

# The Safety Track (Reprinted with permission from NJT)

**A Rail Safety Department Publication**

**First Quarter 2012**

## In 2012 “Think Safety...Work Safely”

### Spotlight on Safety



Edwin Lawrence, Jr. (in the green shirt) pictured with his co-workers at the MMC locomotive shop

Meet Edwin Lawrence, Jr., a foreman with over 38 years of railroad experience. He began his career in 1974 as a machinist with Central Railroad of New Jersey. He worked for Conrail and then NJ TRANSIT when passenger and freight service were separated at the end of 1982. He currently works at the Meadows Maintenance Complex in Kearny as an overhaul foreman in the locomotive shop.

Ed has not had an injury in all his years with NJ TRANSIT. When discussing his work habits, he mentions safety as a priority. He always holds a Safety Job Briefing with his employees at the beginning of each day, stressing that each person should look at the job and think of what should be done before actually starting it. In order to work safely each person must look out for his or her own safety as well as that of co-workers, Ed says.

Ed comes from a family of railroaders. His great-grandfather, grandfather, father and three uncles all worked for various railroads. The tradition continues with his own children. Edwin, III joined NJ TRANSIT in 1998 and works as a foreman in the Service and Inspection Shop in Kearny. Another son, Thomas has been working here since 2007 and now provides safety and regulatory training classes to Engineering employees in Hoboken. Not to be left out of the

family tradition, daughter Christine was hired in 2010 and works as a ticket agent in Long Branch.

Railroading has been good to Mr. Lawrence and his family. He is quick to point out, however, that he always takes the time to do a job safely. He reminds his co-workers to do the same. In fact, December had one of the lowest injury totals in 2011 with 8 Total Injuries systemwide.

### 2012 Safety Rule of the Day Calendar with Weekly “Focus”

In order to enhance safety awareness among us, the Safety Rule Calendar was revised to have a safety “focus” for each week. The idea was to stress a particular safety topic for an entire week. Each day the “Safety Rule of the Day” will pertain to the selected weekly focus.

The first week of each month, all departments will focus on a common theme. For January, the focus was on the “Proper Use of Electronic Devices”. The other themes in January for the Mechanical Department are: “Personal Protective Equipment”, “Safe Material Handling”, “Working Safely on or About Equipment” and “Blue Signal Protection”. The Transportation Department will focus on “Trap Door Safety”, “Train Door Safety” and “Working Safely on or About Equipment”. Operations Support will focus on “Walking Safely”, “Office Safety”, “Employee Responsibilities” and “General Safety Rules”. Instead of weekly themes, the Engineering Department will have a monthly focus. January’s focus is on “Situational Awareness, Walking and Housekeeping”.

Managers and supervisors will emphasize this weekly or monthly focus during Safety Job Briefings and safety meetings.

### Rail Operations Trackage Safety Initiative – Trespasser Prevention

The tragic deaths of three teenagers in October 2011 prompted Rail Operations to evaluate trackage safety for all lines of the NJ TRANSIT Rail System. The New Jersey Department of Transportation Commissioner and NJ TRANSIT

Rail Senior Management are actively working to identify and reduce and hopefully eliminate trespasser activities.

In order to gather relevant data, the Rail Safety and Training Department staff conducted a Preliminary Hazard Analysis (PHA) to identify frequent trespasser areas head-end observations over a 30 day period. From observations and discussions with the locomotive engineers and train crews, locations and areas with trespasser activity were identified and rated based on a formal rating system.

This PHA provided a “snapshot” of locations where continuing trespassing activities were observed. This information provided the means to determine the extent of the trespassing with the goal of reducing it. Although not every trespasser location was identified, it is a starting point to begin the next phase of the process.

The next phase will be the Hazard Resolution Process performed in conformance with the Rail System Safety Program Plan. In the coming months, Rail Safety, Operations and Engineering Departments will work together to evaluate the identified locations for possible corrective actions. The initial focus will be to evaluate Highway-Rail Grade Crossings that have a higher hazard rating due to trespasser non-compliance with existing warning devices and to determine feasible solutions to prevent future incidents.

