



Federal Railroad Administration

February 22, 2006

Railroad Safety Advisory Committee

Roadway Worker Protection Regulation
Working Group Report

Session Status

- 2005 Sessions
 - April 12-13, Washington, DC
 - June 22-24, Washington, DC
 - August 8-11, Chicago, IL
 - September 20-22, Washington, DC
 - November 8-9, Chicago, IL

Session Status

- 2006 Sessions
 - January 10-11, Washington, DC
 - February 1-2, San Francisco, CA
 - March 15-16, San Antonio, TX (scheduled)
 - April 11-12, Chicago, IL (scheduled)
 - May 31-June 1, Baltimore, MD (scheduled)
 - August 22- 23, Overland Park, KS (wrap-up scheduled)

Consensus Items

- Use of Part 236 definitions for control point and manual/automatic interlocking
- Consensus not to develop a new term for “switch arrangement”
- Clarification of existing definition - “Effective Securing Device”
- Consensus not to revise definition “Fouling a Track”
- New definition - “On-Track Safety Manual”
- New definition - “Maximum Authorized Speed” as applies to on-track safety

Consensus Items (Continued)

- Sec. 214.309 (revised) to clarify requirements of the on-track safety manual
 - Provisions for lone worker walking track
 - Allows for temporary changes in bulletins
- Sec. 214.315 (new sub-subparagraph) for on-track safety briefing to require procedural instructions regarding adjacent tracks
- Sec. 214.317 (new paragraph) enabling roadway workers to cross tracks

Consensus Items (Continued)

- Sec. 214.321 (new paragraph) allowing unique identifier vs. employee name for a roadway work group on an authority
- Sec. 214.323 (revised) to clarify that roadway worker may not allow movement into foul time
- Sec. 214.324 (new) “Verbal Protection” similar to foul time for interlockings/CP’s only to facilitate movements

Consensus Items (Continued)

- Sec. 214.329 consensus not to include “tactile” as a regulatory alternative to audible and visual for train approach warning
- Sec. 214.337 (revised) to allow individual train detection at control point without switches
- Sec. 214.337 (new paragraph) prohibiting the use of individual train detection for work involving material or equipment that cannot be readily moved by hand

Consensus Items (Continued)

- **Sec. 214.335 regarding roadway work groups and adjacent tracks**
 - Requires on-track safety for adjacent controlled track closer than 19 feet to the occupied track for on-ground workers with rail-bound machines.
 - Requires all work to stop upon notification when speeds are greater than 25 mph.
 - Permits hi-rail vehicles (214.7)/tower catenary cars with on-ground work, and on-ground work to field side, to proceed without controlled adjacent track on-track safety. Special on-track safety briefing required, and rule text also reinforces the prerogative of the roadway worker in charge to establish adjacent track on-track safety as necessary.

Consensus Items (Continued)

- Sec. 214.339 (revised) clarifications regarding locomotive horn sounding when approaching roadway workers

Non-Consensus Items

- Remote hump yard facility definition
- Occupancy behind
- Tunnel niches
- Train approach warning and prohibition of work involving material or equipment that cannot be readily moved (non-consensus):
 - by hand
 - by hand one worker and
 - by hand two workers

Future Discussion Points

- Roadway worker definition and work preparation activities
- Assignment of roadway worker in charge for contractors
- Electronic documentation
- Train coordination non-controlled track
- Roadway-worker limitations when warned by watchman
- Lone-worker limitations when trains approach

Future Discussion Points (Continued)

- Individual train detection at controlled points
- On-track training of other than roadway workers who provide protection for roadway work groups
- Maximum training time span for roadway workers
- Location of roadway worker in charge
- On-track snow throwers and weed-sprayer operations on non-controlled track

Future Discussion Points (Continued)

- Snow removal at passenger platforms
- Training frequency of contractors
- Yard limits – controlled/non-controlled
- Block register territory
- Railroads informing contractor of on-track safety requirements
- Switch manipulation

Questions and Discussion