

# Roadway Worker Protection Plan

**RWPP - 1**



Effective May 15, 1997

Revised December 1, 2017

# THE BELT RAILWAY COMPANY OF CHICAGO

## Roadway Worker Protection Program Effective May 15, 1997 – Revised December 1, 2017

- I. **Introduction** – In accordance with federal regulations related to railroad workplace safety (49 CFR 214), The Belt Railway Company of Chicago (BRC) has developed this specific program to ensure the safety of roadway workers working around railroad tracks.

The BRC Roadway Worker Protection Program (RWPP) applies to all Roadway Workers (both BRC and/or employees of a contractor to the BRC) whose assigned duties include; inspection, construction, maintenance, or repair of railroad tracks, bridges, roadway, signal and communication systems, roadway facilities or operation of roadway machinery on or near a railroad track with the potential of fouling a track, or when working as flagmen or lookouts.

The BRC RWPP is designed to:

- Protect roadway workers from being struck by moving locomotives, railroad equipment and roadway maintenance machines; and
- Prevent accidents and casualties caused by collisions between roadway maintenance machines and moving locomotives, railroad equipment and/or other roadway maintenance machines.

## II. Definitions

These definitions have been incorporated into the RWPP by reference. Each roadway worker and all other affected employees covered by the RWPP must be familiar with and understand these definitions.

### ON-TRACK SAFETY DEFINITIONS

The following are definitions that will be used throughout the On-Track Safety Rules:

**Adjacent Tracks** – Two or more tracks with track centers spaced less than 25 feet apart.

**Adjacent Controlled Track** – A controlled track whose track center is spaced 19 feet or less from the track center of the occupied track.

**Control Operator** – A railroad employee in charge of an interlocking, control point or segment of controlled track.

**Control Point** – A location where signals and/or other functions of a traffic control system are controlled from the control machine.

**Controlled Track** – Track upon which the railroad's operating rules require that all movements of trains, engines and on-track equipment must be authorized by a train dispatcher.

**Effective Securing Device** – A vandal and tamper resistant lock, keyed for application and removal only by the roadway worker(s) for whom the protection is provided. In the absence of a lock, it is acceptable to use a spike driven firmly into a switch tie or a switch point clamp to prevent the use of a manually operated switch. It is also acceptable to use portable derails secured with specifically designed metal wedges.

Securing devices without a specially keyed lock shall be designed in such a manner that they require railroad track tools for installation and removal and the operating rules of the railroad must prohibit removal by employees other than the class, craft, or group of employees for whom the protection is being provided. Regardless of the type of securing device, the throwing handle or hasp of the switch or derail shall be uniquely tagged. If there is no throwing handle, the securing device shall be tagged.

**Exclusive Track Occupancy** – A method of establishing working limits on Controlled Track, in which movement authority of trains, engines or other railroad equipment is withheld by the dispatcher, control operator or restricted by flagmen.

**Flagman** – When used in relation to roadway worker on-track safety means a qualified employee designated to direct or restrict the movement of trains, engines or on-track equipment past a point on a track to provide on-track safety for roadway workers. The flagman is engaged solely in performing that function.

**Foul Time** – A method of establishing working limits on controlled track in which a roadway worker is notified by the train dispatcher that no trains will operate within a specific segment of controlled track until the roadway worker reports clear of the track.

**Fouling a Track** – The location of an individual or a piece of equipment in such proximity to a track that the individual or equipment could be struck by a moving train, or on-track equipment, or in any case is within four feet of the field side of the near running rail.

**Hi-rail Vehicle** – A roadway maintenance machine that is manufactured to meet Federal Motor Vehicle Safety Standards and is equipped with retractable flanged wheels so that the vehicles may travel over the highway or on railroad tracks.

**Inaccessible Track** – A method of establishing working limits on Non-Controlled Track by physically preventing entry and movement of trains and equipment.

**Individual Train Detection (ITD)** – A procedure by which a lone worker acquires on-track safety by seeing approaching trains, engines or other on-track equipment and leaving the track before they arrive and which may be used only under circumstances strictly defined in Rule 200.9.

**Interlocking, Manual** – An arrangement of signals and signal appliances operated from an interlocking machine and so interconnected by means of mechanical and/or electric locking that their movements must succeed each other in proper sequence, train movements over all routes being governed by signal indication.

**Lone Worker** – An individual roadway worker that is not being afforded on-track safety by another roadway worker, is not a member of a roadway work group, and is not engaged in a common task with another roadway worker.

**Maximum Authorized Speed** – The highest speed permitted for the movement of trains permanently established by timetable/special instructions, general order, or track bulletin.

**Minor Correction** – One or more repairs of a minor nature, including but not limited to, spiking, anchoring, hand tamping, and joint bolt replacement that is accomplished with hand tools or handheld pneumatic tools only. The term does not include welding, machine spiking, machine tamping, or any similar distracting repair.

