



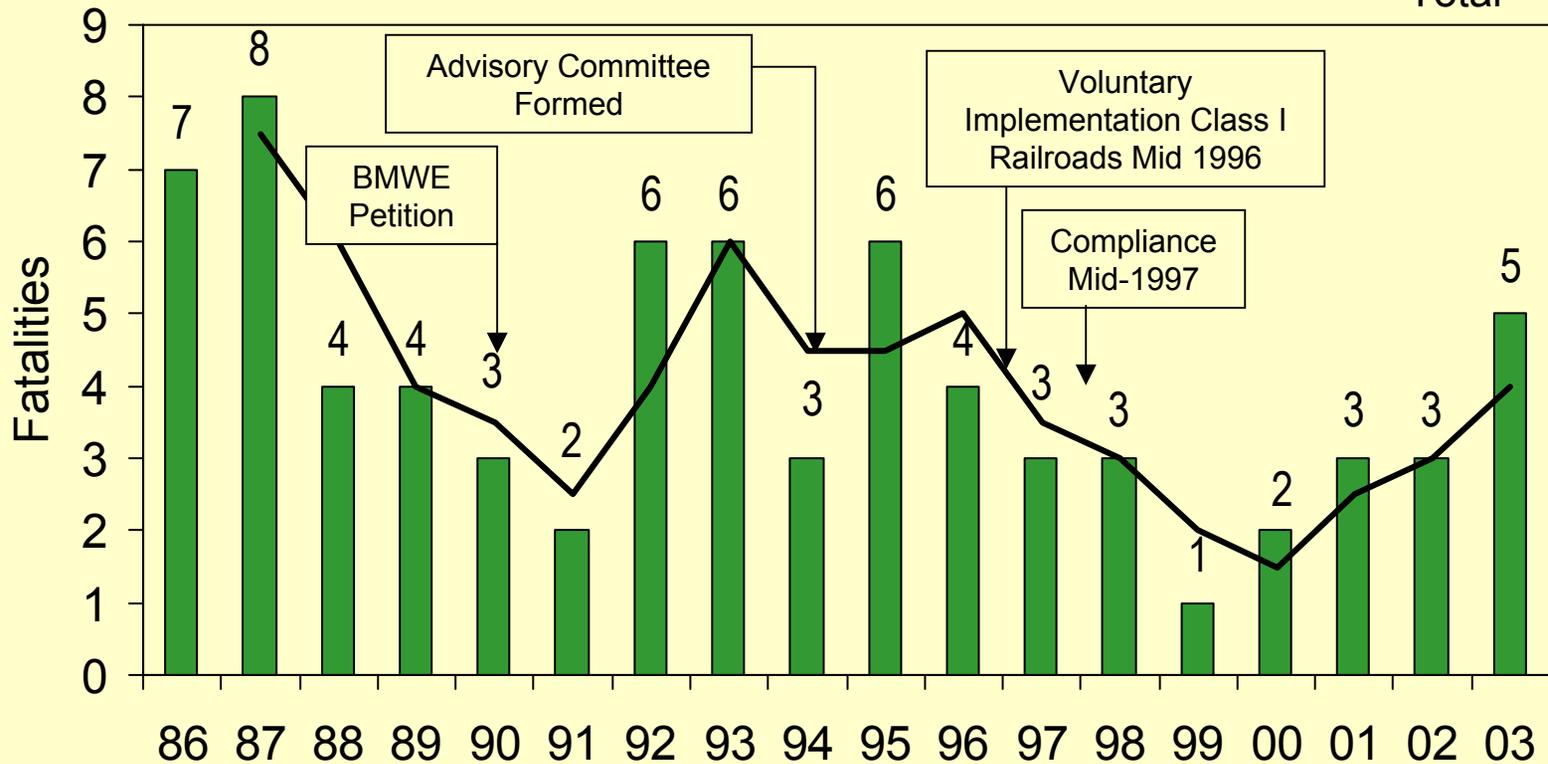
Federal Railroad Administration
Railroad Safety Advisory Committee

On-Track Safety Adjacent Tracks
Safety Advisory No. 2004-01

April 27, 2004

Roadway Worker Fatalities

Total = 73



Note – Fatalities are only those linked to the RWP regulation. Statistics do not include other engineering fatalities such as bridge worker, highway accident fatalities, death by natural cause, etc.

