



**Metropolitan Transportation Authority**

# **Safety Committee Meeting**

## **April 2014**

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### **Committee Members**

T. Prendergast, Chair

F. Ferrer

A. Albert

J. Ballan

R. Bickford

N. Brown

A. Cappelli

C. Moerdler

M. Pally

J. Sedore, Jr.

V. Tessitore

E. Watt



# Metropolitan Transportation Authority

## MEETING AGENDA

### MTA SAFETY COMMITTEE

Monday April 28, 2014 – 2:45 p.m.  
347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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<u>AGENDA ITEMS</u>	<u>Page</u>
PUBLIC COMMENTS PERIOD	
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Date of next meeting: July 28, 2014

## **AGENCY SAFETY REPORTS**

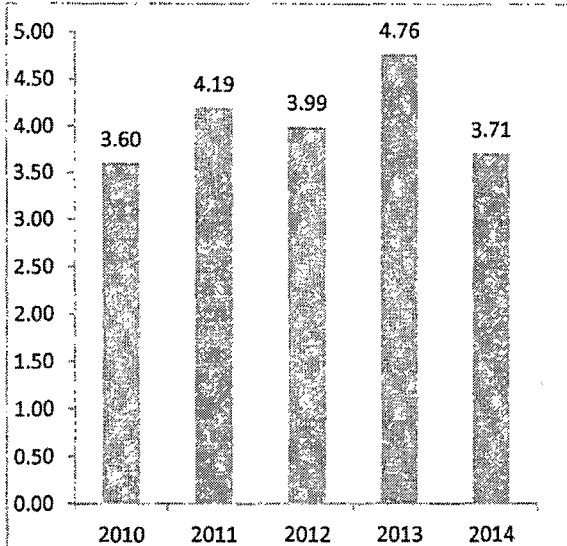
# **BRIDGES AND TUNNEL REPORT**

**APRIL 2014**



## Bridges and Tunnels

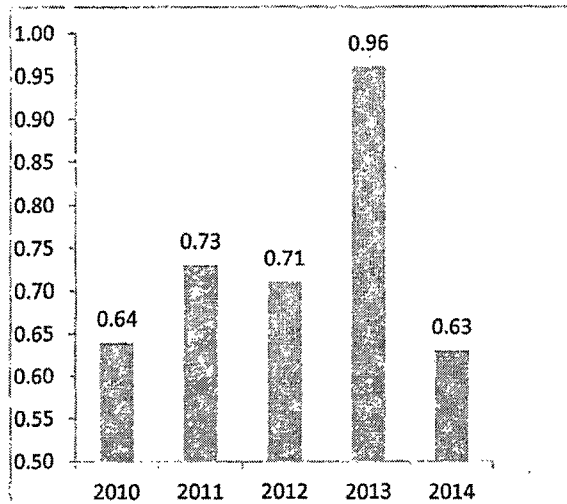
### 5 Yr Summary of Customer Collisions & Injuries thru February



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2010	151	3.60
2011	172	4.19
2012	174	3.99
2013	203	4.76
2014	148	3.71

% change from last year: -22.1%  
5 year Average 4.05



Total Injury Collisions

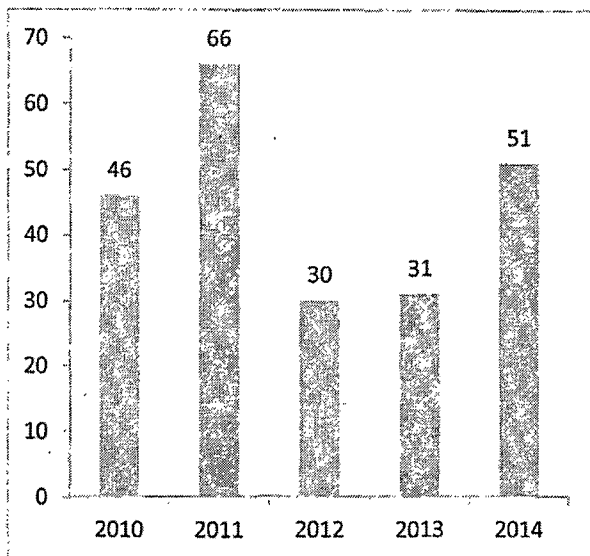
Year	Injury Collisions	Injury Rate/M Vehicles
2010	27	0.64
2011	30	0.73
2012	31	0.71
2013	41	0.96
2014	25	0.63

% change from last year: -34.4%  
5 year Average 0.73



## Bridges and Tunnels

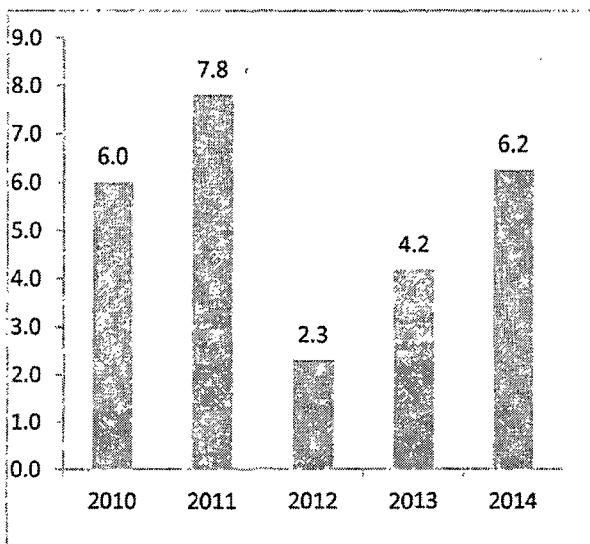
### 5 Yr Summary of Employee Accident Reports & Injuries thru February



Total Employee Accident Reports (C-2's)

Year	Total
2010	46
2011	66
2012	30
2013	31
2014	51

% change from last year: 64.5%  
5 year Average 45



Employee Lost Time Injuries

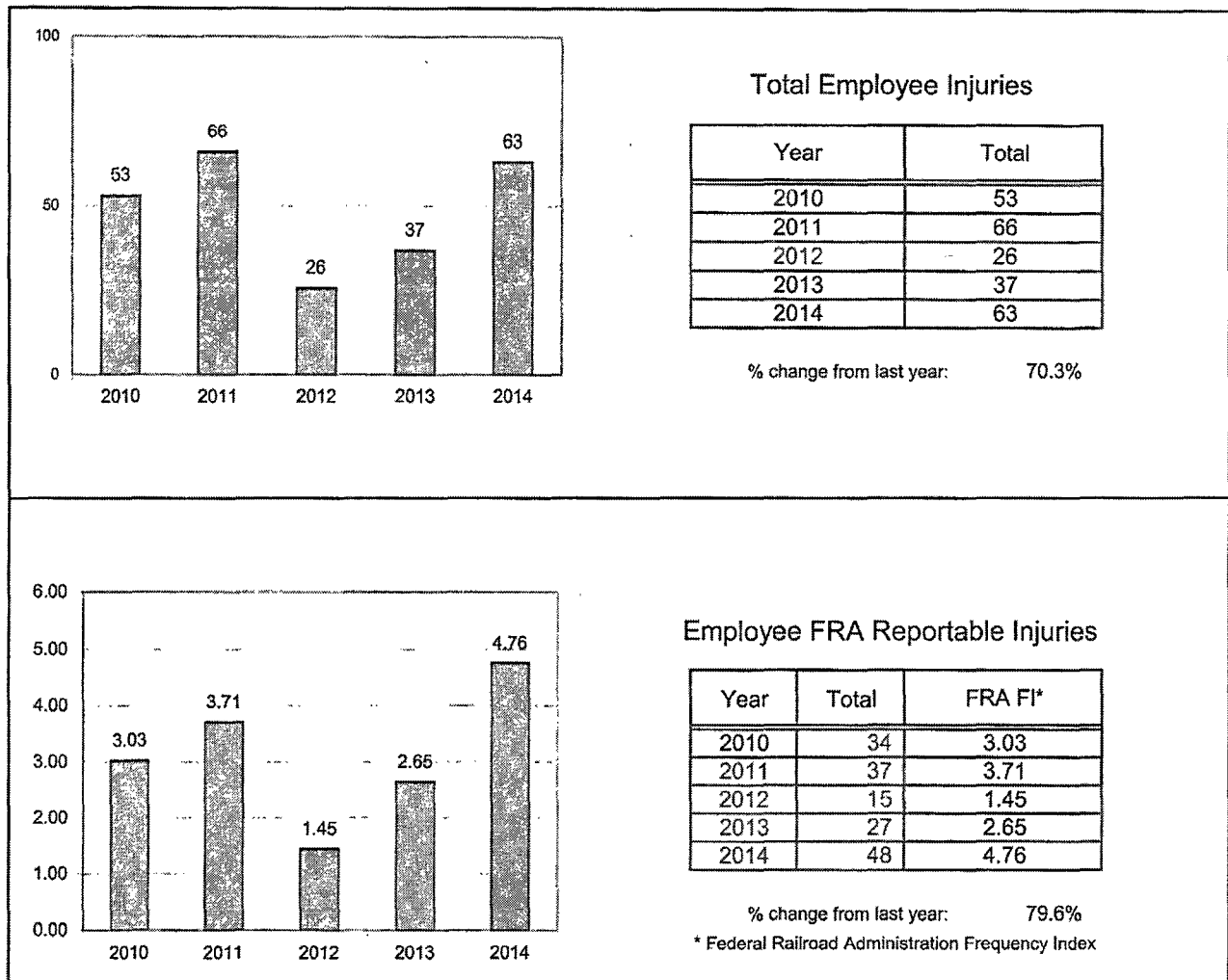
Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2010	17	6.0
2011	20	7.8
2012	6	2.3
2013	10	4.2
2014	15	6.2