**Non-Controlled Track** – Track upon which trains and engines are permitted by railroad rule or special instructions to move without receiving authorization from a train dispatcher.

**Occupied Track** – A track on which on-track, roadway maintenance machinery or coupled equipment is authorized or permitted to be located while engaged in a common task with a roadway work group with at least one of the roadway workers on the ground.

**On-Track Roadway Maintenance Machine** – A self-propelled, rail-mounted, non-highway, maintenance machine whose light weight is in excess of 7,5000 pounds and whose purpose is not for the inspection of railroad track.

**On-Track Safety** – A state of freedom from the danger of being struck by a moving railroad train or other equipment provided by operating and safety rules that govern track occupancy by personnel, trains and on-track equipment.

**On-Track Safety Manual** – The entire set of on-track safety rules and instructions maintained together in one manual designed to prevent roadway workers from being struck by trains or other on-track equipment. These instructions include operating rules and other procedures concerning on-track safety protection and on-track safety measures.

**Qualified** – A status attained by an employee who has successfully completed any required training, has demonstrated proficiency in same, and has been authorized by the BRC to perform the duties of a particular position or function.

**Restricted Speed** – When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- Train.
- Engine.
- Railroad car.
- Men or equipment fouling the track.
- Stop signal.
- Or
- Derail or switch lined improperly.

When a train or engine is required to move at restricted speed, the crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

**Roadway Maintenance Machine** – A device powered by any means of energy other than hand power that is being used on or near a railroad track for maintenance, repair, construction or inspection of track, bridges, roadway, signal or communications. Roadway machines may have highway or rail wheels, or may be stationary.

**Roadway Maintenance Machine Equipped with a Crane** – A roadway maintenance machine equipped with a crane or boom that can hoist, lower, and horizontally move a suspended load.

**Roadway Work Group** – Two or more roadway workers organized together on a common task.

**Roadway Worker** – Any employee of a railroad, or of a contractor to a railroad, whose duties include: inspection, construction, maintenance or repair of railroad tracks, bridges, roadway, signal and communication systems, roadway facilities or operation of roadway machinery, fouling a track or with the potential of fouling a track or when working as flagmen or lookouts. (All Roadway Workers are required to wear a high visible reflectorized torso covering).

**Roadway Worker in Charge (RWIC)** – A roadway worker who is qualified as defined in Rule 200.12.5 to establish on-track safety for roadway work groups.

**Train Approach Warning** – A method of establishing on-track safety by warning roadway workers of the approach of trains, engines or other railroad equipment, in ample time for them to move to or remain at a place of safety.

**Train Dispatcher** – A railroad employee assigned to control and issue orders governing the movement of trains and other railroad equipment on a specific segment of railroad track in accordance with the operating rules of the railroad that apply to that segment of track.

**Watchman/Lookout** – An employee who has been trained and qualified to provide warning to roadway workers of approaching trains or on-track equipment. Watchman/Lookouts shall be properly equipped to provide visual and auditory warning such as whistle, air horn, white disk, red disk, lantern or fusee. A watchman/lookout's sole duty is to look out for approaching trains/on-track equipment and provide at least fifteen seconds advanced warning to employees before arrival of trains/on-track equipment.

**Working Limits** – A segment of track within defined limits upon which trains, engines or other railroad equipment may operate only as authorized by the roadway worker having control over that defined segment of track. Working limits may be established through "Exclusive Track Occupancy", "Foul Time" or "Inaccessible Track".

**III. RWPP Responsibilities** – The BRC and individual employees have responsibilities related to the BRC RWPP.

**A. BRC Responsibilities**

- Supervisors have overall responsibility for ensuring that roadway workers understand and comply with the rules and requirements of BRC RWPP.

This responsibility is carried out by safety training, audits, and/or efficiency testing.

**B. Individual Employee Responsibilities**

- Complying with Roadway Worker On-Track Safety Protection Rules and BRC RWPP requirements;
- Ensuring that On-Track Safety Protection is being provided before fouling a track;
- Not fouling a track except when necessary in the performance of duty.

When acting in good faith, each roadway worker has a right to challenge whether the on-track safety rules as applied at a specific location comply with the BRC RWPP. Any roadway worker who doubts that roadway worker protection rules are properly applied at the job location should resolve that uncertainty by immediately reporting the concern to the designated person providing the on-track safety and remaining clear of the track until the question is resolved through the process outlined in Section IV – Roadway Worker Good Faith Challenge Process.

**IV. Roadway Worker Good Faith Challenge Process**

A. A roadway worker with honest, good-faith concerns regarding whether the on-track safety rules being applied at the job location are not in compliance with the BRC RWPP has the absolute right to challenge those on-track safety rules.

