



**ENGINEERING PRODUCTION DEPT
PRODUCTION UNDERCUTTING
SITE SPECIFIC SAFETY WORK PLAN
Bowie (120.5) to Grove (112.4) 2 Track
Work being completed by the Undercutter Group
Supported by C&S, ET, and B&B Production
Continuous Outage March 9 through June 14 2018**



Safety Work Plans help guide employees and contractors working on a project, to plan, review, and set requirements for all associated safety, industrial hygiene, and environmental concerns. Management, supervision, and craft employees, as well as the Safety Department, will work together to establish Site and Job Specific Safety Work Plans. Various aspects/elements of the work must be evaluated to effectively answer the following questions: What do we want to do? How will we do it? What is the worst that can happen? How can we prevent it from happening?

The ultimate objective of Safety Work Plans is to identify existing or potential hazards and determine the steps and responsibilities necessary to eliminate, control, or reduce the hazard to an acceptable level. Safety Work Plans must be completed for major projects/processes, not for individual tasks or routine maintenance jobs that are best addressed by conducting Job Safety Analyses or conducting thorough job briefings.



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Safety Work Plans must be **posted** and **distributed** to all supervisors, foremen and contractors working in the project area. They will ensure that all affected employees are briefed on the contents and requirements of the plan, including changes/revisions.

We will complete Undercutting with Safety as our top Priority as each and every one of us wants to go home the same way we came in to work. Working together with great communication between all crafts always makes the job go smoother and safer. The Start to our job is our job/on track briefing and we will make sure that everyone attending the briefing will know how they are being protected and that they are expected to work safe at all times.

We will have our initial job briefing at Bowie Interlocking on Friday 3/9/2018 at 9pm. The closest physical address is 8614 Chestnut Ave, Bowie, MD 20715. The utmost importance that we have to stay committed to at Amtrak is working safe and that starts from the moment we come to work. We have to keep mentoring our newer employees and making sure are older employees are not getting complacent keeping our minds on what the goals are for each day and making sure that everyone understands these daily goals and every employee knows what is expected of them each and every day and that is to work safe work as a team ask questions understand the safest way to do the task giving to you and follow this that way. Together we can work to make our jobs sites safer and our work habits safer.

All the crafts that will be involved in Undercutting need to stay in constant communication with each other as this is key to keep everyone informed and have a understanding of what the other craft is doing.

Let's all make sure we are putting safety first and looking out for each other every day. Any craft that comes out to work With Undercutting make it your first priority to introduce yourselves and have a conversation about each other goals for the Day and how you will accomplish these goals safely.



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Project Summary:

To Destress rail, Undercut, and Surface from Bowie to Grove. Our Goal is to improve ride quality as well as drainage in this section of track to avoid any future issues.

Project Schedule: On Friday night March 9 2018, the rail equipment operators will brief at 9pm at Odenton M/W Base in preparation for a move into the out of service (Bowie to Grove 2 track) simultaneously, the briefing for all support will be held at Bowie Interlocking at 9pm.

Location of Work:

Bowie Interlocking (120.5) through Grove Interlocking (112.4)

Pre-job Inspection Notes:

- Jobsite is to be kept neat, clean and free of hazards
- Limited access to job site and muddy conditions.

Environmental:

Has the Environmental Review form been approved? (Form NRPC 3136)

Yes No N/A

Comments from the Environmental Review

- Hazardous Material Spills over 1 gallon must be immediately reported to CNOC

Excavation:

Is any type of excavation or digging required? Yes No

- Utility companies must be notified 3 to 10 days before digging
 - Nationwide Number 811
 - DE - Miss Utility of Delmarva 800-282-8555
 - MD - Miss Utility of Delmarva 800-282-8555
- Amtrak's C&S Dept. must be notified

Track Outages Required: Yes No



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There will be a continuous outage track Number 2 Bowie to Grove. Number 2 Track will go out of service from 10:00 PM Friday 3/9/18 until Thursday 6/14/2018. The AC power will also be de-energized on 2 track with ET protection employee (Class-A) provided. The Undercutter group will be responsible for taking the track OOS. The Undercutter will requires an 80 MPH slow by on the adjacent tracks 1 and 3 when requested by the MW employee in charge. This Special Instruction can be found in Operating Rules and Special Instruction book 175-S2 page 273.

We will need as much FOUL time as possible on # 1 and 3 tracks Bowie to Grove.

