



Federal Railroad Administration

May 18, 2005

Railroad Safety Advisory Committee

Roadway Worker Protection Regulation
Working Group Report

RWP RSAC

“All government, indeed every human benefit and enjoyment, every virtue, and every prudent act, is founded on compromise and barter we give and take; we remit some rights, that we may enjoy others.”

Edmund Burke (1729-1797) - British statesman, orator, and political thinker. Speech, Conciliation with America, 1775.



Session Status

- **First Committee meeting on April 12 and 13, 2005, Washington, DC.**
- **Additional meetings scheduled for 2005:**
 - June 22 - 24, Washington, DC
 - July 11 - 14, Chicago, IL
 - August 8 - 11, Overland Park, KS
 - September 21 - 23, Washington, DC

Task Framework

- **Working Group agreed to start discussion on “11 Sections” presented by FRA as starting point to include additional items within these sections as necessary.**
- **Acceptance of additional items for discussion beyond the aforementioned to be decided by the group as necessary.**

Initial Eleven Sections

214.7 Definitions

- Automatic and manual interlocking
- Controlled point
- Effective securing device
- On-track safety manual [consensus]
- Remotely controlled hump yard facility
- Switch arrangement (or automatic switch)

214.309 On-track safety program documents

- Lone worker provision [consensus]
- On-track safety rule revisions [consensus]

Eleven Sections (continued)

214.317 On-track safety procedures, generally

- *Tunnel niches [discussion]*
- *Crossing tracks [consensus]*

214.319 Working limits, generally

- *Fouling behind [drafting language]*

214.321 Exclusive track occupancy

- Data transmission
- Gang number vs. employee name on authority

Eleven Sections (continued)

214.337 On-track safety procedures for lone workers

- Switch arrangements and control points without switches
- Speed restriction and sight distance consideration

214.339 Audible warning from trains

214.343 Training and qualification, general

- Clarification of training records for basic worker

Eleven Sections (continued)

214.323 Foul time

- Reconcile occupancy, if any, within
- Permissible type of work

214.327 Inaccessible track

- Consideration of train crew with locomotive as a “physical feature”

214.329 Train approach warning

- The use of a tactile warning
- Rendering track impassible
- Speed restriction and sight distance consideration

Consensus Items

On-Track Safety Manual

- **Clarification of regulatory language with respect to the on-track safety manual (new term):**
 - Elements required to be in the manual (on-track safety protection rules and measures)
 - Exception for lone workers when impracticable to have the manual readily available by providing an alternative access to information
 - Provision for revisions to on-track safety manual to be in temporary bulletins as long as they are carried with the manual

Consensus Items

Incidental Crossing of Tracks

- **Provision enabling roadway workers to walk across any track without on-track safety protection:**
 - Comply with the applicable railroad safety rules
 - Move directly and promptly across the track
- **Reiterates on-track safety protection for all activities defined in the rule or crossing with tools or material that restricts motion, impairs sight or hearing.**

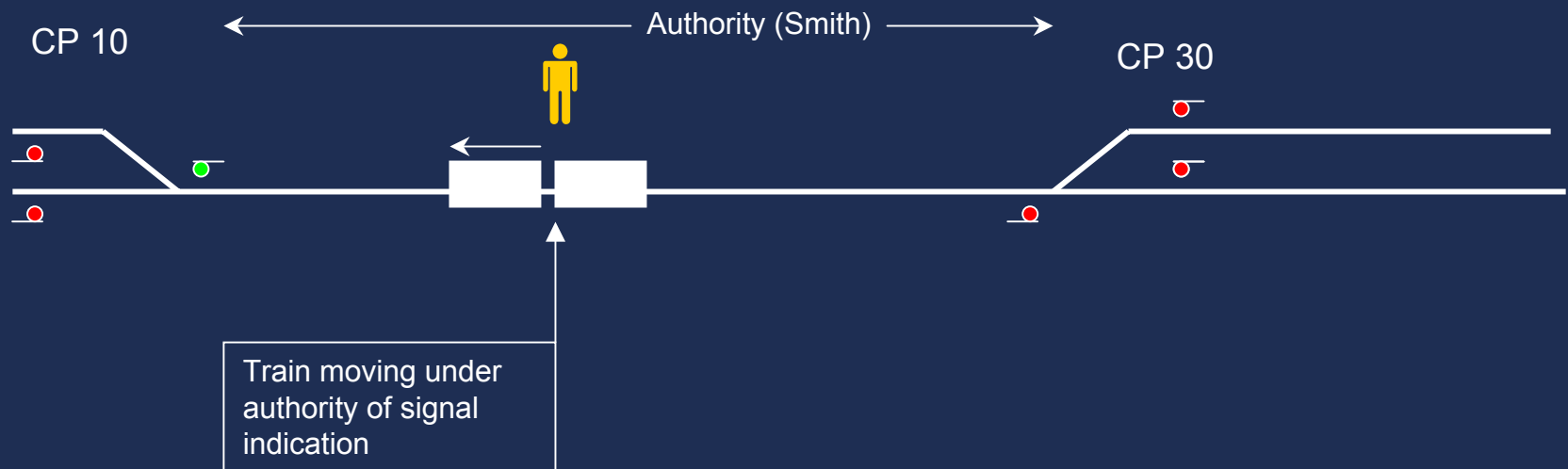
Items Drafted

Fouling Behind

- **Establishing working limits while train is already moving through the same segment of track:**
 - The train dispatcher withhold subsequent movements
 - A briefing between the train crew or self-propelled on-track equipment operator and roadway worker
 - Any reverse movement made must be made under the direction of the roadway worker in charge
 - The roadway worker in charge shall verify that the train or self-propelled on-track equipment is physically past each location

Items Drafted

Fouling Behind (continued)



Initial State of Discussion

Tunnel Niches

- **Informal group of labor and railroad partners researching the issue within the industry. Issue focuses on clearing the track in areas where a roadway worker might be a few inches closer to the track than the 4-foot fouling zone (but clear of passing equipment).**

***One casualty is too many,
zero is the goal!***