B. If the designated person providing the on-track safety concurs with the concern reported, the appropriate measure to achieve the necessary level of safety will be implemented before the affected individual(s) are allowed to foul the track.

C. If the designated person providing the on-track safety believes the level of safety being provided is in compliance, the designated person providing the on-track safety shall consult with another individual who is trained and qualified in accordance with the BRC RWPP. More specifically, the individual consulted must be trained and qualified on the rules for providing on-track safety for the particular form of protection in question.

1. If the individual consulted believes the level of safety is in compliance, no additional on-track safety measures are required to foul the track.

2. If the individual consulted concurs with the concern reported, the appropriate measures to achieve compliance will be taken. The BRC RWPP rules will be implemented before the affected individuals(s) are allowed to foul the track.

D. Documentation *(Form found in Appendix A)*

1. When a roadway worker questions compliance with on-track safety rules at the job location, he must document those concerns in writing and deliver the written

documentation to the designated person providing on-track safety prior to the close of the work shift in which the concerns are raised.

2. The written documentation must include the following information:
  - a. Name(s) of individual(s) with good faith concerns and their employee ID number(s);
  - b. Work assignment/Gang assignment;
  - c. Date and Time;
  - d. Location, Track number and milepost, if needed;
  - e. Specific conditions that constitutes the exception to the protection provided;
  - f. Determination of the designated person providing on-track safety; and
  - g. If applicable, comments of the consulted employee.
3. The designated person providing the on-track safety and, if applicable, the trained and qualified individual consulted must also acknowledge in writing the pertinent circumstances involved in their determination and will give all to their immediate supervisor.
4. The supervisor will bring report to the Chief Engineer's office where upon a meeting will be held between the supervisor, Chief Engineer and the Rules Compliance Officer to determine if procedures were followed and if any follow-up training should happen.
5. A record of the matter will be kept on file for one year in the office of the Rules Compliance Officer. The designated person providing on-track safety as described in D, 1 above is responsible for forwarding the written documentation to his immediate Supervisor.

#### E. Roadway Maintenance Machine Safety for Self-Propelled and Hi-Rail Equipment

Employees operating on-track roadway maintenance machines and hi-rail vehicles as defined by 49 CFR Part 214, Section 214.7, Sub part D have the right and responsibility, when acting in good faith, to make challenges relative to the operational safety or the safe condition of the equipment being operated.

Good Faith Challenge process for on-track roadway maintenance machines and hi-rail vehicles:

1. An employee operating an on-track roadway maintenance machine or hi-rail vehicle with honest and good faith concerns that the equipment or vehicle does not comply with FRA regulations or has a condition that inhibits its safe operation shall inform the supervisor who instructed the employee to operate the equipment or hi-rail vehicle of the condition that does not comply with FRA regulations or inhibits safe operation. The employee may refuse to operate that equipment or vehicle until the good-faith challenge is resolved.

2. If the supervisor concurs with the employee that the condition is unsafe, appropriate repairs will be made/scheduled as required by 49 CFR Part 214, Section 214.531.
  3. If the supervisor believes the condition reported is in compliance with FRA regulations and the employee, in good faith, disagrees, the supervisor will notify the Chief Engineer, or the Chief Engineer's designee, of the employee's concern regarding the condition of the equipment or vehicle.
  4. If the Chief Engineer or designee concurs with the employee that the condition is unsafe, appropriate repairs will be made/scheduled as required by 49 CFR Part 214, Section 214.531.
  5. If the Chief Engineer or designee believes the condition reported is in compliance with FRA regulations and the employee disagrees, the employee may refuse to operate the equipment. The Chief Engineer or designee will then arrange for an independent third party to ascertain if the equipment or vehicle meets FRA regulations.
  6. Action initiated under the notification, and resolution procedure that is not based on good faith regarding the operational safety and safe condition of on-track roadway maintenance machines and hi-rail vehicles is a violation of the BRC RWPP rules and requirements.
- F. Action initiated under the reporting and appeal procedure that is not based on a good faith regarding compliance with the on-track safety rules is not permissible and violates BRC RWPP rules and requirements.

## **200. On-Track Safety Rules and Procedures**

The following rules prescribe minimum safety standards for the protection of Roadway Workers. Roadway Workers responsible for the on-track safety of others will provide themselves with and maintain a copy of these rules.

### **200.1 Roadway Worker Responsibility:**

#### **200.1.1 BRC Employees**

- Each roadway worker is responsible for following On-Track Safety rules.
- A roadway worker will not foul a track unless necessary in the performance of duty.
- Each roadway worker is responsible for ascertaining that On-Track Safety is provided before fouling a track.