% change from last year: 49.9%  
5 year Average 5.3

# **LONG ISLAND RAILROAD REPORT**

**APRIL 2014**

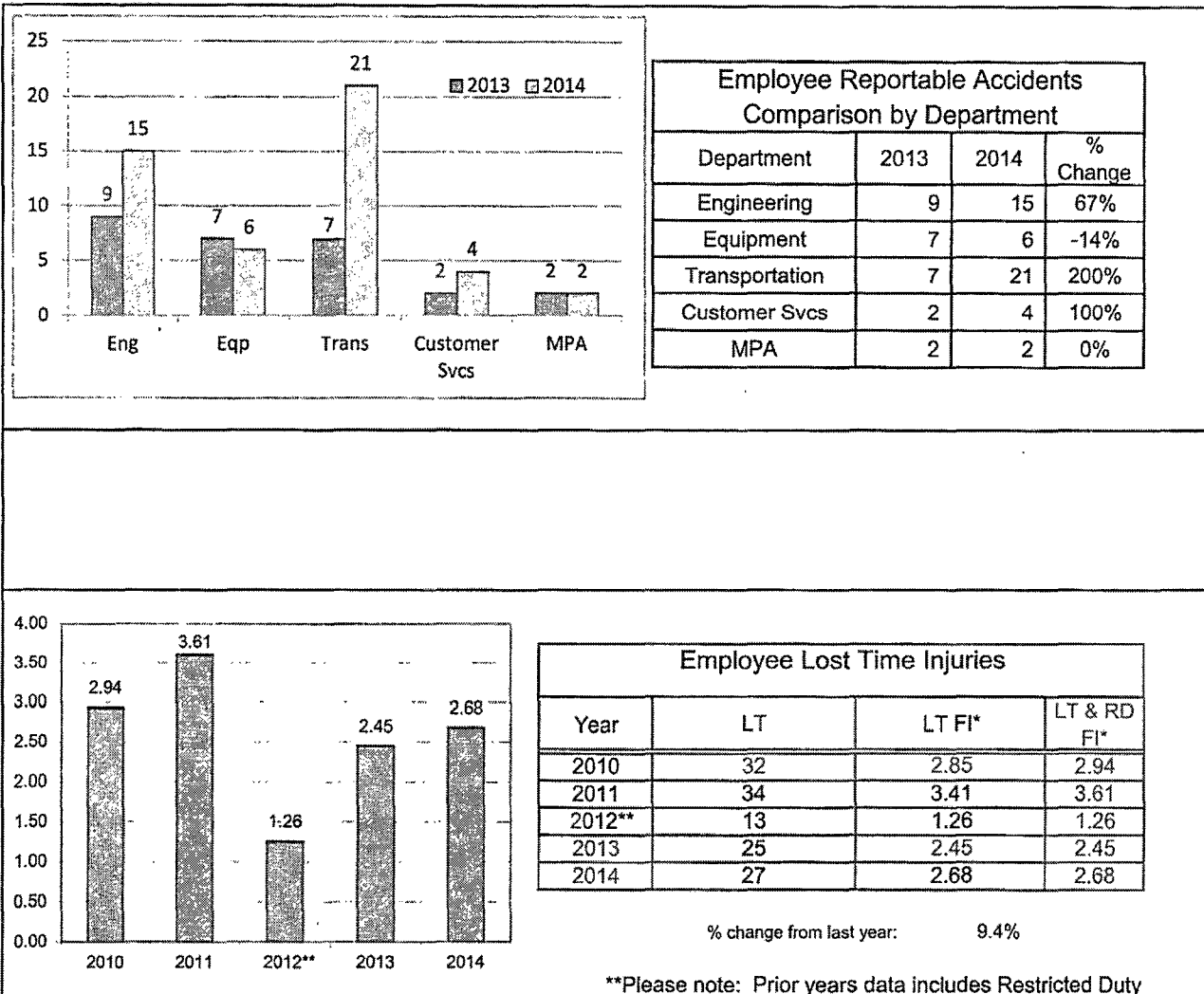
## MTA Long Island Rail Road Summary of Employee Injuries - February 2014



\* - Injuries per 200,000 hours worked

**OPERATING REPORT  
FOR MONTH OF MARCH 2014**

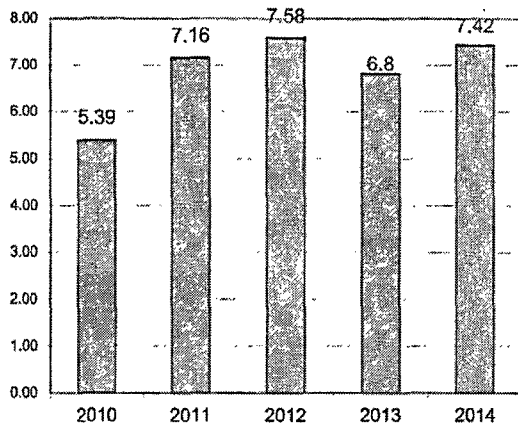
### MTA Long Island Rail Road Summary of Employee Injuries - February 2014



\* - Injuries per 200,000 hours worked

**OPERATING REPORT  
FOR MONTH OF MARCH 2014**

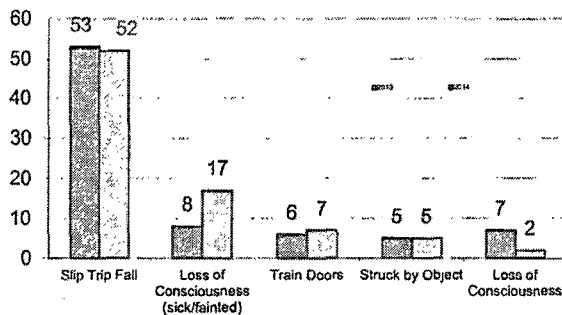
## MTA Long Island Rail Road Summary of Employee Injuries - February 2014



Total Customer Injuries

Year	Total	FI*
2010	65	5.39
2011	84	7.16
2012	97	7.58
2013	86	6.8
2014	94	7.42

% change from last year: 9.1%



Top 5 Customer Injuries by Type

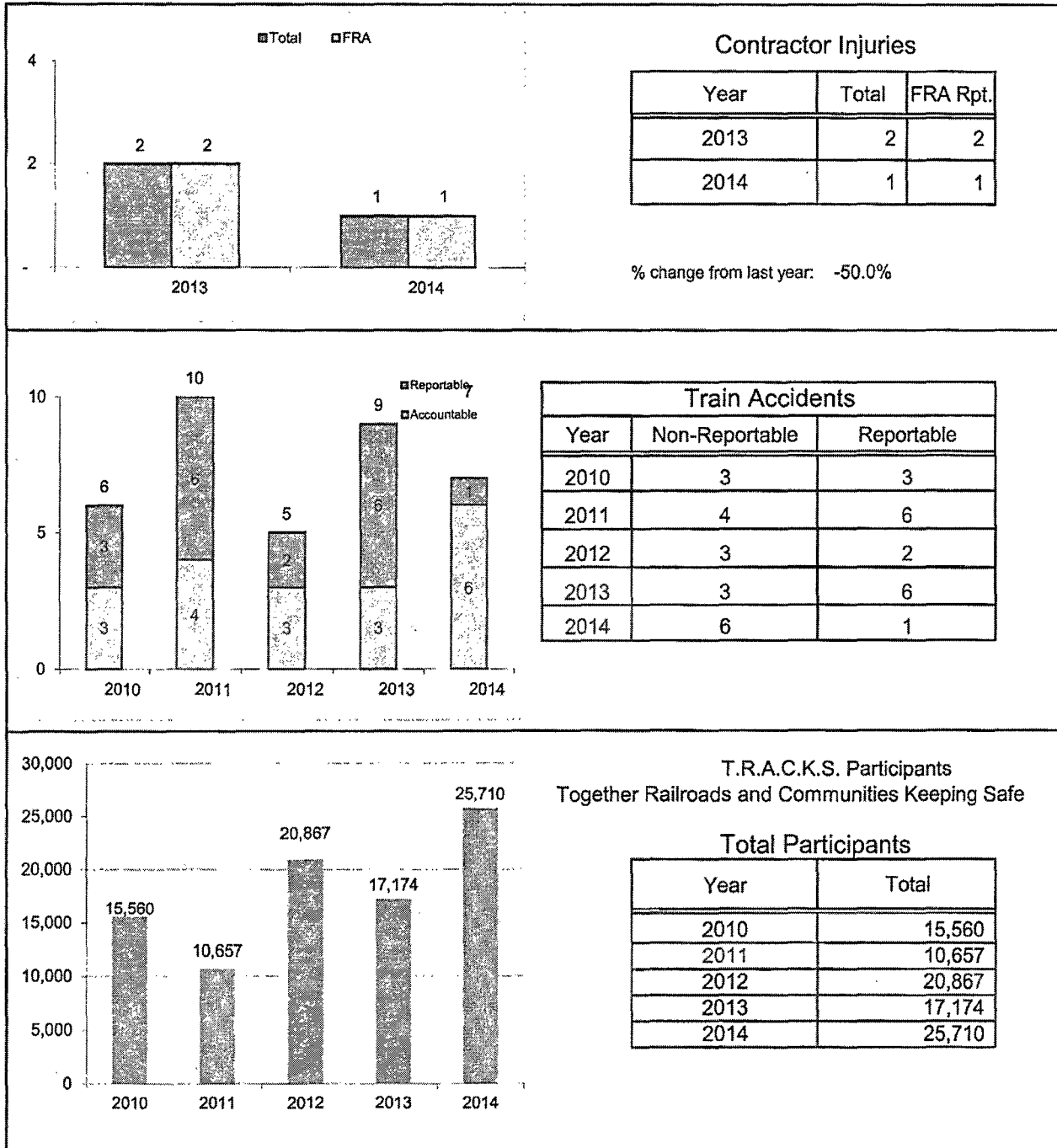
Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Struck by Object	Gap
2013	53	8	6	5	7
2014	52	17	7	5	2

