



## SAFETY CONTACTS AS A RESULT OF CLOSE CALL REPORTING

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- To promote a safe working environment in the shops where important announcements can be easily heard, Metro has mandated that all PA systems in shops be inspected and repaired to ensure that they are in proper working order.
- The current audio/visual warning system at the shops alerts employees of vehicles exiting the shops. CMNT is piloting an enhancement to the system at Branch Avenue to include vehicles entering the shops by using portable visible warning devices at designated shop doors during vehicle movements.
- Daily safety briefings should be used to make sure employees are aware of daily job procedures and responsibilities, with a special focus on flagging. TIES and CMNT have implemented the following:
  - safety briefings with a focus on procedures for entering and exiting the shop
  - designate qualified shop flagmen during daily distribution of duties
  - System-wide audit to assure compliance of flagging procedures in shop areas
  - Provide training course on SOP 12 to all shop personnel with experienced personnel demonstrate proper flagging procedures
  - Initiate system-wide audit to assure compliance of flagging procedures in shop areas
- It was optional for ROCC controllers to communicate switch movements with the Roadway Worker in Charge according to the rule (SOP 28.5.4.4). To improve the safety of roadway workers during switch movements the rule was clarified to specify which communications are optional and which are required; also including confirmation from the RWIC that roadway workers are clear of all switches. Along with the revision of SOP28.5.4.4 the employees affected were trained on the rule change.
- As a means to ensure operators are clear on procedures for passing red signals. RTRA has implemented the following preventative safety measure. Set for completion 7/2014:
  - Retraining of all operators on the repeat back script
  - Provide new employees with classroom training on the script and make them demonstrate understanding through testing and mock communications
  - Placement of laminated cards with the repeat back script in the train cab
- To prevent unsafe conditions during power switching a SMNT has issued a memorandum to refresh all supervisors and employees on SOP28 making following points:
  - There should be at least two power switching personnel to perform switch movements.
  - Personnel must have a copy of the switching order in their possession.
  - There must be adequate staffing in each work area so that the RWIC only perform their primary job duty.





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- When defective vehicles are not identified and vehicle log books are not up to date and present in all vehicles, it poses a safety risk to those employees driving the vehicles. As a result, the following have been approved for implementation:
  - Vehicles must be equipped with a vehicle log book with a vehicle inspection sheet which should be completed by each employee prior to operating the vehicle.
  - The log book should include beginning and ending mileage, operator's name, and a comment field along with a current Maximo vehicle record to be maintained in the log book for 1 year.
  - When a defect is discovered the employee has a right to inform his supervisor and request another vehicle.
  - Defected vehicles should be labeled with out-of service tag until the maintenance/repairs are completed.
  
- Accessing the roadway without proper authority and all required PPE creates unsafe conditions. As a preventative action RTRA has issued a bulletin regarding the correct procedures for entering the roadway according to the RWP manual and the MSRPH emphasizing proper PPE and the use of emergency access gates for emergency and not convenience.
  
- To increase train operators' awareness of procedures for entering the shop, shop door signage was placed adjacent to the shop doors at all yards.