Catenary Outage Required: Yes No

AMT -2 applies to all

- Contractors may not approach closer than fifteen (15) feet of the catenary without ET protection
- Amtrak forces may not approach closer than three (3) feet of the catenary without ET protection
- Equipment may not be closer than fifteen (15) feet of the catenary without ET protection

Transmission line outage: Yes No

- No one may approach closer than fifteen (15) feet from transmission line without ET Protection

Signal Power outage: Yes No

- Contractors may not approach closer than fifteen (15) feet of the signal line without ET protection
- Amtrak forces may not approach closer than three (3) feet of the signal line without ET protection
- Equipment may not be closer than fifteen (15) feet to the signal line without ET protection

Forces:

This plan specifically addresses the undercutting between MP- 120.5 Bowie track-2 to MP- 112.2 Grove Interlocking. The Mid Atlantic Division Track, C&S Division, B&B Production and ET Departments along with Undercutter forces will be engaged in specifically coordinated work activities. The forces will be deployed to accommodate the need and function of different work crews where safety of the employees is first priority. The project will start in a Hot Spot territory where extra watchmen will be required, to effectively provide the required (RWP) protection to the employees. The forces will be adjusted to meet the RWP requirement accordingly.



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Workforce:

Track, C&S Division, B&B Production, ET Construction, and Transportation in Mid Atlantic Division/ Engineering Production will support the Undercutter operations.

Controls:

There will be intermittent fouts on adjacent tracks when needed; C&S will retain integrity of circuits for normal operations within or outside the interlocking limits. ET will provide Class A employee support.

Preliminary Work:

I-Joints will be loaded onto carts and carried to the work site by Division Track forces. All hardware/ materials will be distributed starting from Bowie Interlocking. Cut-in, Cut-out location, obstacles will be field marked painted in Blue fluorescent color. The Tie Inserter, Tie handler, Scrap carts, Rail heater vibrator, de-clipper, clip applicator, speed swing with magnet, large 20' cart with sides, multiple scrap carts, and the welding truck will be sent out to prepare track ahead of the Undercutter. The preliminary work will comprise the following:

The **LRV Vac-train** will start vaccing I-joint locations for C&S. Additionally LRV will vacuum any other obstructions ahead of the Undercutter such as Close clearance manholes, cat poles, C&S motors switches and cut sections, bridges or any other obstacles etc.

The **Rail Distress Gang** and unit welding truck will work to distress rail and replace track hardware ahead of the Undercutter and renew I-joint locations. There will also be a 6700 tamper out in front throwing the track to leave safe track centers for the undercutter.

The **ET** power will be de-energized and grounded while track-2 is out of service and will remain as such until work is completed. At that point track-2 will be returned to service and the ET power will be restored. Note: There is no planned alignment changes at this time.

C&S tasks will include the removal all impedance bonds, replacement of old impedance bonds, and the removal/ replacement of the PTC transponders. Bonds will be re-installed when surface is final at each location. Undercutter supervision will stay in contact with the C&S department for all task.



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B&B Production tasks will include the removal of low level platforms between Tracks 1 and 2 and from between 2 and 3, at Bowie State and Odenton Stations.

Undercutter will work casting/spreading spoils, improving drainage and upgrading access roads utilizing MFS-40 cars and a support engine. Work support crews will be working to level spoils and remove when necessary. Undercutter surfacing will be tasked to restore existing track geometry.

Transportation will provide work train support for delivery of ballast and the support of casting spoils with the Slinger and MSF 40 cars.

Transportation Dept.

- Has Transportation been notified of the project? Yes No
- N/A
- Is a Bulletin Order or Division Notice Required? Yes No
- Not at this time

Estimated Time Frame

Undercutter Forces will mobilize and begin on Friday March 9 at 9pm briefing. Divisions Rail Vac will be 1st into the Block to start vacuuming all –joint locations and field Obstacles. Work will begin in the interlocking. **C&S Construction & E.T. Division WILL NEED TO BE ON SITE FOR SUPPORT**

Friday Night March 9(9pm briefing)

- **Conduct RWP briefing at Bowie Interlocking**
- **Track 2 to be removed from service by RWIC**
- **Power on track 2 removed from service and clearance form signed**
- **Rail equipment moved to OOS track from Odenton Base**
- **Begin declipping rail**
- **Install 2 IJ's**



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Saturday Night March 10

- Continue declipping
- Weld IJ's

Sunday Night March 11

- Run the first east and west strings out of the interlocking

Monday March 12

- Begin rail distressing outside of the interlocking
- Expected rail distress production is 2000ft per day

