

What is Operation Lifesaver?

Operation Lifesaver is a non-profit, international public education program first established in 1972 to end collisions, deaths and injuries at highway-rail grade crossings and on railroad rights-of-way.

The program is supported by a wide variety of partners, including federal, state and local government agencies, highway safety organizations, law enforcement, the nation's railroads and their suppliers.

HOW DOES OPERATION LIFESAVER WORK?

Operation Lifesaver's certified volunteer speakers give free rail safety presentations to people of all professions and age groups. Learn about Operation Lifesaver's educational brochures and videos, materials for children and training information at www.oli.org.

IS THERE AN OPERATION LIFESAVER OFFICE IN MY STATE?

Operation Lifesaver state coordinators are located in 49 states and the District of Columbia.

HOW CAN I GET MORE INFORMATION ABOUT OPERATION LIFESAVER AND RAIL SAFETY?

Find your State Coordinator at www.oli.org or call 1-800-537-6224 for more information.

HOW CAN I SCHEDULE A PRESENTATION?

Free rail safety presentations are available for groups of all ages and professions. Visit www.oli.org or call 1-800-537-6224 for more information.

HOW CAN I BECOME A SAFETY VOLUNTEER?

Find out more about becoming a trained and certified Operation Lifesaver Presenter or Associate at www.oli.org or by calling 1-800-537-6224 to contact your State Coordinator.

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Can You Make the Grade?

PROVIDED IN THE INTEREST OF SAFETY



ANYONE WILLING TO ACCEPT THE CHALLENGE



Can You Make the Grade?

Driving through a neighboring town, you see a round, yellow sign with an X and the letters RR.

1. The round, yellow sign is called the

- Advance Warning sign.
- Crossbuck.
- Track sign.



2. It tells you

- there is a railroad yard nearby.
- to slow down, you are approaching a railroad crossing.
- there is only one railroad track ahead.

As you get closer, you see a sign with the words "Railroad Crossing" on two, crossed white boards.

3. This sign is called the

- Advance Warning sign.
- Crossbuck.
- Track sign.



4. It tells you

- to hurry across the tracks.
- there is only one railroad track ahead.
- to slow down, look, listen and be prepared to yield to an approaching train.

You notice a smaller sign below the crossed, white boards. On the small sign are the words "2 Tracks".

5. This sign tells you

- the road ahead crosses two tracks.
- to expect trains approaching from either direction.
- both a and b.



As you start driving over the tracks, you see the red lights begin to flash, and the gate start to come down.

6. This means

- you tripped an emergency signaling device.
- a train is approaching.
- someone is probably working on the signals.



7. You should

- keep going until you have cleared the tracks by at least 15 feet.
- stop and abandon the vehicle.
- back up to get off the tracks.

8. If your car stalls on the tracks as a train approaches,

- keep trying to restart your car until you see the train.
- stand next to your car and wave at the locomotive engineer.
- Get everyone out of the car, IMMEDIATELY, move far away from the tracks at an angle, in the direction of the approaching train.

The next day, you encounter a "passive" railroad crossing without a gate or flashing red lights. Please be very careful as you cross the tracks here.

9. It is very difficult to judge how far away a train is because

- an optical illusion fools the eye in judging distance and speed.
- you have not learned how.
- the train may unexpectedly speed up.

10. After fully applying the brakes, a 100-car freight train traveling 55 mph takes at least _____ to stop.

- 1/4 mile
- 1/2 mile
- a mile

11. You cannot predict the arrival of a freight train at a crossing because

- schedules are not published.
- they do not keep regular schedules.
- published schedules may not be accurate.

True or False?

- ___ The names railroad crossing, highway-rail intersection, crossing, and highway-rail grade crossing all refer to the place where the highway crosses the train tracks.
- ___ The biggest factor in vehicle-train collisions is train speed.
- ___ Light rail trains are quieter than freight and other passenger trains.
- ___ After fully applying the brakes, light rail trains take only 100 feet to stop.
- ___ Light rail trains are lighter than other trains. In a crash, they cannot cause as much damage to a person, bicycle or car.

- a. The round, yellow sign is called the Advance Warning sign.
- b. It tells you to slow down, you are approaching a railroad crossing.
- c. This sign is called a Crossbuck.
- d. The Crossbuck tells you to slow down, look, listen and be prepared to yield to an approaching train.
- e. A number posted below the Crossbuck indicates the number of tracks at that crossing. Always expect a train from either direction!
- f. When the red lights begin flashing, it means a train is approaching.
- g. If the red lights begin flashing and the gate starts to come down as you cross the tracks, keep going even if it means breaking the gate.
- h. Trains cannot stop quickly. If your vehicle stalls or gets stuck on the tracks, quickly get everyone out and move far away from the tracks at an angle, in the direction of the approaching train.
- i. Trains are traveling much faster than it appears. Don't take a chance. Wait for the train to pass!
- j. After fully applying the brakes, a 100-car freight train traveling 55 mph takes at least a mile to stop.
- k. You cannot predict the arrival of a freight train at a crossing because they do not keep regular schedules.
- l. TRUE: All of these terms refer to highway-rail grade crossings, where highways cross railroad tracks.
- m. FALSE: At a highway-rail intersection, roadway vehicles are required to yield to trains.
- n. TRUE: Light rail trains (LRT) run on electrical power drawn from sources outside of the train (overhead lines, etc.) or diesel electric engines; they are much quieter than most locomotive engines.
- o. FALSE: After applying the brakes, light rail trains can take up to 600 feet to stop, the length of 2 football fields.
- p. FALSE: The term "light rail" comes from the weight of the rails, not the train. Most LRTs weigh more than 80,000 lbs. Their weight is comparable to a long-distance train.