

1. Purpose

The Company is acutely aware of the need to protect those working on or near moving and stationary trains and other on-track equipment. The Company railway worker safety plan is designed to reduce the risk of death or injury to any team member working on or near a railroad. Therefore, the establishment of specific responsibilities for both employer and team member will serve to protect all Company team members.

2. Policy

All Company team members who are assigned to work on or near the railcar unloading station, are required to attend, and successfully pass the Company Railway Worker Safety Training class, which is federally mandated. This training, based on the CSX Roadway Worker Training, will focus on the required means of protection from trains, and the required means to work safely while unloading railcars. Once successfully trained, the team member must then be retrained, per this standard, on an annual basis. The failure of any team member to comply with the Company Railway Worker Safety Program will result in discipline up to and possibly including the termination of employment.

3. Procedure

A. Team Member Responsibilities

Team members whose duties are subject to 49 CFR Part 214, Subpart C, "Roadway Worker Protection", must familiarize themselves with all the requirements of the Company Railway Worker Safety Program, including, but not limited to the following:

- Team members must study safety rules, know and understand their application, practice them while on duty or on company property, notify a co-worker immediately if they are not complying with a rule, and do everything to prevent accidents and injuries, even if this means performing the duties of other team members.
- Team members must comply with all rules, regulations, procedures, and instructions contained in the Company Health, Safety & Environment (HSE) Manual.
- Team members must ensure that they receive a daily job briefing.
- Team members must not perform any work that will interfere with the safe passage of trains.
- Team members must wear a hard hat and a high visibility vest, or other company-approved apparel.
- Team members may not accept an assignment to perform the duties of another worker until they have been trained in the safety procedures for the assignment to be performed and have also successfully demonstrated the ability to fulfill those responsibilities.
- Team members shall not "foul" (work within four feet of the rail) any track except when necessary in the performance of the job task. If this is necessary, then it must also be verified that the proper railway protection is being provided.

B. Job Briefings

All team members must ensure that they receive a job briefing (Company Daily Huddle) before they "foul" any Track. The job briefing must include the following:

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- General plan and procedures that the work will follow and the on-track protection procedures to be used.
- A complete definition of work assignments. The briefing is considered to be complete once all team members have acknowledged understanding of the on-track protection procedures being used.
- It must inform team members where they must go if it is necessary to clear the area for train passage.
- Additional briefings will be conducted with each new team member to the job and also when the On-Track Protection changes.

After all team members have received a job briefing, they must acknowledge understanding of the on-track safety procedures and instructions presented during the job briefings to the supervisor in charge.

Approved Methods to be used to Protect Workers “Fouling the Tracks”

C. Train Coordination

Train Coordination will be used when workers are assigned to work alone. Train movements when Train Coordination is being used may only be made when permitted by the railway EIC. Individual Train Detection may be used to establish On-Track Safety only:

- By a team member trained and deemed qualified
- Outside of an interlocking or hump classification yard
- When performing a routine inspection or making a minor correction
- When the Lone Worker is able to detect an approaching Train moving at maximum authorized speed and move to a previously determined place of safety 15 seconds before it reaches the Lone Worker’s location
- If no power-operated tools or Roadway Maintenance Machines are in use within the hearing of the Lone Worker
- When the ability to detect approaching trains is not impaired by:
 - background noise
 - lights
 - precipitation
 - fog
 - passing trains
 - other physical conditions

4. Working Limits

Working Limits must be established to protect any railway worker by providing exclusive protection on a controlled track and by making the track inaccessible on a non-controlled track. The team member in Charge (EIC) must pass an annual exam on CXS Railroad Roadway Worker Rules and On-Track Safety requirements. No Roadway Worker who is a member of a Roadway Worker Group shall “foul” a track unless On-Track Safety has been provided by:

- CSX Rules 132, 133, 135, 135(a) (working limits)
- Flagman (Train Approach Warning)
- Watchman (Train Approach Warning)
- CSX Rule 132 and Rule 140 (Foul Time) on a Controlled Track

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- CSX Rule 141 (inaccessible Track) on a Non-Controlled Track

Groups of workers may be protected by roadway workers who are designated as Watchmen. Watchmen must pass an annual exam on the On-Track Safety Manual and the duties of a Watchman. The use of approved audible and visual warning devices is mandatory. The warning devices must be sounded and displayed any time a train approaches a railway worker or group that is on or about the track. No Railway Worker who is a member of a Roadway Worker Group shall Foul a Track before receiving confirmation from the EIC that the proper on-track safety as outlined above has been provided.

5. Equipment Operation

Operators of equipment must be trained on the equipment assigned to them by an individual having knowledge of the equipment to be utilized. Operators will not foul an Adjacent Track with any part of their equipment unless exclusive use for Foul Time has been established on that track. Communication between equipment operators and railway workers assigned to work near or on roadway maintenance machines is mandatory. Equipment operators must communicate with railway workers so that there is a clear understanding concerning:

- normal operating procedures
- knowledge of the exact location where the railway workers will be working in relation to the equipment
- operator and worker blind spots
- signals to be used to warn of equipment movement

Railway workers who must work in the vicinity of equipment or railway maintenance machines, and the operators of the equipment and railway maintenance machines, must always maintain a 15-foot safe perimeter around the machine.

6. Disciplinary Action

Any team member found to be in violation of any of the requirements of this policy may be subject to disciplinary action, up to and including termination. Any resulting prescribed disciplinary action shall be taken as soon as practicable thereafter.