We would like to thank the locomotive engineers, train crews, and other department representatives who assisted us during the PHA and all those involved in helping make NJ TRANSIT a safer place for everyone.

### **Snow Removal Law**

It has been over a year now since New Jersey’s Snow Removal Law went into effect. This law made the failure to remove accumulated ice or snow from a motor vehicle, prior to operation, a motor vehicle offense.

Under the provision of this law, each driver of a motor vehicle, whether a personal or commercial vehicle has a responsibility to make all reasonable efforts to remove accumulated ice or snow from the motor vehicle prior to operation. This includes

clearing the windshield, windows, hood, trunk and roof of ice and snow.



Anyone who violates this provision may be stopped by a law enforcement officer who believes the accumulated ice or snow may pose a threat to people or property. The driver would be subject to a fine between \$25 and \$75, regardless of whether any snow or ice falls from the motor vehicle.

When ice or snow is dislodged from a moving vehicle and causes injury or property damage to another person or vehicle, fines will be assessed from \$200 to \$1,000 for a non-commercial vehicle. The fines for commercial vehicles, such as NJ TRANSIT cars or trucks, are between \$500 and \$1,500.

To increase awareness of this law, the New Jersey Division of Highway Traffic Safety is beginning a public service announcement (PSA) and advertising campaign. The PSA’s will run on radio stations in New Jersey through the winter. Whether you drive an NJ TRANSIT vehicle or your personal vehicle, remember to clean off your vehicle first.

### **New Safety Job Briefing Card for Train and Engine Employees**

Typically, minor incidents that don’t result in an accident may go unnoticed or may not be even reported. The Confidential Close Call Reporting System (C3RS) was initiated for Transportation employees to have the opportunity to report a minor incident or “close call” without fear of getting themselves or someone else in trouble. This process was implemented by written agreement between NJ TRANSIT, [FRA,] and affected labor unions. These employees may call a confidential hot line to provide an initial report of the incident. By reporting such

incidents, data is collected and corrective actions are initiated by both the Peer Review Team (PRT) and Senior Management Support Team.

Based on the data collected so far, a new Safety Job Briefing process and reference card have been developed by the C3RS PRT. The card has been distributed to all T&E employees and covers key points to discuss during every Safety Job Briefing. Crew members will utilize the Safety Job Briefing Reference Card to conduct a proper Safety Job Briefing according to Special Instructions 4-1. This card is considered a job aid, to help to enhance the Safety Job Briefing process and promote a safer workplace.

<b>Safety Job Briefing</b>
<b>Discuss all of the following items during your Safety Job Briefing. Each time conditions change or other employees become involved in the task, there must be an additional Safety Job Briefing.</b>
<b>TRAIN MOVEMENT</b>
Call Dispatcher/Yardmaster Train numbers (Assignment) Bulletin Orders/TSRB's (Tracks out of service, obstructions, speed restrictions) Form D's Special Instructions for line(s) or location RF and TM Notices TTSB's/Schedule changes (Additional or Deleted Station Stops)
<b>SAFETY ISSUES</b>
Division Notices Summary Safety Bulletin Safety Rule of the Day Proper PPE for the Task Known Safety Hazards Unusual Yard Conditions Method of Communication between the crew (Working radio, communication signals) Emergency Preparedness Equipment (Flashlight, Fire Extinguisher, Pry Bar, and First Aid Kit)
<b>EMPLOYEE RESPONSIBILITIES</b>
Comply with NJ TRANSIT Electronic Device rules Correct Time Switches and Derails properly lined (double check) Working Portion of Train (Doors in operation) Cars to work

## 2012 Safety Shoe Program



Rail employees who wear safety shoes or boots are eligible for a \$40 subsidy towards the purchase of safety shoes or boots, using the contracted

vendor through this voluntary program.

You may pay for the cost of their shoes or boots (after the subsidy) through payroll deduction if you choose. As an example, if a pair of boots costs \$100, the remaining \$60 (after the \$40 subsidy) can be paid through payroll deduction in 4 equal payments of \$15.

