



### **BNSF Railway Safety Vision**

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

**A culture** that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance...

**A work environment**, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded...

**Work practices and training** for all employees that make safety essential to the tasks we perform...

**An empowered work force**, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

## **Maintenance of Way Operating Rules**

In Effect at 0001  
Central, Mountain and Pacific  
Continental Time  
**April 1, 2015**

*BNSF supplemental instructions and information are identified by italicized text.*

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**Protection on Other Than Main Track with Train or Engine**

When work is performed that does not require the employees to be in front or behind the train or engine, employees may establish protection by flagging the train or engine to a stop. Employees may then give the crew specific instructions to make all movements under the direction of the MW EIC as outlined in the System Work Train Policy in the System Special Instructions.

When work is performed in front of or behind a train or engine, employees may establish protection in one direction by flagging the train to a stop. Employees may then give the crew specific instructions to make all movements under the direction of the MW EIC. Protection must also be established in the other direction to prevent any unannounced movements onto the track segment being protected.

**6.3.3 Visual Detection of Trains**

On-track safety may be provided by using visual detection of trains as follows.

**STATEMENT OF ON-TRACK SAFETY**

A lone worker using individual train detection or a lookout using train approach warning to establish on-track safety must complete this form before fouling a track.

To complete this form:

- Provide the following information:  
 Name of Lone Worker/Lookout: \_\_\_\_\_  
 Date: \_\_\_\_\_ Division: \_\_\_\_\_  
 Subdivision: \_\_\_\_\_  
 Location: From MP \_\_\_\_\_ to MP \_\_\_\_\_  
 Designated Place of Safety: \_\_\_\_\_  
 Method of Warning: \_\_\_\_\_  
 Time form completed: \_\_\_\_\_
- In the table below, place an X in the box adjacent to the maximum authorized speed of trains at the location specified above. Observe the minimum required distance between the approaching train and the employees when the place of safety has been reached.

Maximum Authorized Speed in MPH	Minimum Separation Upon Reaching Place of Safety		Maximum Authorized Speed in MPH	Minimum Separation Upon Reaching Place of Safety	
	X	Feet		X	Feet
5		110	50		1,100
10		220	55		1,210
15		330	60		1,320
20		440	65		1,430
25		550	70		1,540
30		660	75		1,650
35		770	80		1,760
40		880	85		1,870
45		990	90		1,980

Note: When the maximum authorized speed is not shown on the form, use the next higher speed.

**A. Lone Workers**

Lone workers using individual train detection must complete the form entitled, "Statement of On-Track Safety" before fouling a track. The completed form must remain in the employee's possession while on-track safety is established using individual train detection.

**Lone Worker Responsibilities**

Lone workers must:

- Identify a place of safety before fouling a track.
- Position themselves in a predetermined place of safety at least 15 seconds before the arrival of the train moving at maximum authorized speed as indicated on the Statement of On-Track Safety.

**Conditions for Use**

Lone workers may perform minor work or a routine inspection using individual train detection when they meet all of the following conditions:

- The work will not affect the movement of trains or engines.
- The lone worker is able to visually detect the approach of a train or engine moving at maximum authorized speed and position themselves in a predetermined place of safety at least 15 seconds before the arrival of the train or engine as indicated on the Statement of On-Track Safety.
- Visibility is sufficient to observe the entire track segment at the minimum separation distance as specified by the "Statement of On-Track Safety".
- Power-operated tools or roadway maintenance machines are not in use within hearing distance.
- The ability to hear and see approaching trains, engines or other on-track equipment is not impaired by background noise, lights, precipitation, fog, a passing train or other physical condition.
- Natural or artificial light and conditions are sufficient to observe approaching trains, engines or on-track equipment at the minimum separation distance as specified by the "Statement of On-Track Safety". Individual train detection is prohibited based solely upon the observation of headlights, ditch lights or markers, such as during conditions of insufficient visibility as affected by darkness or inclement weather.
- The work is performed outside the limits of a control point or a remotely controlled hump yard facility. Automatic interlockings are not control points.

**B. Lookouts**

Lookouts must complete the form entitled "Statement of On-Track Safety" before any member of the work group fouls the track. The completed form must remain in the lookout's possession while a work group performs minor work or routine inspection and on-track safety is established using a lookout.

### Lookout Responsibilities

Lookouts must adhere to the following:

- Be trained and rules qualified.
- Identify a place of safety where they and employees in their work group can go when a train or engine approaches.
- Communicate the place of safety to all employees in the work group before fouling the track.
- Devote their full attention to detecting the approach of trains and engines and warning employees.
- Warn employees and have them positioned in a predetermined place of safety at least 15 seconds before the arrival of the train or engine moving at maximum authorized speed as indicated on the Statement of On-Track Safety.
- Use a method to warn employees of the approach of a train, engine or on-track equipment that:
  - Is distinctive, clear and unquestionable.
  - Does not require employees to be looking in any particular direction.
  - Can be detected by employees regardless of noise or work distractions.
  - Is identified in the job safety briefing.

