Minimum Safety Requirements for UPRR Contractors

Engineering Addendum

Union Pacific Railroad

Revised 10/26/15

Engineering Safety Requirements

The Union Pacific Railroad is committed to providing the safest workplace possible for, not only our own employees, but also the Contractor personnel. Adherence to these minimum safety requirements, plus additional instructions at the job site, will help to ensure an injury-free project. The railroad employee in charge is authorized to take any actions necessary to prevent injuries to any person, damage to railroad property, disruption of railroad operation, and the safety of the public.

On Track and Off Track Work Equipment

It is the responsibility of the Contractor-In-Charge to ensure that all on track and/or off track work equipment is in a safe condition to operate. There must be a written inspection process regarding daily, weekly and other periodic inspections for work equipment operated on Union Pacific property, including inspections mandated by FRA, AAR, OSHA and/or other government agencies. In addition to the inspection process there must be a written maintenance process that includes timelines regarding resolution of safety sensitive defects. If, in the opinion of the Railroad Representative, any of the Contractor equipment is unsafe for use, the Contractor shall remove such equipment from the railroads property. The Contractor-In-Charge must ensure that there is a written training and qualification process for operators and support personnel regarding operation of such equipment. Written documentation of training and qualification must be carried by Contractor personnel. In addition:

- The operators of all work equipment must be properly trained and competent in the safe operation of the equipment. Operators must be:
    - Familiar and comply with OSHA regulations on lockout/tagout of work equipment.
    - Familiar and comply with FRA Regulation Title 49CFR214 Subpart D dealing with Roadway Maintenance Machine Safety.
    - Trained in and comply with the applicable operating rules if operating any hy-rail equipment on-track.
    - Trained in and comply with the applicable air brake rules if operating any equipment that moves rail cars or any other rail-bound equipment.
- The operators manual, which includes instructions for safe operation, must be kept with each machine.
- All self-propelled equipment is equipped with fire extinguisher and audible back-up warning device.
- Unless otherwise authorized by the Railroad Representative, all unattended equipment is parked a minimum of 25 feet from any track and minimum of 250 feet from any road crossing. Before leaving any equipment unattended, the operator must stop the engine and properly secure the equipment against movement.

- Cranes are equipped with three orange cones that will be used to mark the working area of the boom and load and the minimum clearances to overhead power lines. All overhead lines are considered to be high voltage.
- All moves are well communicated by the Contractor-In-Charge and coordinated with other Contractor workers and the Railroad Representative at the job site. Emergency signals to stop movements may be given by anyone.
- No equipment is moved or coupled into while under any color signal protection of workmen.
- No handbrakes are released on rolling equipment unless authorized by Railroad Representative.
- No derails are applied or removed without Railroad Representative permission.
- The Contractor shall provide its own Hazardous Energy Control (Lock-out/Tag-out) procedures and devices to prevent injury to Railroad and Contractor workers from unexpected energization, start-up, or release of stored power in machines with which they are working.
- The Contractor shall comply with all requirements of the U.S. Occupational Safety and Health Administration (OSHA) Standard 29 CFR 1910.147 on controlling hazardous energy

Working Around Live Tracks (Red Zones)

Prior to beginning work on live track the Contractor-In-Charge must notify a Railroad representative and a job briefing must be conducted with the Railroad representative. Engineering Department Contractors are governed by FRA Roadway Worker Protection regulations, referenced in 49CFR214, Subpart C, which requires some form of On-Track Safety prior to fouling any track.

Red Zones are defined as that area within an arms length of the track, or any physical position, which places the worker in a life-threatening situation. Any questions that arise related to working in the Red Zone should be directed to the Railroad Representative.

On-Track Safety

The Contractor is responsible for compliance with the Federal Railroad Administrations Roadway Worker Protection regulations (49CFR214, Subpart C) and UPRRs On-Track Safety rules. Under 49CFR214, Subpart C, railroad contractors are responsible for the training and qualifications of their workers on these regulations. Contractor workers must have documentation of their training and qualifications while on the work site. At a minimum, each contractor worker must be trained as a Roadway Worker. Additional training and qualification requirements for the positions of Machine Operator, Lookout or Lone Worker must be met for those contractor workers performing those functions.

In addition to the instructions contained in FRAs Roadway Worker Protection regulations, all contractor workers must:

- Maintain a distance of at least 25 feet to any track unless the railroads EIC is present to authorize movements.

- Wear an orange, reflectorized vest or similar orange, reflectorized workwear approved by the railroad's EIC. (High visibility safety apparel must be worn when working adjacent to a Federal highway.)
- Participate in a job briefing that will specify the type of On-Track Safety for the type of work being performed. Contractors must take special note of limits of track authority, which tracks may or may not be fouled, and clearing the track. They will also receive special instructions relating to the work zone around machines and minimum distances between machines while working and traveling.

Lockout / Tagout Procedures on Maintenance of Way (MoW) Equipment

The Contractor-in-Charge must be aware of and Contractor workers must adhere to applicable State, Federal and Railroad rules and regulations on lockout/tagout.

