

THE CONNECTOR

Track Access Training Course: Level 3

Personnel successfully completing [The Connector](#) Streetcar Track Access training course will be provided the required certification badge to work on or around the track alignment. This badge must be worn over a reflective vest for easy recognition.

Please remember that the Overhead Contact System (OCS) line is always energized unless specific requests are approved by [The Connector](#) Streetcar Operations Control to have the line de-energized and grounded, which may have a permit monetary surcharge for time and equipment.

Track access permits are required as part of the City of Cincinnati (City) Right of Way (ROW) access process whenever the type and scope of work requires it. This requirement is determined by the City ROW permitting office when the ROW permit request meets the criteria for working in or around [The Connector](#) Streetcar Trackway Safety or Power Safety envelopes. If the Contractor is working directly for the City and has a contract for specific work which is performed within the safety envelopes the Contractor must come directly to Transdev (Streetcar Maintenance and Operations Contractor) for a valid access authorization. More will be discussed later in this training regarding the permitting process and instructions on how to complete the access permit.

The streetcar trackway has a 15-foot safety envelope which encompasses 7 ½ feet from the centerline of track in each direction on all tracks that the Streetcar utilizes for revenue service as outlined in the associated map of the system - see below. This route takes a southern direction from the Maintenance and Operations Facility (MOF) at 1927 Race Street south on Race Street to Central Parkway, east on Central parkway to Walnut Street, south on Walnut Street to 2nd Street, east on 2nd Street to Main Street and then north on Main to 12th Street, west on 12th Street to Elm Street and north on Elm to Henry Street and back to the MOF. The trackway is approximately 3.6 miles round trip and utilizes general purpose traffic lanes for most of the alignment. The trackway includes all station platforms which also require a track access permit when working within the station platform area. In order to provide specific work locations along the trackway, the permittee will do so when permitting the ROW

work location with the City. Further identification is required when notifying Operations Control to access the work site for performance of the work. The identification of the area should be done using the OCS support poles with the number located on the pole. All contact system poles have stationing numbers associated with their locations.

The overhead contact system safety envelope is that envelope around the wire that is within 10 feet. This is the restricted area that may only be accessed by certified high-voltage-trained personnel utilizing the proper insulated tools and equipment and badged accordingly.

Program Objective

This program's objective is to ensure that all personnel performing work within the Cincinnati streetcar operational envelope are aware of potential hazards and will follow the correct procedures to minimize danger. Trainees will be able to identify and describe the major elements of [The Connector](#) Streetcar system and appropriate safety precautions for accessing the trackway and OCS safety envelope. In addition, it is expected that safe working conditions, clear communication, and collaboration are achieved to efficiently allow the track access permittees' work to be accomplished and at the same time to minimize the disruptions to the Streetcar's daily revenue service schedule as established by the City.

Wayside and power track access procedures apply for all personnel on the alignment during revenue service and non-revenue service hours 7 days a week 24 hours each day.

Every employee or contractor working on the Cincinnati streetcar alignment has safety responsibility for: **themselves, for the public and for the City's streetcars, infrastructure, and equipment.**

The daily streetcar schedule is described below:

- Sunday – 9:30 AM to 9:30 PM *(includes 12 to 15 minute headways)*
- Monday through Friday - 7:30 AM to 11:30 PM *(includes 12 to 15 minute headways)*
- Saturdays – 8:30 AM until 11:30 PM - *(includes 10, 12 and 15 minute headways)*

All the 15 minutes headway schedules utilize two streetcars in service, the 12-minute headways schedules require three streetcars, the 10-minute headways schedules require four streetcars. Charters and special events will utilize an additional streetcar and may alter normal headways as a result. The fifth streetcar will normally be available for maintenance unless otherwise scheduled.



Training Requirements

Requirements for wayside track or station access training include a thorough understanding of the knowledge within this training, OSHA-compliant, high-voltage certification, or field training (if required), and successful completion of an evaluation test as required for each level of certification.

There are two levels of wayside track access training and certification. These two levels are covered by Standard Operating procedures (Trackway Access Permit Requirement, Trackway Allocation Procedures routine and non-routine work, flagging, Red Tag, Safety within the Rail Safety Zone, Employee in Charge, and Slow Zones) which address the types of work to be accomplished as well as the procedures by which to perform them.

This training module, including the exhibits and procedures, contains all the materials required for each of the levels on this course. The level of training and the degree of access allowed are described below:

- Level 3 can access the trackway safety envelope and work within the power envelope with power removed by a Transdev qualified employee. However, vehicle and pedestrian traffic must be managed, which may require a flagger if work is performed during streetcar running hours. Employees with this level of training are able to perform work outside of the Streetcar envelope, can work near the track, crossing the tracks, gain access to the station stops or other remote facilities. This training is for anyone performing work around or in the streetcar power envelope including but not limited to maintenance contractors, landscaping, building and communications maintenance personnel, and platform cleaners.
- Level 4 can work within the power safety envelope with the power on. However, only Transdev and Duke Personnel are authorized to do so. This level of access requires OSHA or similar approved high voltage maintenance certification and flagging personnel. This training is required for permits of a more complex nature or Streetcar employees and their subcontractors working on the wayside track or stations as required by the Streetcar maintenance plans. Level 3 training and knowledge of flagging is required.
- All exams require a passing score of 90% or greater. You may retake the test as many times as necessary.

