing on the signal mast, crossbuck post, sign post or pole, or it could even be spray painted on a railroad tie. Responsibility for procuring or making the number signs is the responsibility of the railroad. They are usually made of aluminum, about motorcycle license-plate size, and can be commercially purchased from Keyes-Davis in Battle Creek, Michigan, for between \$8.00 and \$25.00, depending on the number purchased (phone 269-962-7505). As an alternative, the number can be posted on the Emergency Notification System (ENS) sign on both sides of the crossing.

The responsibility for assigning a number to a crossing and for filing the initial inventory report is that of the “Operating Railroad,” that is, the railroad that actually operates over the crossing and which would file an accident report if such occurred. This is also the case for crossings that are on private property, such as in a plant area owned by a private corporation, or in a rail yard of the Operating Railroad. If multiple railroads operate over a crossing, then the responsibility falls to the primary railroad that owns and/or maintains the trackage, or dispatches the trains.

### **Crossings on Private Property and Railroad Yards:**

Where there are crossings in a rail yard area belonging to a railroad, a private company, a port, or a dock area, one number can be assigned to include all crossings within the private property limits. The railroad should clearly post that number where the railroad enters the private property, e.g., “All Crossings in this Complex are Assigned Crossing No. 123-456X.”

The primary purpose of posting the number is to have it easily available to accurately report the location of an accident, if such occurred in a rail yard on railroad property, or in that of a private company.

### **Assignment of Crossing Numbers:**

Valid crossing numbers can be obtained by contacting Thomas Woll, FRA Washington Headquarters, at 202-493-6290, or by email at [tom.woll@dot.gov](mailto:tom.woll@dot.gov). Please provide the total number of crossing inventory numbers needed (not locations), and the name, title, company, mailing address, phone and fax of the requestor. The valid numbers will be sent by U.S. Mail - allow about two weeks for delivery. These numbers are to be used for new crossings and for any crossings that have been

identified as not having an assigned number (a careful detailed search should be made for any existing number before assigning a new number).

The actual assignment of a number to a crossing is performed by the railroad when the number is placed on a completed Inventory Form, and the Form is returned to FRA for processing into the National File (this processing takes about three months). It is important that this occur as quickly as possible for any existing crossings that do not have a number (see the requirements of the RSIA of 2008).

### **The U.S. DOT Crossing Inventory Form:**

The U.S. DOT Crossing Inventory Form 6180.71 can be obtained from FRA's Office of Safety Website or by contacting Tom Woll. The two-sided single-sheet Inventory Form must be used, and all data must be provided for crossings that are assigned new numbers. The two-sided Form provides for easy photocopying for distribution to appropriate parties.

For public at-grade crossings, the railroad needs to complete Parts I, II, III & IV. The railroad must then send the original completed Form to the appropriate "State Crossing Inventory Contact" (available on FRA's Website) for completion of Part V, Highway Information, and any other State/Highway required data. We suggest that the railroad copy the FRA on the transmittal correspondence. The State will complete Part V, send a copy back to the railroad, and forward the original to FRA for processing into the National Inventory File.

However, as an alternative, it is suggested that the railroad may wish to obtain the Part V directly from a local highway engineer, or the State Inventory Contact, and put the information on the Form before distribution. In that way, the railroad knows that all the required data was provided before it left the control of the railroad. This includes providing the actual data for Latitude and Longitude.

For private, grade-separated (including public) and pedestrian crossings, only Part I information is required. However, FRA will accept and input any additional information that the railroad desires to provide. For private, grade-separated, and pedestrian crossings, the railroad should send the original Form directly to FRA and a copy to the State for information purposes.

### **Questions or Need for Assistance:**

If you have questions or need further assistance regarding the Crossing Inventory Program, the "GX" computer software program for updating inventory data, or the PCAPS/WBAPS accident prediction calculation process, please contact Tom Woll at (202) 493-6290, or via the Internet at [tom.woll@dot.gov](mailto:tom.woll@dot.gov). Mail completed Inventory Forms to: Thomas P. Woll, Federal Railroad Administration, 1200 New Jersey Ave, SE, Mail Stop - 25, Washington, DC 20590.

