The mission of the Federal Railroad Administration (FRA) is to enable the safe, reliable and efficient movement of people and goods for a strong America, now and in the future.

In Case of Emergency

- **Locate** the blue and white Emergency Notification System (ENS) sign at the grade crossing.
- **Call for help!** Call the railroad’s emergency contact number listed on the blue sign.
- **Communicate** your location, by providing the identification number (see below) and state the nature of the emergency to the dispatcher.

The ENS sign includes:

| 1 | Each railroad’s emergency contact number, |
| 2 | The U.S. Department of Transportation (USDOT) National Crossing Inventory Number, which identifies the exact location of the crossing to the railroads. |

Emergencies and safety concerns at the grade crossing should be reported by using the information on the ENS sign.
Dos and Don’ts

- Use caution **snowplowing over tracks**. If track is damaged or hit hard, call railroad so that tracks can be checked and trains stopped, if necessary. Limit salt dispersed directly over tracks.

- Always notify railroad first when **excavating near tracks**.

- **Broken water mains near tracks**. Notify railroad so track can be checked or trains stopped.

- Use caution **hauling lowboy trailers** over railroad crossings. If you get hung up, notify police and railroad immediately so trains can be stopped.

- **Never leave any equipment closer than 25’ from outer rail**. Always notify railroad before you are on the railroad right of way (ROW) (25-33’ from centerline or more can be ROW) or any time working within 25’ from outer rail.

- Report to the railroad any **problems at railroad crossings**, potholes, signal problems or damaged crossbucks. The railroad is responsible for maintenance 18” from outer rail.

- Use caution and notify railroad if **power lines are down**. Some lines on railroad right of way are energized.

- Use caution around railroad grade crossings when **hauling poles**. If you have to stop for traffic lights, stop signs or traffic make sure your poles clear the crossing and are not hanging out over the crossing.

- **Never stand or walk on the steel rails**. The rails become slippery, and you might fall.

- Never operate a **buck or boom truck** closer than 25’ from outer rail or swing the boom over the rail without authority from railroad and **trained/qualified railroad flaggers**.

- **When your roadway work is within 25’ of the outer rail**, you **MUST** seek authority to perform your work from the operating railroad. The railroad will likely require one or more railroad trained/qualified flaggers to be present during any work performed.

- If you **strike a railroad bridge** with trucks or equipment, notify police and railroad immediately.

- Regarding **brush and trees at public railroad crossing**, the railroad is responsible for site lines on their portion of the ROW. Towns and cities are responsible for the remainder.

- If you’re **working within 25’ of the outer rail** and a train is passing, stop all work and machinery and don’t turn your back on trains. Watch from a safe distance (15’ or more away) as trains may have freight or strapping dragging. Don’t put yourself **between equipment buildings, ditches, walls, and railroad tracks**.

- **Never run wires or any other items over the tracks** until railroad gives you authority.

- If any **equipment or materials get stuck on tracks**, notify railroad immediately. If you see or hear a train, get off equipment and run towards the oncoming train at a 45° angle away from train. **Do not** take cover in front of the equipment.

- **Never cross tracks with a steel tracked machine such as bulldozers or excavators** unless a railroad employee is present. These machines will roll rails out and next train could derail.

### More Resources
FRA has created the “Rail Safety for Emergency Responders” informational video series. Visit [https://www.fra.dot.gov/Page/P0850](https://www.fra.dot.gov/Page/P0850) or contact Michail Grizkewitsch at michail.grizkewitsch@dot.gov for further information.