A. Lockout/Tagout Procedures During Work.

Follow these steps when servicing, maintaining, adjusting, or repairing equipment during the course of work when On-Track Safety has been established:

1. Notify the person in charge and the equipment operators on both sides of your equipment that a lockout/tagout is in progress. Let them know where you are located and in which direction you are working, so they will know whether you are behind them or in front of them.
2. Place 1 orange cone in the center of the track at least 15 feet from each end of your equipment.
   Note: Other equipment operators are required to stop when approaching an orange cone and may not proceed until it is removed.
3. Tagout the equipment according to the procedures in Section D.
4. After completing the maintenance or repair, promptly notify the person in charge and all affected personnel that you are discontinuing the lockout/tagout process.
5. Remove the cones and tags.

B. Lockout/Tagout Procedures When Equipment Is Tied Up.

When equipment is tied up on a track, follow these steps to service, maintain, adjust, or repair equipment:

1. Ensure that switches leading to the equipment have been lined against the track the equipment is on.
   - Ensure that switches are spiked, clamped, tagged, and locked to prevent movements onto that track.

- If the switches cannot be locked, or if it is necessary to use part of the track for train or track car movements, you may protect equipment with a derail that is locked in the derailing position 150 feet or as conditions warrant in advance of the equipment.

2. Apply your scissors lock, personal padlock, and tag to these switches or derails. Note: The scissors lock allows others working on equipment to place their personal padlocks and tags to ensure their own lockout/tagout protection.
   EXCEPTION: When equipment is tied up under the direct supervision of a person in charge:
   - The person in charge may provide protection as long as he or she can prevent any movements onto that track.
   - Before beginning work, the operator or mechanic must inform the person in charge of the operator or mechanic's presence and request permission to work on the equipment.
   - The person in charge must not release the limits or allow movements onto the track until he or she communicates with all affected personnel to make sure they are in the clear.
3. Place 1 orange cone on each side of your equipment.
   EXCEPTION: If other equipment is within 15 feet, place the orange cones as far in advance of your equipment as possible.
4. Tagout the equipment according to the procedures in Section D. Note: If other people are present, conduct a job briefing to discuss the lockout/tagout process being used.
5. After completing the maintenance or repair, promptly notify the person in charge and all affected personnel that you are discontinuing the lockout/tagout process.
6. Remove the cones, tags, and locks.
7. When the last lock is removed, remove the scissors lock.

C. Tagout Procedures Inside Shops

When performing service, maintenance, adjustments, or repair inside a shop, place the MW roadway machine and work equipment in a safe area and secure it according to the general tagout procedures described in Section D.

D. General Tagout Procedures.

Follow these steps to tagout equipment:

1. Apply the equipment's parking brake.
2. Test the brake to make sure it holds the equipment in position. If the brake does not hold, or

if you are not sure it will hold, block the equipment to prevent any unexpected movement.

3. Lower all hydraulic components to the ground or secure them with their locking devices.
4. Mechanically secure all equipment components in a safe condition.
   Note: Components must be mechanically locked or blocked to prevent any movement of the equipment or component, which could endanger workers in the area.
5. Shut down the equipment at the operator's controls.
6. Attach a railroad approved "Do Not Operate" tag at the operator's controls for each worker.
7. Remove the key from the ignition switch of engine powered equipment such as welders, light plants, small compressors, etc. If the ignition key does not remove all electrical control sources, or if the equipment does not have an ignition key switch, place the main battery switch in the OPEN position and secure the battery box. Attach a "Do Not Operate" tag. If the equipment does not have a battery disconnect switch, disconnect the battery leads and attach a "Do Not Operate" tag to the battery lead. Place as many tags as necessary to ensure that the equipment will not be started or energized unexpectedly.
8. Remove any sources of stored energy, including:
   - Electrical
   - Mechanical
   - Hydraulic
   - Pneumatic
   - Chemical
   - Thermal
   - Any other sources that may activate a component
9. Follow any special manufacturer procedures to ensure that the equipment is safe for performing maintenance or service.
10. Test the security of the tagout. If the equipment cannot be started and the components cannot be energized, you can start maintenance or service safely.

E. Unsafe Equipment

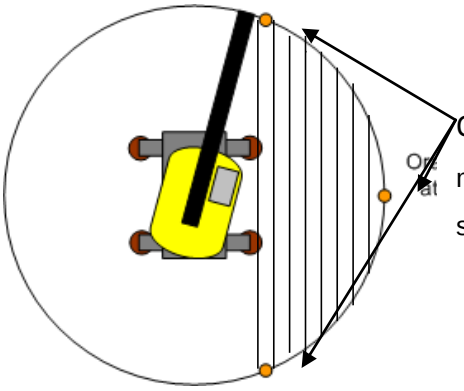
Place a red tag marked "Unsafe" on equipment that is removed from service and unsafe to use. Sign and date the tag. Only the person who places this tag should remove it.

EXCEPTION: If the person who placed the tag cannot be located, the person in charge may remove the tag, but only after a mechanic thoroughly inspects the equipment to ensure it is safe to operate.

