

Welcome to the Hard Hat Training Series!



BUY THE COMPLETE
PRESENTATION HERE

Welcome to the Hard Hat Training Series. Today we will talk about railway safety for non-operating employees. By the end of this training, you will have more knowledge and will know how to stay safe when working around railways.

Special thanks to Union Pacific for pictures contained in this course.

The History of Railroads

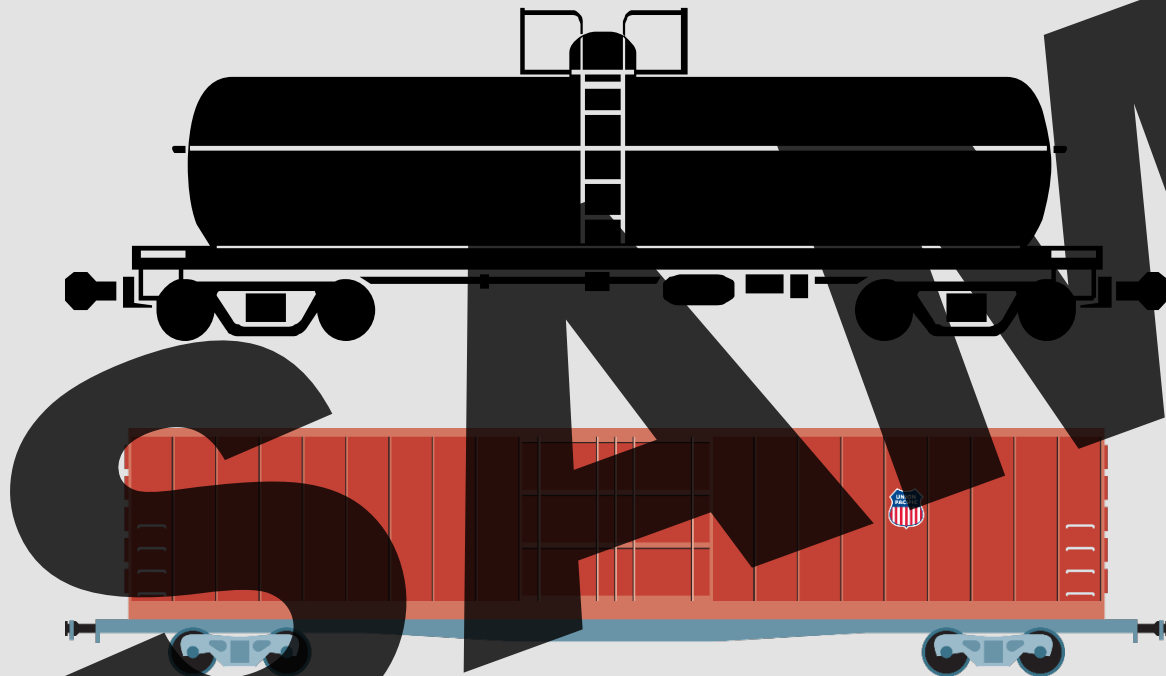
The first railroads were built in Europe in the late Middle Ages, but they were quite different from the locomotives of today. They were all based around gravity, allowing people to bring things down hills and mountains. This was very helpful for mining, but not exactly useful for cross-country transportation.

Did You Know?

The first railroad, the Middle Ages gravity-based one, was actually called a plateway.



The first steam locomotive wasn't invented until the 17th century and didn't find use in the U.S. until 1829. Since then, they have evolved many times to fit many different needs. Nowadays, they have become commonplace in the U.S. and beyond as both cargo and passenger transportation.



Once the Transcontinental Railroad was constructed, rail yards became a place where tracks could connect, train engineers could switch tracks, and trains could stop for maintenance. Because trains travel at all hours of the day, rail yards typically require 24-hour staffing and maintenance.



HARD HAT
TRAINING SERIES

SAFETY
PROVISIONS, Inc.
Copyright Safety Provisions, Inc.



INTRODUCTION TO
RAIL YARD SAFETY
FOR NON-OPERATORS



Trains are used on all kinds of important jobs, but they also have the potential to cause incredible amounts of damage. Because they are so extensive, accidents involving railroads and trains may be easy to find in history books, but you can just as easily read about them in more recent news reports. Take Dale's story, for example.



At a New Jersey rail yard, two rail equipment operators were performing an uncoupling maneuver, detaching one of two cars to move them to a side maintenance track. Meanwhile, another employee named Dale was trying to get to the other side of the rail yard to continue his own duties when he noticed there was a parked train blocking the designated employee walkway. Dale decided to step off the walkway and go around the train.

The rail equipment operators didn't notice Dale walking by, so they kept moving the cars. Dale didn't realize what was going on until it was too late. He was struck by the equipment with such force that he was thrown over two car lengths away from the designated walkway. He suffered multiple blows to his body and died from internal bleeding.



Rail yards, overall, are dangerous places. That is why you must pay attention to what is going on around you. Proper communication, situational awareness, and staying on the walking paths could have kept Dale from losing his life. If he had paid attention to the rail car operators' movements, or if he had communicated his movements to them, he could have crossed safely to his next work area.



Injuries and the Odds

Sadly, this disastrous story is not unique. These types of accidents are all too common in and around railyards. It is estimated that trains kill one person every 100 minutes. Additionally, occupants of vehicles that collide with trains have been calculated to be 40 times more likely to die than if they had collided with another vehicle of comparable size.



