

Safety Talk **AGENDA**

Last year's Wyoming Tragedy Revisited



Several times this year SAFER auditors have observed a watchman standing with, talking with, & once even assisting in the work while his gang was on the tracks.

On Friday November 6th 2009, at approximately 6:10 pm, a 3 man gang working for the Union Pacific Railroad in Wyoming were installing a gauge rod at a frog. A train had stopped & was sitting on #1 track, the gang was working on the #2 track.

The train departed and was crossed over from #1 to #2 track. The work gang was unaware of the change. The train crew saw the gang on the track at the last minute, began the whistle signals, & placed the train in emergency stop. It was too late however, the train struck one of the employees, resulting in his death.

The employee who was struck was the On Track Safety Lookout. The Union Pacific locomotive was equipped with a camera and showed the watchman "working with & helping" another worker. Both employees appeared to hear the whistle; the worker jumped free to his field side while the watchman jumped in the same direction (instead of to "his" field side) and was struck.

As a result of this tragedy, railroads across the U.S. issued reminders to their workers- if assigned watchman duties [you must place yourself in a position to clearly see oncoming equipment at all times.](#)

You must [position yourself away from the workgroup](#), avoiding conversation, and never get distracted by involving yourself in the work. Remember, [your sole duty & focus](#) is to serve as [Watchman](#).

STEPPING OFF YOUR VEHICLE

Last June, an employee was backing out of his crew cab down steps that had a stair missing. His hand slipped off the handle he was holding & he fell to the ground-his foot landing half on the curb. He twisted his knee severely as a result. In May, an employee was exiting his truck from the driver's side, down near vertical steps, when he slipped off & fell. The truck steps were found to be wet with morning dew.

One way to avoid a similar injury-be extremely careful climbing down from your vehicle, back down [slowly](#) holding onto hand rails & know where you are placing your feet. Avoid stepping on potential booby traps & be extra careful when the steps or ground is wet. Missing steps should be noted on pre-trip inspections & should be fixed immediately even if it's a temporary.

ENGINEERING SAFETY

Volume 6, Issue 43 Monday
October 25, 2010
OCTOBER

TODAY'S SAFETY RULE

*Refer to 2010 Safety Calendar or Rule Book

SAFETY UPDATE Personal Use of Cellular Phones on ROW

The LIRR strictly prohibits the personal use of cellular phones while on the ROW.

*Roadway Worker Protection Procedures state that if you are assigned watchman/lookout duties, your [sole duty](#) is to look out for approaching trains and/or on-track equipment and provide at least 15 seconds advance warning to employees before the arrival of trains/on track equipment.

YTD INJURIES = 56
YTD MVA's = 49

Oct 14-Oct 20

1 reported

1-A Trackworker was handing track plates off a grappler truck when he felt pain in his right shoulder & elbow.

Dept #	Inj-To-Date 2010	Final 2009
Track	25	31
Signal	13	16
Power	5	11
B&B	8	9
Comm	5	7
Infrastr	0	1

* Attached are 'Call Before Your Dig' guidelines for discussion & posting in all locations.

Engineering Department

-----MEETING ATTENDANCE- (PLEASE PRINT CLEARLY)-----

EMPLOYEE	Dept	Gang	EMPLOYEE	Dept	Gang

Department: B&B COMM POWER SIGNAL TRACK STRUCTURES

Date _____
Discussion Leaders Signature _____ Employee # _____
Topics discussed:

***Safety Talks will be randomly checked to ensure compliance discussing each week's meeting content. PLEASE BE SURE GANG NUMBERS ARE INCLUDED**
E-Mail Completed Sheet to Engineering_Labor_Documents@LIRR.org or Fax to: Scott Zalis, Safety Compliance-Engineering Dept Fax: (718)-558-3589

***October's SAFER Rule Focus**
Remember, all employees required to perform SAFER audits must use at least one of the following rules while performing their SAFER audits. Rules will be listed here and will change each month.
S-10192B Walking safely on wet/slippery surfaces **RWP8** Observe work gang activities in work location. **RWP9** Observe lone worker clearing track. **RWP10** Observe lone worker statement of On Track safety Individual Train Detection Form. **RWP11** Observe employee clearing track **RWP12** Observe proper PPE is being worn. **RWP13** Observe watchperson giving full attention in detecting approaching trains & warning Roadway workers.

MARKOUTS FOR LIRR UTILITIES AT CROSSINGS AND ALONG ROW

LIRR POWER CABLE



For emergencies, contact the ESO Office at 718-558-8285. For planned work contact the Substation Department at 516-733-3952 or 3459. Call at least five working days prior to digging.

LIRR SIGNAL CABLE

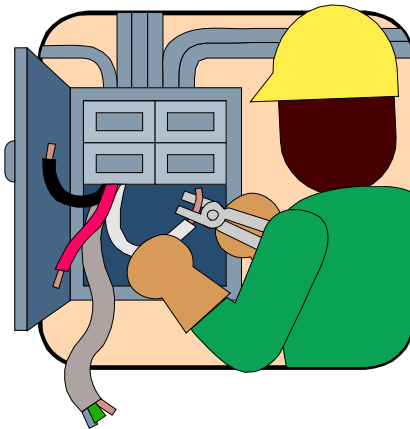
Contact the Signal Control Desk at 718-558-8331 for all markouts.

LIRR COMMUNICATION CABLES

Contact the Communications Control Desk at 718-558-8238 for all markouts.

LIRR GAS, SEWER & WATER

Contact the Structures Department at 718-558-3311



COLOR CODE

FOR MARKING

UNDERGROUND UTILITY LINES

Electric

Gas-Oil

Comm-Catv

Water

Sewer

Temp Survey
Markings

Proposed
Evac.

LIRR
Signal/Com

DE-ENERGIZING CABLES

When the excavation task requires power to be de-energized, contact the Substation Dept. at **516-733-3952**. They will arrange to have the power turned off.

***REMEMBER THE NEW YORK CITY & LONG ISLAND ONE CALL
CENTER NUMBER**

STOP – CALL – THEN DIG SAFELY!

1 800 272-4480

Call Before You Dig Modifications

Call before you dig procedures were modified last year to reflect the following:

1) Off property Digging

Notification to N.S. One Call and all LIRR (Comm, Signal, Structures, Power Sub-Stations) Prior to ANY digging (non-mechanical included).

2) On LIRR Property

a) Digging by hand within the track bed can be done up to a depth of 12". No calls required unless there are suspected utility lines.

Digging in excess of 12" within the track bed will require notification to all LIRR (Comm, Signal, Structures, Sub-Stations).

b) Any Digging by hand outside the parameters of the Track bed requires notification to all LIRR (Comm, Signal, Structures, Sub Stations).

c) Any Mechanical Digging requires notification to all LIRR (Comm, Signal, Structures, Sub-Stations).

d) All installation must be greater than 30 inches.

Trainers now give participants the following procedures in the LIRR Excavation class.