Orange Cone Policy

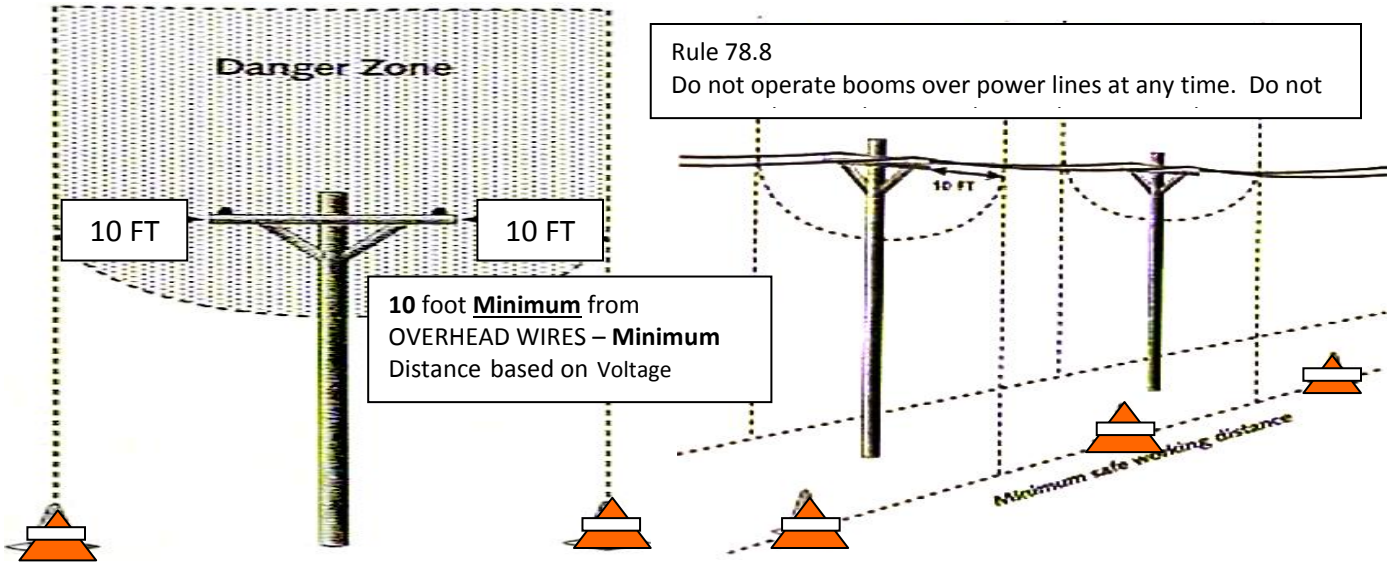
There are five required uses of orange cones in the Engineering Department:

1. **To mark the maximum working area of swinging equipment and its load at a <u>stationary</u> worksite.** This would include but is not limited to cranes, backhoes, trackhoes and trucks with knuckle, articulated or telescopic booms. The purpose of marking this working area is to remind personnel from inadvertently fouling the working area where material and equipment is being handled. In addition, the cones will also serve as a visual reminder of the working area for the operator. Unless absolutely necessary (e.g. guiding load with a non-conducting tagline) and a job briefing with the operator has been conducted, workers are prohibited from entering this working area while the equipment is in operation. (**Note: This prohibition also applies to non-stationary worksites where cones are not required - i.e. a pick and carry situation or when a piece of equipment works while moving down a track.)**

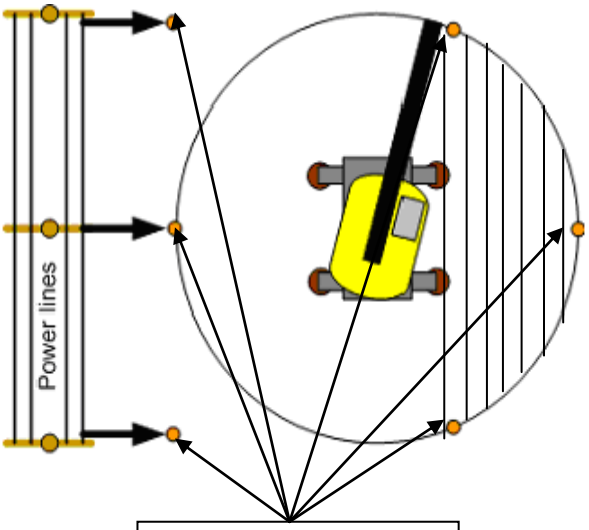


Orange cones **placed at** maximum working area of swinging equipment with load.

2. **To mark overhead power lines at stationary worksites and where equipment with the capability to reach within 10 feet of them will be traveling / moving.** Cones used for this purpose must be equipped with a reflective sleeve (PB-21957 “Overhead Wires) that slips over the cones. If these sleeves are unavailable a flagman must be stationed by the cones to warn the operator when the boom approaches the danger zone. Additionally, per rule 78.8, do not operate booms over power lines at any time.



IRES – **Minimum Distance Based**



At least 3 orange cones with reflective sleeve labeled "OVERHEAD WIRES", placed at the required distance depending on voltage AND 3 orange cones to mark the boom / load working radius.