Roadway Worker Fatalities 1997-2003

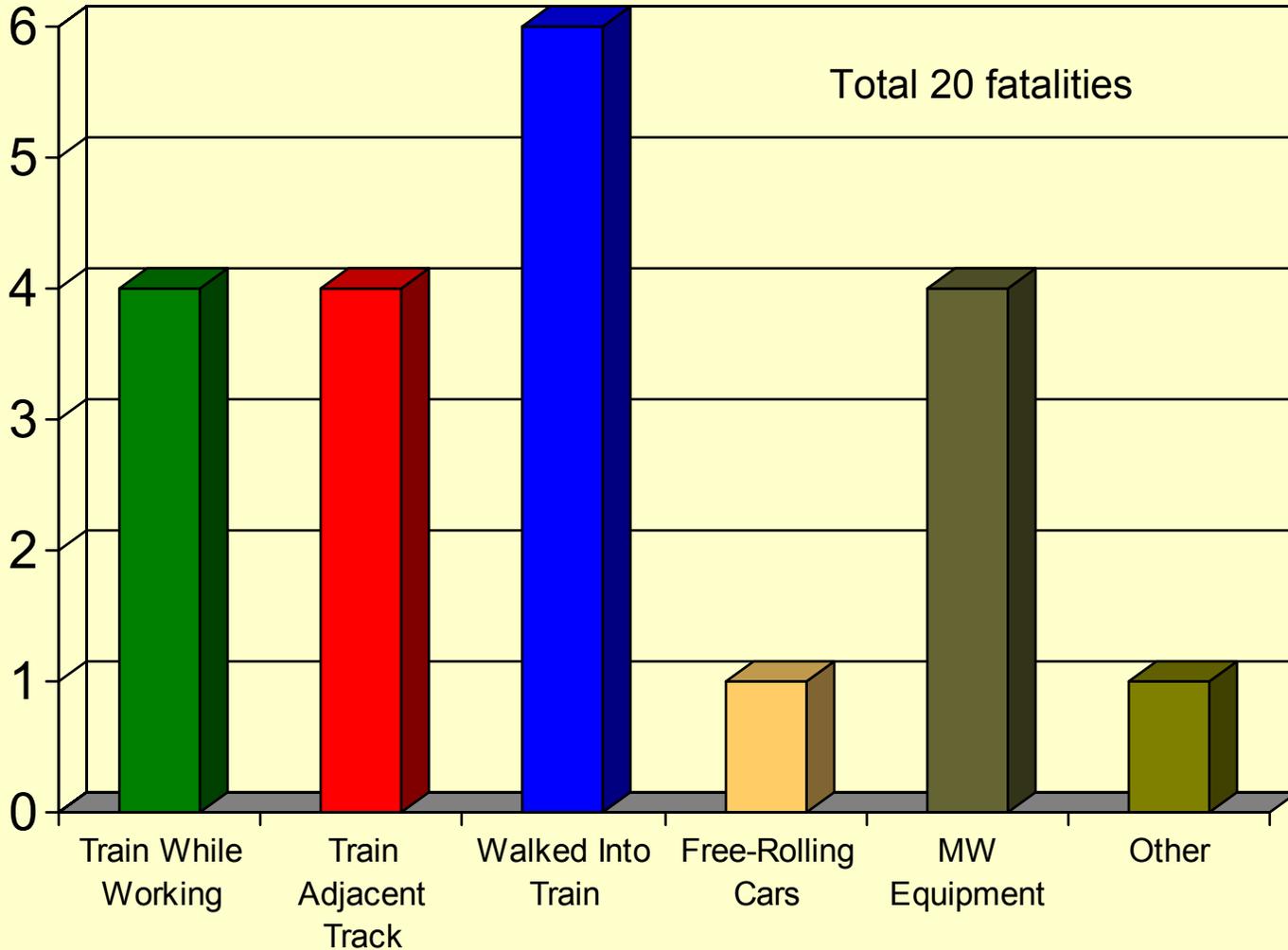
Four incidents - workers struck by trains on an adjacent track

Six incidents - workers walked into the path of a train

These two categories combined (ten incidents) account for 50 percent of the fatalities since 1997.

