Understanding the Railroads
Why do they do that
When Road & Rail Meet
OPERATION LIFESAVER Ohio WANTS YOU AND YOUR FAMILY TO BE SAFE AROUND HIGHWAY-RAIL GRADE CROSSINGS AND TRAINS!

Our volunteer speakers, called Presenters, are available, free of charge, to provide important safety information to professional truck and bus drivers, school bus drivers, drivers education classes, elementary school students, law enforcement and emergency responders, and other civic organizations.

For further information, or to arrange a presentation please contact our State Coordinator Gena Shelton

http://www.oplifeohio.org/
(614) 357-5115
WARNING!

The following content may contain elements that are not suitable for some policy makers, viewer discretion is advised.
Simple Example
Is It Safer?
• “While the PUCO believes that active warning devices play an important role in rail crossing safety, there is much work to be done to educate motorists on how to safely travel across railroad crossings.”
• “More than half of the crashes in 2013 occurred at crossings with active warning devices.”
• Many times, these crashes occurred because of motorist actions including failure to stop, driving around the gates or stopping/stalling on the tracks.
Every Railroader’s worst nightmare

- Amtrak’s City of New Orleans traveling South at 79 mph
- Driver thought the gates were down due to a local engine doing some switching.
- Truck loaded with steel went around the gates at a railroad crossing near Bourbonnais, Il about 50 miles south of Chicago.
- Gates performed exactly as they were designed.
## Huge Shift In Duties

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Public Expectations Regarding Warning of Oncoming Trains

Responsibility of Warning Shifts from Public to RR with no compensation

- General Public relied on its own ability to pay attention.

- Now, they rely totally on RR's ability to warn them (not protect them) of oncoming trains.
Operation & Inspection of Warning Devices

Proof of Warning
Liability Shifts from Public to RR with no compensation

• RR is now required to assure operational effectiveness of all its devices at all times.

Title 49 → Subtitle B → Chapter II → Part 234

• If incident/failure occurs, burden of proof is on the RR
Cost of Maintenance

Cost of Maintenance - Exponential increase to RR with no compensation

- RR is now required to maintain crossing (broken gates, burned out lights, winter issues, etc.) and pay utility bill forever.
Train Capacity

Train Capacity - Reduction in track capacity with no compensation

- Crossing is now susceptible to speed restrictions due to any malfunctions or maintenance. This restriction in speed reduces train capacity, which for a RR, is loss of profit. Over the life of a crossing this adds up. This problem does not exist in a passive crossing.
Workforce - Increased work with same forces reduces productivity

- Added active crossings add workload to existing signal personnel who are already spread thin. These are the same employees who take care of the train signals. Thus productivity suffers from the road & RR side of the table. Again this all adds up to loss of profitability.
Inventory

Inventory - Increased inventory need puts strain on resources

- Added active crossings require a local inventory for maintenance and repair. Also, new warning systems bring a requirement of redundancy which existing inventories can't provide. This reduces signal budgets that are needed for train signal operations.
What About Other Project Types
What About Other Project Types

- All these projects require legal actions (negotiated agreements), reduction in trains operations/speed (loss of profitability), exposure to liability, increase safety risk and increased cost in the long run.

- They generally restrict the RR’s ability to expand and adversely change the track substructure dynamics. During which time the RR personnel are “just trying to run the RR” on a daily basis.
Every RR’s Favorite Public Works Project

Ohio Transportation Engineering Conference