Trains and tracks have created a long list of occupational and non-occupational hazards. To the right is a list of the 10 most common causes of injury and death around trains and tracks:

HAZARDS OF THE RAILS

- Negligence
- Human error
- Reckless pedestrians and drivers
- Mechanical failure
- Speedy trains
- Defective tracks
- Derailments
- Unprotected railroad crossings
- Stalled cars on the track
- Suicides



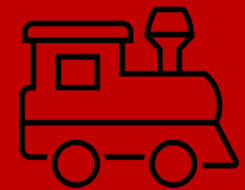
Railway employees are in no way exempt from the dangers of the rails. In fact, they are typically in more danger than anyone else near the rails. When it comes to working with or near railroads and trains, 77% of railroad-wide injuries result in lost workdays, and that number escalates to 80% of injuries when looking at railyards specifically.



Working with trains and tracks has its own separate list of hazards. The graphic to the right lists just some of the hazards that railroad employees must be aware of and prepared for.

INJURIES SPECIFIC TO WORKERS

- High Volume of Large, Heavy, Moving Equipment
- Uneven Surfaces
- Manual Switches
- Equipment and Debris on the Ground
- Noise and Visual Distractions
- Inclement Weather
- Greasy and Slippery Work Areas and Surfaces



In today's training, we will discuss a variety of topics that will help you avoid accidents while working in a railyard. First, we'll go over the ins and outs of safe operations, including how to prepare for work, and what personal protective equipment you should wear.



After that, we'll explain how to protect yourself when you're working on or around the rails. You'll learn how to prepare for and expect the unexpected as well as how to avoid injuries caused by carelessness.



After that, we'll cover how to safely work on and around rail equipment and stationary train cars. There are so many factors that you must be aware of when in these situations, so we will prepare you to watch for any and all hazards you may face.



Finally, we'll go over the methods of communication that are used in the rail yard. Clear communication is a vital part of any safe working environment, especially when working with powerful machinery such as locomotives. Employees on railyards need to coordinate their tasks with each other so that everyone can stay out of harm's way.



SAMPLE

Designated Railroad Representative

On this slide and the following, we will go over a couple of words you need to know before we start this training. Sometimes shortened to “railroad representative,” this is the employee that has been authorized by your employer to take any immediate action on their behalf. They are the ones who make sure everyone is being safe and performing their tasks properly. If an employee needs special permission to do something, they would ask the railroad representative.



Derail

A derail, or derailer, is a device used to throw a train off the track if it enters an area that is off-limits. This is mainly used to protect employees and equipment that are on a protected track. If a train were to enter the track, it would be derailed before it hit anyone or anything that is on the protected track.



The Life & Times

Monday, September 18, 2019

Safety in the Workplace- A3

Investigators looking into recent worker fatality

Federal Way – Early in the morning last Saturday, local construction workers hired to install several utility poles were involved in an accident that killed two and injured four.

The horrific chain of events started with a relatively simple accident at 7 am during a job when a crane fell into a



Throughout this training, we will look at real, investigated accident profiles. In some cases, two or three similar accidents have been combined for the purpose of illustrating key safety principles. They will show just how quickly things can go wrong when safety procedures are ignored, resulting in injuries or fatalities.



STANDARDS

- 49 CFR Part 214 Subpart A – General Railroad Workplace Safety
- Industry Wide Labor-Management Safety Committee Safety Bulletin #28 – Guidelines for Railyard Safety
- 49 CFR Part 218 Subparts B, C, and D – Blue Signal Protection of Workers, Protection of Trains and Locomotives, and Prohibition Against Tampering With Safety Devices
- 49 CFR 219.623 – Records (regarding Drug and Alcohol Control)
- OSHA Standard 1917.17 – Railroad Facilities

These are some of the main standards concerning today's topic. Many states or provinces have additional standards, as do some industries. We have provided these as a guide, but it's your responsibility to know all federal, local, and company rules that apply to your job site.



HARD HAT
TRAINING SERIES

SAFETY
PROVISIONS, Inc.
Copyright Safety Provisions, Inc.



INTRODUCTION TO
RAIL YARD SAFETY
FOR NON-OPERATORS

Why Training?

No matter the situation, it is common to hear workers and even employers ask, “Where does it state we need to be trained?” Can’t a worker also be deemed “qualified” based on experience? The answer is “no.” Experience helps, yes, but regulations are very clear that employees must be trained (no matter how long they’ve been on the job) and that it is the employer who is responsible for overseeing that safety training, ensuring employees have the understanding, knowledge, and skills needed to operate safely.



Initial training and refresher training, as well as any written and practical evaluations, must be documented and filed. At the very least, employers need to show proof of proper and consistent training (in the way of training outlines, class lists, training goals, tests, certificates, and so on.) These documents should include the name of the person who taught the class or conducted the evaluation.

WORKERS MUST RECEIVE REFRESHER TRAINING WHEN...

1. There are changes in their assigned duties.

2. There are changes regarding potential exposure to hazards, for which the employee has not received training.

3. If any deficiency has been noted in an employee's work performance that is related to the safety and health of themselves or other workers.

4. If an accident has occurred, or anytime an employee is injured or nearly injured during operations.

Note: In some areas, refresher training is required at least every three years (if not sooner).

Training is not just a one-and-done occurrence; it is on-going. In fact, training should take place whenever there is a demonstrated need for it. We have listed several instances when refresher training would be required. Can you think of any others?



The extent of training will be determined by the employer, but at the very least it should include classroom instruction followed by a written and practical examination that prove continued competency.



Safe Operations

SAMPLE



BUY THE COMPLETE
PRESENTATION HERE