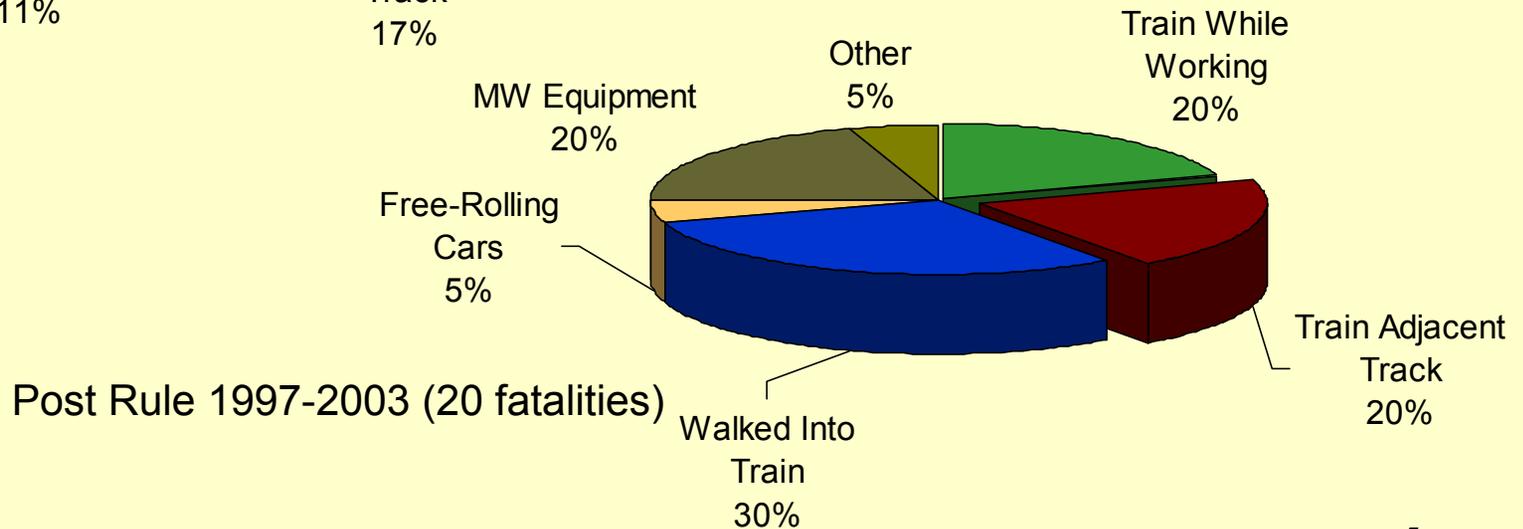
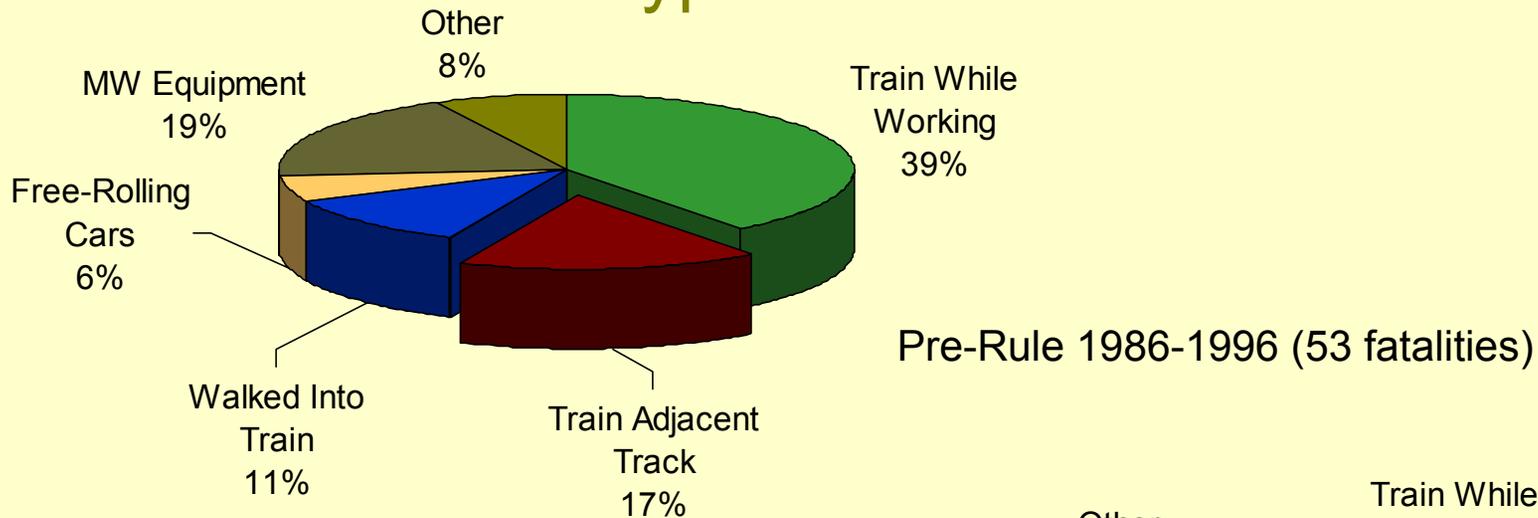
Roadway Worker Fatalities

Type of Incident 1997-2003



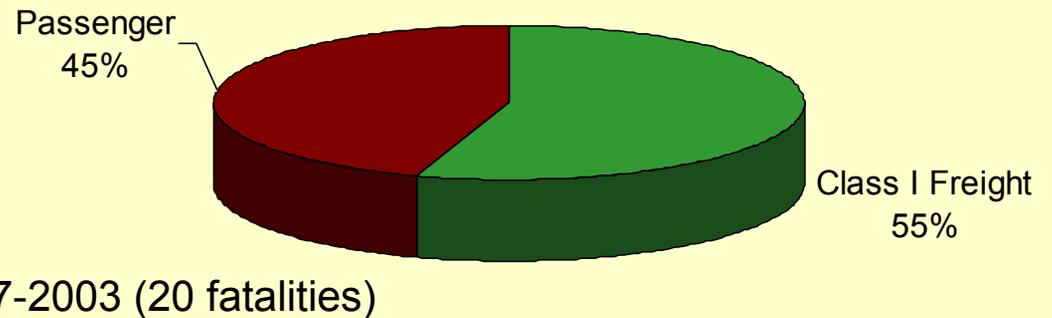
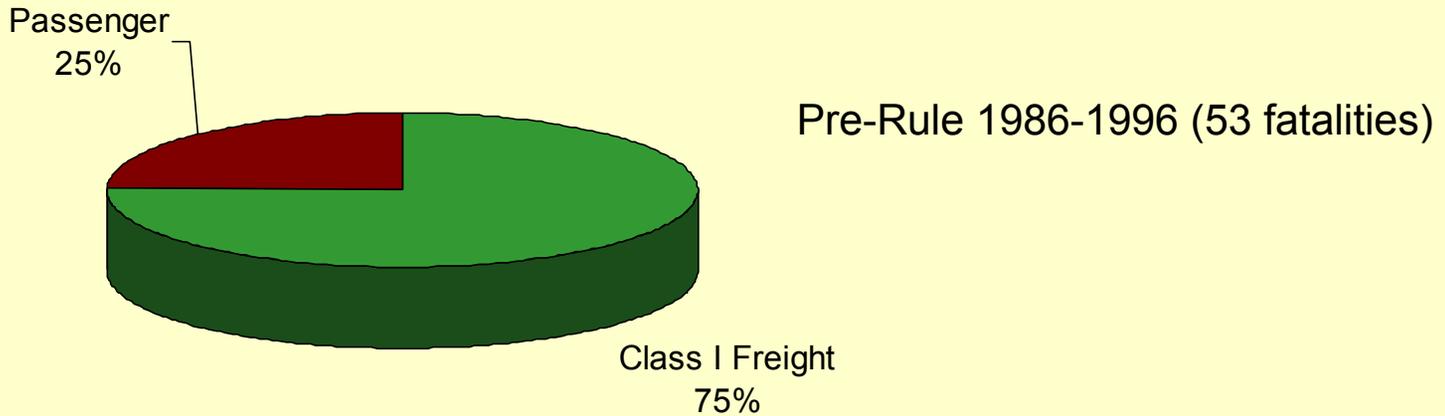
Roadway Worker Fatalities

