

Hardy Rome with Union Pacific Legal department presented Union Pacific's position regarding railroad crossings in the southwest Texas area. Mr. Rome delivered his presentation in three categories. 1) The Problem, 2) What Union Pacific is doing, 3) What we need to do

**The Problem;**

- Increased traffic crossing the railroad tracks along IH 35 between Laredo, TX and Cotulla, TX.
- Fourteen (14) collisions this year between Laredo and Cotulla
- Currently there are 26 trains per day using this route... 1 train every 50 minutes
- There are 21 active railroad crossings on private property between Laredo and Cotulla
- Traffic of the worse kind, tractor trailers, heavy vehicles, slow moving vehicles carrying hazardous materials, and capable of producing devastating results in a collision (multi catastrophic, derailment, environmental damage, track damage, third-party property damage, liability claims)
- Current railroad crossings on private property are not designed for heavy vehicle traffic
- Union Pacific owns the rights to cross over their railroad track and will seek to recover damage from responsible parties in these accidents

**What Union Pacific is doing;**

- UP will post signs at all private crossings with detailed information and an 800 phone number
- Signs will have height clearance, DOT Identification number for all crossing points
- UP will require all traffic to stop on private crossings, call and receive approval to cross the railroad track
- UP has established a control center that can locate every train position and grant approval
- UP trains will begin to blow their horn at every private railroad crossing (like they are required to do at public crossings)
- UP will conduct a survey at every private railroad crossing to insure minimum clearance requirements are met (vehicles must have 11 inches of clearance between axles)
- UP will begin to cut vegetation 500 feet at all private railroad crossings and maintain growth (current regulations require 200' on public crossings, no obligation on private crossings)
- UP will seek to recover damages from anyone or any company who hangs-up, high-centers, delays train traffic, causes physical damage, environmental damage to the railroad track or easement.

**What you need to do;**

- Install locked gates on both sides of the railroad track at your expense
- Employ trained flagmen to signal trucks across the railroad track at your expense
- Flagmen need to be trained and approved by Union Pacific
- Flagmen will monitor all traffic 24 hours a day
- W.T. Byler CO. LP. has already been approved to provide this service 281-445-2070
- Trained flagmen will make the phone call to the Control Center and receive approval to escort all oilfield traffic across the railroad tracks at private crossings
- Large convoys crossing private railroad crossings will require prior notice to Union Pacific
- Contact Union Pacific to provide "Operation Life Saver" training to your employees at no cost
- Accept liability for flagmen security at railroad crossing easements
- Work together to find cost effective solutions to following these guidelines and prevent another catastrophic incident

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