# **ATTACHMENT G**

## **REPORT “Railroad Safety Statistics” Annual Report 2009**

Posted on the FRA Inventory Program Webpage at:  
<http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Publications.aspx>

# ATTACHMENT H

LIST

“State Inventory Contacts”

U.S. DOT Highway-Rail Crossing Inventory Program

April 12, 2009

Posted on the FRA Inventory Program Webpage at:

<http://www.fra.dot.gov/us/content/801>

## STATE INVENTORY CONTACTS

### US DOT HIGHWAY-RAIL CROSSING INVENTORY PROGRAM

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April 12, 2009

Posted on the FRA Inventory Program Webpage at:

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<u>DETROIT CONNECTING RAILROAD (DCON)</u>	2.5 miles
<u>JACKSON &amp; LANSING RAILROAD (JAIL)</u>	47 miles
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BLE	Bessemer and Lake Erie
CC	Chicago Central and Pacific Railroad
CEDR	Cedar River Railroad
CIW	Chicago Illinois Western
CN	Canadian National Railway
CNN	Canadian National Railway Co. - Niagara
DMIR	Duluth, Missabe & Iron Range Railway
DTI	Detroit, Toledo & Ironton Railroad
DTS	Detroit and Toledo Shore Line Railroad
DWP	Duluth, Winnipeg & Pacific Railway
EJE	Elgin, Joliet & Eastern Railroad

FVW	Fox Valley & Western, Ltd.
GAW	Grand Trunk Western
IC	Illinois Central Railroad
ICG	Illinois Central Gulf Railroad
MMR	Minnesota & Manitoba Railroad
PI	Paducah & Illinois
SSAM	Saulte Ste. Marie Bridge Co.
SSM	Sault Saint Marie Bridge Company
WC	Wisconsin Central, Ltd.
WCL	Wisconsin Central, Ltd.
WCCL	Wisconsin Chicago Link, Ltd.
WLO	Waterloo Railroad Company

- Harlan R. Arians - handles the States of Iowa & Nebraska
- John Dinning - handles all States South of Illinois
- Jackie Macewicz - handles all States of Minnesota & Wisconsin
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**SOO LINE RAILROAD (SOO)**

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**FLORIDA MIDLAND RAILROAD (FMID)**

**FLORIDA NORTHERN RAILROAD (FNOR)**

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**GENESEE VALLEY TRANSPORTATION (GVT Rail System)**

*Not a railroad. GVT is the parent company to the following NY railroads:*

<b><u>DEPEW, LANCASTER AND WESTERN RAILROAD</u></b>	<b>(DLWR)</b>
<b><u>FALLS ROAD RAILROAD</u></b>	<b>(FRR)</b>
<b><u>LOWVILLE AND BEAVER RIVER RAILROAD</u></b>	<b>(LBR)</b>
<b><u>MOHAWK, ADIRONDACK AND NORTHERN RAILROAD</u></b>	<b>(MHWA)</b>
<b><u>DELAWARE LACKAWANNA RAILROAD</u></b>	<b>(DL)</b>

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**GENESEE & WYOMING INC. RAILROADS (GNRW)** (63 railroads, 6800 mi of track , 600 locos)