Type of Incidents



Roadway Worker Fatalities

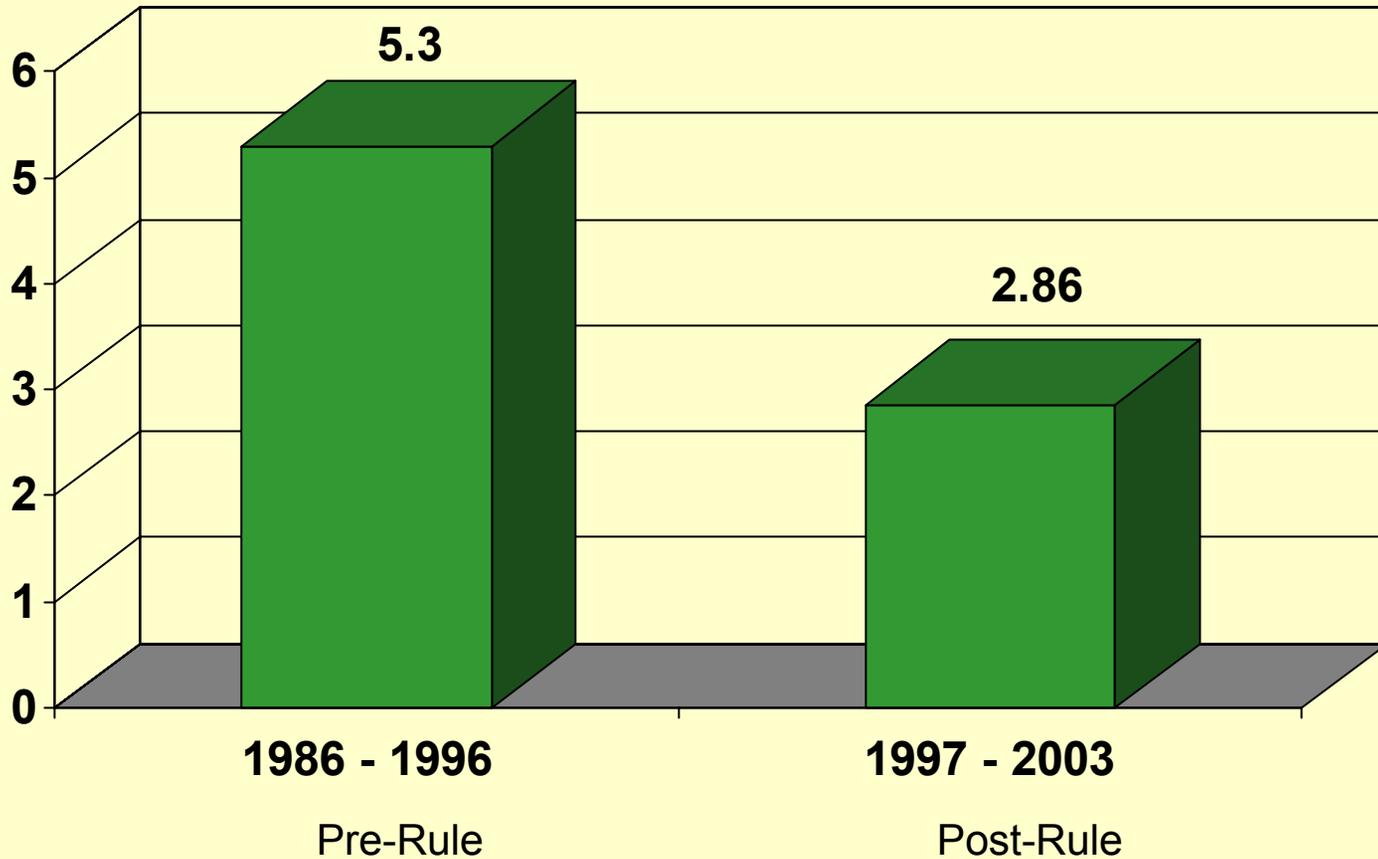
Type Railroad



Note: passenger = commuter and Amtrak

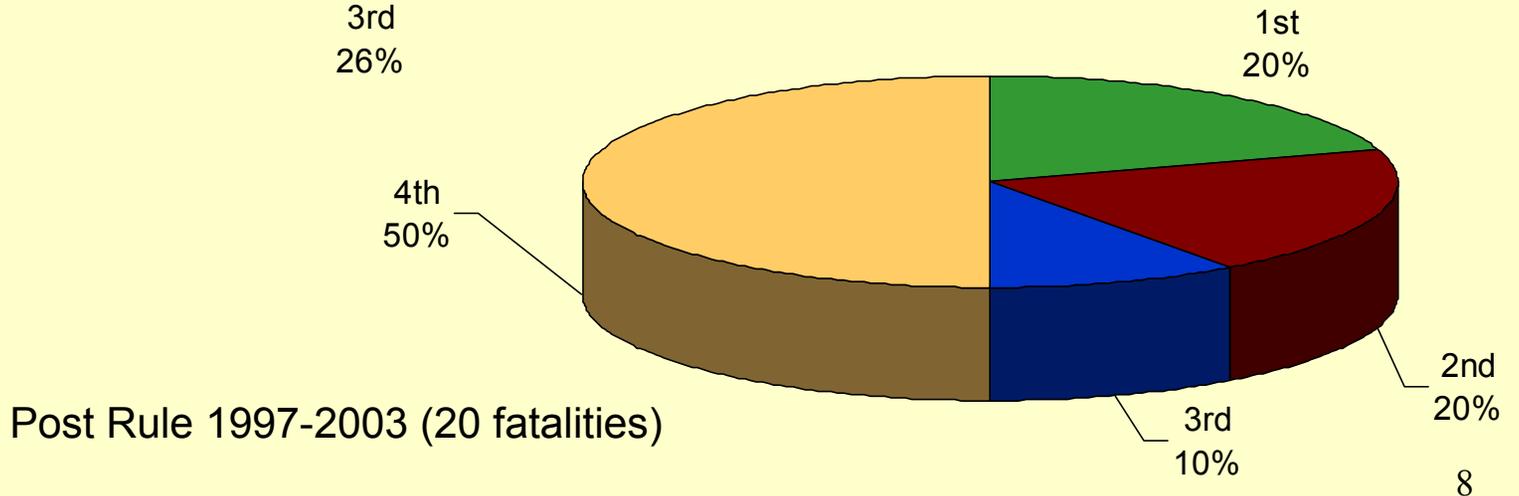
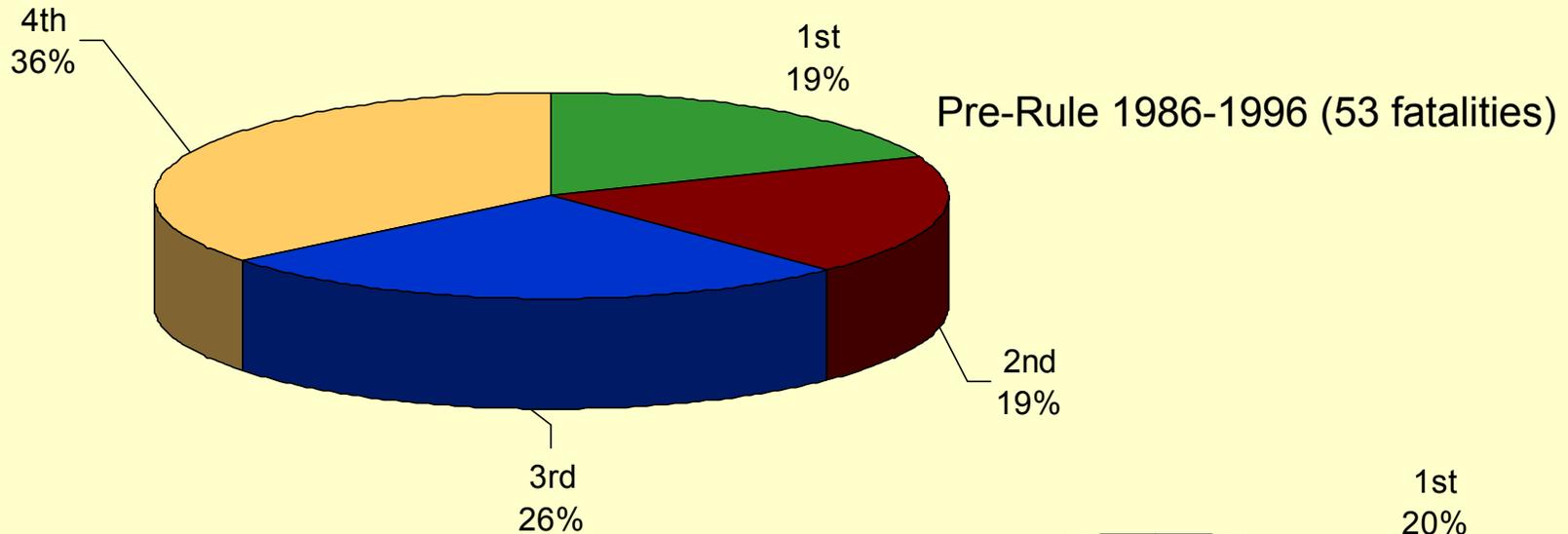
Roadway Worker Fatalities

