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**136.1 Introduction**
This manual explains the On-Track Safety requirements for all roadway workers. The instructions in this manual conform to the FRA regulations for roadway worker protection. The purpose of this manual is to prevent accidents and injuries from railroad cars, locomotives, and roadway machines striking roadway workers and machines.

**These instructions do not govern the movement of track cars (including roadway machines) from one location to another.**

**136.2 Training**
On-Track Safety training must be conducted annually for all Roadway Workers.

**136.2.1 All Roadway Workers**
All roadway workers must receive annual On-Track Safety training. In addition, lookouts, flagmen, lone workers, machine operators, and employees in charge (EIC) must be qualified on the On-Track Safety procedures specific to their positions.

**136.2.2 M/W Rules—Qualified Employees**
In addition to the training and qualification that all Roadway Workers receive, every Roadway Worker who is required to be M/W GCOR Rules qualified must be trained and qualified initially and annually in all categories.

**136.2.3 Contractors**
Contractors and other non-railroad employees who perform work foul of any track must be trained on FRA Roadway Worker Protection regulations. This training can occur at the work site in the form of a job briefing. Contractors or other non-railroad employees must not be allowed to foul a track unless:

- The have been properly trained in the On-Track Safety procedures, and
- A railroad employee who is trained and qualified as a Lookout, Flagman, or EIC is present at the work site.

**136.3 Job Briefings**
A job briefing must be conducted before any Roadway Worker fouls any track. A job briefing is complete only when each Roadway Worker has acknowledged understanding of the On-Track Safety procedures and instructions.

**136.3.1 Job Briefing for Roadway Work Groups**
The EIC must conduct a job briefing that includes all information related to On Track Safety. This job briefing is given to every roadway worker who will foul the track. In addition to other safety issues, the minimum On-Track Safety information must include:

- Designated EIC

*Note: When working limits overlap, the employees in charge of the respective working limits must determine who will be the sole EIC of the overlapping working limits.*

- Type of On-Track Safety provided
- Track limits and time limits of track authority
- Track(s) that may be fouled
- On-Track Safety provided on adjacent tracks, if any (136.5)
- Procedure to arrange for On-Track Safety on other tracks, if necessary
- Method of warning when On-Track Safety is provided by a lookout
- Designated place of safety where workers clear for trains
- Designated work zone around machines
- Safe working/traveling distance between machine

The EIC must give a follow-up job briefing whenever:
- Working conditions or procedures change,
- Other workers enter the working limits, or
- On-Track Safety is changed, extended, or about to be released.

Refer to the current timetable for additional job briefing guidelines.

136.3.2 Job Briefing for Lone Workers
Each Lone Worker must participate in a job briefing with their supervisor or other designated employee at the beginning of each shift. This job briefing will include his planned itinerary and the procedures that he intends to use to establish On-Track Safety.

If communications cannot be established with the supervisor or designated employee, a Lone Worker must verify On-Track Safety with the Train Dispatcher.

EXCEPTION: If all communication channels are disabled, conduct the job briefing as soon as communications are restored.

136.3.3 Access to Working Radio
Job briefing must verify that each employee in charge of a roadway work group or lone worker has immediate access to a working radio. When immediate access to a working radio is not available, the EIC or lone worker must have a radio capable of monitoring transmissions from train movements in the vicinity.

136.4 On-Track Safety Procedures
On-Track Safety will be provided for roadway workers by one or more of the following methods:
- Exclusive Track Occupancy
- Inaccessible Track
- Individual Train Detection (ITD)
- Train Approach Warning (TAW)
- Flag protection
- Train coordination

The employee in charge of the roadway work group or the lone worker determines the type of On-Track Safety to be used. The type of On-Track Safety selected must comply with the provisions of this manual, as well as with:
- Operating Rules
- Timetable
• Special Instructions
• General Orders

Note: Use the matrix in Appendix A to determine the proper type of On-Track Safety to use in each operating territory.