\*- Injuries per 1,000,000 rides

**OPERATING REPORT  
FOR MONTH OF MARCH 2014**

## MTA Long Island Rail Road

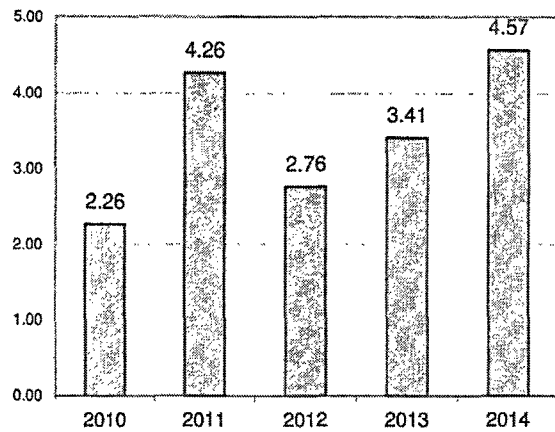
### Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. February 2014



# **METRO-NORTH RAILROAD REPORT**

**APRIL 2014**

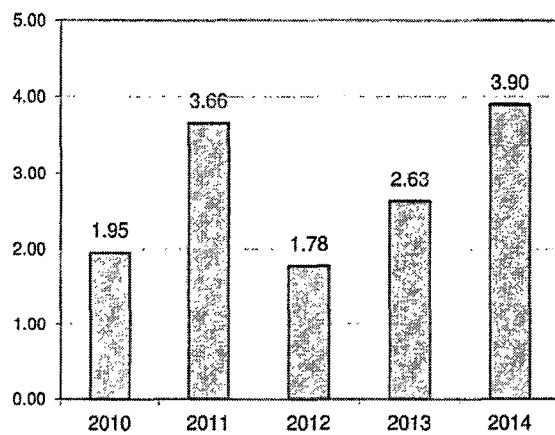
## MTA Metro-North Railroad Summary of Employee Injuries thru February



**Total Employee Injuries**

Year	Total	Total FI*
2010	22	2.26
2011	42	4.26
2012	28	2.76
2013	35	3.41
2014	48	4.57

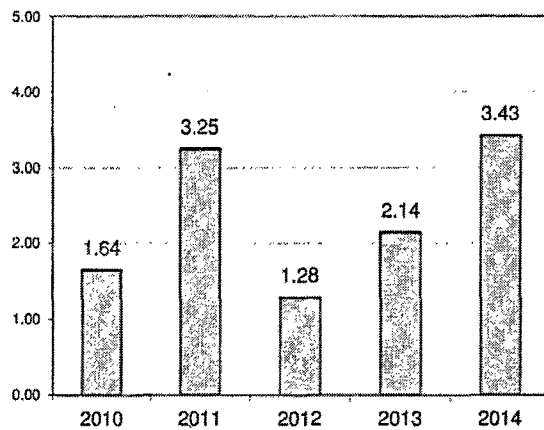
% change from last year: 33.9%  
2013 Total FI Goal 2.80



**Employee FRA Reportable Injuries**

Year	Total	FRA FI*
2010	19	1.95
2011	36	3.66
2012	18	1.78
2013	27	2.63
2014	41	3.90

% change from last year: 48.3%  
2013 FRA FI Goal 2.35



**Employee Lost Time and Restricted Duty Injuries**

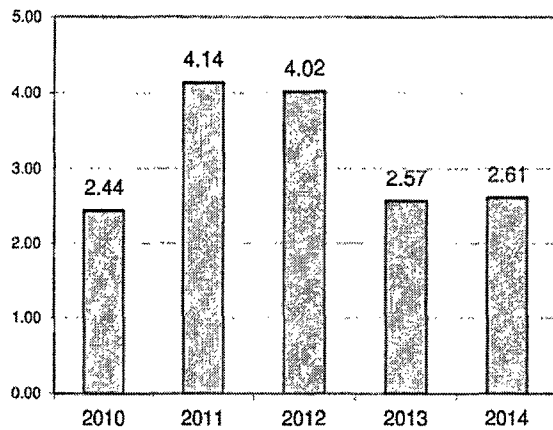
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2010	14	2	1.44	0.21	1.64
2011	26	6	2.64	0.61	3.25
2012	12	1	1.18	0.10	1.28
2013	19	3	1.85	0.29	2.14
2014	36	0	3.43	0.00	3.43

% change from last year: 59.8%  
2013 LT&RD FI Goal 1.75

\* - Injuries per 200,000 hours worked

## MTA Metro-North Railroad

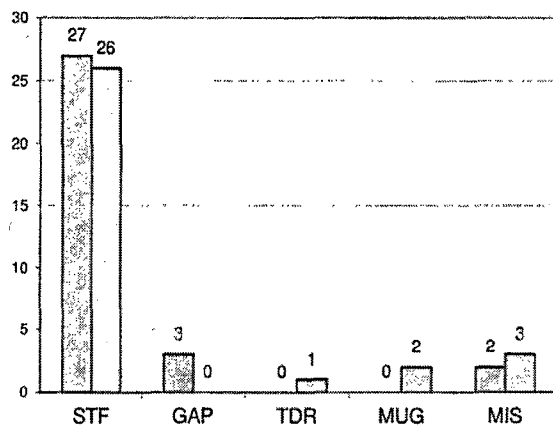
### Summary of Customer/Contractor Injuries thru February



Total Customer Injuries

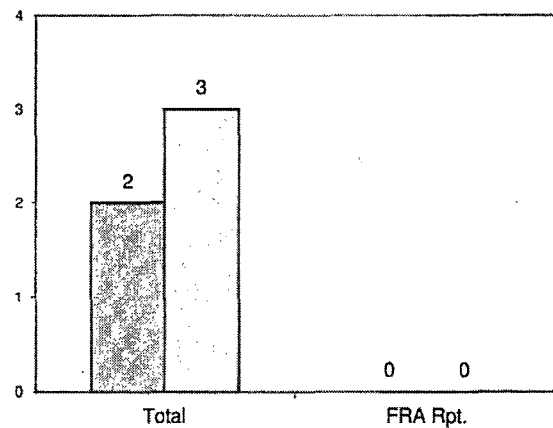
Year	Total	Total FI*
2010	28	2.44
2011	48	4.14
2012	51	4.02
2013	32	2.57
2014	32	2.61

% change from last year: 1.6%  
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2013	27	3	0	0	2
2014	26	0	1	2	3



Contractor Injuries

Year	Total	FRA Rpt.
2013	2	0
2014	3	0
% Chg	50.0%	0.0%

\* - Injuries per 1,000,000 rides

# **NYCT / BUS REPORT**

**APRIL 2014**

# Monthly Operations Report

Statistical results for the month of February 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: February 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1,5</sup> (chart 1)	3.79	2.92	+29.9%	2.59	2.46	+5.3%
Subway Customer Injuries per Million Customers <sup>1,5</sup> (chart 2)	3.76	2.89	+30.2%	2.60	2.44	+6.6%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	0	0	N/A
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	1	2	-50.0%
Subway Fires <sup>2</sup> (charts 5-6)	127	71	+78.9%	962	807	+19.2%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	2.72	2.06	+31.9%	2.87	2.46	+16.8%

Bus Collisions Per Million Miles (chart 7)						
Regional	60.56	46.61	+29.9%	50.34	47.24	+6.6%
NYCT Bus	61.13	48.13	+27.0%	51.59	48.32	+6.8%
MTA Bus	58.74	41.66	+41.0%	46.34	43.76	+5.9%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	8.27	5.43	+52.3%	7.03	6.21	+13.1%
NYCT Bus	7.40	5.32	+38.9%	7.64	6.33	+20.7%
MTA Bus	11.08	5.80	+91.2%	5.08	5.85	-13.1%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.68	1.00	-31.9%	1.02	1.10	-7.1%
NYCT Bus	0.73	0.92	-20.9%	1.06	1.09	-2.2%
MTA Bus	0.44	1.45	-69.4%	0.82	1.19	-31.5%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	0.68	1.08	-37.0%	1.10	1.15	-4.4%
NYCT Bus	0.73	0.95	-24.0%	1.14	1.13	+0.6%
MTA Bus	0.44	1.77	-74.8%	0.89	1.25	-28.9%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.73	4.88	+17.3%	5.44	5.49	-0.9%
MTA Bus	12.45	6.68	+86.5%	7.37	7.98	-7.6%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	3.50	2.75	+27.3%	3.42	3.18	+7.5%

Subways Crime Report						
Performance Indicator	Current Month: March 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	172	179	-3.9%	558	592	-5.7%
Robberies <sup>3,4</sup>	31	58	-46.6%	119	155	-23.2%

SIR Crime Report						
Performance Indicator	Current Month: March 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	0	1	-100.0%	2	5	-60.0%
Robberies <sup>3,4</sup>	0	1	-100.0%	1	3	-66.7%

<sup>1</sup> Current month data are for January 2014.