Employees who depend upon a lookout for on-track safety must always remain in a position that allows them to receive warnings communicated by the lookout.

### Conditions for Use

A work group may perform minor work or routine inspection while on-track safety is established using a lookout when they meet all of the following conditions:

- The work will not affect the movement of trains or engines.
- Lookouts must be able to visually detect the approach of trains or engines moving at maximum authorized speed. They must position themselves and the members of the work group in a predetermined place of safety at least 15 seconds before the arrival of the train or engine as indicated by the Statement of On-Track Safety.
- Visibility is sufficient to observe the entire track segment at the minimum separation distance as specified by the "Statement of On-Track Safety".
- The ability to communicate a warning to all members of the work group upon the approach of trains, engines or other on-track equipment is not impaired by background noise, lights, precipitation, fog, a passing train or other physical condition.
- Natural or artificial light and conditions are sufficient to observe approaching trains, engines or on-track equipment at the minimum separation distance as specified by the "Statement of On-Track Safety". Train approach warning is prohibited based solely upon the observation of headlights, ditch lights or markers, such as during conditions of insufficient visibility as affected by darkness or inclement weather.

## 11.0 On-Track Safety

### 11.1 On-Track Safety Program

The purpose of this section is to prevent accidents and injuries that result from engines, locomotives, and on-track equipment striking roadway workers and machines.

In addition to on-track safety information found in this chapter, refer to rule 6.3 for information specific to methods of establishing on-track safety, including visual detection of trains (Lone Workers and Lookouts).

On-track safety training is required each calendar year for all Roadway Workers.

Employees must be MWOR qualified before performing duties as an:

- Employee in charge
- Lone worker
- Lookout
- Flagman
- Escort
- Independent machine operator
- Subgroup coordinator working with large-scale maintenance and construction crews

MWOR qualified employees must requalify each calendar year.

### 11.2 Requirements for Operating Roadway Machines

#### General Requirements

Before operating a roadway machine:

- Receive training according to MWOR 11.1
- Be informed of the safety procedures that apply to persons working near your machine
- Inform the employee in charge that you fully understand the safety procedures

#### Machine-Specific Requirements

Follow these machine-specific requirements:

- Keep the operator's manual with the machine if the machine is large enough to carry the manual.
- Be familiar with the information in the operator's manual before you operate the machine.
- Follow the manual's instructions for safe operation.

#### Qualification Requirements

To be qualified to operate a roadway machine, you must be trained and certified as competent to operate that machine. This training may be accomplished through:

- Peer instruction on the job
- or
- A combination of classroom training and peer training.

A new machine operator or a relief machine operator who has not operated the type of equipment to which he or she will be assigned within the past year must be certified competent by a Work Equipment Supervisor or Roadmaster before operating the machine, except during supervised training.

After a new or relief operator receives approval to begin operating the machine, the certifying individual will observe the operator to ensure that he or she is competent to operate the machine.

### 11.3 Fouling the Track

A roadway worker or roadway machine is fouling a track when within 4 feet of the nearest rail of the track. Each roadway worker is responsible for determining that on-track safety is provided before fouling any track, except when fouling the track is incidental to the performance of duties.

#### Incidental Fouling

When a roadway worker fouls a track incidental to the performance of duties, such as when walking across or adjacent to a track on which authority or protection has not been provided, each worker must:

1. Assume individual responsibility to make the move safely.
2. Foul the track only after determining that it is safe to do so.
3. Not carry tools or material that restrict motion, sight, hearing or prevent rapid movement away from an approaching train or other on-track equipment while being carried.
4. Move directly and promptly to a position clear of the track.

### 11.4 Job Safety Briefings

Conduct a job safety briefing before any roadway worker or equipment fouls a track. A job safety briefing is not complete until each roadway worker is informed of the method of on-track safety that will be applied and the procedures that will be followed.

#### Roadway Work Groups

In the job safety briefing, discuss information related to on-track safety with roadway workers who will foul the track.

In addition to other safety issues, minimum on-track safety information must include:

- Designation of the employee in charge
- Method of on-track safety being applied
- Track limits and time limits of authority
- Tracks that may be fouled
- Determination of any adjacent tracks
- Determination of any adjacent controlled tracks
- Operational controls of movements on adjacent tracks, if any
- Procedure to arrange for on-track safety on adjacent tracks, if necessary
- Means of providing a warning when a lookout is used
- Designated place of safety where roadway workers will clear for trains, which may be between the rails on a track within established working limits and during which time no movements are permitted by the EIC
- Identification of any roadway maintenance machines in the work group that will foul the track
- Designated work zones around machines
- Safe working and traveling distances between machines
- Nature of the work to be performed and the characteristics of the work location

Conduct follow-up job safety briefings when:

- The working conditions or procedures change,  
or
- The method of on-track safety is changed, extended, or about to be released.