Orange Cones with Sleeves

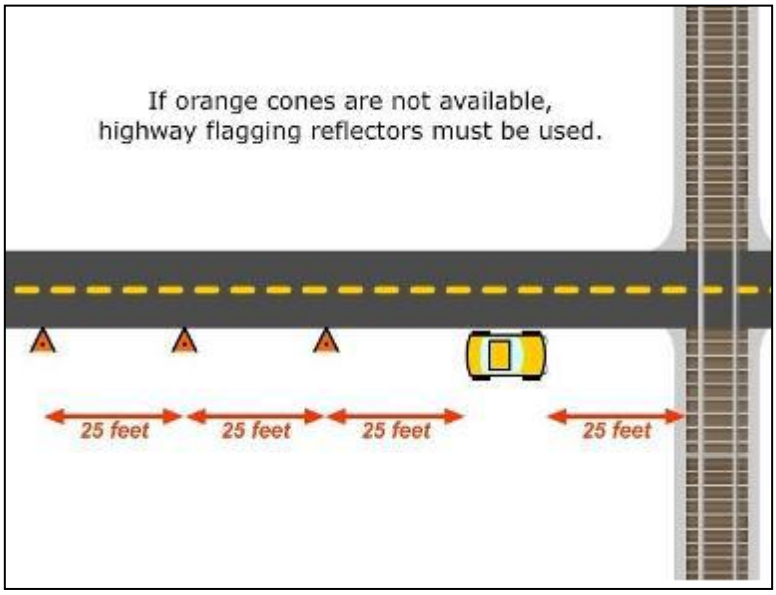
3. **Isolating a piece of equipment that is being worked on from other M/W equipment.** Chief Engineers Instruction Bulletin 135.3.2 (Lockout/Tagout of M/W Equipment) directs:

A.2 - Place one orange cone in the center of the track at least 15 feet from each end of the equipment.

Note: Other equipment operators are required to stop when approaching an orange cone and may not proceed until it is removed.

4. **Protecting someone who is responding to an emergency call at a highway road crossing or who is parked foul of the traveled portion of any public road.** Chief Engineers Instruction Bulletin 137.3.3.B.8.C (Emergency Work Zone Traffic Control) states:

Place 3 orange emergency cones (if available) at approximately 25 foot increments behind the parked vehicle below to warn oncoming traffic. If cones are not available, use highway flagging reflectors.



NOTE: In some cases, (because of State or Local requirements) workers may be required to carry and use 7 cones with reflective collars for flagging protection.

Chief Engineers Instruction Bulletin 137.2.3.C.4 & 137.2.3.C.5.
Reminder to remove a track shunt

4. The EIC places the track shunt and documents the shunt location on the track authority form to serve as an additional reminder to remove the shunt before releasing the protection. In all cases, **place an orange cone alongside the track shunt** as a reminder to remove the track shunt when the work is completed.

5. When the work in the approach is completed, the person in charge removes the track shunt and the orange cone.

Vehicles that must be equipped with orange cones

All Engineering Department vehicles, except passenger sedans, must be equipped with 3 orange cones at all times and used as described in this policy. **NOTE:** Equipment with booms will require 6 cones when working within 10 feet of power lines. Passenger sedans must carry a highway flagging kit to protect workers and vehicle at road crossings and when parked foul of a public road.

For trucks less than 15,000 lbs. GVW and equipment without booms:

Item 380-0675 Cone, Safety, full skirt design, flexible, high visibility fluorescent orange, 18" high with a 6” reflective collar

For trucks greater than 15,000 lbs. GVW and all equipment with booms:

Item 380-0652 Cone, Safety, full skirt design, flexible, high visibility fluorescent orange, 36" high

OR

Item 380-0654 Cone, Traffic Safety 28", with 4" and 6" reflective collars

Item PB-21957 Reflective sleeve that fits over cones and labeled " OVERHEAD WIRES "

If you have any questions about this policy, please ask your manager, director, or manager of safety.

N**OTE: UP Engineering has specific requirements in these following areas, many of which apply to contractors. Ask the UP Contract Manager for the most current copy of these rules. Additional UP rules may also apply to contractor operations with Engineering.**

Chief Engineer Bulletins

121.0: Protection For Gangs From Trains On Adjacent Tracks
122.0: Bridge Worker Safety
124.0: Trenching Safety Rules And Shoring Standards
125.0: Outfit Car Protection And Policy
126.0: Protection Of Employees At Road Crossings
128.0: Loading And Unloading Of Prefabricated Panel Turnouts
130.0: Operation Of Ultrasonic Rail Flaw Detectors And Track Evaluation Vehicles
133.0: Requirements For Work On Elevated Surfaces And Structures
135.0: Lockout/Tagout Process For M/W Roadway Machines And Work Equipment
136.0: On-Track Safety
137.0: Working At Or Around Grade Crossings
138.0: Crane Safety

NOTE: The following UP Safety Rules and Chief Engineer Bulletins are attached for reference.

71.2.3, 71.2.4, 71.2.5, 71.2.6, 71.2.7 Hearing Protection (excerpts):

Hearing protection is required within 150 feet of operating roadway or work equipment, jet blowers, or pile drivers.

Hearing protection is required when operating or within 15 feet of any of the following equipment or tools in operation:

- Welding or cutting equipment (oxy-fuel, gas, or electric).
- Abrasive wheel grinder or sander (pedestal, bench, or portable).
- Air lance or nozzle (for blowing compressed air).
- Chain saw.
- Nail gun (air or powder-actuated).
- Power saw, planer, router, or joiner.
- Equipment or tools powered by: Air, Combustion engine, Electricity, Hydraulic, Pneumatic, or Steam

Hearing protection is required within 150 feet of master or group retarders during humping and trimming operations. Dual hearing protection (ear plugs and muffs) is required within 10 feet of these operations.