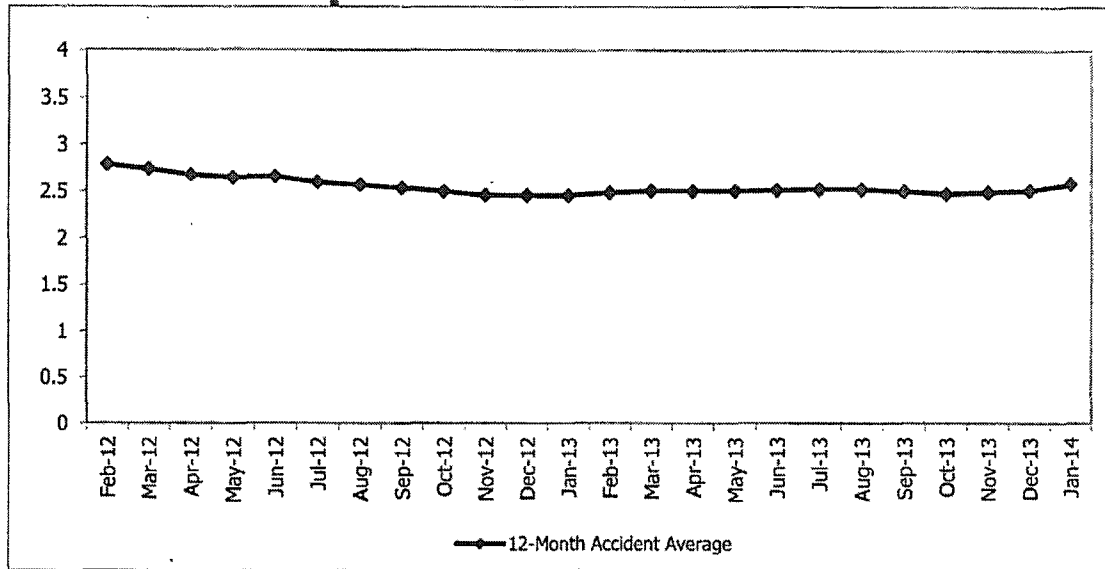
<sup>2</sup> 12-month figures shown are totals rather than averages.

<sup>5</sup> Excludes Elevator Entrapments (except for claimed injuries).

<sup>3</sup> The table shows year-to-date figures rather than 12-month averages.

<sup>4</sup> Current month data are for March 2014.

## Subway Customer Accidents/Injuries per Million Customers



### Monthly Results

Jan 2014: 3.79

Jan 2013: 2.92

### 12-Month Average

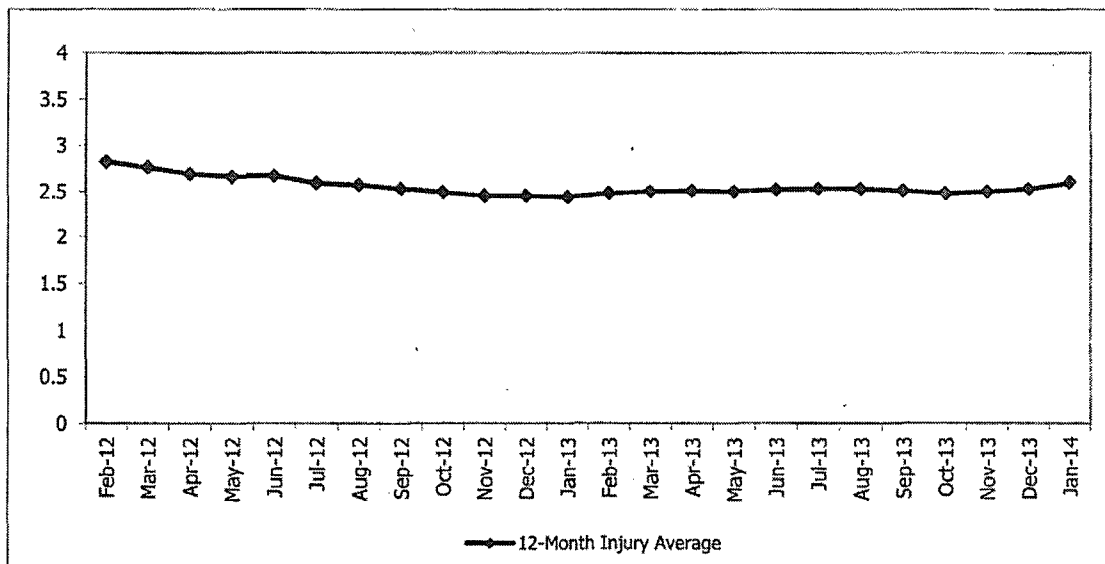
Feb 13 – Jan 14: 2.59

Feb 12 – Jan 13: 2.46

### Annual Results

2014 YTD: 3.79

2013 Actual: 2.52



### Monthly Results

Jan 2014: 3.76

Jan 2013: 2.89

### 12-Month Average

Feb 13 – Jan 14: 2.60

Feb 12 – Jan 13: 2.44

### Annual Results

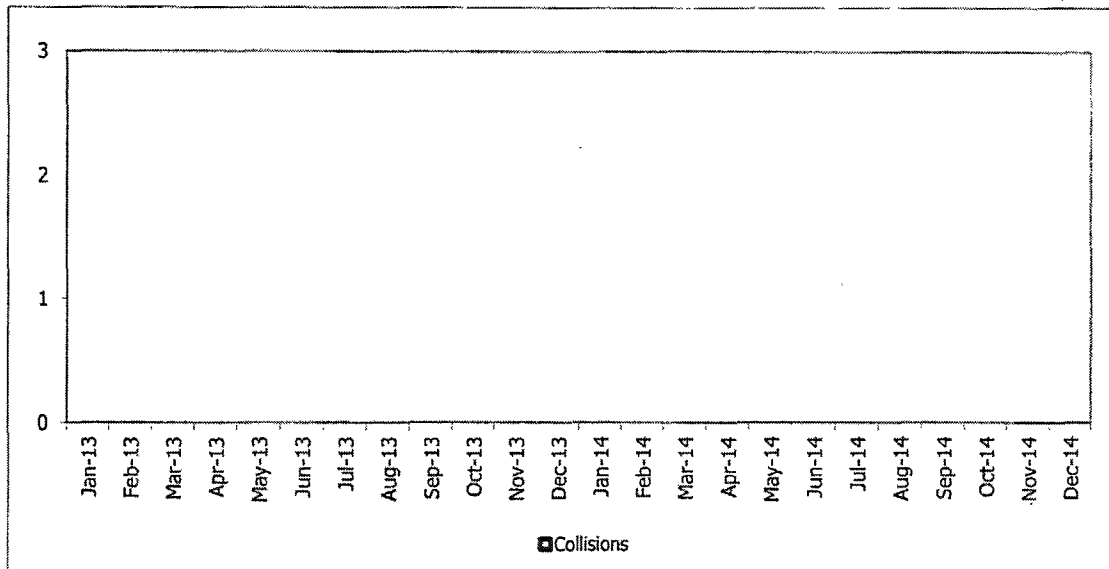
2014 YTD: 3.76

2013 Actual: 2.53

### Definitions

Any claimed accident to a subway customer within/on transit property, or an injury resulting there from. Does not include crime/assault statistics.

