

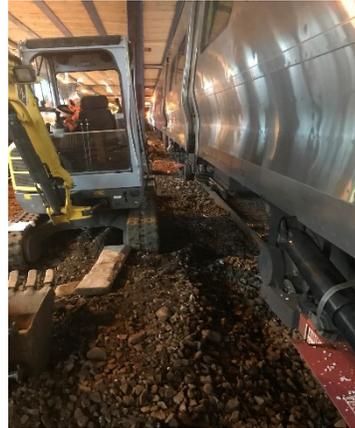
Sideswipe Collision East New York

SYNOPSIS:

At approximately 5:15 AM Train No 6707 struck a 3rd party contractor's excavator (door) while operating westbound on Atlantic #2 track at East New York Station. It appears that the excavator was in the clear but an unsecured door was in the fouling envelope (within 4 feet of the track).

INJURIES: None

DAMAGE: The head car of No 6707 (#7699) and the excavator were both damaged.



RULES AND PROCEDURES TO REVIEW

Please review all relevant procedures in the LIRR Roadway Worker Protection Program - On Track Safety Manual

Fouling a Track - The location of an individual or 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 from the field side of the rail.

Clearing a Track - Move to a location at least 4 feet outside the field side of the rail, or between sets of tracks where track centers are greater than 25 feet apart, or between the gauge of a track that is out of service.

Clearing Main Track, Secondary Track or Sidings

To clear a Main Track, Secondary Track or Sidings, which is any track shown in the Timetable as being under the control of a Dispatcher or Block Operator:

- Clear all tracks, keeping a minimum of four feet from the field side of rail. Do not clear onto another track.
- If you are operating on-track equipment and you are within the gauge of the track, stay on your machine. If you are not within the gauge of the track, dismount the equipment and clear the track.

Accidents Are Preventable: A thorough understanding of when Roadway Workers and equipment are fouling a track should be reviewed at the job briefing utilizing the Job Briefing Card. Use other crew member's knowledge and experience as a resource. If something is not clear, ASK questions. If any doubt or uncertainty occurs during the move, STOP the work immediately and ask for help.

Summary: Review the existing rules and procedures for the task at hand.

*This **Red Alert** bulletin does not supersede the Operating Rules or Special Instructions. If you have any questions, please contact the proper authority.*

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**RED
ALERT**

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