136.4.1 Exclusive Track Occupancy
Exclusive Track Occupancy is used to establish working limits on controlled tracks. Exclusive Track Occupancy is issued by the train dispatcher and established by the following methods:

136.4.1(C): Track Warrant in TWC
1. When receiving a track warrant that is not “joint”, working limits are considered to be established at the limits of your authority. Red flags do not need to be displayed.

2. When receiving a track warrant that is "joint" with either trains or MOW, you must display red flags if working limits must be established unless no other employees or trains are listed as "joint with". If no other employees or trains are listed as "joint with", red flags are not required until other employees or trains contact you for a job briefing on joint occupancy of the limits.

3. Where track warrant limits overlap Form B track bulletin limits, make all movements under the direction of the EIC of the Form B. Do not display red flags within the limits of the Form B.

4. When receiving a track warrant that is “joint with”, a job briefing must be conducted with each employee or train listed as “joint with” before entering the limits. The job briefing must include the name of the EIC, exact location of working limits and moves to be made.

5. Whenever working limits need to be established behind a train granted directional authority, employee-in-charge must first contact the locomotive engineer. EIC must advise the engineer that working limits will be established behind the train and instruct the engineer not to make a reverse move without receiving permission from the EIC.

136.4.1(F): Form B Track Bulletin
To establish On-Track safety with a Form B track bulletin on main tracks (Rule 15.2):
Stop must be in the STOP column and red flags must be displayed at the Form B limits.
136.4.1 (G): Track Out of Service
To occupy or establish working limits on a track or to protect unsafe track by removing the track from service:
1. Ask the Train Dispatcher to take the particular track out of service. The dispatcher will then:
   • Remove the track from service in CAMBS.
   • Issue a track bulletin that removes the track from service.
2. Copy and repeat the information specific to the track bulletin issued.
3. Place red flags to protect:
   • Unsafe track, or
   • Working limits when a train is tied up within the limits of the track out-of-service.
4. When protection is no longer required, release the track back to the train dispatcher. All movements, including train and engine movements, within the out-of-service track will be made under the authority of the EIC. The EIC must specify the moves to be made, the exact limits of the authorized movements and speed of the moves. Unless otherwise instructed, trains and engines will move at restricted speed.

136.4.2 Inaccessible Track
Inaccessible track is a method of establishing working limits on non-controlled tracks by making the track physically inaccessible to trains and equipment. Non-controlled track is track which trains are permitted by railroad rule or special instruction to move without receiving authorization from a train dispatcher, consisting of:
   • Non-controlled Main Track
   • Other Than Main Track (yard tracks; industrial leads/tracks)

In areas where Remote Control Operations may be in effect, working limits may not be established by making the track inaccessible until the Employee-In-Charge:
1. Contacts the dispatcher or local operating manager to determine if Remote Control Operators are working in the area and, if so, how many.
   and
2. Conducts a job briefing with each Remote Control Operator to discuss method and location of inaccessible track.

Inaccessible track can also be used to establish working limits on adjacent non controlled tracks when it is necessary to foul adjacent tracks.

The EIC or lone worker establishes working limits using inaccessible track by one or more of the following methods:
• Line a switch or derail to prevent access to the working limits. Tag the switch or derail and lock, spike, and/or clamp it securely. A MOW or personal lock must be used so train service employees cannot unlock it.

• Place a flagman to hold all trains and equipment clear of the working limits.

• Place portable derail(s) with red flag(s). Derails and red flags must be placed 150 feet in advance, if possible, from the working limits to prevent movement into the limits. Lock or, otherwise effectively secure the derail so that it cannot be removed.

• Establish discontinuity in the rail to prevent movement into the working limits. Place red flags 150 feet in advance of the working limits.

• Establish working limits on track(s) that provides the only access to the track(s) to be made inaccessible.

Use derails (with red flags), switches lined against or discontinuity in the rail to protect against the possibility of standing cars rolling into your working limits. However, protection against standing cars is not required for the operation of snow blowers and weed spray trucks if ground personnel are not involved.

136.4.3 Individual Train Detection

Individual train detection (ITD) is a form of On-Track Safety for use only by lone workers. A lone worker can use On-Track Safety procedures other than ITD if the lone worker feels the situation requires. ITD can be used to provide On-Track Safety only if all of the following conditions are met:

• The lone worker is trained, qualified, and designated to use ITD.