#### **200.1.2 Contractors**

Contractors employed by the BRC to perform work foul of any track or the potential to foul a track must be trained in the On-Track Safety awareness procedures. Contractors must not be allowed to foul a track unless:



- They have been properly advised of the On-Track Safety awareness procedures, and,
- A railroad employee who is trained and qualified to provide protection is present at the work site.

## **200.2 Supervision and Communication:**

**200.2.1** When a roadway worker is assigned duties that require fouling a track, the employee will be provided with:

- An on-track safety job briefing that includes information on the means by which On-Track Safety is to be provided for each track identified to be fouled, instruction on the on-track safety procedures to be followed, information about any adjacent tracks requiring on-track safety protection, as deemed necessary by the roadway worker in charge, and identification of any roadway maintenance machines that will foul an adjacent track.
- A discussion of the nature of the work to be performed and the characteristics of the work location.
- Information on the accessibility of the roadway worker in charge and alternative procedures in the event the roadway worker in charge is no longer accessible to the members of the roadway work group.

**200.2.2** A job briefing for on-track safety is considered complete only after the affected roadway worker(s) has either acknowledged understanding of the On-Track Safety rules and instructions or been afforded the opportunity to request explanation of any issues that are not understood.

**200.2.3** Every roadway worker group whose duties require fouling a track will have one roadway worker designated to provide on-track safety for all members of the group. The designated person must be qualified on the rules prescribing protection for each individual in the group. The responsible person may be designated generally or specifically for a particular work situation.

**200.2.4** Before any member of a roadway work group fouls a track, the designated person providing on-track safety for the group under Rule 200.2.3 of this section shall inform each roadway worker of the on-track safety procedures to be used and followed during the performance of the work at that time and location. Each roadway worker must again be so informed at any time the on-track safety methods change during the work period. Such information will be given to all roadway workers affected before the change is in effect.

**200.2.5** A lone worker will communicate at the beginning of each regular duty period with a supervisor. In the supervisor's absence, a lone worker

will communicate with another employee who has been designated by a supervisory officer to receive a job briefing and to advise his planned itinerary and the procedures he intends to use for on-track safety. If this is not possible, the above stated communication must be made with the dispatcher, yardmaster, control operator or other employee in charge of train and engine movements where he expects to be working. An interruption in communications does not prevent a lone worker from starting work. The job briefing must be conducted as soon as possible after the beginning of the work period when communications are restored.

**200.2.6** The person designated to provide on-track safety must complete a Statement of On-Track Safety (*form found in Appendix B*), prior to the on-track safety briefing.

### **200.3 Working Limits, Generally:**

**200.3.1** Only a roadway worker who is qualified will establish or have control over working limits for the purpose of establishing on-track safety.

**200.3.2** Movement of trains, engines and other railroad equipment within working limits will be made only under the direction of the roadway worker having control of the working limits. Such movements will be at Restricted Speed unless the roadway worker having control of the working limits has specifically authorized a higher speed.

**200.3.3** All affected roadway workers must be notified before working limits are released for the operation of trains or other on-track equipment. Working limits must not be released until all affected roadway workers have either left the track or have been afforded on-track safety through Train Approach Warning (Lookout).

**200.3.4** Working limits on **Controlled Track** must be protected as prescribed by Rule 200.4, Exclusive Track Occupancy, or Rule 200.5, Foul Time.

**200.3.5** Working limits on **Non-Controlled Track** must be protected as prescribed by Rule 200.6, Inaccessible Track.

**200.4 Exclusive Track Occupancy:** Working limits on **Controlled Track** protected through the use of Exclusive Track Occupancy, must comply with the following requirements:

**200.4.1** The authority for exclusive track occupancy given to the roadway worker in charge of the working limits will be transmitted on a written or printed document directly by relay through a designated employee in a data transmission, or by oral communication to the roadway worker in charge; by the train dispatcher or control operator in charge of the track.

- The roadway worker in charge of the working limits must maintain possession of the written or printed authority for exclusive track occupancy while the authority for the working limits is in effect.
- A data transmission of an authority for exclusive track occupancy displayed on an electronic screen may be used as a substitute for a written or printed document.
- While it is in effect, all contents of an authority electronically displayed shall be readily viewable by the roadway worker in charge that is using the authority to provide on-track safety for a roadway work group.
- If the electronic display device malfunctions, fails, or cannot display an authority while in effect, all on-track roadway maintenance machine and hi-rail movements must stop and the roadway worker in charge of the roadway work group shall instruct all roadway workers to stop work and occupy a place of safety until either a new authority is granted or another form of on-track safety is established.