Average Fatalities per Year



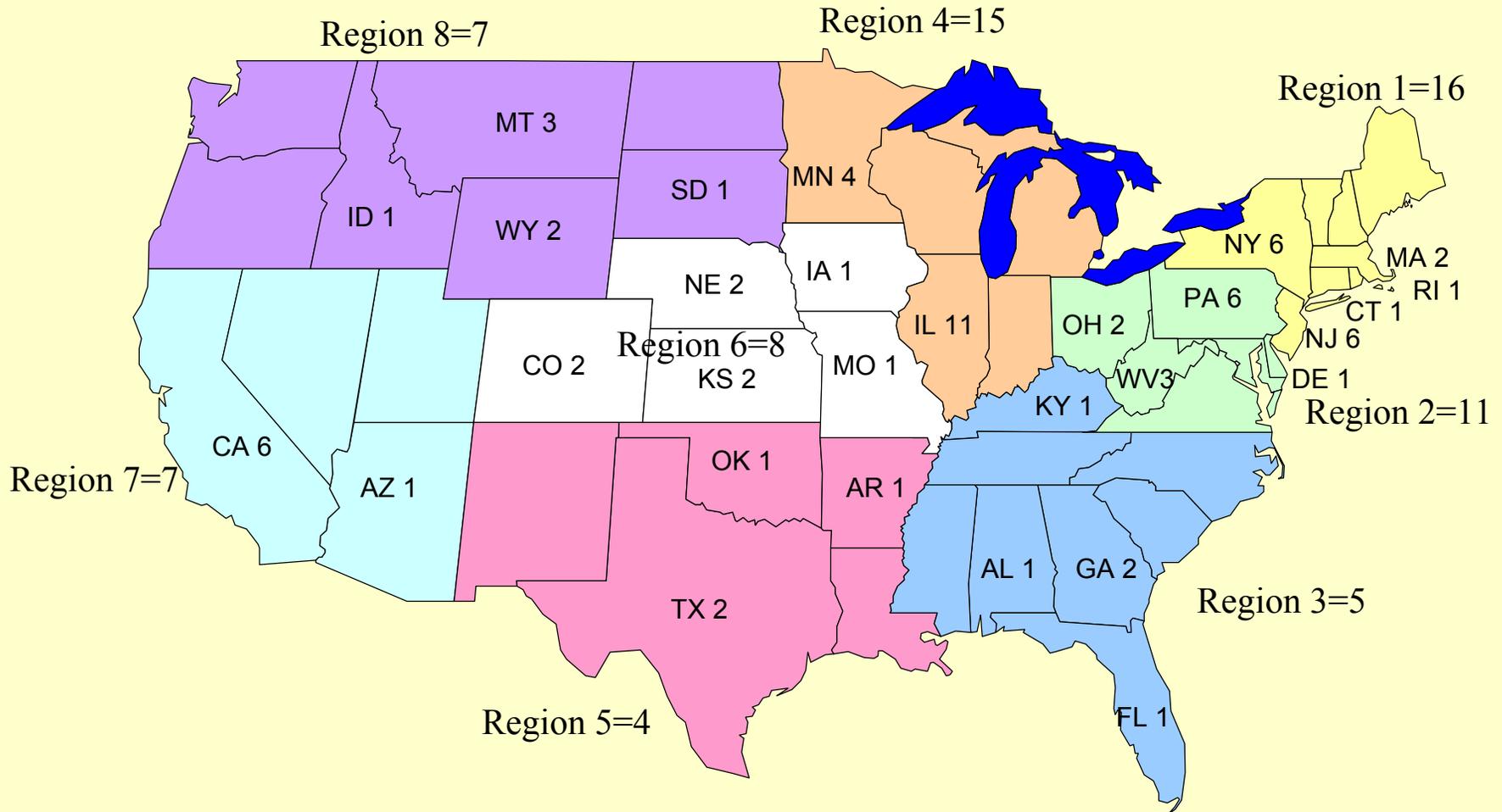
Roadway Worker Fatalities

Time of Year (Calendar Year)

