Track Access Safety Program is a means of providing a safe work zone for employees and minimizing the dangers on the right of way. These include the risk of getting struck by moving vehicles. This reference guide is meant as a quick-reference companion to the Track Access Safety Training and RO101.13 Work Performed on the Tide Right of Way. For more information, consult the RO101.13 Work Performed on the Tide Right of Way.

**TRAINING REQUIRED**

**Level 1** – Required to perform work on or within the Right-of-Way. Level 1 only qualified workers must not enter the right of way for any reason without a Level 2 qualified flag-person.

**Level 2** – Required to perform work as a flag-person on or within the Right of Way.

**NO WORKERS/PERSONS ARE AUTHORIZED TO ACCESS THE RIGHT OF WAY AT ANYTIME WITHOUT THE REQUIRED TRACK ACCESS SAFETY TRAINING AND AUTHORIZATION FROM THE RAIL OPERATIONS CONTROL CENTER (OCC)**

**OVERHEAD CATERANY SYSTEM (OCS)**

The Overhead Catenary System (OCS) consists of:
- Traction Power Substations
- Electrified overhead wires
- Feeder Cables
- Negative Return wires

The electric overhead wires are energized with 750vdc of electricity. Workers must maintain a 10’ clearance from any overhead wires. OCS wires must be considered energized unless it is field verified that it is de-energized.

**SAFETY AROUND TRACKS AND SWITCHES**

When walking on tracks, all workers must walk facing on-coming traffic. Workers must never walk with your back facing on-coming traffic, when on the Right of Way.

No worker shall:
- Sit
- Stand
- Step
- Walk or Run on any rail/track

**PERSONAL PROTECTIVE EQUIPMENT (PPE)**

All workers must wear Safety Vests and Safety Shoes/Boots with ankle support at all times, when on or within the Right of Way!

Other PPE:
- Safety Glasses (if applicable)
- Other PPE as required based on the work to be performed.

**RAILROAD COMMUNICATION**

Train Operators will sound four (4) short horn blasts to request hand signal.

Train Operators will sound two (2) short horn blasts to acknowledge hand signals.

**RAILROAD COMMUNICATION – STOP HAND SIGNAL**

Arm swung horizontally at right angle to the track, indicates to the train operator that they must stop.

**RAILROAD COMMUNICATION – PROCEED HAND SIGNAL**

Arm raised and lowered vertically indicates to the train operator that all items are clear and to proceed through the area.

**NO CLEARANCE AREAS**

Workers must NEVER allow trains to pass while working with a No Clearance Areas.

No clearance Zone are areas where there is not enough space between the train and the worker to allow the safe passage of trains.

**WORK ZONES**

Workers must stay in the authorized work zone unless authorized by OCC accompanied by a Level 2 qualified flag-person.