**200.4.2** The extent of working limits established through exclusive track occupancy will be indicated by one or more of the following physical characteristics clearly identifiable to a locomotive engineer or other person operating a train, engine or on-track equipment:

- A flagman with instructions and capability to hold trains, engines or other railroad equipment clear of the working limits.
- A fixed signal displaying “Stop” or a remotely-controlled switch lined to divert movements away from the working limits.
- Any station shown in the timetable that is identified by name with a sign beyond which train movement is prohibited by train movement authority, i.e., Held by the dispatcher.
- A milepost beyond which train movement is prohibited by train movement authority.
- A fixed definable location such as mileposts, switches, road crossings and bridges, designated by name or milepost location, that trains, engines or other railroad equipment may not pass unless authorized by the dispatcher or control operator.

**200.4.3** Movements of trains, engines and roadway maintenance machines within working limits established through exclusive track occupancy shall be made only under the direction of roadway worker in charge. Such movements shall be made at the speed as directed by the roadway worker in charge, and as stated in Rule 200.3.2.

**200.5 Foul Time:** Working limits established on controlled track through the use of foul time procedures must comply with the following:

- Foul time may be given orally or in writing by the train dispatcher or control operator, only after that employee has withheld the authority of all trains or

other on-track equipment, move into or within the working limits during the foul time period.

- Each roadway worker in charge to whom foul time is transmitted orally must repeat the track number or identifier, track limits and time limits of the foul time to the issuing employee for verification before the foul time becomes effective.
- The train dispatcher or control operator will apply protective blocking to the control machine to ensure that a train, engine or other railroad equipment will not enter the track section protected by foul time, and the protection will be maintained until the roadway worker who obtained it has reported clear.
- The train dispatcher or control operator must make a written or electronic record of all foul time authorities issued.
- The roadway worker in charge shall not permit the movement of trains or other on-track equipment into CR within working limits protected by foul time.

**200.6 Inaccessible Track:** Working limits on **Non-Controlled Track** will be established by rendering the track within working limits inaccessible to trains, engines or other railroad equipment. No train, engine or other railroad equipment, except those moving under the direction of the roadway worker in charge, may be located within working limits on non-controlled track. The extent of working limits established, as inaccessible track, must be defined by one or more of the following physical characteristics:

**200.6.1** A flagman with instructions and capability to hold all trains, engines or other railroad equipment clear of the working limits.

**200.6.2** A hand-operated switch or derail aligned to prevent access to the working limits and secured with an effective securing device.

**200.6.3** A remotely-controlled switch aligned to prevent access to the working limits and the control operator:

- Has secured the switch by applying protective blocking to the control machine;
- Has notified the roadway worker who requested the working limits that the protection has been provided;
- Is not permitted to remove the protective blocking until receiving permission to do so from the roadway worker who requested the working limits.

The operator of the remotely-controlled switch must keep a written record of (1) date, time and name of person requesting switch protection; (2) identification of track(s) protected; and (3) date, time and name of person authorizing removal of the protection. These records must be maintained for 15 days.

**200.6.4** A discontinuity in the track which precludes passage of trains, engines or other railroad equipment into the working limits.

**200.6.5** Movement of trains, engines, and roadway maintenance machines within the working limits established by means of Inaccessible Track shall move only under the direction of the roadway worker in charge at a speed directed by the roadway worker in charge.

**200.6.6** No operable locomotives or other items of on-track equipment, except those present or moving under the direction of the roadway worker in charge, shall be located within the working limits established by means of Inaccessible Track.

**200.7 Train Approach Warning Provided by a Watchman/Lookout** – Roadway workers in a roadway work group who foul any track outside of working limits will be given warning of approaching trains, engines or other railroad equipment by one or more lookouts in accordance with the following provision: (Train Approach Warning will not be used for protection of on-track equipment or for any track maintenance or construction that would interfere with the safe passage of trains and engines at the maximum authorized speed.)

**200.7.1** Train approach warning must be given in sufficient time to enable each roadway worker to move and occupy a place of safety not less than 15 seconds before a movement operating at maximum authorized speed, or temporary slow order known to be in effect, on that track can pass the location of the roadway worker. *(Refer to Appendix C)*

**200.7.2** Lookouts assigned to provide train approach warning must devote full attention to detecting the approach of trains, engines or other railroad equipment and communicating a warning thereof, and must not be assigned or perform any other duties while functioning as a lookout.

**200.7.3** The means used by a lookout to communicate a train approach warning must be distinctive and clearly signify to all recipients of the warning that a train, engine or other railroad equipment is approaching.

**200.7.4** Every roadway worker who depends upon train approach warning for on-track safety must maintain a position that will enable him to receive a train approach warning communicated by a lookout at any time while on-track safety is provided by train approach warning.

**200.7.5** Lookouts will communicate train approach warnings by a means that does not require a warned employee to be looking in any particular direction at the time of the warning, and which can be detected by the warned employee regardless of noise or distraction of work.