Sunday March 25

- Cut in Undercutter at Bowie interlocking
- Expected Undercutter production is 1500ft per day

Sunday April 8

- Move in surfacing equipment and start surfacing at Bowie Interlocking
- Expected surfacing production is 5000ft per day

Thursday June 14

- Track is scheduled to be returned to service

WBS Elements for Project

C.EN.100269.0219 BLST BOWIE TO GROVE TK2 - UNDERCUTTER W.O. 22101482
C.EN.100269.0220 BLST BOWIE TO GROVE TK2 - C&S SUPPORT W.O. 22101483
C.EN.100269.0221 BLST BOWIE TO GROVE TK2 - E.T. SUPPORT W.O. 22101484
C.EN.100269.0222 BLST BOWIE TO GROVE TK2-DIV TRK SUPPORT W.O. 22101485
C.EN.100269.02223 BLST BOWIE TO GROVE TK2 - B&B SUPPORT W.O. 22101486



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*Clean up – All Departments and/or Contractors are to remove unused materials, scrap materials, trash and debris before job is considered complete

Equipment

- **Track Dept.** Undercutter, MSF 40 Cars, Slinger, Brandt Truck, Dozer, Backhoe, Mini Excavator and Welding Truck
- All personnel must stay at least ten (10) feet away from heavy equipment unless approved by the operator
- Rented or contractor owned Hi-Rail equipment must be inspected

Job Briefing: ALL WORKERS AND VISITORS MUST REPORT TO AMTRAK'S "ROADWAY WORKER IN CHARGE" (RWIC) AND OBTAIN A JOB BRIEFING BEFORE ENTERING JOBSITE

The Job briefings will be given at Bowie Interlocking to start and will be given at the equipment as the job progresses. *any change in conditions, work, or manpower will require a new job briefing.

Job Briefing sheet must be signed and employee id number on same line by everyone. (NRPC 3044 front)

All contract workers are to have their "Amtrak Safety Training Card" visible.

RWP Briefing: The RWP Briefing will be *where the work will take place*. *An RWP Briefing is required whenever work will be performed on or near the tracks. It will take place at Bowie Interlocking to start and will be given at the equipment as the job progresses. An RWP briefing will be given prior to anyone entering the foul zone.

RWP Briefing sheet must be signed by everyone entering the foul zone. (NRPC 3044)



**ENGINEERING PRODUCTION DEPT
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In Case of Emergency:		ATS	Bell
Emergency Medical Services		911	
Amtrak Police Department	728-2801	[REDACTED]	
Amtrak Power Director	728-2276	[REDACTED]	
Amtrak Trouble Desk	728-2271	[REDACTED]	
CNOC	734-2310	[REDACTED]	
CETC Chief Dispatcher (Clean Harbors)	728-2417	[REDACTED]	

Hazardous Material Spills over 1 gallon must be immediately reported to CNOC

Call 911 for Life Threatening Emergencies

**Nearest Approved Medical Facility:
 Doctors Community Hospital
 8118 Good Luck Rd Lanham, MD 20706
 301-552-8118**

Phone: 911

Hours of Operation: Emergency 24 hours

For non-emergency situation

**Patient First Bowie
 15459 Annapolis Rd
 Bowie, MD 20715**



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Contact Information:

PROJECT MANAGEMENT

Name	Title	Phone	Cell
Joe Cavanaugh	Dir. engineering Production	██████████	██████████
James Miller	Manager Engineering		██████████
Simon Schaeffer	Asst. Production Engineer		██████████
Patrick Palmer	Asst. Production Engineer		██████████

MAD DIVISION PHONE LIST

CETC 1 TD	ATS: 728-2263	Commercial: ██████████
CETC 2 TD	728- 2264	██████████
CETC 3 TD	728-2265	██████████
CETC 4 TD	728-2266	██████████
CHIEF DISPATCHER	728-2417	██████████
Asst. Chief H	728-2226 or 2227	████████████████████
Asst. Chief 1	728-2251 or 2252	████████████████████
Power Director-Zone 5 (Bowie to Grove)		██████████

Note: CETC 1 controls Bowie to Grove. For a complete listing of the Train dispatchers for their assigned territory, please refer to the latest NORAC GO 601.