• Only routine inspection or minor repair is being performed. The lone worker may not occupy a position or perform a task that would interfere with detection of the approach of trains or equipment in either direction.

• The lone worker can visually detect the approach of trains or equipment moving at maximum speed and can occupy a place of safety at least 15 seconds before its arrival. Do not use a temporary speed restriction (Track Bulletin Form A) to determine sight distance. Use the maximum timetable speed including permanent speed restrictions to determine sight distance.

• No power-operated tools or machines are in use within hearing range.

• The lone worker’s ability to hear and see approaching trains and equipment is not impaired by:
  o Background noise
  o Lights
  o Inclement weather (rain, snow, fog, etc.)
  o Passing trains or
  o Other physical conditions

• The lone worker has completed a written Statement of On-Track Safety (see Appendix B). When using ITD, the lone worker must produce the completed Statement of On-Track Safety upon request.
136.4.4 Train Approach Warning (by Lookout)
When roadway workers foul a track outside working limits, lookouts can provide On-Track Safety using Train Approach Warning (TAW). Use TAW to provide On-Track Safety only if all the following conditions are met:

- Each lookout is trained, qualified, designated, and equipped to provide train approach warning.

- A lookout can give a train approach warning in time to allow each roadway worker to occupy a previously arranged place of safety at least 15 seconds before the arrival of the train. Do not use a temporary speed restriction (Form A track bulletin) to determine sight distance. Use the maximum timetable speed including permanent speed restrictions to determine sight distance.

- Each roadway worker is in a position to receive a train approach warning.

- Lookout(s) can devote their entire attention to detecting approaching trains and warning the roadway workers.
  - Lookouts may not be assigned other duties while functioning as a lookout.
  - Lookouts must remain at their lookout position until the EIC either determines that protection is no longer necessary or sends another lookout to relieve them.

  Note: The EIC may provide TAW by acting as the lookout as long as the EIC is not performing other duties.

- The lookout’s method of communicating a train approach warning is distinctive and can be clearly understood regardless of noise or work distraction. The method can consist of:
  - Holding a white disk above the lookout’s head while sounding an air horn.
  - Verbally communicating. Do not use radios as the sole means of communication to provide TAW or
  - Touching the roadway worker(s).

TAW can be used only to protect roadway workers and may not be used to protect track that is unsafe for train movement or to protect equipment occupying or fouling the track.

136.4.6 Flag Protection
Flag protection may be used to establish On-Track Safety on any main track or siding as outlined in Rule 42.15.

136.4.7 Train Coordination
Employees may establish On-Track Safety on either controlled or non-controlled tracks by coordinating their movements with those of a train or switch crew occupying the track. Train coordination can be used when only one train is authorized to move within the segment of track on which employees will be working and that train is always within view. Before using train coordination as a form of On-Track Safety, the employee in charge must ensure the train is stopped and within view to conduct a job briefing with the engineer. The employee in charge and the engineer discuss the moves to be made, tracks to be fouled or occupied, and methods of communication. The employee in charge selects the method of train coordination based on the type of territory (Reference GCOR Rule 6.3.1).
A. Controlled Tracks

1. **Exclusive Track Occupancy.** On-Track Safety for roadway workers is established by the train’s exclusive authority to occupy the track. Track cars must provide their own form of On-Track Safety. The train crew does not release its exclusive authority to occupy the track until the EIC is notified and arranges for another form of On-Track Safety, if required. The EIC authorizes all moves.

2. **Train Operating on Form C Track Bulletin.** On-Track Safety for roadway workers is provided by the presence of the train. Track cars must provide their own form of On-Track Safety. The employee in charge authorizes all moves.

B. Non-Controlled Tracks

1. **Track Made Inaccessible.** On-Track Safety is provided for roadway workers and track cars by making the track physically inaccessible to other trains or equipment. The EIC authorizes all moves.