**200.7.6** Every Lookout will be provided with the equipment necessary for compliance with the on-track safety duties that the Lookout will perform.

## **200.8 On-Track Safety Procedures for Roadway Work Groups:**

**200.8.1** No roadway worker that is a member of a roadway work group may foul a track unless on-track safety is provided by the applicable provisions of:

- Rule 200.3 (Working Limits Generally);
- Rule 200.4 (Exclusive Track Occupancy);
- Rule 200.5 (Foul Time);
- Rule 200.6 (Inaccessible Track); or
- Rule 200.7 (Train Approach Warning provided by Lookout).

**200.8.2** No roadway worker that is a member of a roadway work group shall foul a track without having been informed by the roadway worker in charge responsible for the on-track safety of the roadway work group that on-track safety is provided.

**200.8.3** Roadway work groups engaged in large-scale maintenance or construction shall be provided with train approach warning, as prescribed in Rule 200.7, on adjacent tracks that are not included within limits.

## **200.9 On-Track Safety Procedures for Lone Worker:**

**200.9.1** A Lone worker who fouls a track while performing routine inspection or doing minor corrections may use Individual Train Detection to establish on-track safety only as prescribed by this rule.

**200.9.2** A Lone worker retains the right to use on-track safety procedures other than individual train detection if he deems it necessary, and to occupy a place of safety until a different form of on-track safety can be established.

**200.9.3** Individual train detection can be used to establish on-track safety only:

- By a lone worker that has been qualified to do so;
- While performing routine inspection and/or minor correction work;
- On a track outside the limits of a manual interlocking, a control point or a remotely controlled hump yard facility;
- Where the lone worker is able to visually detect the approach of a train, engine or other railroad equipment moving at the current maximum authorized speed or temporary slow order known to be in effect, on that track, and to move to a previously determined place of safety not less than 15 seconds before the train engine or other railroad equipment would arrive at the location of the lone worker;
- Where no power-operated tools or roadway maintenance machines are being used in a manner that impairs the hearing of the lone worker; and,

- Where the ability of the lone worker to hear and see approaching trains, engines and other railroad equipment is not impaired by background noise, lights, precipitation, for passing trains or any other physical condition.

**200.9.4** The place of safety to be occupied by a lone worker upon the approach of a train, engine or other railroad equipment may not be on a track, unless working limits are established on that track.

**200.9.5** The lone worker using individual train detection for on-track safety while fouling a track may not occupy a position or engage in any activity that would interfere with that worker's ability to maintain a vigilant lookout for, and detect the approach of a train, engine or other railroad equipment moving in either direction.

**200.9.6** A lone worker choosing to use individual train detection to establish on-track safety must first complete a written Statement of On-Track Safety. The statement must designate the limits of the track for which it is prepared, and the date and time for which it is valid. The statement must show the maximum authorized speed of trains within the limits for which it is prepared, and the sight distance that provides the required warning of approaching movements. The lone worker using individual train detection to establish on-track safety must produce the Statement of On-Track Safety if requested by an Officer of the BRC or a Representative of the FRA.

**200.10 Audible Warning from Trains.** - Each railroad shall require that the locomotive whistle be sounded, and the locomotive bell be rung, by trains approaching roadway workers on or about the track. Such audible warning shall not substitute for on-track safety procedures prescribed in this part.

**200.11 On-Track Safety Procedures for Certain Roadway Work Groups and Adjacent Tracks:**

**200.11.1** On-Track Safety is required for each adjacent controlled track when a roadway work group with at least one roadway worker on the ground engaged in a common task with on-track, self-propelled equipment, or coupled equipment on an occupied track.

On-Track Safety on an adjacent controlled track shall be provided by the applicable provisions of:

- Rule 200.4 (Exclusive Track Occupancy)
- Rule 200.5 (Foul Time) or
- Rule 200.7 (Train Approach Warning provided by lookout).

**200.11.2** If a train or other on-track, self-propelled equipment is authorized or permitted to move on an adjacent controlled track at a speed of 25

m.p.h. or less, each roadway worker in the roadway work group that is affected by such movement must cease all on-ground work and equipment movement that is being performed on the occupied track and occupy a predetermined place of safety (which may include between the rails of the occupied track) upon receiving either a warning from the Lookout per Rule 200.7.1 or a notification that the roadway worker in charge intends to allow one or more train or on-track, self-propelled equipment movements through the working limits on the adjacent controlled track per Rule 200.4.3.

Except that equipment movement on the occupied track and on-ground work performed exclusively between the rails of the occupied track may continue, provided that no on-ground work is performed within the areas 25 in front of and 25 feet behind any on-track, self-propelled equipment or coupled equipment permitted to move on the occupied track.