## Subway Collisions/Derailments



### Monthly Results

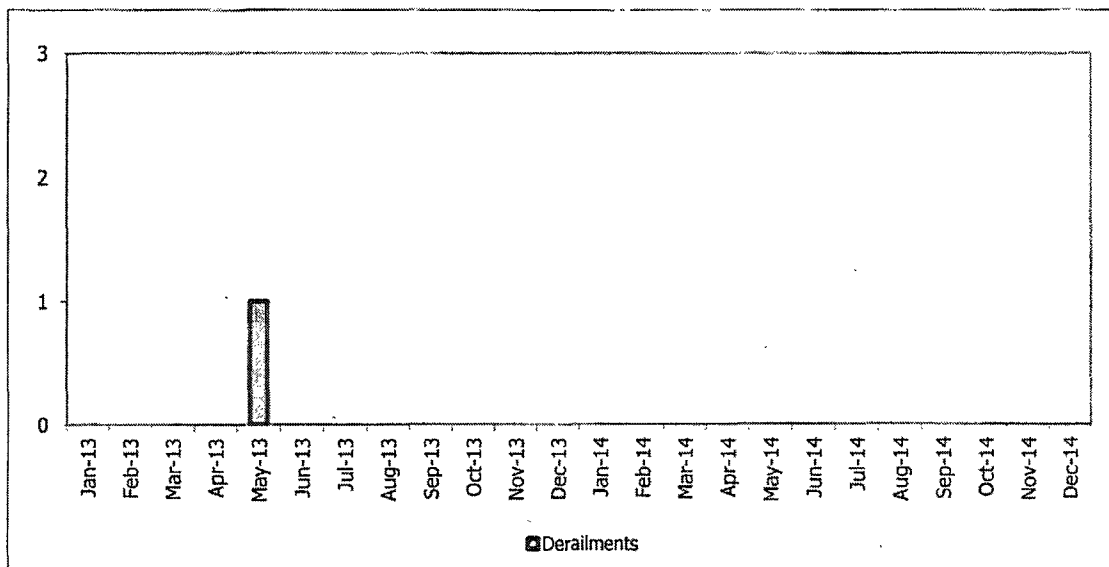
Mar 2014: 0  
Mar 2013: 0

### 12-Month Average

Apr 13 – Mar 14: 0  
Apr 12 – Mar 13: 0

### Annual Results

2014 YTD: 0  
2013 Actual: 0



### Monthly Results

Mar 2014: 0  
Mar 2013: 0

### 12-Month Average

Apr 13 – Mar 14: 1  
Apr 12 – Mar 13: 2

### Annual Results

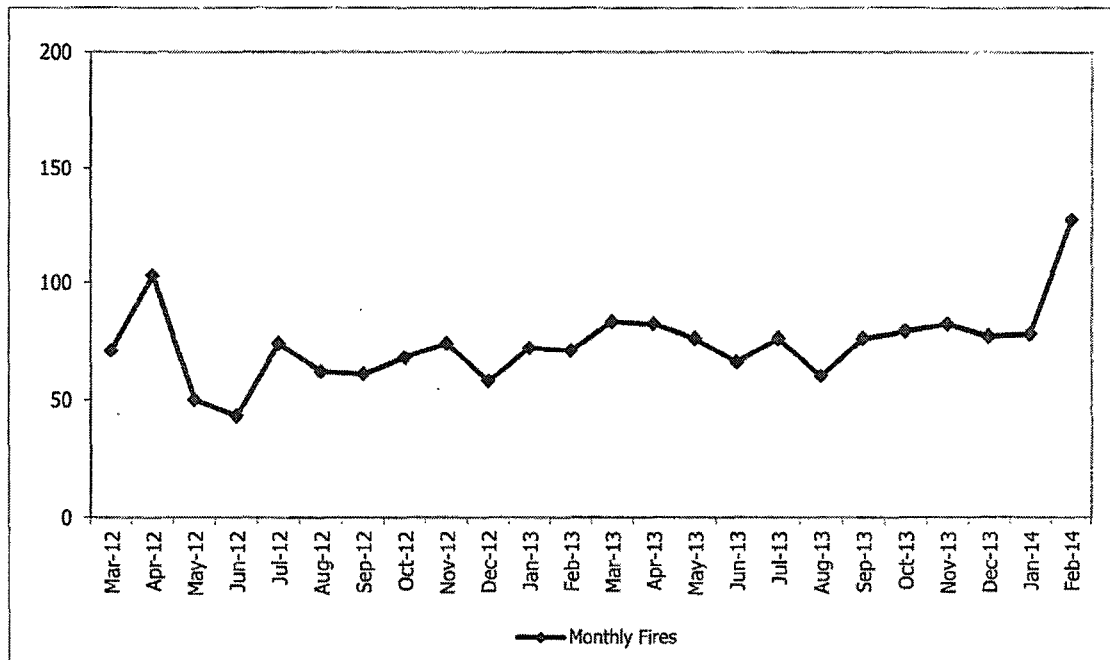
2014 YTD: 0  
2013 Actual: 1

### Definitions

**Collision:** An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train & a work train; between 2 work trains; between rolling stock & bumper blocks/tie bumpers; etc.

**Derailment:** An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (5-29-13)

## Subway Fires



### Monthly Results

Feb 2014: 127  
Feb 2013: 71

### 12-Month Average

Mar 13 – Feb 14: 962  
Mar 12 – Feb 13: 807

### Annual Results

2014 YTD: 205  
2013 Actual: 900

## Subway Fires

Fire severity is classified as follows:

<b>Severity</b>	<b>Criteria</b>
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

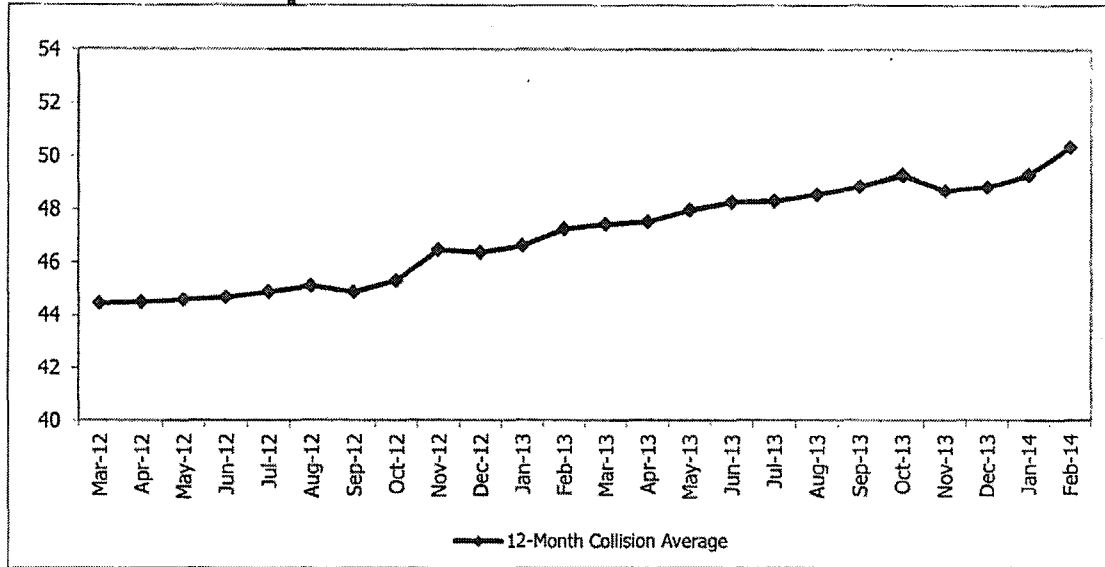
Severity & Location of fires during the current month were as follows:

Low:	85.8%	Train:	27
Average:	14.2%	Right-of-way:	79
Above Average:	0.0%	Station:	21
High:	0.0%	Other:	0
		Total:	127

Top Items Burnt by Location during the current month were as follows:

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Element:	10	Debris:	38	Debris:	12
Debris:	4	Insulator:	24	Electrical:	4
		Fiberglass			
Hot Wheels:	4	Insulator:	4		
		Cable:	4		

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

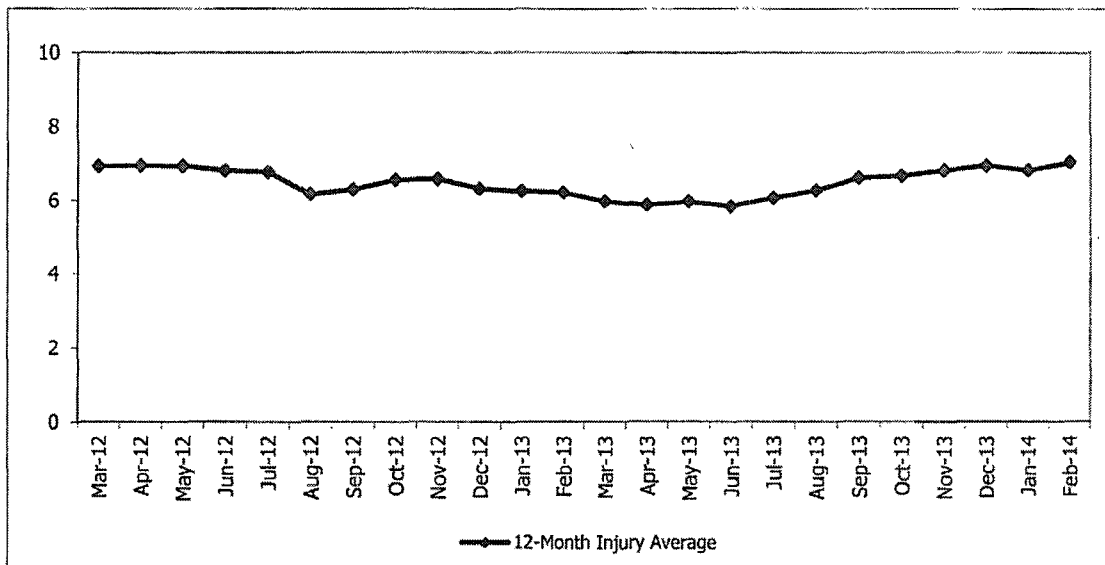
Feb 2014: 60.56  
Feb 2013: 46.61

### 12-Month Average

Mar 13 - Feb 14: 50.34  
Mar 12 - Feb 13: 47.24

### Annual Results

2014 YTD: 54.66  
2013 Actual: 48.83



### Monthly Results

Feb 2014: 8.27  
Feb 2013: 5.43

### 12-Month Average

Mar 13 - Feb 14: 7.03  
Mar 13 - Feb 13: 6.21

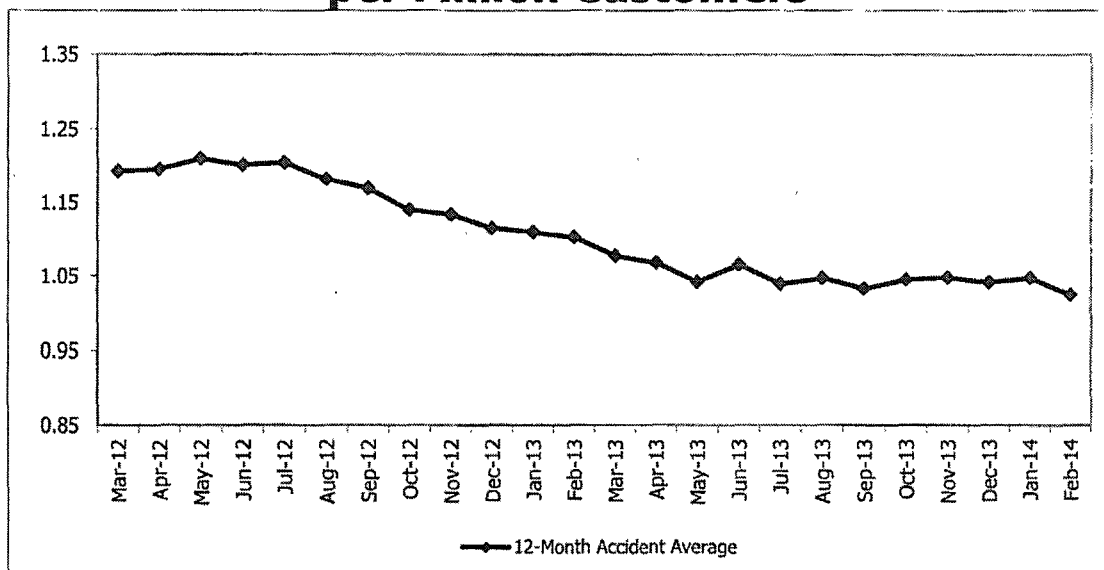
### Annual Results

2014 YTD: 5.88  
2013 Actual: 6.94

### Definitions

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.