136.5 On-Track Safety on Adjacent Tracks

On-Track Safety can be established on adjacent tracks as outlined in 136.4 (On-Track Safety Procedures). Use the following table to protect employees or equipment fouling adjacent main tracks.

<table>
<thead>
<tr>
<th>Type of Track</th>
<th>Type of Work</th>
<th>Methods of Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Controlled</td>
<td>Planned program, out-of-face maintenance, or construction work</td>
<td>Use a Form B track bulletin to cover all adjacent main tracks and sidings within 25 feet of the track on which the gang is working. Red flags must be placed at the limits.</td>
</tr>
<tr>
<td>Controlled</td>
<td>Unplanned work</td>
<td>• Exclusive Track Occupancy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Individual Train Detection</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Train Approach Warning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Flag protection</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Train Coordination</td>
</tr>
<tr>
<td>Non-controlled</td>
<td>Planned or Unplanned</td>
<td>• Inaccessible Track</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Individual Train Detection</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Train Approach Warning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Train Coordination</td>
</tr>
</tbody>
</table>

136.6 Audible Warning From Trains

Trains must sound their locomotive whistle and ring their bell when approaching roadway workers on or near the track, regardless of local whistle prohibitions.

To give trains advance notice of roadway workers on or near the track, each roadway worker must wear company-approved fluorescent orange work wear with reflectorized striping.
136.7 Operating and Working Near Roadway Machines
Roadway workers who operate or work near roadway machines must comply with the following instructions:

- On-Track Safety procedures outlined in 136.4
- UPRR MOW Rules Chapter 42 (Rules For On-Track Operation of Track Cars, Roadway Machines and Work Equipment), including:
  - Getting On/Off or Riding Track Cars (42.1.3)
  - Inspection (42.1.4)
  - Safe Passage (42.1.7)
  - Handling Brakes (42.1.8)
  - Maximum Speeds (42.2)
  - Other Speed Requirements (42.2.2)
  - Grade Crossings (42.6)
  - Following Cars or Trains (42.8)
  - Signal To Stop (42.9)
  - Operating Over Switches, Frogs, and Derails (42.11)
  - Hy-Rails (42.14)

136.7.1 Operating Roadway Machines Safely
Operators of roadway machines must follow these instructions to operate their machines safely:

1. Keep the operator's manual, which includes instructions for safe operation, with each machine.

2. If you have a question about the safe operation of your machine, ask your supervisor.

3. Comply with UPRR MOW Rules Chapter 43 (Roadway Machines and Work Equipment), including:
   - Qualifications (43.1)
   - Employee Safety (43.2)
   - Special Tools and Manuals (43.3)
   - Equipment Tie-Up (43.4)
   - Unattended Equipment (43.5)
   - Disabled and Towed Machines (43.6)
   - Mechanical Inspections (43.7)
   - Protecting Against Passing Trains (43.10)
   - Testing Hand Brakes (43.11)
   - Handling Cars (43.12)
   - Power Lines (43.13)
   - Swinging Cranes (43.14)

136.7.2 Moving Track Cars Within Working Limits
Operators of track cars must do the following:

1. When encountering a red flag, stop at the red flag. Do not proceed until authorized by the employee in charge of the working limits.
2. When working limits are occupied by other employees or equipment, do not exceed 20 MPH unless the employee in charge of the working limits authorizes a higher speed. This requirement is in addition to the requirement of being able to stop in half the distance the track is seen to be clear.

**136.7.3 Work Zone Around Machines**

**A. Roadway Workers**

Roadway workers must not enter a machine’s work zone without first communicating with the operator to establish safe work procedures.

Unless a different work zone is established in the job briefing, the work zone extends from a point 15 feet in front of the machine to a point 15 feet behind the machine.

*Note: Some machines, such as cranes and ballast regulators, also require lateral or side clearance to ensure the safety of all roadway workers.*

**B. Roadway Machine Operators**

Roadway machine operators must follow these requirements when operating around roadway workers:

1. If your machine is equipped with a horn or back-up alarm, sound the horn (3 short blasts) or ensure the alarm is sounding before making a reverse move.
2. If you must make a move of more than 15 feet (or other work zone distance specified in job briefing), make sure the way is clear before making the move.
3. Do not approach closer than 15 feet to any roadway worker fouling the track without first communicating with the roadway worker.