77.5: Groundman

The groundman is responsible for directing and safe-guarding all machine movements.

Before signaling boom or machine movement, the groundman must ensure the load, cab or boom will not come in contact with nearby wires, structures or other objects and persons.

A groundman required to move cars or on-track equipment must be qualified on the use of their braking systems.

78.8: Operating Booms Near Power Lines

Do not operate booms over power lines at any time. Do not operate booms under power lines unless proper clearance is maintained.

At stationary worksites, crane operators must place at least three (3) orange cones evenly spaced along the minimum clearance line to mark the minimum safe working distance to overhead power lines.

A. Operation Near Energized Lines
If booms must be operated near energized lines, maintain the minimum clearances listed in the table listed below. **If proper clearance cannot be maintained, shut off the power and ground power lines before performing work.**

Voltage (nominal, kV, alternating current)	Minimum clearance distance (feet)
up to 50	10
over 50 to 200	15
over 200 to 350	20
over 350 to 500	25
over 500 to 750	35
over 750 to 1,000	45
over 1,000	(as established by the utility owner/operator or registered professional engineer who is a qualified person with respect to electrical power transmission and distribution).

Note: The value that follows "to" is up to and includes that value. For example, over 50 to 200 means up to and including 200kV

A groundman must be designated to observe equipment clearance and give timely warning for all operations when it is difficult for the operator to observe clearance.

B. In Transit

B. When in transit with no load and boom lowered, use the table below.

MINIMUM CLEARANCE DISTANCES WHILE TRAVELING WITH NO LOAD

Voltage (nominal, kV, alternating current)	While traveling—minimum clearance distance (feet)
up to 0.75	4
over .75 to 50	6
50 to 345	10
over 345 to 750	16
over 750 to 1,000	20
over 1,000	(as established by the utility owner/operator or registered professional engineer who is a qualified person with respect to electrical power transmission and distribution).

138.3.11: Rigging Loads

A qualified worker must follow these requirements when rigging a load:

1. Make sure that slings, chains, wire rope, and other lifting devices conform to UPRR Rules 77.14.1 through 77.17.7. Contractors must comply with these rules and:
   - OSHA 1910.180 and 1926.550
   - ANSI B30.5-1968 and B30.5-1992

2. Determine the load angle factors, the number of slings to handle the load, and the rigging to be used.

3. Use tag lines according to UPRR Rule 45.1. **Note: It is particularly important to use tag lines when handling bridge girders, bridge substructure components, etc**.

4. Safely handle wire rope, wire rope slings, and chains according to the manufacturer's recommendations and UPRR rules.

Minimum Safety Requirements for UPRR Contractors

Union Pacific Railroad

Premium Operations Addendum

Revised 10/26/2015

Premium Operations Addendum

It is the policy of the Union Pacific Railroad that operations be conducted in a safe manner. Union Pacific Railroad believes:

- All injuries can be prevented.
- Employees and contractors at all levels are responsible for maintaining safe working conditions and preventing personal injuries.
- Carrying out work functions in a safe manner is more important than meeting deadlines, production schedules, and other non-safety criteria.

The term "Contractor" as used in this document or other reference materials applies to all individuals at the work site including contract personnel, third party vendors, subcontractors and others within Premium Operations work areas including both automotive and intermodal facilities.

These safety and operational requirements are in addition to the requirements outlined in the Minimum Safety Requirements for UPRR Contractors and are the minimum safety standards required by Union Pacific Premium Operations. All contractors, third party vendors and subcontractor operations are required at minimum to meet these standards and are to mandate additional safety requirements as needed.

Any questions regarding this information should be directed to the UPRR manager in charge of the work location or to the Director Intermodal Safety at company line 402-544-6714.

Security and access to Union Pacific Intermodal Facilities:

Good physical security goes to the welfare and safety of all at the work location. Follow these guidelines:

- Contractors are only to be on Union Pacific property as a part of their assigned duty for the company they work for.
- Facilities of Union Pacific are not to be used for any personal needs such as maintenance of vehicles, storage etc.
- All Contractors are to maintain a current eRailSafe ID card or copy of application paperwork that was issued within the past 30 days. Individual Contractor spot checks for proper eRailSafe ID should be performed by contract companies at least weekly.
- Contract managers of Contractors are required to notify the UP manager in charge of the work site of any Contractor who no longer requires access to Union Pacific property within 2 weeks of termination, transfer or resignation.

- Business related visitors on Intermodal ramps are to report to the inbound gate, sign a release of liability form and obtain a visitors pass. All visitors must be escorted by a UPRR manager or a manager for the company they are visiting.
- Business related visitors at automotive ramps are to report to the contract manager in charge of that location.
- No personal visitors are allowed on Union Pacific property without the permission of the Director Intermodal Operations or Director Automotive for the region in which the facility is located.
- Anyone loitering or trespassing is to be reported to Union Pacific RMCC at 800-877-7267. Avoid altercations with trespassers and others, get a complete description and ensure responding law enforcement officers have all details of activities and request removal from UP property.
- No one may remove any property not specifically belonging to them including dunnage etc. Trash must be disposed of in approved containers at the facility.
- All Union Pacific owned property and work equipment must be used only for intended purposes and may not be removed from Union Pacific property without the consent of the Union Pacific manager for the facility it is at.