<b>ALQUIPPA &amp; OHIO RIVER RAILROAD AN RAILWAY, LLC.</b>	<b>(AOR)</b>
	<b>(AN)</b>
<b>ARKANSAS, LOUISIANA &amp; MISSISSIPPI RAILWAY ARIZONA &amp; EASTERN RAILWAY</b>	<b>(ALM)</b>
	<b>(AZER)</b>
<b>ATLANTIC &amp; WESTERN RAILWAY BAY LINE RAILROAD</b>	<b>(ATW)</b>
	<b>(BAYL)</b>
<b>BUFFALO &amp; PITTSBURGH RAILROAD CHATTAHOOCHEE BAY RAILROAD</b>	<b>(BPRR)</b>
	<b>(CHAT)</b>
<b>CHATTAHOOCHEE INDUSTRIAL RAILROAD CHATTOOGA &amp; CHICKAMAUGA RAILWAY COLUMBUS &amp; GREENVILLE RAILWAY COLUMBUS &amp; OHIO RIVER RAIL ROAD COMMONWEALTH RAILWAY</b>	<b>(CIRR)</b> <b>(CCKY)</b> <b>(CAGY)</b> <b>(CUOH)</b>
	<b>(CWRY)</b>
<b>CORPUS CHRISTI TERMINAL RAILROAD EAST TENNESSEE RAILWAY</b>	<b>(CCPN)</b>
	<b>(ETRY)</b>
<b>FIRST COAST RAILROAD</b>	<b>(FCRD)</b>
	<b>(FP)</b>
<b>FORDYCE &amp; PRINCETON RAILROAD GALVESTON RAILROAD</b>	<b>(GVSR)</b>
	<b>(GC)</b>
<b>GEORGIA CENTRAL RAILWAY GEORGIA SOUTHWESTERN RAILROAD GOLDEN ISLES TERMINAL RAILROAD HILTON &amp; ALBANY RAILROAD ILLINOIS &amp; MIDLAND RAILROAD</b>	<b>(GSWR)</b> <b>(GITM)</b> <b>(HAL)</b>
	<b>(IMRR)</b>
<b>KENTUCKY WEST TENNESSEE RAILWAY LITTLE ROCK &amp; WESTERN RAILWAY</b>	<b>(KWT)</b> <b>(LRWN)</b>

<b>LOUISIANA &amp; DELTA RAILROAD</b>	<b>(LDRR)</b>
<b>LUXAPALILA VALLEY RAILROAD</b>	<b>(LXVR)</b>
<b>MAHONING VALLEY RAILWAY</b>	<b>(MVRY)</b>
<b>MARYLAND MIDLAND RAILWAY</b>	<b>(MMID)</b>
<b>MERIDIAN &amp; BIGBEE RAILROAD</b>	<b>(MNBR)</b>
<b>OHIO CENTRAL RAILROAD</b>	<b>(OHCR)</b>
<b>OHIO SOUTHERN RAILROAD</b>	<b>(OSRR)</b>
<b>PITTSBURGH &amp; OHIO CENTRAL RAILROAD</b>	<b>(POHC)</b>
<b>PORTLAND &amp; WESTERN RAILROAD</b>	<b>(PNWR)</b>
<b>RICEBORO SOUTHERN RAILWAY</b>	<b>(RSOR)</b>
<b>ROCHESTER &amp; SOUTHERN RAILROAD</b>	<b>(RSR)</b>
<b>ST. LAWRENCE &amp; ATLANTIC RAILROAD</b>	<b>(SLR)</b>
<b>SAVANNAH PORT TERMINAL RAILROAD</b>	<b>(SAPT)</b>
<b>SOUTH BUFFALO RAILWAY</b>	<b>(SB)</b>
<b>TALLEYRAND TERMINAL RAILROAD</b>	<b>(TTR)</b>
<b>TAZEWELL &amp; PEORIA RAILROAD</b>	<b>(TZPR)</b>
<b>TOMAHAWK RAILWAY</b>	<b>(TR)</b>
<b>UTAH RAILWAY</b>	<b>(UTAH)</b>
<b>VALDOSTA RAILWAY</b>	<b>(VR)</b>
<b>WARREN &amp; TRUMBULL RAILROAD</b>	<b>(WTRM)</b>
<b>WESTERN KENTUCKY RAILWAY</b>	<b>(WKRL)</b>
<b>WILLAMETTE &amp; PACIFIC RAILROAD</b>	<b>(WPRR)</b>
<b>WILMINGTON TERMINAL RAILROAD</b>	<b>(WTRY)</b>
<b>YORK RAILWAY</b>	<b>(YRC)</b>
<b>YOUNGSTOWN &amp; AUSTINTOWN RAILROAD</b>	<b>(YARR)</b>
<b>YOUNGSTOWN BELT RAILROAD</b>	<b>(YB)</b>

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**GREAT WESTERN RAILWAY (GWR)** See Rail Link, Inc. operates 25 railroads  
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**North Carolina**