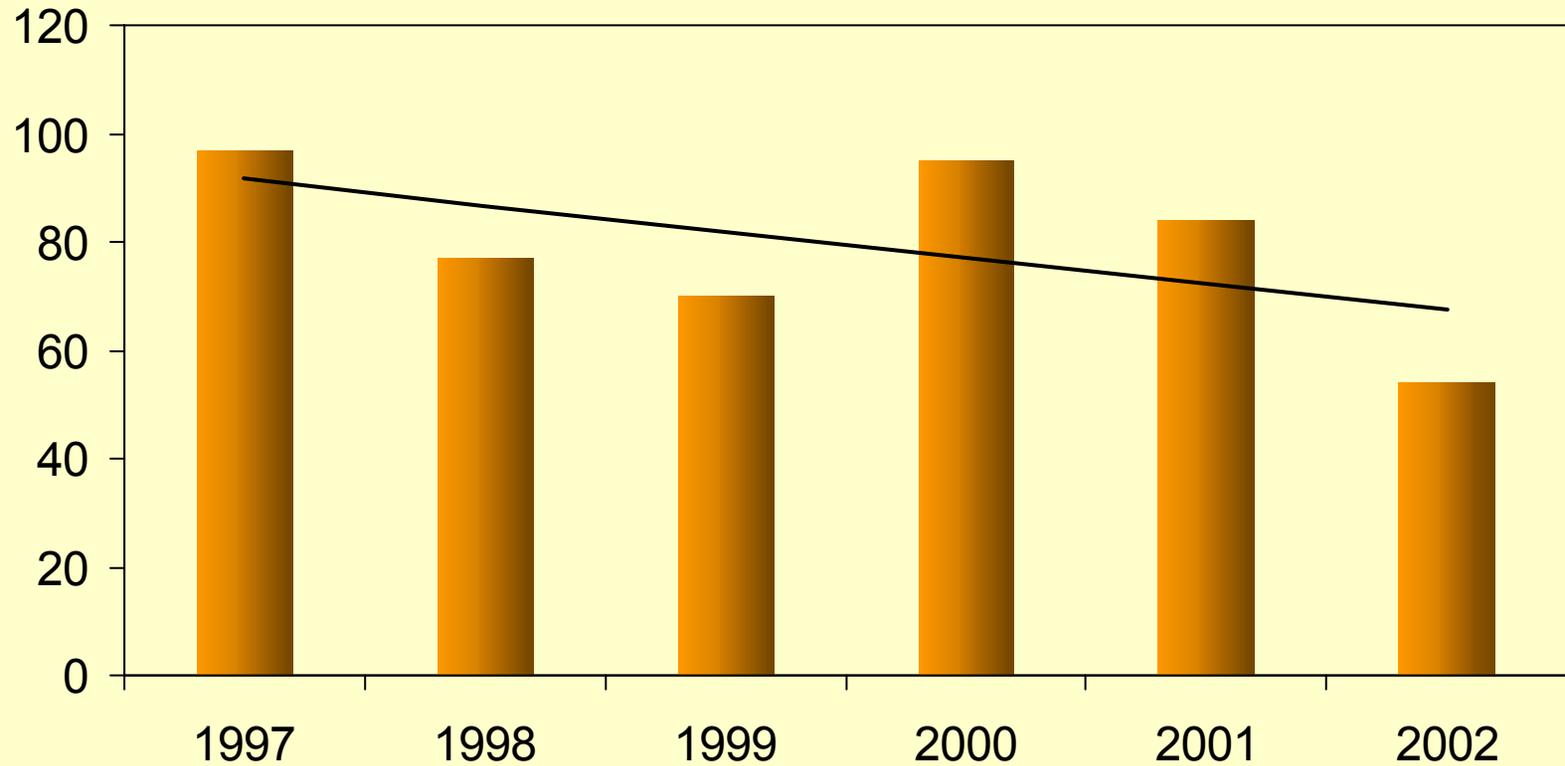


Roadway Worker Fatalities

States 1986-2003



Severe Engineering Injuries January-December



Source: SOFA analysis

Reportable Engineering Injuries Struck by Trains/On-Track Equipment

Pre-Regulation

average of 40 injuries per year

Post Regulation

average 27.75 injuries per year

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Background

The focus on heightened awareness appears to have deteriorated, causing increased occurrences of inadvertent and careless fouling of the track. FRA realizes that throughout the course of a workday, roadway workers need to cross tracks and do so safely, because tracks protected by a form of on-track safety can also be dangerous.

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Background

The difficulty in determining when certain types of work should be classified as “large-scale” and the concern for potentially unsafe small-scale activities prompted rail labor to request a regulation change mandating on-track safety for all roadway work groups on adjacent track, regardless of the scope of the work.

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Background

- “Large-scale” activities are those that can be distracting to the roadway worker.
- Other activities that are not necessarily large-scale may also have the potential to be distracting.

Safety Advisory No. 2004-01

Background

Although the FRA has decided not to pursue a regulation change at this time, we believe it is prudent for railroads and contractors to evaluate whether the work has the potential to foul the adjacent track. Consideration should be given for adjacent track on-track safety even if there is the potential for intrusion for other than large-scale.

Safety Advisory No. 2004-01

Background