■ Transportation (T&E) employees are required to have black slip resistant soft toe shoes and boots that they may also purchase through the program. Train crews should purchase footwear while wearing their uniform and showing their NJ TRANSIT picture ID. Locomotive engineers can show their certification card and their NJ TRANSIT picture ID.

■ Ticket Agent/TVM Agents in the Transportation Department can also purchase the same shoes as T&E employees and should wear their uniform and show their NJ TRANSIT picture ID.

■ Engineering and Mechanical Department employees who would like to participate in this program are required to wear slip resistant safety boots, with a definite heel, and a minimum 6 inch ankle height.

■ As a reminder all Engineering employees working on bridges are required by FRA regulation to wear safety (steel or composite) toe boots when working on bridges.

■ **NOTE: If you also purchase winter boot style LC367215, you will be eligible for a separate \$40 subsidy off the cost of this particular boot.**

### Store Location

Saf-Gard Safety Shoe Company  
2058 Rt. 27 Nixon Plaza  
Edison, NJ 08817  
732-287-2010

*Any questions concerning the Safety Shoe Program, please contact Betsy Stern of the Rail Safety Department at (973)491-7953.*

## 2012 Shoe Truck Schedule

Date	Location	Time
January 23	Hoboken	12 pm – 8 pm (T & E soft toe truck only)
January 24	Red Bank	7 am – 2 pm
January 24	Long Branch	11 am – 8 pm (T & E soft toe truck only)
January 25	Morrisville	5 am – 9 am
January 25	Morrisville	4 pm – 8 pm
January 26	Newark Penn Station	11:30 am – 5 pm
January 27	Dover	5 am – 10 am (T & E soft toe truck only)
January 31	MMC	6 am – 5 pm
February 1	Hoboken	10 am – 5 pm
February 3	Port Jervis	4 am – 9 am
February 6	Atlantic City	1 pm – 5 pm
February 8	Raritan	5 am – 10 am
February 8	Raritan	1 pm – 5 pm
February 9	Wood Ridge	7 am – 2 pm
February 10	Dover	4 am – 10 am
February 10	Long Branch	4 am – 9 am
February 10	County Yard	5 am – 8 am
February 10	Suffern	4 am – 9 am
February 14	Great Notch	5 am – 10 am
February 14	Great Notch	1 pm – 5 pm
February 15	Bay Head	7 am – 10 am
February 15	Bay Head	1 pm – 4 pm
February 16	Gladstone	4 am – 9 am
February 16	Gladstone	4 pm – 8 pm
February 16	Newark Penn Station	6 am – 3 pm
February 17	Port Morris	5 am – 10 am
February 17	Summit	7 am – 10 am
February 17	Hammonton	7 am – 10 am
February 23	MMC	11 am – 6 pm

***Do you have an idea for the next Safety Newsletter?***

***Contact: Betsy Stern  
The Safety Track***

***Rail Safety Department  
973-491-7953 or [bstern@njtransit.com](mailto:bstern@njtransit.com)***

## Summary of Total Injuries October, November, December 2011 vs. 2010

Department	2011	2010
Engineering	12	10
Mechanical	13	13
Transportation	15	20
Other	3	1
<b>Total</b>	<b>43</b>	<b>44</b>

The Total Injuries for October through December of 2011 are categorized as follows:

Struck By	14
Sprain & Strains	10
Slip/Trip/Fall	12
Others	7
<b>Total</b>	<b>43</b>

## Examples of October to December 2011 Injuries

What would you have done differently to prevent injuries like these from happening to you?

### Slips, Trips & Falls

A co-worker fell and twisted his ankle while walking between cars. He lost 47 days from work.

### Sprain and Strain

A co-worker sprained his back after picking up and carrying a track jack. He lost 11 days from work.

### Struck by

A co-worker had a door close on her while stepping off the train. She lost 26 days from work.

***Anything or anyone out of place should be a signal to react. Do something about that trespasser or vandal!***

**SECURITY HOTLINE  
1-888-TIPS-NJT**

***Anything you can't handle yourself, tell your supervisor or call the...***

**Employee Safety Hot Line  
1-877-806-8283**