**200.11.3** An affected roadway worker may resume on-ground work and equipment movement only:

- After the trailing-end of the train or other on-track, self-propelled equipment moving on the adjacent controlled track has passed and remains ahead of that roadway worker, or
- If the train or other on-track equipment stops before its trailing-end has passed all of the affected roadway workers in the roadway work group, on-ground work and equipment movement may resume if on-track safety per Rule 200.7 (Train Approach Warning) or after the roadway worker in charge has communicated with a member of the train crew or the on-track, self-propelled equipment operator and established that further movements of such train or on-track, self-propelled equipment shall be made only as permitted by the roadway worker in charge.

## **200.12 Training and Qualification, General**

- No employee shall perform the duties of a roadway worker, and no employee shall accept such assignment, unless that employee has received training in the on-track safety procedures associated with the assignment to be performed, and that employee has demonstrated the ability to fulfill the responsibilities for on-track safety that are required of an individual roadway worker performing that assignment.
- Each employer shall provide to all roadway workers in its employ initial or recurrent training once every calendar year on the on-track safety rules and procedures that they are required to follow.
- Railroad employees other than roadway workers, who are associated with on-track safety procedures, and whose primary duties are concerned with the movement and protection of trains, shall be trained to perform their functions related to on-track safety through the training and qualification procedures



prescribed by the operating railroad for the primary position of the employee, including maintenance of records and frequency of training.

- Each employer of roadway workers shall maintain written or electronic records of each roadway worker qualification in effect. Each record shall include the name of the employee, the type of qualification made, and the most recent date of qualification. These records shall be kept available for inspection and photocopying by the Federal Railroad Administrator during regular business hours.
- Procedures to be used for monitoring effectiveness of and compliance with the BRC Roadway Worker Protection Program will be through BRC Efficiency Testing.

**200.12.1 Training for all Roadway Workers** – The training of all roadway workers shall include, as a minimum, the following:

- a. Recognition of railroad tracks and understanding of the space around them within which on-track safety is required.
- b. The functions and responsibilities of various persons involved with on-track safety procedures.
- c. Proper compliance with on-track safety instructions given by persons performing or responsible for on-track safety functions.
- d. Signals given by lookouts, and the proper procedures upon receiving a train approach warning from a lookout.
- e. The hazards associated with working on or near railroad tracks, including review of on-track safety rules and procedures.

**200.12.2 Training and Qualification for Lone Workers** – Each lone worker shall be trained and qualified by the employer to establish on-track safety in accordance with the requirements of this section, and must be authorized to do so by the railroad that conducts train operations on those tracks.

- a. The training and qualification for lone workers shall include, as a minimum, consideration of the following factors:
  - Detection of approaching trains and prompt movement to a place of safety upon their approach.
  - Determination of the distance along the track at which trains must be visible in order to provide the prescribed warning time.
  - Rules and procedures prescribed by the railroad for individual train detection, establishment of working limits, and definite train location.
  - On-track safety procedures to be used in the territory on which the employee is to be qualified and permitted to work alone.

- b. Initial and periodic qualification of a lone worker shall be evidenced by demonstrated proficiency.

### **200.12.3 Training and Qualification of Lookouts**

- a. The training and qualification for roadway workers assigned the duties of lookouts shall include, as a minimum, consideration of the following factors:
  - Detection and recognition of approaching trains.
  - Effective warning of roadway workers of the approach of trains.
  - Determination of the distance along the track at which trains must be visible in order to provide the prescribed warning time.
  - Rules and procedures of the railroad to be used for train approach warning.
- b. Initial and periodic qualification of a lookout shall be evidenced by demonstrated proficiency.

### **200.12.4 Training and Qualification of Flagmen**

- a. The training and qualification for roadway workers assigned the duties of flagmen shall include, as a minimum, the content and application of the operating rules of the railroad pertaining to giving proper stop signals to trains and holding trains clear of working limits.
- b. Initial and periodic qualification of a flagman shall be evidenced by demonstrated proficiency.

### **200.12.5 Training and Qualification of Roadway Workers who provide On-Track Safety for Roadway Work Groups**

- a. The training and qualification of roadway workers who provide for the on-track safety of groups of roadway workers through establishment of working limits or the assignment and supervision of lookouts or flagmen shall include, as a minimum:
  - All the on-track safety training and qualification required of the roadway workers to be supervised and protected.
  - The content and application of the operating rules of the railroad pertaining to the establishment of working limits.
  - The content and application of the rules of the railroad pertaining to the establishment or train approach warning.
  - The relevant physical characteristics of the territory of the railroad upon which the roadway worker is qualified.

- b. Initial and periodic qualification of a roadway worker to provide on track safety for groups shall be evidenced by an annual recorded examination and demonstrated proficiently.