Safety:

All contract, third party and vendor personnel should review, be familiar with and comply with all safety rules contained in the Union Pacific Safety Rules. In addition, all rules contained in the General Code of Operating Practices must be complied with for all rail involved operations. All automotive and intermodal policies, work directives, standard work and processes that affect work being performed must be complied with and any unusual circumstances that require any type of deviation must be approved by the UPRR site manager.

- Copies of the current UPRR Safety Rules, General Code of Operating Practices, standard work, site specific directives and automotive or intermodal policies can be obtained from the UPRR manager in charge of each work location. Any questions or concerns should be addressed to the UPRR manager in charge of each work location.

Intermodal dray personnel are to follow all instructions contained within the IANA Intermodal Terminal Drayman Rules Pocketbook which can be obtained at the Intermodal facility gate house.

All contractors working within Premium Operations work areas shall maintain an accident prevention program (Safety Plan) and designate a safety representative. This plan will be shared with the UPRR site manager on a semi-annual basis and is to be posted at the work site. Updated or revised plans will be shared with the UPRR site manager.

- The safety representative will ensure that the safety program is in place and that job site safety requirements are met. This should be accomplished at minimum through job safety meetings and routine audits on work performed.
- The safety representative will routinely survey the work site to ensure all safety concerns are met and that appropriate risk mitigation measures are taken to reduce the likeliness of a workplace injury. In addition, routine checks of operating equipment, tools and facilities will be completed to ensure compliance with all applicable safety and health regulations.

Contractors are to ensure that all safety related training and certification for all contract workers is complete and current and maintain documentation for review by UPRR management as requested.

Horseplay, practical jokes or other pranks are not allowed on Union Pacific property.

Safety cones used for protection personnel, equipment and work areas shall meet the following minimum requirements:

- Be a minimum of 28" tall
- Have at least one retro-reflective collar 4" or more in width
- Be stenciled with the name or initials of the company name
- Be maintained in good order, clean and bright

The following rules are defined as "critical rules" for all individuals performing work at any Premium Operation work site. Special attention should be given to these rules and they should routinely be reviewed and discussed with all personnel performing work at Premium Operations work locations. The rules and updates may be obtained from the UPRR manager in charge of the work site. They include:

- **1.13 – Failure to Follow Instruction**
- **2.21 – Electronic Devices**
- **5.13 – Blue Signal Protection**
- **7.6, 32.1.1, 32.1.2, 32.1.3, 32.1.4, 32.2.1 – Securing Cars, Engines, Trains**
- **74.3 – Cell Phone / Electronic Device use**
- **74.5 – Seat Belts**
- **74.12 – Off Road Vehicles**
- **81.23 – Lockout Protection Required**
- **83.1.6 - Adjustment of Containers**
- **83.1.9 – Intermodal Equipment Maintenance Repair Lockout / Tagout Procedures**
- **83.2.1 – Speed Limits on Ramp**
- **83.2.2 – Observing Stop Signs / Stop Lines**

- **83.3.2 – Overhead Lifting**
- **83.3.4 – Staying Clear of a Suspended Load**
- **83.3.5 – Getting On and Off Intermodal Cars**
- **83.3.8 – Crossing Platforms**
- **83.4.2 – King Pin (Inspect to Ensure Locked)**
- **83.4.3 – Loading Container on Flat Car – COFC**
- **83.4.5 – Hitches**
- **83.5.4 – Securing Containers**

Stopping Work

Any individual at a Premium Operations work site has the authority to and is expected to stop work if they believe that a serious safety condition exits, or a violation of a critical safety rule has taken place.

- If work is stopped, a contract supervisor or UP manager shall be immediately notified and informed of the work stoppage and the reason the work was stopped.

Personal Protective Equipment (PPE)

Personal protective equipment outlined in the safety rules must be worn by all individuals as required in the work location.

- Hard hats must be worn at all locations on an intermodal ramp with the exception of administrative areas.
- Safety glasses must be worn any time actual work is being completed unless in an enclosed cab of a vehicle or piece of machinery with windows closed.
- OSHA Standard 1910.136 and ANSI Z41.1, standard class #75 lace up safety toe footwear at least 6” in height must be worn by all personnel working intermodal ramps.
- Hearing protection must be worn any time an individual is within 50’ of energized equipment.
- All safety equipment and PPE must meet minimum OSHA safety standards.
- ANSI class II or greater lime colored vests are required by all contract, sub contract and other vendor Contractors and visitors.
- Proper gloves are to be available and must be worn whenever working in and around equipment, doing hot work etc.

Environmental Hazards

All environmental hazards caused by or observed by the contractor should be reported to RMCC and the local UPRR manager responsible for the facility as soon as practical.

Audits

All contractors, third party vendors and subcontractor operations are subject to safety audits of activities including audits of training records at any time by Union Pacific management and supervisors.

Equipment and tool maintenance

All tools, equipment and materials that are supplied by a contractor, third party contractor or vendor must be properly maintained and kept in good order. Any tool or piece of equipment that presents a safety hazard should be immediately removed from service. Use of the proper tools in the performance of work is required. All vehicles that are operated within Union Pacific facilities should be in proper working order and meet all DOT requirements.