**LAURINBURG & SOUTHERN RAILROAD (LRS)**

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<b>MAHONING VALLEY RAILWAY</b>	<b>(MVRV)</b>
<b>OHIO CENTRAL RAILROAD</b>	<b>(OHCR)</b>
<b>OHIO SOUTHERN RAILROAD</b>	<b>(OSRR)</b>
<b>PITTSBURGH &amp; OHIO CENTRAL RAILROAD</b>	<b>(POHC)</b>
<b>WARREN &amp; TRUMBULL RAILROAD</b>	<b>(WTRM)</b>
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CHICAGO RAIL LINK	(CRL)
FULTON COUNTY RAILWAY	(FCR)
GEORGIA & FLORIDA RAILWAY	(GFRR)
GEORGIA WOODLANDS RAILROAD	(GWRC)
GREAT WESTERN RAILWAY OF COLORADO	(GWR)
HUDSON BAY RAILWAY	(HBRY) ;
ILLINOIS RAILWAY	(IR)
KETTLE FALLS INTERNATIONAL RAILWAY	(KFIR)
MANUFACTURES' JUNCTION RAILWAY	(MJ)
NEBRASKA, KANSAS & COLORADO RAILWAY	(NKCR)
NEWBURGH & SOUTH SHORE RAILROAD	(NSR)
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<b>Elkhart &amp; Western Railroad Co</b>	<b>(EWR)</b>
<b>Fort Smith Railroad Co</b>	<b>(FSR)</b>
<b>Garden City Western Railway Inc</b>	<b>(GCW)</b>
<b>Gettysburg &amp; Northern Railroad Co</b>	<b>(GET)</b>
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**Carolina Piedmont Railroad (CPDR)**

**Cascade & Columbia River Railroad (CSCD)**

**Central Oregon & Pacific Railroad(CORP)**

**Central Railroad of Indiana (CIND)**

**Central Railroad of Indianapolis (CERA)**

**Chicago, Fort Wayne & Eastern Railroad (CFE)**

**Conecuh Valley Railroad (COEH)**

**Connecticut Southern Railroad (CSO)**

**Chesapeake & Albamarle Railroad (CA)**

**Dallas, Garland & Northeastern Railroad (DGNO)**

**Eastern Alabama Railway (EARY)**

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**New England Central Railroad (NECR)**

**North Carolina & Virginia Railroad (NCVA)**

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**GARY RAILWAY (GRW)**  
**LAKE TERMINAL RAILROAD (LT)**  
**McKEESPORT CONNECTING RAILROAD (MKC)**  
**TEXAS & NORTHERN RAILROAD (TN)**  
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<b>AUTAUGA NORTHERN RAILROAD</b>	<b>(AUT)</b>
<b>AUSTIN WESTERN RAILROAD</b>	<b>(AWRR)</b>
<b>BATON ROUGE SOUTHERN</b>	<b>( BRS )</b>
<b>BIRMINGHAM SOUTHERN</b>	<b>( )</b>
<b>BOISE VALLEY RAILROAD</b>	<b>(BVRR)</b>
<b>EASTERN IDAHO RAILROAD</b>	<b>(EIRR)</b>
<b>GREAT NORTHWEST RAILROAD</b>	<b>(GRNW)</b>
<b>GRAND ELK RAILROAD</b>	<b>(GDLK)</b>
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<b>KAW RIVER RAILROAD</b>	<b>(KAW)</b>
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<b>PALOUSE RIVER &amp; COULEE CITY RAILROAD</b>	<b>(PCC)</b>
<b>PENNSYLVANIA SOUTHWESTERN RAILROAD</b>	<b>(PSWR)</b>
<b>SOUTH KANSAS &amp; OKLAHOMA RAILROAD</b>	<b>(SKOL)</b>
<b>STILLWATER CENTRAL RAILROAD</b>	<b>(SLWC)</b>
<b>SWAN RANCH RAILROAD</b>	<b>( )</b>
<b>TIMBER ROCK RAILROAD</b>	<b>(TIBR)</b>
<b>VICKSBURG SOUTHERN RAILROAD</b>	<b>(VSOR)</b>
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