The concept of not fouling the track unless necessary for the performance of duties is a core element of the regulation. It is imperative that roadway workers refrain from purposefully encroaching on the fouling space, unless absolutely necessary to perform their duties (§ 214.313).

Safety Advisory No. 2004-01

Background

For adjacent tracks, roadway work groups can utilize train-approach warning (§ 214.329) and working limits (§ 214.319).

Watchman/lookout shall be provided by the employer with the equipment necessary for compliance with the on-track safety duties that they will perform.

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Recommended Actions

- Reinforce to individual roadway workers that it is critical not to foul a track except in the performance of duty and only when on-track safety has been established. This training could be accomplished through training sessions, as well as daily job briefings.
- Institute peer-intervention measures by which workers are encouraged to intervene when observing another roadway worker engaging in potentially noncompliant and unsafe activity.

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Recommended Actions

- Develop and implement basic risk assessment procedures to determine the likelihood of adjacent track intrusion prior to initiating work activities (whether large-scale or small-scale activities).
- Use working limits for activities where equipment could foul adjacent track (whether large-scale or small-scale activities).

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Recommended Actions

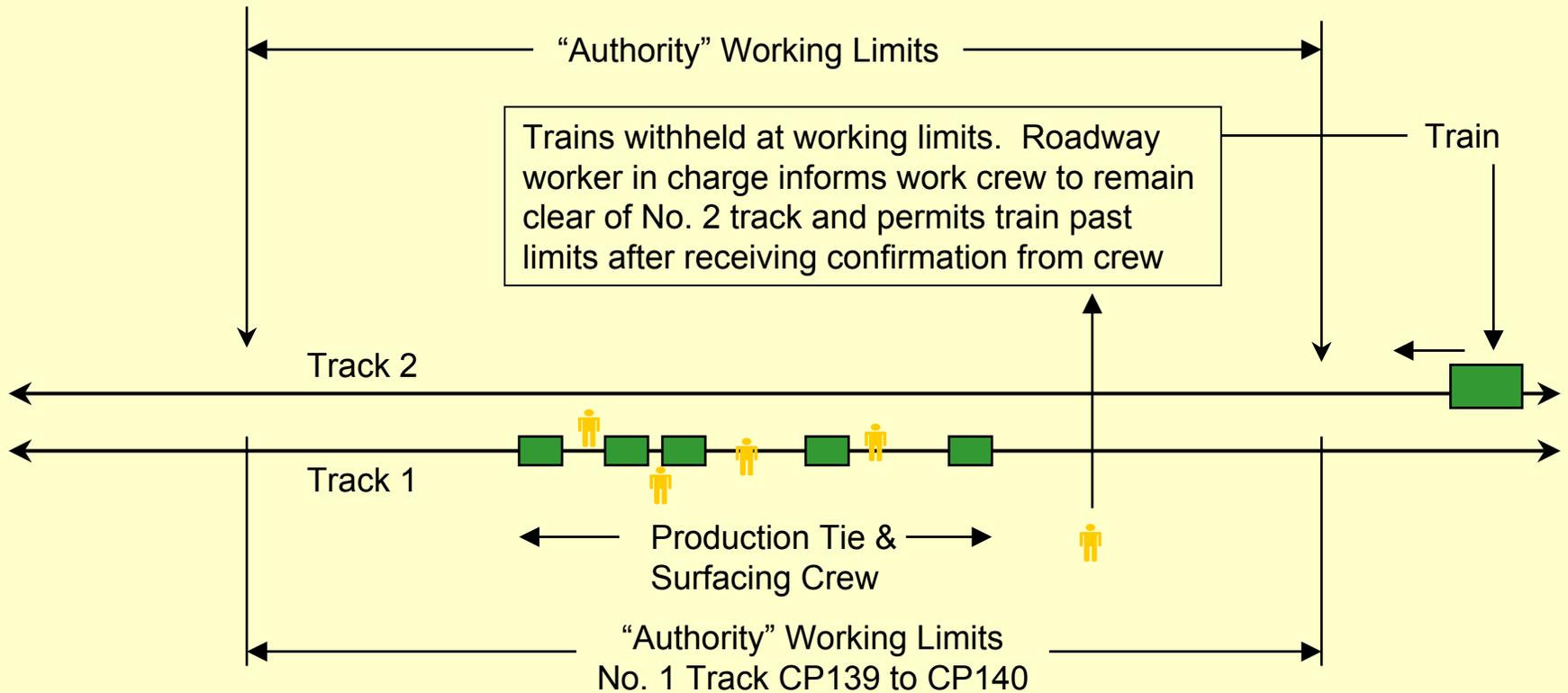
- Install and utilize, as appropriate, rotation stops on roadway maintenance machines to prevent equipment from inadvertently fouling adjacent tracks.
- Review procedures for directing trains through adjacent track working limits, and enhance such procedures when necessary.