Minimum Safety Requirements for UPRR Contractors

Union Pacific Railroad

Fueling Operations Safety Addendum

Revised 10/26/2015

Fueling Operations Safety Addendum

All fuel truck drivers are subject to random safety audits to ensure compliance with all UPRR Fueling rules and regulations.
Any vendor that scores a less than desirable fuel audit will provide UPRR Fuel Management a written Corrective Action Plan within 3 business days. (70% for SDTL vendors and 60% on all others).
All corrective action plans will be reviewed and randomly re-audited for compliance.

Driving – Drivers to perform DOT pre-trip vehicle inspection to ensure vehicle free of defects and all equipment works as intended. All headlights, strobes and emergency flashers will be illuminated while on UPRR property. (4way flashers and amber rotating/strobe beacon while in intermodal yards)

- Vehicle must have a working back up alarm
- All signal indicators in proper working order
- Truck equipped with working fire extinguisher and first aid kit
- Appropriate sequence in connecting fuel hose, open/close valves when unloading and disconnecting

Drivers must ensure they maintain awareness of their surroundings, remain diligent, expect movement on any track at any time from any direction, ensure the vehicle is staged in the clear when fueling and not to foul the any track , stay clear of the red zone (the area within an arms length of track), observe and maintain all posted speed limits.
Any negligent driving that results in damage to UP equipment or personnel to include speeding or failure to stop at a RR crossing are grounds for banishment from UPRR fueling operations.

Drivers current on E-Rail safe (within 30 days of hire date), and company photo ID readily shown.

Fueling operations**-** Driver must apply all proper PPE prior to exiting vehicle.
Driver must maintain 3-point contact when exiting vehicle. Footing conditions must be observed for poor underfoot conditions SNA (Scan Notice Adjust) when necessary. Place all red flags according to the UPRR red flag policy prior to fueling. Properly place spill pool and bucket to ensure environmental compliance. Inspect conditions on both sides of the locomotive for the fuel adapter and cap, fuel sight glass, fuel gauge and ensure locomotive fuel tank vent is not clogged.
During fueling operations driver must remain on the ground near shut off to prevent overfilling or accidental release. Upon completion of fueling event driver will remove all equipment, material and red flags.

Safety

- Locomotive properly red flagged per red flag policy (DTL)
- Proper PPE – Waist length shirts with sleeves, trousers that cover the entire leg, hard hat, safety glasses, or non vented goggles, face shield, gloves and steel toe boots, hearing protection, highly reflective vest

Environmental

- Appropriate equipment used to collect fuel drips while connecting/disconnecting fuel hose
- Proper disposal of dripped/collected fuel
- Inspection of truck piping, valves and couplings prior to fuel transfer
- Inspection of UPRR equipment prior to and during fueling events or transfers
- Ensure sufficient room in tanks to eliminate risk of overfill
- Ensure spill kit available on truck and at pump skids
- Driver trained on proper communication process for reporting incidents to include having a communication device and know who to call

Compliance

- Truck engine off while fueling/ unless used for pump operation
- Parking brake applied, have working brake interlock, and wheels chocked to prevent from moving during fuel transfer (Wheels Chocked DTS only)
- Proper CDL endorsements
- No smoking to include e-cigs
- Driver equipped with defective locomotive report and EFI (Emergency Fueling Information) form

Quality Assurance

- Trucks equipped with working fuel meter, ticket printer and air eliminator
- Meter tickets legible and filled out properly
- Truck meter calibrated in last 12 months and seals in place
- Printed BOL indicating gross and net gallons (DTS)

Minimum Safety Requirements for UPRR Contractors

Union Pacific Railroad

Telecom Addendum

Revised 10/26/2015

Telcom Safety Requirements

The Union Pacific Railroad is committed to providing the safest workplace possible for, not only our own employees, but also the Contractor personnel. Adherence to these minimum safety requirements, plus additional instructions at the job site, will help to ensure an injury-free project. The railroad employee in charge is authorized to take any actions necessary to prevent injuries to any person, damage to railroad property, disruption of railroad operation, and the safety of the public.

Safety Requirements for Tower Work

It is the responsibility of the contractor to have a written safety program and must conduct regular safety audits of its job sites by a competent person. Contractor will provide documentation of audits to UPRR.

The contractor must provide a sit-specific safety plan that includes rigging for construction for new tower and deconstruction of old tower that complies with ANSI TAI-1019-A, structural and RF safety procedures and fall protection requirements each specific job. Contractor is to provide documentation to UPRR.

The contractor must have a competent and qualified person oat the project site who will conduct daily safety audits.

The contractor requires pre-employment physical agility or physical fitness tests to determine ability to perform job tasks. The contractor must provide drug screening of workers for unlawful use of controlled substances.

The contractor must enure that their tower climbers have been properly trained and understand OSHA regulations in the areas of fall protection and rescue. The contractor also must conduct a hazard assessment to determine the requirements for personal protective equipment, including fall protection. The contractor must maintain written documentation of all training as required and provide that to UPRR.

The contractor must maintain good housekeeping at the job site.