## Regional Bus Customer Accidents/Injuries per Million Customers



### Monthly Results

Feb 2014: 0.68

Feb 2013: 1.00

### 12-Month Average

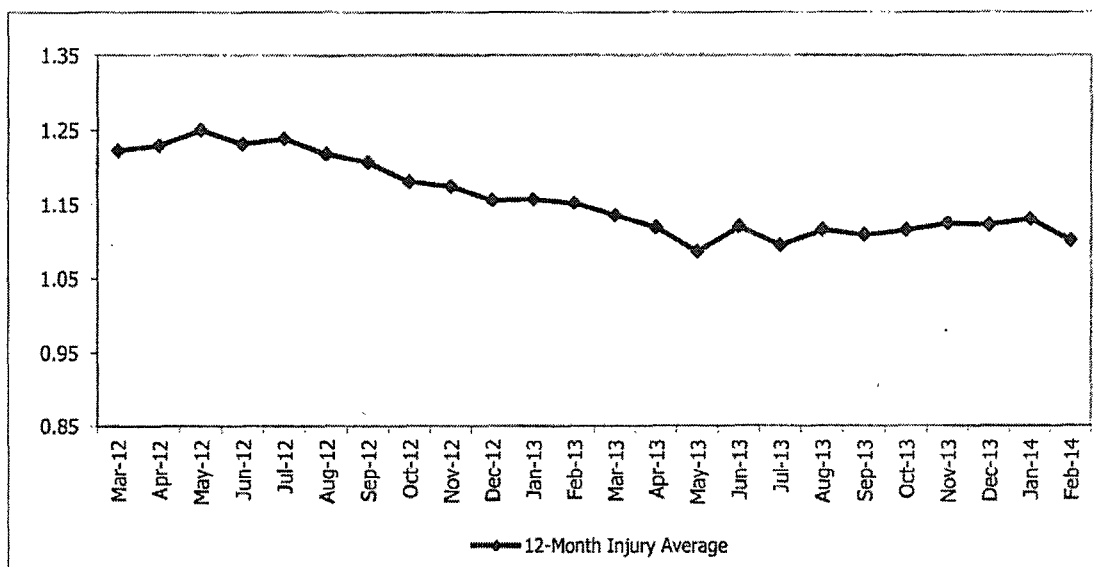
Mar 13 - Feb 14: 1.02

Mar 12 - Feb 13: 1.10

### Annual Results

2014 YTD: 0.86

2013 Actual: 1.04



### Monthly Results

Feb 2014: 0.68

Feb 2013: 1.08

### 12-Month Average

Mar 13 - Feb 14: 1.10

Mar 12 - Feb 13: 1.15

### Annual Results

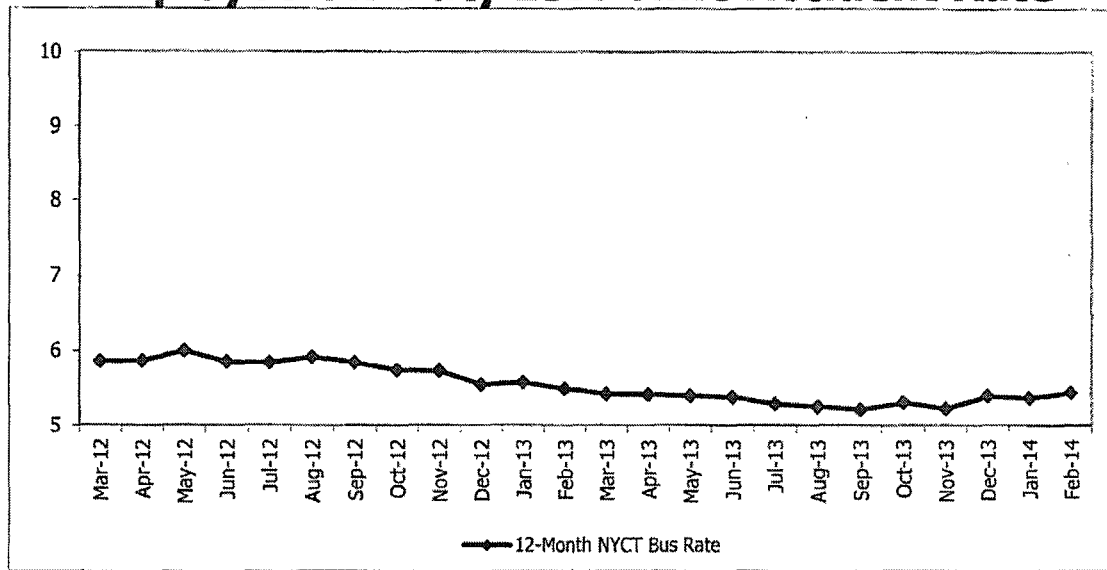
2014 YTD: 0.88

2013 Actual: 1.12

### Definitions

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

## NYCT Bus & MTA Bus Employee On-Duty Lost-Time Accident Rate



### Monthly Results

Feb 2014: 5.73

Feb 2013: 4.88

### 12-Month Average

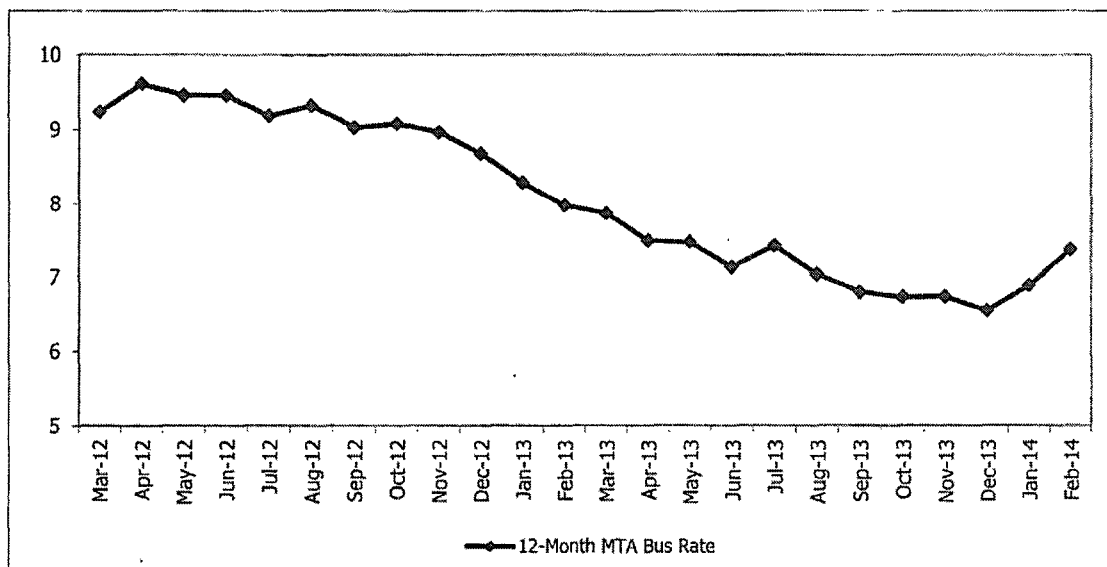
Mar 13 - Feb 14: 5.44

Mar 12 - Feb 13: 5.49

### Annual Results

2014 Goal: 5.06

2013 Actual: 5.39



### Monthly Results

Feb 2014: 12.45

Feb 2013: 6.68

### 12-Month Average

Mar 13 - Feb 14: 7.37

Mar 12 - Feb 13: 7.98

### Annual Results

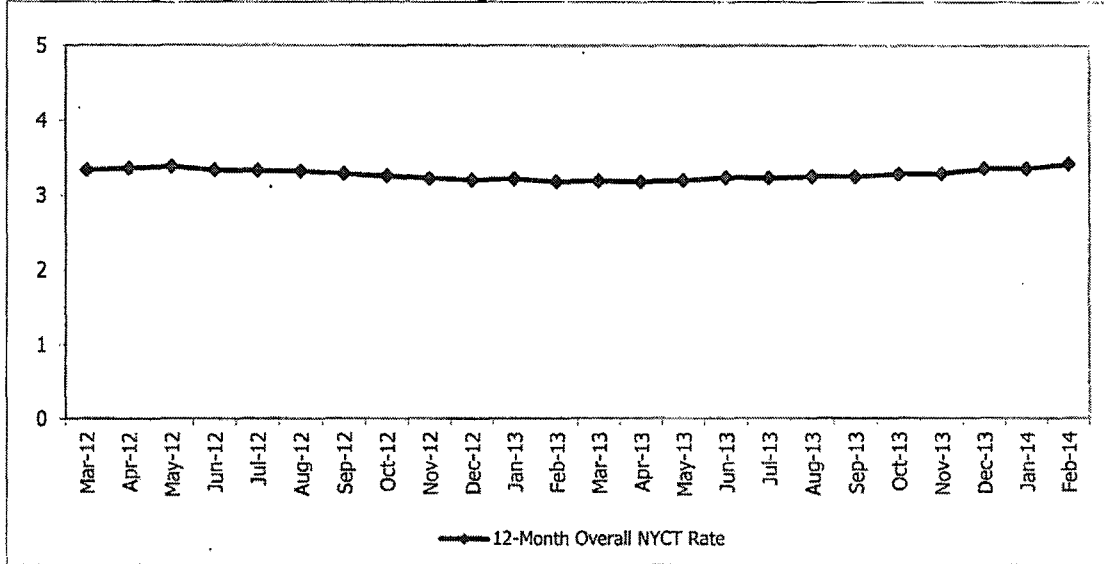
2014 Goal: 6.22

2013 Actual: 6.55

### Definitions

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT Bus determinations come from NYCT's Law Department.)