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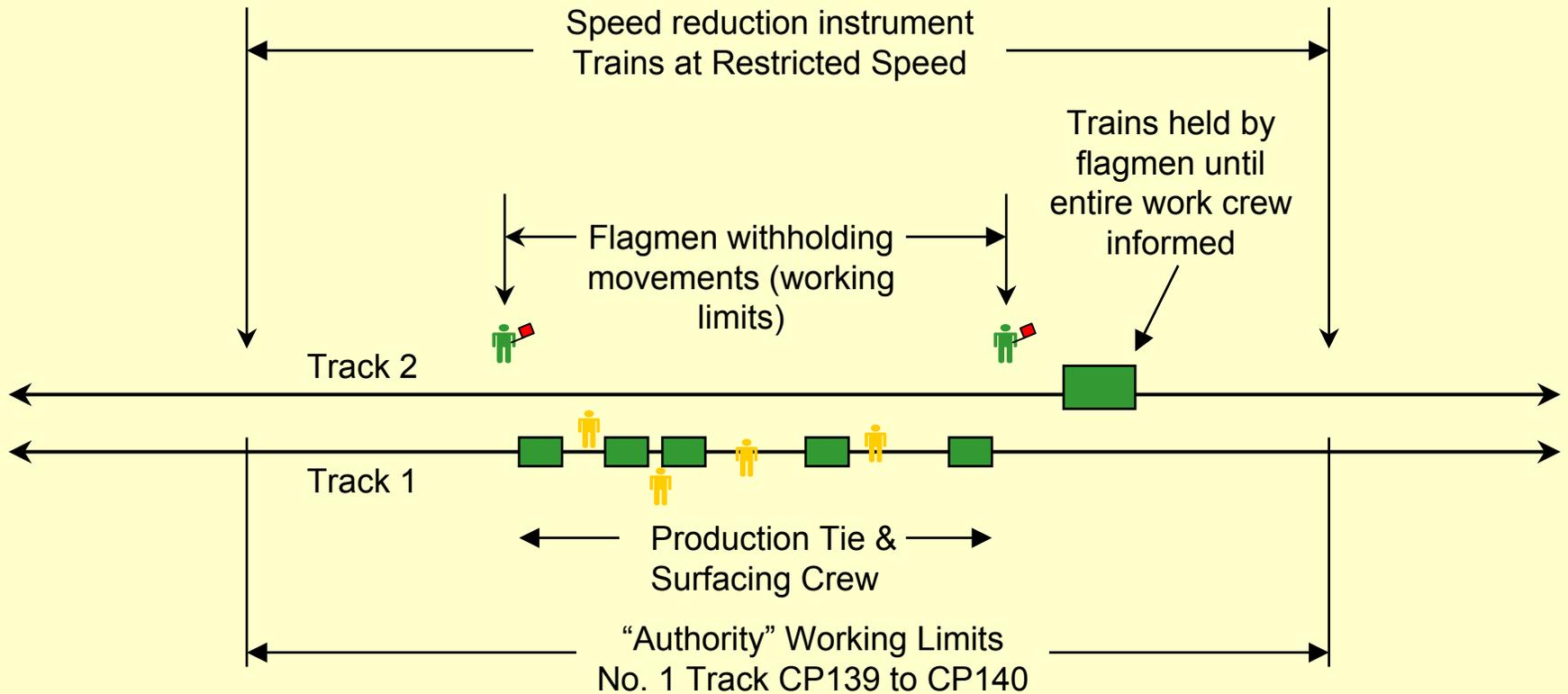
Recommended Actions

- Install adjacent track warning signs/devices in the operating cab of on-track machines to remind roadway maintenance machine operators to not inadvertently exit the cab onto a track where there may be trains and other on-track equipment passing.
- Provide additional training and monitoring to its employees, emphasizing the need to cross tracks in a safe manner.

Sample Adjacent Track Procedures



Sample Adjacent Track Procedures



Sample Adjacent Track Procedures