On Track and Off Track Work Equipment

It is the responsibility of the Contractor-In-Charge to ensure that all on track and/or off track work equipment is in a safe condition to operate. There must be a written inspection process regarding daily, weekly and other periodic inspections for work equipment operated on Union Pacific property, including inspections mandated by FRA, AAR, OSHA and/or other government agencies. In addition to the inspection process there must be a written maintenance process that includes timelines regarding resolution of safety sensitive defects. If, in the opinion of the Railroad Representative, any of the Contractor equipment is unsafe for use, the Contractor shall remove such equipment from the railroads property. The Contractor-In-Charge must ensure that there is a written training and qualification process for operators and support personnel regarding operation of such equipment. Written documentation of training and qualification must be carried by Contractor personnel.

In addition:

- The operators of all work equipment must be properly trained and competent in the safe operation of the equipment. Operators must be:
    - Familiar and comply with OSHA regulations on lockout/tagout of work equipment.
    - Trained in and comply with the applicable operating rules if operating any hy-rail equipment on-track.
- The operators manual, which includes instructions for safe operation, must be kept with each machine.
- Unless otherwise authorized by the Railroad Representative, all unattended equipment is parked a minimum of 25 feet from any track and minimum of 250 feet from any road crossing. Before leaving any equipment unattended, the operator must stop the engine and properly secure the equipment against movement.
- Cranes are equipped with three orange cones that will be used to mark the working area of the boom and load and the minimum clearances to overhead power lines. All overhead lines are considered to be high voltage.

Working Around Live Tracks (Red Zones)

Prior to beginning work on live track the Contractor-In-Charge must notify a Railroad representative and a job briefing must be conducted with the Railroad representative. Engineering Department Contractors are governed by FRA Roadway Worker Protection regulations, referenced in 49CFR214, Subpart C, which requires some form of On-Track Safety prior to fouling any track.

Red Zones are defined as that area within an arms length of the track, or any physical position, which places the person in a life-threatening situation. Any questions that arise related to working in the Red Zone should be directed to the Railroad Representative.

On-Track Safety

The Contractor is responsible for compliance with the Federal Railroad Administrations Roadway Worker Protection regulations (49CFR214, Subpart C) and UPRRs On-Track Safety rules. Under 49CFR214, Subpart C, railroad contractors are responsible for the training and qualifications of their workers on these regulations. Contractor workers must have documentation of their training and qualifications while on the work site. At a minimum, each contractor worker must be trained as a Roadway Worker. Additional training and qualification requirements for the positions of Machine Operator, Lookout or Lone Worker must be met for those contractor workers performing those functions.

In addition to the instructions contained in FRAs Roadway Worker Protection regulations, all contractor workers must:

- Maintain a distance of at least 25 feet to any track unless the railroads EIC is present to authorize movements.
- Wear an orange, reflectorized vest or similar orange, reflectorized workwear approved by the railroad's EIC. (High visibility safety apparel must be worn when working adjacent to a Federal highway.)
- Participate in a job briefing that will specify the type of On-Track Safety for the type of work being performed. Contractors must take special note of limits of track authority, which tracks may or may not be fouled, and clearing the track.

77.5: Groundman

The groundman is responsible for directing and safe-guarding all machine movements.

Before signaling boom or machine movement, the groundman must ensure the load, cab or boom will not come in contact with nearby wires, structures or other objects and persons.

78.8: Operating Booms Near Power Lines

Do not operate booms over power lines at any time. Do not operate booms under power lines unless proper clearance is maintained.

At stationary worksites, crane operators must place at least three (3) orange cones evenly spaced along the minimum clearance line to mark the minimum safe working distance to overhead power lines.

A. Operation Near Energized Lines
If booms must be operated near energized lines, maintain the minimum clearances listed in the table listed below. **If proper clearance cannot be maintained, shut off the power and ground power lines before performing work.**

Voltage (nominal, kV, alternating current)	Minimum clearance distance (feet)
up to 50	10
over 50 to 200	15
over 200 to 350	20
over 350 to 500	25
over 500 to 750	35
over 750 to 1,000	45
over 1,000	(as established by the utility owner/operator or registered professional engineer who is a qualified person with respect to electrical power transmission and distribution).

Note: The value that follows "to" is up to and includes that value. For example, over 50 to 200 means up to and including 200kV

A groundman must be designated to observe equipment clearance and give timely warning for all operations when it is difficult for the operator to observe clearance.

B. In Transit

B. When in transit with no load and boom lowered, use the table below.

MINIMUM CLEARANCE DISTANCES WHILE TRAVELING WITH NO LOAD

Voltage (nominal, kV, alternating current)	While traveling—minimum clearance distance (feet)
up to 0.75	4
over .75 to 50	6
50 to 345	10
over 345 to 750	16
over 750 to 1,000	20
over 1,000	(as established by the utility owner/operator or registered professional engineer who is a qualified person with respect to electrical power transmission and distribution).

138.3.11: Rigging Loads

A qualified worker must follow these requirements when rigging a load:

1. Make sure that slings, chains, wire rope, and other lifting devices conform to UPRR Rules 77.14.1 through 77.17.7. Contractors must comply with these rules and:
    - OSHA 1910.180 and 1926.550
    - ANSI B30.5-1968 and B30.5-1992

2. Determine the load angle factors, the number of slings to handle the load, and the rigging to be used.

3. Use tag lines according to UPRR Rule 45.1.
4. Safely handle wire rope, wire rope slings, and chains according to the manufacturer's recommendations and UPRR rules.