



THE BELT RAILWAY COMPANY OF CHICAGO
Office of the Engineering Department

**ENGINEERING GENERAL ORDER
#2019-EN002**

Effective 0001, Friday, February 1, 2019

To: ALL CONCERNED

Subject: Revisions to Roadway Worker Protection Plan (RWPP-1) and On-Track Safety Manual (OTS-1)

Roadway Worker Protection Plan (RWPP-1):

Good Faith Challenge Process (Page 5):

Change IV. Roadway Worker Good Faith Challenge Process to the following:

IV. Roadway Worker Good Faith Challenge Process

When acting in good faith, each roadway worker has a right to challenge whether the on-track safety rules as applied at a specific location comply with the BRC RWPP. Any roadway worker who doubts that roadway worker protection rules are properly applied at the job location should resolve that uncertainty by immediately reporting the concern to the designated person providing on-track safety and remaining clear of the track until the question is resolved through the process outlined in this part.

On-Track Safety Concern Resolution Process:

- A. A roadway worker with honest, good-faith concerns regarding whether the on-track safety rules being applied at the job location are not in compliance with the BRC RWPP has the absolute right to challenge those on-track safety rules.
- B. If the designated person providing the on-track safety concurs with the concern reported, the appropriate measure to achieve the necessary level of safety will be implemented before the affected individual(s) may foul the track.

- C. If the designated person providing the on-track safety believes the level of safety being provided is compliant, the designated person providing the on-track safety shall consult with another individual who is trained and qualified. More specifically, the individual consulted must be trained and qualified on the rules for providing on-track safety for the specific form of protection in question.

Determination of Compliance:

1. If the individual consulted believes the level of safety is compliant, no additional on-track safety measures are required to foul the track.
2. If the individual consulted concurs with the concern reported, the appropriate measures to achieve compliance will be taken. The BRC RWPP rules will be implemented before the affected individuals(s) can foul the track.

D. Documentation (Form found in Appendix A)

1. When a roadway worker questions compliance with on-track safety rules at the job location, he must document those concerns in writing and deliver the written documentation to the designated person providing on-track safety prior to the close of the work shift in which the concerns are raised.
2. The written documentation must include the following information:
 - a. Name(s) of individual(s) with good faith concerns and their employee ID number(s);
 - b. Work assignment/Gang assignment;
 - c. Date and Time;
 - d. Location, Track number and milepost, if needed;
 - e. Specific conditions that constitutes the exception to the protection provided;
 - f. Determination of the designated person providing on-track safety; and
 - g. If applicable, comments of the consulted employee.
3. The designated person providing the on-track safety and, if applicable, the trained and qualified individual consulted must also acknowledge in writing the pertinent circumstances involved in their determination and will give all to their immediate supervisor.
4. The supervisor attends a meeting with the Chief Engineer and the Director – Strategic Planning and Compliance to determine if procedures were followed, and if any follow-up training is needed.
5. A record of the matter will be kept on file for one year in the office of the Director of Strategic Planning and Compliance. The designated person providing on-track safety as described in D, 1 above is responsible for forwarding the written documentation to his immediate Supervisor.

E. Roadway Maintenance Machine Safety for Self-Propelled and On Track Equipment (OTE):

1. Employees operating OTE as defined by 49 CFR Part 214, Section 214.7, Subpart D have the right and responsibility, when acting in good faith, to make challenges relative to the operational safety or the safe condition of the equipment being operated.
2. An employee operating OTE with honest and good faith concerns that the equipment or vehicle does not comply with FRA regulations or has a condition that inhibits its safe operation shall inform the supervisor who instructed the employee to operate the OTE of the condition that does not comply with FRA regulations or inhibits safe operation. The employee may refuse to operate that equipment or vehicle until the good-faith challenge is resolved.
3. If the supervisor concurs with the employee that the condition is unsafe, appropriate repairs will be made/scheduled as required by 49 CFR Part 214, Section 214.531.
4. If the supervisor believes the condition reported complies with FRA regulations and the employee, in good faith, disagrees, the supervisor will notify the Chief Engineer, or the Chief Engineer's designee, of the employee's concern regarding the condition of the equipment or vehicle.
5. If the Chief Engineer or designee concurs with the employee that the condition is unsafe, appropriate repairs will be made/scheduled as required by 49 CFR Part 214, Section 214.531.
6. If the Chief Engineer or designee believes the condition reported complies with FRA regulations and the employee disagrees, the employee may refuse to operate the equipment. The Chief Engineer or designee will then arrange for an independent third party to ascertain if the equipment or vehicle meets FRA regulations.
7. Action initiated under the notification, and resolution procedure that is not based on good faith regarding the operational safety and safe condition of OTE is a violation of the BRC RWPP rules and requirements.

200.6.3 Change all references of Control Operator to Remote Switch Operator (GCOR 7.13)

200.7.1 Remove all references to the use of temporary speed restrictions.

200.9.3 Remove all references to the use of temporary speed restrictions.

200.9.6 Change paragraph to read:

A lone worker using Individual Train Detection (ITD) must first complete a written Statement of On-Track Safety, or utilize the updated Engineering Department Job Briefing

Book, to document the job briefing. This document must designate the limits of the track which will be utilized.

200.11.2 Remove entire first paragraph

200.11.3 Change second bullet to read:

If the train or OTE stops before it passes the Roadway Work Group, the EIC must communicate with the train or OTE to ensure that they are notified by the train or OTE prior to the movement resuming.

Appendix B:

Add new form:

The Belt Railway Company of Chicago



STATEMENT OF ON-TRACK SAFETY

A lone worker establishing Individual Train Detection (ITD) protection must complete this form prior to fouling the track. This form is to be maintained by the designated employee in charge to provide on-track safety protection.