Amtrak Police

All Divisions: 1-800-331-008

Phila – Baltimore		
30th St. Station, Phila, PA	728-3333	██████████
Wilmington Shops, Wilmington DE	739-6511	██████████
Baltimore Station, Baltimore MD	729-4230	██████████



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Safety Officer:

Kristin Leese Director of Safety
Devon Burt Safety Liaison (BMW)

Cell: [REDACTED]
Cell: [REDACTED]

Transportation Managers:

Adam Riggin Trainmaster
O'Brien, Kevin Trainmaster
Van Sant, Keith Freight services 734-2231

Cell: [REDACTED]
Cell: [REDACTED]
Cell: [REDACTED]

Track Department:

Victor Moss ADE [REDACTED]
Carrol Wilson Balt. Track. Sup. [REDACTED]

ET Department:

Bob Gutowski [REDACTED]

C&S Department:

Terry Tiller [REDACTED]
Dave Marrison C&S Supervisor [REDACTED]

B&B Department

Sean Diamonte ARASA Sup. [REDACTED]

Van Sant, Keith Manager Freight Services ATS:734-2231
Cell [REDACTED]



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U/C PHONE LIST

Joe Cavanaugh	Director Engineering Production	[REDACTED]
James Miller	Manager Undercutter Oper.	[REDACTED]
Mike Rodden	Supervisor – UND	[REDACTED]
Simon Schaffer	Asst. Prod. Eng. Und.	[REDACTED]
Patrick Palmer	Asst. Prod. Eng. Und.	[REDACTED]
Alex Prodivikov	Asst. Supervisor	[REDACTED]
Shane Campbell	Asst. Supervisor	[REDACTED]
Jeff Carroll	Foreman Surfacing	[REDACTED]
Brian Brooks	Foreman Surfacing	[REDACTED]
Christ Gonzalez	Foreman Rail Destress	[REDACTED]
Dustin Delp	Foreman U/C	[REDACTED]
Steve McGill	Equipment Engineer	[REDACTED]
Jimmy Shields	Foreman Repairs	[REDACTED]



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Hazard Assessment Worksheet

Are any of the following hazards present at the job/workplace? Check those present and write in any additional hazards. **Note*: If yes is checked, you must identify measures for mitigating, controlling, or eliminating the hazard(s).**

Hazard			Describe Hazard
1 Eye and/or Face Hazards	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Safety Glasses and /or goggles will be required at all times while on site. Face Shields for grinding, cutting, etc. will be worn as required. Burning glasses and welding hoods will be utilized when required. When welding proper protection screen is to be used if possible
2 Potential Injury to the Head	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	A class B Hard Hat is to be worn at all times while on site, to protect from falling debris and any other potential head injuries.
3 Foot injuries	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Work Boots 6" high with protective toe (steel or Fiber) will be worn at all times. Be aware of debris that could cause twisting or tripping and puncture injuries.
4 Hand Injuries	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Work Gloves will be provided. They should be worn whenever possible when handling material or working.
5 Temperature Extremes	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
6 Impact Sources	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Be aware of the possibility of falling objects whether tools, material or debris. Protection against trains will comply with all RWP rules and procedures.
7 Penetration Sources	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Watch for sharp objects protruding from ties or steel, which could pierce, cut or impale your boot, clothing or skin.
8 Compression Sources	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
9 Confined Space	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
10 Fall Protection	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
11 Bridge Work	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	



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12	On-Track Protection	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Comply with all RWP rules and procedures.
13	Electrical Source	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Lock out tag out will be provided when necessary. The ET Department will provide protection as required.
14	Utility Lines	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
15	Fire Sources	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
16	Chemical Sources	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
17	Respiratory Hazards	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Utilize proper PPE if applicable.
18	Radiation Sources	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
19	Noise Sources	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Hearing protection is required as part of your PPE
20	Lighting	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Portable lights will be on site. As a reminder please ensure that the mast of the light plant is lowered @ the end of each shift.
21	Communication	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Two-way radios will be on the job site. A working land line (telephone) is in the CIH.
22	Waste Material	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Old ties and rail will be removed and placed for pick up by a contracted scrap dealer.
23	Lifting Equipment	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	



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PPE Requirements

- | | |
|--|--|
| <input checked="" type="checkbox"/> Hard Hat | <input checked="" type="checkbox"/> Welding Gear |
| <input checked="" type="checkbox"/> Safety Glasses | <input type="checkbox"/> Other listed below |
| <input checked="" type="checkbox"/> Face shields required when cutting/grinding rail | |
| <input checked="" type="checkbox"/> Work Boots | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Work Boots with safety toe | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Hearing Protection | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Reflective vest | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Respirator | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Work Gloves | <input type="checkbox"/> |