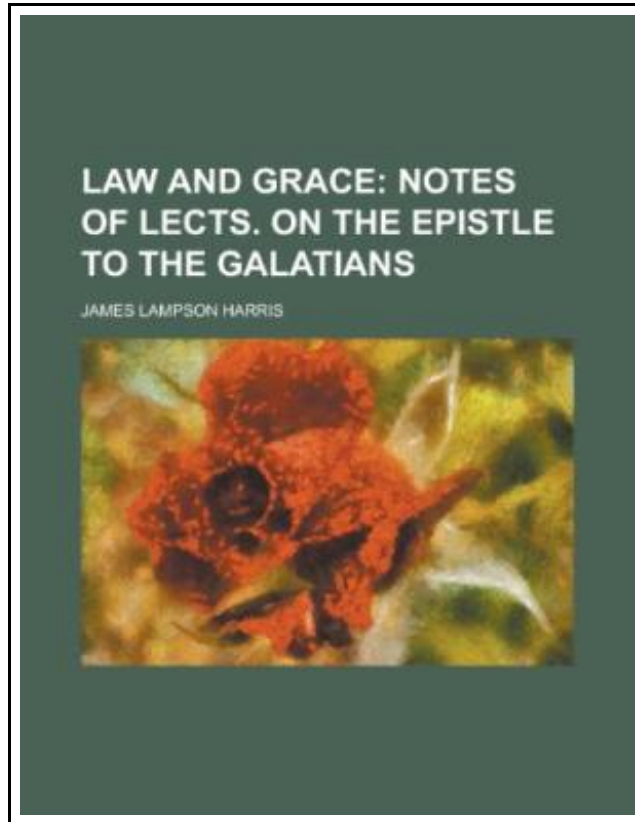


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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 132 pages. Original publisher: Washington, DC : U. S. Dept. of Transportation, Federal Railroad Administration, Office of Research and Development, 2003 OCLC Number: (OCoLC)56801302 Subject: Railroads -- United States. Excerpt: . . highway-rail grade crossing shared by a transit system and a conventional railroads ) at present there are no specific safety standards or regulations applicable to operations of this kind. In cases where FRA concludes that an operation is not a railroad for purposes of 49 U. S. C. 20102 ( 1 ), local rail service providers, often agencies of state or local governments, may receive capital or operating funds from the Federal Transit Administration ( FTA ). However, FTA has no statutory authority for safety regulation. Instead, in the Intermodal Surface Transportation Efficiency Act ( ISTEA ) of 1992, the Congress directed states to designate agencies with safety regulatory responsibility for fixed guideway transportation ( including heavy rail, light rail, funiculars, monorails, etc. ). State inspectors working with transit properties, however, are not required to be familiar with FRA track safety standards ( which may not, in fact, be appropriate for transit systems in all cases ). In the case of a transit system located on dedicated tracks adjacent to active freight trackage, FRAs concern is that the operations of a freight railroad in close proximity to a heavy or light rail transit line could present risks for each. For example, a freight train might derail and the derailed cars might encroach on the transit line. Further, a transit vehicle might have to be evacuated, and passengers could find themselves at risk of being hit by a freight train. In addition, roadway workers on the freight railroad might not realize the need to protect against...



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