**136.7.4 Safe Working Distance Between Machines**

Unless a different distance is specified in the job briefing, keep at least 50 feet between roadway machines while working.

**136.7.5 Safe Traveling Distance Between Machines**

Keep at least 300 feet behind other on-track equipment, trains or engines while traveling.

See UPRR MOW Rule 42.8 (Following Cars or Trains).

*EXCEPTION: When roadway machines need to “bunch up” to move over highway or rail crossings, keep at least 50 feet between the machines.*

When slowing down or stopping, comply with UPRR MOW Rule 42.9 (Signal to Stop).

**136.7.6 Tying Up Machines**

Follow the requirements in UPRR MOW Rule 43.4 (Equipment Tie-Up). In addition, follow these procedures to ensure safety:

1. Secure all brakes, booms, locks, and hooks.
2. Dismount the machine on the field side of the track, away from live traffic.
EXCEPTION: If the track is between live tracks, dismount on the side designated in the Job Briefing.

3. Stand beside machine and direct the next roadway machine to a stop.

4. Do not go between machines until all machines have come to a stop or the employee in charge has given permission.

136.8 Right to Challenge On-Track Safety
The Railroad and each roadway worker share joint responsibility for ensuring that On-Track Safety is provided.

136.8.1 Responsibilities of the Railroad
The Railroad must:

1. Provide proper training of every roadway worker as outlined in 136.2.

2. Guarantee each employee the absolute right to challenge, in good faith, whether the On-Track Safety procedures to be applied at the job site comply with Railroad rules. Each employee has the right to remain clear of the track until the challenge is resolved.

3. Follow the procedure outlined in 136.8.3 to resolve challenges promptly and equitably.

136.8.2 Responsibilities of the Roadway Worker
Each roadway worker has the following responsibilities:

1. Follow the Railroads On-Track Safety procedures.

2. Avoid fouling a track except when necessary to perform your duties.

3. Before fouling a track, determine that On-Track Safety is being provided.

Note: A roadway worker or roadway machine is considered to be fouling a track when within 4 feet of the nearest rail.

4. Refuse any directive to violate an On-Track Safety rule and promptly notify a supervisor when the safety provisions to be applied at the job site do not comply with Railroad rules.

136.8.3 Resolving Challenges to On-Track Safety Procedures
Comply with the following procedure to resolve an On-Track Safety challenge.

IMPORTANT: Employees may not be subject to any retribution or punishment for making a good faith challenge to On-Track Safety procedures.

Good Faith Challenge:

1. The roadway worker informs the employee in charge that he or she does not believe that the protection afforded roadway workers complies with Railroad On-Track Safety procedures.

2. The employee making challenge shall complete, sign and date the Good Faith Challenge Form and give it to the EIC who shall document his or her determination, sign and forward the form to their respective General Manager.

Form - see Appendix C.

3. The employee in charge reviews the On-Track Safety procedures with the employee to verify that the proper procedures have been applied.
4. If the employee making the challenge is still not satisfied that the On-Track Safety procedures comply with Railroad rules, the employee in charge contacts the next level supervisor.

5. The next level supervisor reviews the On-Track Safety procedures and determines whether the On-Track Safety procedures are being properly applied.
   
   - If the next level supervisor determines that the On-Track Safety procedures are not being properly applied, the employee in charge modifies the On-Track Safety procedures to ensure proper protection of employees.
   
   - If the next level supervisor determines that On-Track Safety procedures are being properly applied, the challenging employee must perform the assigned duty. If the employee still refuses to perform the assigned duty, discipline may be assessed.

5. The General Manager will regularly review written documentation of all challenges made to the next level supervisor. A union representative will be invited to review these challenges with the director.

6. Any recommendations for changes in the Railroads On-Track Safety procedures resulting from the director's review will be forwarded to the Vice President Operations and Director Safe Operating Practices.