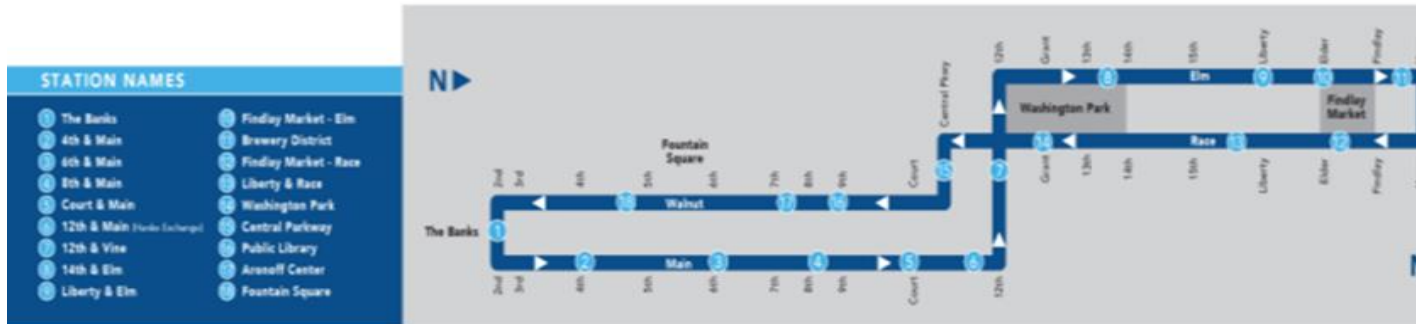
Badge Color	Level of Training
Yellow	Level 3
Red	Level 4

Wayside Safety Vest and Identification Badges

Upon successful completion of required testing the student will be certified and issued a track access badge, which must be worn in a visible position, in addition to a reflective safety vest at all times when in the trackway or OCS safety envelope. Safety badges are color-coded to indicate the wearer’s level of wayside safety training and certification achieved. Level 3 badges are yellow and Level 4 badges are red. All certifications are valid for one year from the date of the exam and re-certification is required annually.

System and Equipment

The **Connector** streetcar system serves the downtown Cincinnati Business District (CBD) as well as the Over-the-Rhine (OTR) neighborhoods and retail businesses within a ½-mile radius of the trackway. The system includes MOF facilities, 18 station stops, 3.6 miles of trackway/switches, five power substations providing power along an overhead wire contact system supported by regulation arms and poles, specific signaling for the streetcars at various locations along the alignment, and five modern electrified streetcars.



Maintenance and Operations Facility (MOF)

The MOF is located at 1927 Race Street at the corner of Henry and Race Streets and is the starting location for revenue service and a facility where streetcar maintenance is performed and from which all other maintenance requirements for the system are dispatched. The Operations Control Center and all other administration and management offices are also located in this building. Track access permits require the contractor to call the Operations Control at the MOF **prior to accessing** their work site and following the successful **completion of** their daily scheduled work. The Operations Control (OC) number during operational hours is **513-206-7824** or after revenue service hours 12:00AM to 6:00AM and is **513-903-6108**. The Emergency removal of overhead electrical power after hour's phone number is **513-903-6108**. Because of the potential safety hazards such as a moving streetcar, shop equipment, high voltages, tripping hazards, and open maintenance pits, Transdev requires all visitors to be safety briefed and escorted by a qualified Streetcar employee. The System Map above illustrates the relationship of the MOF, Stations, and trackway to the various city streets along the route.



The yard surrounding the facility is security fenced with card access gates and camera surveillance. Within the yard is employee parking, storage for maintenance equipment and storage tracks for streetcars that are readied for daily revenue service. The tracks are numbered 1-4. Tracks 1 and 2 lead into the inside of the facility and provide undercar access. Track 1 also allows for the roof top of the vehicle to be accessed for various streetcar maintenance activities. Track 2 provides for undercar wheel-truing with a modern streetcar wheel-truing lathe. Track 3 is in the yard adjacent to the building providing storage as well as for streetcar washing and interior cleaning, while track 4 is for streetcar storage. Streetcar storage can also be utilized on the exterior 1 and 2 building lead tracks. All five streetcars can be accommodated with some additional track space available for approximately four future streetcars. All the tracks are powered with the OCS powered from an independent yard substation providing 750VDC electrical power and the facility with a building substation providing voltages for movement of trains in and out of the building.

Because of the potential safety hazards such as moving streetcars, shop equipment, high voltages, tripping hazards, and open maintenance pits, the facility safety requirements are extremely important. All visitors must be escorted by trained streetcar personnel and given a safety briefing regarding the potential open pit hazards, tripping hazards, exits in case of emergency, emergency safety trip switches for high voltages and moving streetcars. No external visitors are authorized to wander unescorted in

the building at any time. Whenever high voltages are present access to the rooftop of the streetcar is restricted. The roof entry gates cannot be unlocked unless power is off. There is an audible notification (horn) when power is being removed or restored. A red strobe indicates power is present and solid green light indicates power has been removed. When voltage power is off, these red strobes are off and an associated green light is lit. The yard storage tracks OCS power supply always remain on unless the yard substation is taken offline during servicing; therefore, OCS high voltage is present from the facility streetcar doors outward and all tracks within the yard limits.

