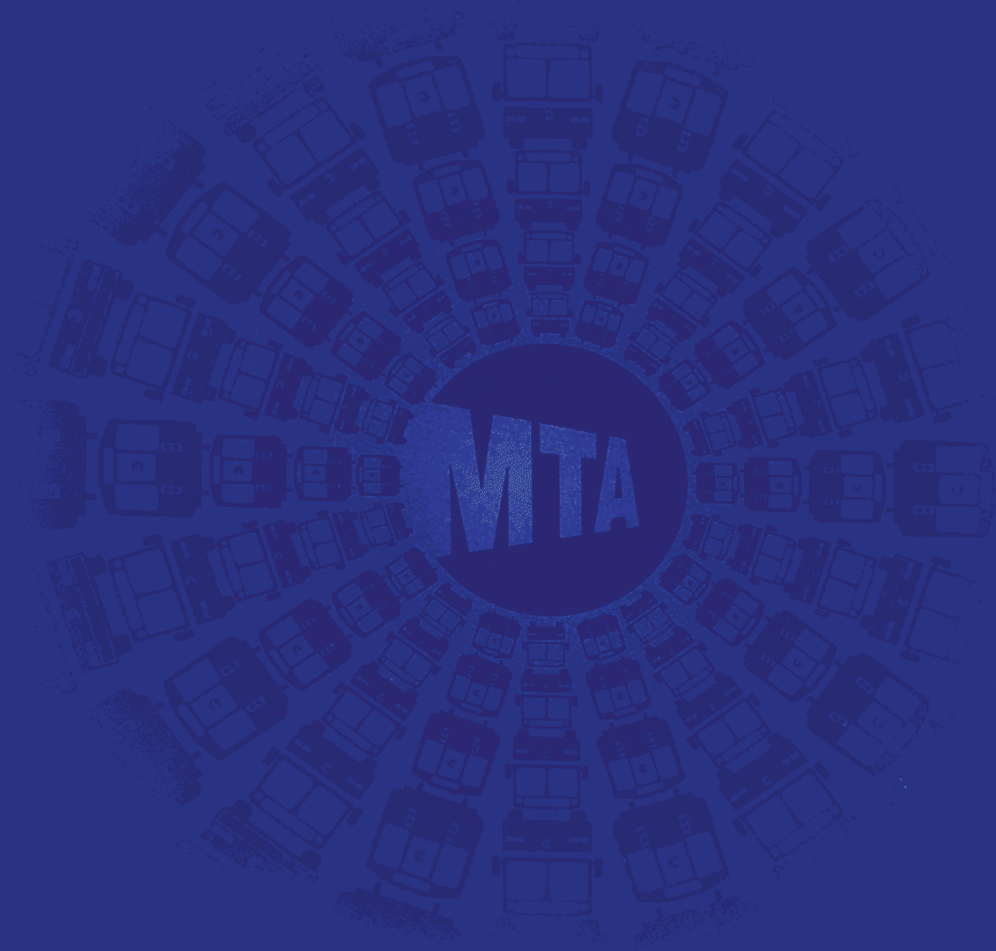


RULES & REGULATIONS



Governing Employees of MTA New York City Transit Authority,
Manhattan and Bronx Surface Transit Operating Authority,
and South Brooklyn Railway

FLAGGING RESPONSIBILITIES

Rule 3.72

3.72(a) These rules provide a uniform method and procedure to be used in establishing protection for employees, of the Authority and of others, engaged in work on and adjacent to the trackway and in ensuring the safe passage of trains where work of any nature may cause interference with same.

NOTE: These rules must be strictly complied with. Any practices in any department/division that are in any way inconsistent with these rules are hereby prohibited. Prior to the establishment of flagging protection, the supervisor shall hold a pre-job meeting to designate the flaggers, to outline the job, communicate the type of flagging protection that will be established and provide an opportunity for employees to discuss their concerns. The supervisor or the employee-in-charge of the work must advise employees of the location and access to the clear-up locations for their specific work location that will be used in the event that a train unexpectedly enters the work area.

3.72(b) Before employees go to work under flagging or General Order protection at a given location, authorization must be obtained from the Rail Control Center before entering the work location. Between 2200 hours and 0500 hours Monday through Friday, and all weekend between 2200 hours Friday and 0500 hours Monday, the Rail Control Center will make periodic announcements (every 30 minutes) to inform all trains in the affected area of the presence of employees on the right of way and reminding Train Operators to operate with **RESTRICTED SPEED AND EXTREME CAUTION** and sound the horn if caution lights or employees are observed.

Work on trackways must NOT be performed on operating tracks between 0600 Hours and 0900 Hours, or between 1600 Hours and 1900 Hours, Monday through Friday, inclusive. Except in emergencies, caution lights or flags must not be displayed during these hours.

In areas where there is no concentration of traffic during the restricted hours listed above, and where, in the opinion of the Rapid Transit Operations Division, planned, non-emergency work may conveniently be performed, prior arrangements for the display of lights or flags at any hour must be made between the Rapid Transit Operations representative-in-charge (Line Manager) and the person in charge of the group which desires to do the work.

3.72(c) The supervisor in charge of the work to be performed must provide for and ensure that the required flagging protection is established and maintained for the safety of employees and the safe passage of trains.

For all Subways divisions, an additional qualified flagger must accompany the designated flagger, in setting up and removing the flagging. The additional flagger must be specifically assigned to watch for and warn of approaching trains and must also verify that the flagging is properly established and removed in accordance with the pre-job meeting.

For Division of Track jobs that are not being performed under General Order protection, a Track supervisor must be the additional qualified flagger to accompany the designated flagger assigned to set up and remove the flags, except under the following conditions:

- 1) Where station tracks are being cleaned and flagging locations have already been pre-determined, two Trackworkers who are qualified flaggers can set up and remove flags or
- 2) For employees who normally work without a supervisor on the track (e.g., TEM, Track Inspector, Welder-Burner, etc.), the accompanying flagger can be another qualified flagger).