



**Berry Bros. General Contractors, Inc.
Corporate Policy Procedure**

Section # 64

Issue Date: 08-04-2011

**(HSE) Health, Safety & Environmental
Policies and Procedures Manual**

Doc # SWP - 64

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Revision: 2

Approver: Joe Berry

RAILWAY SAFETY

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SUBPART A - PURPOSE

The safety and well being of our employees is our most important pursuit and goal. We recognize that occupational injuries and illnesses result in human suffering, reduce employee morale, productivity, and negatively affect the profitability of this company as well as that of our clients.

As such, all employees are required to wear the proper PPE such as hard hats, gloves, safety glasses with permanently attached side shields, steel to shoes with metatarsal protection when required by the job or client, FRC's when required by the job or client, and high visibility clothing when required by the job or client.

SUBPART B - POLICY

When working in an area or plant with existing railways and crossings it is imperative that all safety precautions be taken. Precautions include but are not limited to the following:

- Pedestrians / employees are to cross at existing designated rail crossings where provided.
- Vehicle crossings are not intended as pedestrian crossings unless they are so identified and no other pedestrian crossings exist in the area.
- Do not cross within 10 feet of the end of a parked rail car.
- Do not cross between uncoupled cars.
- Stop, look, and listen prior to crossing the tracks.
- Never step on the rails, as they may be slippery.
- Never attempt to crawl under or over moving rail equipment.
- Never attempt to cross in front of moving equipment.



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- Never position any part of your body in a potential pinch point as rail equipment can move in either direction at any given time.
- Stay alert around railway tracks, no texting, headphones, or other devices that could cause you to be distracted should be used.
- Remember, trains have the right-of-way 100% of the time even over emergency vehicles and pedestrians.
- Remember a train cannot stop on a dime, it can take a train moving 55 MPH more than a mile to stop (that's the length of 18 football fields).
- A train or rail car can extend 3 feet or more beyond the steel rail, putting employees and work crews in danger of impact.
- Obey all warning signs and signals posted at crossings.

Prior to beginning work, a JSEA is to be completed and permission must be obtained from the client or railway company or designated person if work is to be performed within 6 feet of the railway track and the track is to be taken out of service.

SUBPART C - TRAINING

The training is based on the complexity/difficulty of the job and potential/possible hazards related to in-plant rail safety. All training shall be provided to all applicable/affected employees. Employees will be assessed to determine whether they have the knowledge and skills to safely perform their work assignments. Assessments can and should be documented tests and visual observations using a checklist.

Retraining will be done for those employees where unsatisfactory or unsafe performances of job assignments were observed.

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