

Section 44
Brieser
Construction
SH&E
Manual

October

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This policy covers safe work practices when working around our customers In Plant Rail System. This policy does not cover any work on Railroad tracks that are considered public, commercial or industrial rail line.

**IN PLANT
RAIL
SAFETY**

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STANDARD OPERATING PROCEDURE:		In Plant Rail Safety	
CROSS REFERENCE:	General Duty Clause, Section 5(a)(1) of the Occupational Safety and Health Act (OSHA) of 1970		

In Plant Rail Safety

Brieser Construction

I. Purpose

This policy covers safe work practices when working around our customers In Plant Rail System. This policy does not cover any work on Railroad tracks that are considered public, commercial or industrial rail line.

II. Scope

Working around and on railroad tracks is high-risk and countermeasures need to be taken to prevent rail-related accidents. In most cases, the rail work is an internal plant department, but some companies have outsourced this function to contractors. In-plant railroads are typically under OSHA's general industry regulations. However, there are minimal references to rail activity in the regulations, and as such, most rail safety violations are addressed under the General Duty "catchall" clause. The Federal Railroad Administration (FRA) has established extensive safety requirements under 49 CFR; however, in-plant railroads do not come under FRA jurisdiction.

III. Definitions

- **In Plant Rail Safety** – Any railroad tracks used and maintained by our customer which lies within their protected boundaries of ownership.

IV. Responsibilities

The Program Administrator: Brieser Safety Manager

This person is responsible for:

- Issuing and administering this program and making sure that it satisfies all applicable federal, state and local requirements.

Project Managers, Superintendents and Foremen

These people are responsible for:

- Implementing this program when work involving in-plant rail lines is scheduled

Employees

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- Read & Understand the elements of this policy
- Read and follow this program when working in and around in-plant railroad lines.

V. General

- Most rail-related injuries to construction workers fall into two categories: crushing injuries between and under cars and struck-by injuries. The following list is representative of the important items that Brieser Construction want their employees to be aware of:
 - Parking & Walking Around Tracks
 - Crossing Railroad Tracks
 - Head-End Protection
 - Work on or Near Tracks

VI. Methods of Compliance

- Personal Protective Equipment
 - Approved Hardhats, metatarsal boots & safety glasses with permanently attached side shields shall be worn in designated areas.
- Parking & Walking Around Tracks
 - In all cases pedestrians/employees shall cross at existing designated pedestrian rail crossings where provided. Additionally, vehicle crossings are not intended as pedestrian crossings unless they are so identified and/or located, and no other pedestrian crossings exist in the area.
 - No vehicle or equipment should be parked within 8 feet of the center of the tracks. This assures that moving rail equipment will not strike other equipment.
 - Pedestrians should never walk inside the rails, but rather walk at least 6 feet from the outside of the rail.
- Crossing Railroad Tracks
 - If a designated crossing is not available. Do not cross within 10 feet of the end of a parked rail car, do not cross between uncoupled cars, stop, look and listen prior to proceeding across the tracks, and never step on rails, as they may be slippery.
 - Never attempt to crawl under rail equipment or climb over moving rail equipment or attempt to cross in front of moving equipment.
 - Never position any part of the body in a potential pinch point. Rail equipment can move in either direction at any time.
- Head-End Protection

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- Simply put, this refers to positioning a worker at the front end of the train to watch for pedestrians or other equipment that may be in the direction of travel. This can be the locomotive operator if he/she has a clear view of the rails ahead. It may also be a brakeman or switchman who is in radio contact with the locomotive operator. If the locomotive is operated by a radio-controlled remote, then the remote operator must be at the front of the train, watching in the direction of travel.
- Work On or Near Tracks
 - Prior to performing work within six (6) feet of any railroad track, permission must be obtained from railroad Supervisor/Designated person to take the track out of service.
 - The Brieser Lockout/Tagout policy shall be put into place
 - When any type of maintenance or repair is being performed on or near railroad tracks, some form of positive track protection should be utilized. This could be;
 - Railroad car wheel chocks shall be placed to prevent movement of the locomotive
 - A derailer placed in front of the work area
 - A switch that has been diverted and locked out
 - A blue flag or light shall be placed in front of the work area to serve as a warning device
 - The positive protection and warning devices may need to be placed on both sides of the work area if rail equipment can travel both ways.

VII. Reporting & Recordkeeping

- If work is performed on or near tracks the following documents shall be completed and sent to Brieser's office for storage.
 - Lockout Tagout Permit
 - TSTI showing listing the positive track protection used.
 - Written permission from railroad Supervisor/Designated person.

VIII. Training

Appropriate training based on complexity of the job and potential hazards related to in plant rail shall be provided to all applicable employees. Assessments shall be used to determine whether the personnel have the knowledge and have demonstrated skills to safely perform their work assignments. Retraining and testing shall be required for unsatisfactory/ unsafe performance of job assignments.