## NYCT Overall & Subways Employee On-Duty Lost-Time Accident Rate



### Monthly Results

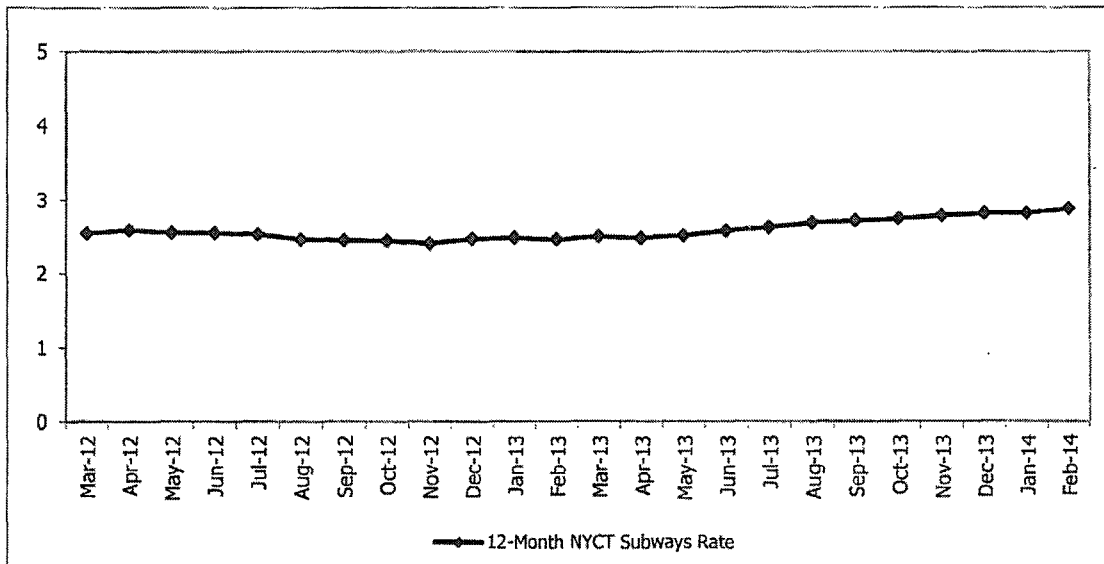
Feb 2014: 3.50  
Feb 2013: 2.75

### 12-Month Average

Mar 13 – Feb 14: 3.42  
Mar 12 – Feb 13: 3.18

### Annual Results

2014 Goal: 3.20  
2013 Actual: 3.36



### Monthly Results

Feb 2014: 2.72  
Feb 2013: 2.06

### 12-Month Average

Mar 13 – Feb 14: 2.87  
Mar 12 – Feb 13: 2.46

### Annual Results

2014 Goal: 2.71  
2013 Actual: 2.81

### Definitions

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT & NYCT Subways determinations come from NYCT's Law Department.)

## **ENHANCED SAFETY ACTION UPDATE**

# Memorandum



## Long Island Rail Road

**Date:** April 2014

**To:** Members of the LIRR Operating Committee

**From:** Helena E. Williams, President

**Re:** Enhanced Safety Action Update

This is to update you on the LIRR's comprehensive efforts to enhance safety throughout our system:

- Our first Quarterly Corporate Safety Stand-Down for 2014 was conducted on March 27, 2014. In addition to the over 4,500 employees who participated in a stand-down, another 800 employees attended Safety, Health and Wellness Events that were held in one east end and one west end location.
- Our next LIRR Confidential Close Call Reporting System (C3RS) meeting between LIRR management and labor organization representatives and the Department of Transportation/ Volpe Center, Federal Railroad Administration (FRA), and NASA team is scheduled for May 12<sup>th</sup> through May 16<sup>th</sup>.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Alerters	Vendor verification and validation of software is on schedule and in progress on C3, DE/DM and M3 fleet.
Speed Compliance	For the period 3/1/14 through 3/31/14, one hundred and thirty-one radar observations were completed. Ninety-one LIRR Engineers and three NYAR Engineers were observed. Fourteen event recorder downloads were analyzed. All results indicate compliance. <i>Please note:</i> There is a seven day window for radar observations to be entered into our Efficiency Testing System. Numbers are subject to change.
Emergency Order 29	<ul style="list-style-type: none"><li>▪ All critical curves were completed as scheduled by March 1, 2014.</li><li>▪ Work is progressing on identified tangent track segments. Three of the eight identified segments are completed. Design is one hundred percent complete on another one of the eight identified segments. The remaining four are in progress.</li></ul>
PTC	<ul style="list-style-type: none"><li>▪ LIRR &amp; MNR representatives continue to meet with the Joint Venture to negotiate Change Orders to accelerate the PTC delivery schedule.</li><li>▪ Completed RRIF Loan application for signaling Speonk to Montauk, Ronkonkoma to Yaphank, and Babylon to Patchogue.</li><li>▪ Long Beach Branch currently underway as part of Sandy restoration/mitigation project.</li></ul>

# Memorandum



## Metro-North Railroad

**Date:** April 2014

**To:** Metro-North Committee

**From:** Joseph Giuliotti, President

**Re:** Enhanced safety Action Update

This is to update you on Metro-North's comprehensive efforts to enhance safety throughout our system:

- Our first Quarterly Corporate Safety Stand-Down for 2014 was held April 10, 2014. (This was in addition to the Stand-Down held March 11, following the tragic fatality of our 3<sup>rd</sup> rail employee.)
- A draft "Implementing Memorandum of Understanding" (IMOU) is being finalized with our first labor organization so that we may proceed with the rollout of the Confidential Close Call Reporting System (C3RS). We will begin collaborating with other labor organizations on their IMOUs as soon as the initial rollout is complete.

The following progress was made on speed compliance enhancements and Positive Train Control (PTC).

ACTION ITEM	STATUS
Alerters	<ul style="list-style-type: none"><li>• SOW has been developed and is on schedule for May 2014 delivery.</li><li>• Installation is on schedule to begin July 2014.</li></ul>
Speed Restrictions	<ul style="list-style-type: none"><li>• Time Table Special Instructions were issued reducing MAS up to critical curves. BO issued effective 12/10/13.</li><li>• Reduced speed signs were posted at critical curves as of 12/16/13.</li><li>• Train observations have been increased.</li></ul>
Speed Compliance	<ul style="list-style-type: none"><li>• 316 radar checks were performed for the period of 3/1/2014 – 3/31/2014.</li><li>• 248 event recorder downloads were reviewed for the same period with five exceptions noted. 682 check rides were performed.</li></ul>
Emergency Order 29	<ul style="list-style-type: none"><li>• All critical curves were completed on 2/8/13, on-schedule.</li><li>• All bridges were completed by 3/21, five months ahead of scheduled completion of 9/1/14.</li></ul>
PTC	<ul style="list-style-type: none"><li>• MNR &amp; LIRR representatives continue to work with Joint Venture to accelerate PTC delivery schedule.</li><li>• Plan in development for installation of wayside transponders for Civil Speed Restrictions on New Haven Line.</li><li>• MNR is requesting CDoT funding to signalize the Waterbury Branch.</li></ul>

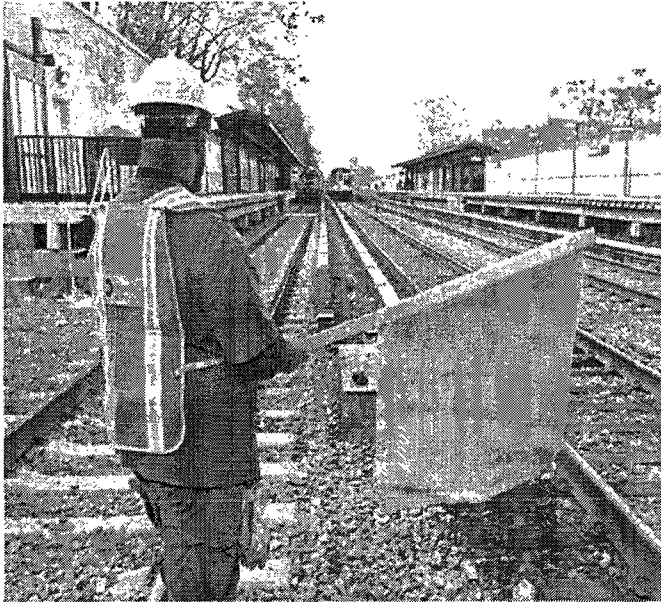
## **OVERVIEW OF ROADWAY WORKER PROTECTION**