136.9 On-Track Safety Program Documentation

Follow these requirements:

1. If you are a roadway worker, have access to a copy of this On-Track Safety Bulletin.
2. If you are M/W Rules-qualified, keep this On-Track safety Bulletin available for use on the job.

136.9.1 Written Statement of On-Track Safety

A Lone Worker using Individual Train Detection (ITD) must complete the Statement of On-Track Safety form prior to fouling a track. The statement must be in the employee's possession while work is being performed and available for inspection by a Railroad Official or Federal Railroad Administration representative whenever the Lone Worker is using ITD (49 CFR 214.335(f)).

Form - see Appendix B.

136.9.2 FRA Roadway Protection Matrix

See Appendix A.
136.10 Glossary of Terms

These definitions apply only to the provisions of On-Track Safety.

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

Controlled Track
Track upon which the rules require all movements of trains must be authorized by a dispatcher.

Employee
An individual who is engaged or compensated by a railroad or contractor to a railroad to perform any of the duties defined in this manual.

Employee In Charge (EIC)
A roadway worker designated to provide On-Track Safety for one or more roadway work groups.

Employer
A railroad or a contractor to a railroad that directly engages or compensates individuals to perform any of the duties defined in this manual.

Exclusive Track Occupancy
A method of establishing working limits on controlled track in which movement authority of trains and other equipment is withheld by the dispatcher or restricted by flagmen.

Flagman
An employee designated to direct or restrict the movement of trains past a point on a track to provide On-Track Safety for roadway workers. The flagman is engaged solely in performing that function.

Fouling a Track
Placement 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 4 feet of the field side of the near running rail.

Inaccessible Track
Method of establishing working limits on non-controlled track by physically preventing entry and movement of trains and equipment.

Individual Train Detection (ITD)
Procedure by which a Lone Worker acquires On-Track Safety by seeing approaching trains and leaving the track before they arrive.

Lone Worker
An individual roadway worker who is not receiving On-Track Safety by another roadway worker, who is not a member of a roadway work group, and who is not engaged in a common task with another roadway worker.

Lookout
An employee designated to provide warning to roadway workers of approaching trains or On-Track equipment.

Non-Controlled Track
Track upon which trains are permitted by railroad rule or special instruction to move without receiving authorization from a dispatcher.
Occupying Track
A condition when employees or gangs have equipment on the track that cannot easily and readily be removed from the track.

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

Roadway Machine
A machine used on or near the track for maintenance, repair, construction, or inspection of track, bridges, roadway, signal, communications, or electric traction systems. Roadway machines may be on-track or off-track or both. The machines include hy-rails, motor cars, roadway machines, work equipment, and other forms of track cars.

Roadway Work Group
Two or more roadway workers organized to work 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 track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities, or roadway machinery on or near track or with the potential of fouling a track.

Train Approach Warning (TAW)
A method of establishing On-Track Safety by warning roadway workers of the approach of trains in enough time for them to move to and remain in a place of safety.

Working Limits
A segment of track with definite boundaries upon which trains, engines, and roadway machines may move only as authorized by the roadway worker having control over that defined segment of track. Working limits may be established through exclusive track occupancy or inaccessible track.

Working Radio
A radio that can be used to communicate with the train dispatcher.