**200.12.6 Training and Qualification in On-Track Safety for Operators of Roadway Maintenance Machines**

- a. The training and qualification of roadway workers who operate roadway maintenance machines shall include, at a minimum:
  - Procedures to prevent a person from being struck by the machine when the machine is in motion or operation.
  - Procedures to prevent any part of the machine from being struck by a train or other equipment on another track.
  - Procedures to provide for stopping the machine short of other machines or obstructions on the track.
  - Methods to determine safe operating procedures for each machine that the operator is expected to operate.
- b. Initial and periodic qualification of a roadway worker to operate roadway maintenance machine shall be evidenced by demonstrated proficiency.

**200.12.7 Training and Qualification in On-Track Safety for Operators for operations of roadway maintenance machines equipped with a crane**

- a. The training and qualification of each roadway worker that operates a roadway maintenance machine equipped with a crane shall include, at a minimum:
  - The training and qualification as proscribed in Rule 200.12.6a.
  - Procedures to determine that the operator has the skills to safely operate each machine the person is authorized to operate.
  - Procedures to determine that the operator has the knowledge to safely operate each machine the person is authorized to operate.
- b. Initial and periodic qualification of a roadway worker to operate a roadway maintenance machine equipped with a crane shall be evidenced by demonstrated proficiency.

**Appendix A**



**THE BELT RAILWAY COMPANY OF CHICAGO  
ROADWAY WORKER PROTECTION GOOD FAITH CHALLENGE**

<b>NAME(S) of Individual(s) w/Good Faith Concerns:</b>	<b>WORK NO.</b>
<b>WORK ASSIGNMENT/GANG ASSIGNMENT</b>	<b>DATE &amp; TIME</b>
	<b>LOCATION</b>
	<b>TRACK NO.</b>
	<b>MILEPOST</b>
<b>Specific condition that constitutes the exception to the protection provided:</b>	
<b>Determination of the designated person providing on-track safety:</b>	
<b>Comments of the consulted employee:</b>	

**Appendix B**

**The Belt Railway Company of Chicago**



**STATEMENT OF ON-TRACK SAFETY**

A Roadway Worker establishing on-track protection must complete this form, before the On-Track Safety Briefing is conducted prior to fouling the track.

This form is to be maintained by the designated employee in charge to provide on-track safety protection.

When Individual Train Detection (ITD) or Train Approach Warning is used, the EIC will complete this form and the section on the back of the page prior to fouling any track.

This form is subject to inspection at any time by BRC or FRA representatives.

**1. Provide the following information:**

Date:	EIC Name:
Form of On-Track Safety Protection <i>(choose one)</i>	▪ Exclusive Track Occupancy
	▪ Foul Time
	▪ Inaccessible Track
	▪ Train Approach Warning
	▪ Individual Train Detection

Adjacent Track Protection <i>(choose one)</i>	▪ Exclusive Track Occupancy
	▪ Foul Time
	▪ Inaccessible Track
	▪ Train Approach Warning
Subdivision/Industrial Lead/Yard:	
Interlocking Name (If Applicable):	
Work Location: Station(s) Milepost(s) or Track(s) Identifier:	
Time Limits (From and To):	

Designed Location to Clear:

## TRAIN APPROACH WARNING OR INDIVIDUAL TRAIN DETECTION

In the table below, place an **X** in the box adjacent to the maximum authorized speed of trains within the working limits specified above. The minimum sight distance associated with that speed provides 15 seconds for employees to clear the track.

**NOTE:**

**WHEN CALCULATING TIME TO CLEAR NOTE THAT ADDITIONAL TIME MUST BE ADDED FOR THE TIME REQUIRED TO CLEAR THE TRACK** *(use chart in Appendix C)*

Maximum Authorized Speed in MPH	Minimum Required Sight Distance	
	<b>X</b>	Feet
5		110
10		220
15		330
20		440
25		550

**NOTE:**

**When the maximum authorized speed is not shown on the form, use the next higher speed.**

*This form must be in the employee's possession while work is being performed and is subject to inspection by BRC or FRA representatives.*

## Appendix C

<p><b>Use this chart if it will take you 10 seconds or less to clear.</b></p>	<b>MPH</b>	<b>Sight</b>
	10	367
	15	550
	20	733
	25	917
	30	1100
	35	1283
	40	1467

<p><b>Use this chart if it will take you 20 seconds or less but more than 10 seconds to clear.</b></p>	<b>MPH</b>	<b>Sight</b>
	10	513
	15	770
	20	1027
	25	1283
	30	1540
	35	1797
	40	2053

<p><b>Use this chart if it will take you 30 seconds or less but more than 20 seconds to clear.</b></p>	<b>MPH</b>	<b>Sight</b>
	10	660
	15	990
	20	1320
	25	1650
	30	1980
	35	2310
	40	2640