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PUBLIC UTILITIES COMMISSION OF OHIO
TRANSPORTATION DEPARTMENT
RAILROAD SECTION

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91 SEP 25 AM 10:09
PUCO

INTEROFFICE MEMORANDUM

To: Docketing Division
From: Bonnie J. Johrendt, Grade Crossing Planner
RE: PUCO CASE NO. 96-90-RR-STP- CSX Transportation Grade Crossing
(CSXT), CR 4 (156-140K), Washington County

Date: September 25, 1997

Please docket the attached final notification submitted for the above-mentioned project by CSXT. As reported in inspector Coates's report, the improvements have been installed in accordance with existing standards.

On the basis of this final report for the subject case number, an Entry may be prepared to **Close** this case.

c: Robert Marvin
File

This is to certify that the images appearing are an accurate and complete reproduction of a case file document delivered in the regular course of business.
Technician *James M. Mc* - Date Processed *Sept 26, 1997*

PUBLIC UTILITIES COMMISSION OF OHIO
TRANSPORTATION DEPARTMENT
RAILROAD SECTION

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SEP 17 1997

RAILROAD SECTION
Public Utilities Commission of Ohio

Date(s) of Inspection: September 4, 1997

Subject: Final inspection of installation of lights and gates at CR 4,
in Washington County, Ohio, CSXT. PUCO Case No. - 96-90-RR-STP

FINDINGS

Automatic train activated flashing lights and gates have been installed at the above location. An on site, informal inspection was conducted at 10:30 am on September 4, 1997. In attendance were CSXT Signal Maintainer Kevin Cannon and PUCO Inspector D. E. Coates.

The crossing warning devices consist of aluminum masts to which single faced crossbucks, flashing redlights and short-arm gates have been attached. These are located in quadrants A, B and C. Audible bells are located in A and C quadrants. In quadrant A, the mast is located four feet eight inches from the curb and thirty-six feet eight inches from the nearest rail. In quadrant B, the mast is located fifteen feet from the road and twenty feet six inches from the nearest rail. In quadrant C, the mast is located eight feet three inches from the road and thirty-nine feet from the nearest rail.

The warning devices are activated when track is shunted by a train by a style "C" circuit. Mainline approach circuits are located 1467 feet from the crossing. The internal low-frequency island circuit extends sixty feet from the center on both sides of the crossing. This provides thirty-two seconds warning time including sixteen seconds from the time the lights start flashing until the gate is down. There is a cantilever located in quadrant B.

Electricity to operate the devices is provided via commercial power with a battery powered back-up system, which activates automatically in the event of a power failure and would provide 240 hours rating capacity based on current load requirement.

Signal Maintainer Cannon activated the system manually and it was noted that the bells, lights and gates activated and deactivated in accordance with accepted standards. Extraneous material has been removed and all ground surfaces affected by the installation have been leveled. The warning devices have been erected in accordance with established standards thereby providing the maximum in grade crossing protection for the traveling public.

D. E. Coates
Railroad Inspector D. E. Coates
September 9, 1997

Daily On-site
Inspections

Railroad CSX
 Location CR4
 County WAS. CO.

Additional Information

Date	Men	Equip.	Material used	Description of activities	Additional Information
20	1 FOR 1 LEAD 3 THBOR	BOOM TRAILER SAND CRIB TRAILER BORING MACHINE	MOVE IN EQUIP. & MATERIAL		
21	1 1			BORING, BUILD MASTS	
22	1 1			SET 3 FOUNDATIONS	
27	1 1			BORING	
28	1 1		16 COMP. CABLE	25' MASTS FOUNDATION SET BORING 3XDS (100%)	
29	1 1		75' 1/6 Comp Cable 200' 9/16 Cable	WIRE BOTH MASTS INSTALL SET OF PANSER INSTALLED SITE ADJUSTMENT	
2	1 4 LABORS		100' 2/9	SET HOUSE, INSTALL BATTERIES CONNECT CABLES, INSTALL 4 CHITS	
3	1 1			RETAINING WALL DIG IN TK. WIRES TERMINATE CABLES TO HOUSE CHUTE LEVERS INSTALLATION	3 TK. BATTERIES

800-821-2122
 (CAROLYN)
 BURRO
 Administrator

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