Work Zone
The area around a roadway machine that must not be entered without first communicating with the operator to establish safe work procedures.
<table>
<thead>
<tr>
<th>Type of Work</th>
<th>Controlled Track</th>
<th>Non-Controlled Track</th>
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<tbody>
<tr>
<td></td>
<td>Main Track (TWC)</td>
<td>Main Track (Yard Limits)</td>
</tr>
<tr>
<td>All Work Fouling Live Track</td>
<td>§ Annual On-Track Safety Training § Job Briefing § Florescent orange work wear with reflectorized striping § Locomotive bell and whistle</td>
<td>§ Rule 42.2.2 § Inaccessible Track</td>
</tr>
<tr>
<td>Movement of Hyrails &amp; Work Equipment</td>
<td>§ Track Warrant § Rule 42.5 § Flag Protection</td>
<td>§ Rule 42.2.2 § Inaccessible Track</td>
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<th>Track Unsafe</th>
<th>Planned Work</th>
<th>§ Track Warrant § Form B § Flag Protection</th>
<th>§ Inaccessible Track</th>
<th>§ Inaccessible Track</th>
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<tr>
<td>Track Unsafe</td>
<td>Unplanned Work</td>
<td>§ Track Warrant § Flag Protection</td>
<td>§ Inaccessible Track</td>
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<th>Roadway Work Group</th>
<th>§ Track Warrant § TAW (Lookout) § Form B § Flag Protection</th>
<th>§ Inaccessible Track § TAW (Lookout)</th>
<th>§ Inaccessible Track § TAW (Lookout)</th>
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<tbody>
<tr>
<td>Track Safe</td>
<td>Lone Worker</td>
<td>§ Track Warrant § ITD § Flag Protection</td>
<td>§ Inaccessible Track § ITD</td>
<td>§ Inaccessible Track § ITD</td>
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</table>
STATEMENT OF ON-TRACK SAFETY

A Lone Worker using Individual Train Detection (ITD) must complete this Statement of On-Track Safety form prior to fouling a track. The statement must be in the employee’s possession while work is being performed and available for inspection by a Railroad Official or Federal Railroad Administration representative whenever the Lone Worker is using ITD (49 CFR 214.335(f)).

INSTRUCTIONS:
1. Provide the following information:

Date: ________________________
Name: ______________________________________ I.D.#: ____________________
Railroad: ______________________ Subdivision: _______________________________
Working Limits: ________________________________________________________________
Time Limits: ___________________________________________________________________

2. 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 is the distance a train traveling at the given speed will cover in 15 seconds. You must allow additional distance and time for clearing the track.

<table>
<thead>
<tr>
<th>Maximum Authorized Speed in MPH</th>
<th>Minimum Required Sight Distance</th>
<th>Maximum Authorized Speed in MPH</th>
<th>Minimum Required Sight Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>x Feet</td>
<td>x Feet</td>
<td>x Feet</td>
<td>x Feet</td>
</tr>
<tr>
<td>5</td>
<td>110</td>
<td>5</td>
<td>1,100</td>
</tr>
<tr>
<td>10</td>
<td>220</td>
<td>55</td>
<td>1,210</td>
</tr>
<tr>
<td>15</td>
<td>330</td>
<td>60</td>
<td>1,320</td>
</tr>
<tr>
<td>20</td>
<td>440</td>
<td>65</td>
<td>1,430</td>
</tr>
<tr>
<td>25</td>
<td>550</td>
<td>70</td>
<td>1,540</td>
</tr>
<tr>
<td>30</td>
<td>660</td>
<td>75</td>
<td>1,650</td>
</tr>
<tr>
<td>35</td>
<td>770</td>
<td>80</td>
<td>1,760</td>
</tr>
</tbody>
</table>

NOTE: When the maximum authorized speed is not shown on the form, use the next higher speed.
GOOD FAITH CHALLENGE FORM

INSTRUCTIONS: The employee making challenge shall complete this form, sign and date it and give it to their supervisor who shall document their determination, sign and forward form to their respective General Manager.

Name: __________________________________________________________

Job Position: ________________________________________ I.D: # _____________________

Supervisor’s Name & Title: _______________________________________________________

Date & Time of Occurrence: __________________________________________________________________

Work Location
   Track & Mile Post: _______________________________________________________
   (Nearest) City/Town: _______________________________________________________

On-Track Safety procedure applied (or lacking) at work location: _______________________
_____________________________________________________________________________

Railroad Safety or Operating Rule(s) not being complied with: _______________________
_____________________________________________________________________________

Reason for this challenge: _______________________________________________________
_____________________________________________________________________________

Other Employees with information regarding this situation: ______________________________
_____________________________________________________________________________

Employee Signature: __________________________________ Date: ____________________

Determination by Supervisor: _____________________________________________________
_____________________________________________________________________________
_____________________________________________________________________________

Supervisor Signature: _________________________________ Date: _____________________