**MTA Safety Committee  
Roadway Worker Protection  
New York City Transit**

Cheryl Kennedy, Vice President

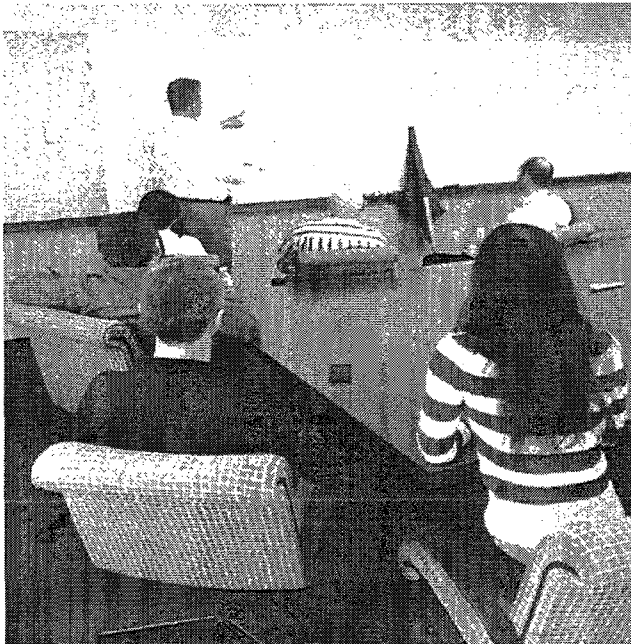


# Roadway Worker Protection Policy



- Comprehensive track safety and flagging rules
- Required 8-hour Track Safety Training and refresher every two years for anyone who enters the right-of-way
- Extensive required track flagging qualification and annual refresher for all flaggers
- Safety Rule Dispute Resolution Process

# Roadway Worker Protection Program Review



- Quarterly Executive Track Safety Task Force review, including the NY State Department of Transportation, Department of Labor, NYCT President and TWU Local 100 President
- Ongoing Track Safety Task Force review, including management, labor and System Safety

# Roadway Worker Protection Oversight



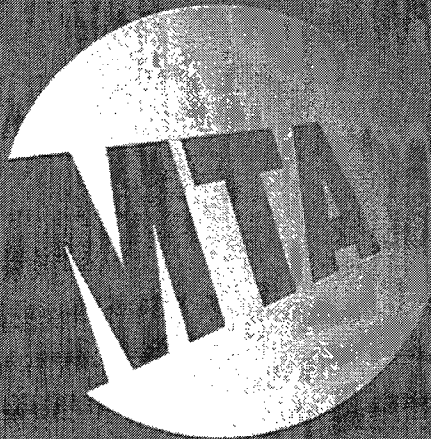
- Investigations of near miss incidents on the right-of-way
- Routine audits of right-of-way work by a joint Labor/System Safety team
- Pre-job inspections conducted with labor to identify/address hazards before track work
- Pre-job safety meetings for all track work
- Safety Rule Dispute Resolution Form quarterly review

# FTA Safety Advisory 14-1

- Right-of-Way Worker Protection Program Assessment Checklist
  - Checklist reviewed by New York State Public Transportation Safety Board
  - Forwarded to Federal Transit Administration
- Hazard analysis of workers on the right-of-way
  - Comprehensive report and hazard analysis was conducted
  - Provided to New York State Public Transportation Safety Board
  - Public Transportation Safety Board must forward to the Federal Transit Administration by May 16, 2014

# **MTA Safety Committee Roadway Worker Protection Railroad Requirements**

**Anne Kirsch, Chief Safety Officer, Metro-North Railroad  
Lori Ebbighausen, Chief Safety Officer, Long Island Rail Road**



# Roadway Worker Protection

What is Roadway Worker Protection (RWP)?

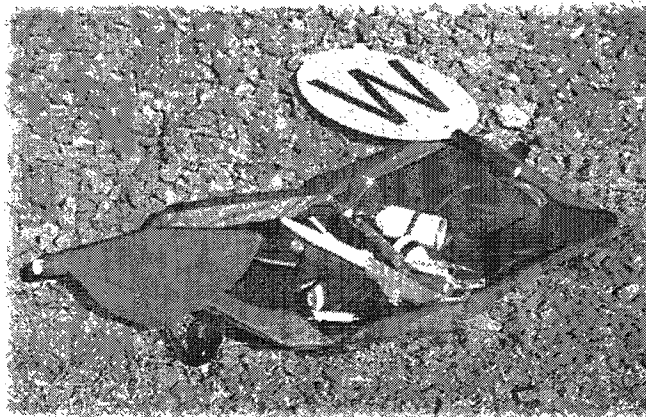
A state of freedom from the danger of being struck by a moving train or other railroad equipment.



- On December 16, 1996, the Federal Railroad Administration (FRA) issued Title 49 Code of Federal Regulations (CFR) Part 214 Railroad Workplace Safety Subpart C Roadway Worker Protection which became effective January 15, 1997.
- This regulation requires that each railroad devise and adopt a program of on-track safety to prevent accidents and casualties to employees involved in certain railroad inspection, maintenance and construction activities (*Title 49 CFR 214 Subpart A Purpose and Scope*).

# Program Requirements

- Program Manual
- Roadway Worker in Charge
- Job Briefings
- Good Faith Challenge
- Audible Train Warning
- Training
- Field Observations



# Roadway Worker Safety Training

- Responsibilities (Roadway Workers, Roadway Workers in Charge, and multiple gangs within the same working limits)
- Job Briefings
- Emergency procedures
- Establishing working limits
- Train approach warning
- Safety precautions while crossing tracks
- Safety precautions for working around self-propelled equipment
- Movement of track cars
- Radio rules
- Good faith challenge
- Operation of switches

# **Metro-North Railroad**

## **Roadway Worker Safety Training**

- Annual MNR training in Roadway Worker Safety is delivered to all Maintenance of Way crafts
  - Track & Structures
  - Communication & Signals
  - Power
- Training includes:
  - Roadway Worker Safety
  - Book of Rules
  - Class C Employees Electrical Safety Training
- Conductor Flags: Conductors receive roadway worker safety as part of new hire and annual regulatory training

# **Metro-North Railroad Roadway Worker Safety Training**

- MNR topics in Class C Electrical Safety include:
  - Overview of the third rail system (energized and non-energized parts)
  - Types of electrical hazards
  - Minimum approach distances, including extended reach of tools
  - Use of insulated tools and insulating blankets
- Annual MNR RWS training now includes the Enhanced Employee Protection System (EEPS)

# Enhanced Employee Protection System (EEPS)

- Enhanced track safety protocol that requires affirmative actions by the Roadway Worker in Charge (RWIC) – the employee on the scene who is responsible for ensuring the safety of the crew – before tracks are restored to service.
- When a RWIC requests a track, the Rail Traffic Controller (RTC) blocks the affected track(s) to keep approaching trains away from the track outage area
- An electronic message is sent by the RTC to the device assigned to the RWIC with the track outage limits and a release code known ONLY to the RWIC
  - The RWIC must confirm the geographic limits of the outage needed to perform the work and that the code was received
- When the track is to be restored to service, the RWIC will notify the RTC and provide the release code
  - Blocking devices can be removed ONLY when the RTC enters the release code
  - A message is sent to the RWIC advising when blocking devices are removed
- Work is ongoing to address areas with less than full coverage.

# **Metro-North Railroad EEPS Training**

- In order to request track time, a Roadway Worker in Charge must be current on the following:
  - Roadway Worker Safety annual training
  - Book of Rules annual training
  - Initial EEPS training (incorporated into annual RWS training moving forward)
- The EEPS system includes a list of employees who have received the required training (M/W and conductor flags)
  - EEPS will not allow an RTC to issue a track outage to an employee who is not shown as current on all required training (their name will not show as an option)
- EEPS training includes how the system works, when it applies, and how to resolve any obstacles they encounter
  - Emphasizes that EEPS is an enhancement of safety only; it DOES NOT replace existing rules and authority.

# **Long Island Rail Road Roadway Worker Safety Training**

- Annual LIRR training in Roadway Worker Protection is delivered to all Operating and Administrative Department employees whose work assignment places them on or about the right of way or in yards.
- All contractors are required to attend an annual Contractor Safety Program that includes Roadway Worker Protection.
- Employees serving as Roadway Workers in Charge also receive training on the relevant physical characteristics.
- Training includes:
  - Roadway Worker Safety
  - Rules
  - Electrical Safety Training (Third Rail and Catenary)

# **Long Island Rail Road Roadway Worker Safety Training**

Electrical Safety Training includes:

- Overview of the third rail system (energized and non-energized parts)
- Types of electrical hazards
- Minimum approach distances, including extended reach of tools
- Use of insulated tools and insulating blankets
- Rescue procedures
- Procedures for working under Catenary

# **Long Island Rail Road Roadway Worker Safety**

Since the LIRR does not have Centralized Train Control (a key element of EEPs), it utilizes traditional railroading methods as additional measures of safety in the field to reinforce the working limits and prevent a train from entering a work zone.

4

These are as follows:

- Blocking and Spiking Switches
- Tie Bumpers
- Flagmen