This form is subject to inspection at any time by any Railroad Official.

Provide the following information:

<u>EIC Name:</u>	<u>Date:</u>
<u>Location:</u>	
<u>Working Limits:</u>	
<u>To:</u>	<u>From:</u>
<u>Time:</u>	
<u>Clear Location:</u>	
<u>Employee Signature:</u>	

In the table below, place an "X" in the box adjacent to the maximum authorized speed of trains within the working limits specified above. The minimum sight distance associated with that speed provides 15 seconds for employees to clear the track.

NOTE: WHEN CALCULATING TIME TO CLEAR NOTE THAT ADDITIONAL TIME MUST BE ADDED FOR THE TIME REQUIRED TO CLEAR THE TRACK

Maximum Authorize Track Speed	Minimum Required Sight Distance- 10 seconds to Clear		Minimum Required Sight Distance- 20 seconds to Clear		Minimum Required Sight Distance- 30 seconds to Clear	
10 mph		367 feet		513 feet		660 feet
15 mph		550 feet		770 feet		990 feet
20 mph		793 feet		1027 feet		1320 feet
25 mph		917 feet		1283 feet		1660 feet
30 mph		1100 feet		1540 feet		1980 feet
35 mph		1283 feet		1797 feet		2310 feet
40 mph		1467 feet		2053 feet		2640 feet

Appendix C: (Add New Appendix)

BRC Engineering Department Job Briefing Book

This form may be used for job briefing and to fulfill the requirements of a Statement of On-Track Safety.

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Engineering Department Job Briefing Book

On-Track Safety Manual (OTS-1):

OTS Rules:

4.3 – Add the following:

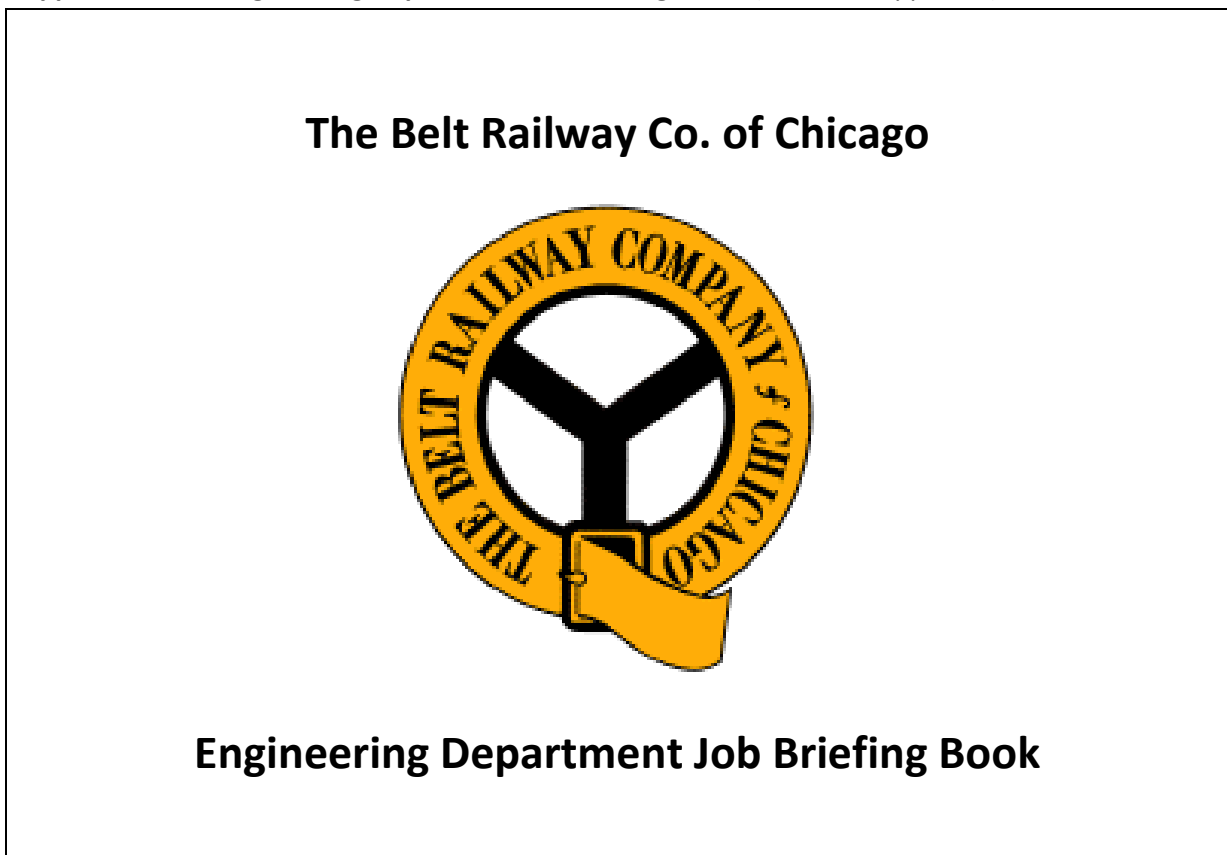
The Lone Worker is responsible for conducting a job briefing with a Supervisor, the Train Dispatcher, or with himself, documenting same on the Engineering Department Job Briefing Form.

Appendix G, Statement of On-Track Safety:

Add note at bottom of form:

Engineering Department Job Briefing Form (Revised 01/19) can be used to fulfill the requirements of this document.

Appendix I, BRC Engineering Department Job Briefing Book: (Add New Appendix)



This document can be used for documenting compliance with requirements for documentation of on-track safety briefings and protection provided.

M. A. Ferguson, Chief Engineer

Engineering General Orders In Effect:

<u>Year of Issuance</u>	<u>Numbers</u>
2018	EN003, EN009
2019	EN001, EN002