Streetcar description



The [Connector](#) Streetcar is a modern, bi-directional, nominal 750 VDC electrically propelled streetcar and consists of three car bodies joined with two articulation sections to form a single operating unit. The streetcar is 77 feet long, 12 feet high and 100% level boarding as it uses a hydraulic over spring floor leveling system to provide a barrier-free ADA-compliant level boarding at all station platforms along the alignment. In normal operational use, the streetcar operates as a single unit operated by a Transdev operator and travels up to a maximum speed of 25 MPH. CAF, the designer and manufacturer of the vehicle, uses a modular design that allows for the quick removal and replacement of equipment, maximizing maintenance efficiency. Train control, including traction and brake control, and the control of the major subsystems, and is microprocessor based.

The Streetcar has two trucks (each with four longitudinally arranged motors and attached gearboxes), one on each end of the streetcar, which drive independently four rotating steel wheels which are resiliently mounted (for sound dampening) with steel tires. Motors along with attached gear units are completely suspended from the truck frame. Automatic/manual sanding systems provide improved adhesion, and a wheel flange lubrication system provides improved wheel/flange wear as well as noise reduction. The traction motors provide dynamic braking when travelling over four miles per hour along with fail-safe spring applied/hydraulic release friction brakes with one brake disc per axle for a total of eight on each vehicle. Each truck also has an electro-magnetic track brake for additional

braking capacity under emergency conditions.

Under normal operational conditions a single bi-directional streetcar operated by an operator will be utilized for revenue service. However, the streetcars can be coupled together in non-revenue service to tow or push disabled streetcars.

The streetcar is operated in the lead end by an operator and travels up to a maximum of 25 mph hour on the alignment. It is the responsibility of any personnel on the trackway to stay out of the way of streetcars. Moving streetcars cannot stop quickly or swerve to avoid any trackway obstructions. **Two primary hazards** to all personnel on or around the streetcars within the alignment are:

- **high voltages**
- **moving streetcars**

Streetcar Movements

Moving streetcars cannot stop quickly or swerve to avoid trackway obstructions. A streetcar moving at the maximum operating speed of 25 miles per hour may stop in ideal track conditions, in the full service brake mode, in about 150 feet; at the maximum brake mode in about 115 feet; at the security mode or emergency braking in about 82 feet or the length of one streetcar. The stopping distance required at any braking mode may not be sufficient to keep from striking pedestrians, bicyclists, or automobiles that suddenly step, ride, or travel in front of a streetcar that has not been allowed the time to stop. The contact with the streetcar would potentially mean injury or death and excessive damage to vehicles and bicycles. While emphasis will be placed on training Streetcar Operators to operate under extreme defensive conditions, contractors working in the trackway must also take extreme precautions to protect themselves and their equipment from any potential streetcar impacts.

Approaching streetcars are quiet compared to conventional bus coaches or railroad trains and in many situations along the Streetcar alignment visibility may be limited. **The Connector** streetcar personnel and the public should always **expect a streetcar at any time, on any track, in any direction**, even after service hours. For this reason, safety procedures should be carefully followed so approaching streetcar operators are fully aware of personnel on or near the trackway. The protective equipment required, in addition to those methods of traffic control required by the DOTE in the City's ROW permitting process; will be discussed later in this training material.

It is the responsibility of any personnel on the alignment to stay out of the way of Streetcars!

Signaling

The Connector Streetcar signaling system is very simplistic, in that for most of the 3.6 mile alignment it operates with City traffic signals. However, there are several locations where the alignment crosses the general-purpose lanes and is given a transit jump start which provides a vertical bar for the streetcar to proceed a few seconds before the adjacent lanes are released with the traffic green light. In these same signal locations the horizontal bar along with the red traffic light are used for the stop signal in the transit signaling scheme as is used in many other streetcar and Light Rail systems throughout the USA. Many of the locations along the alignment are utilizing the signal scheme and crossing over traffic lanes is performed from transit-only lanes. The signal scheme is something different within the City and requires motor vehicle operators and pedestrians to familiarize themselves with the operations. In an effort to assist with this, the City of Cincinnati provides Public Service Announcements and training brochures in a public outreach effort to educate and prepare the public.



Aspect Light at 550 Main Street



Catenary Pole Number

Track and switches



The streetcar tracks are 3.6 miles in total length from Henry Street on the north to 2nd street on the south and back, and arranged in a figure eight configuration which provides two separate loops that may independently continue operation in the event that part of the system is blocked for some reason. The Over the Rhine (OTR) loop operates on the northern half of the figure eight trackway: south on Race St. from the MOF to 12th St., west to Elm St., and then north to Henry St for the return trip. The southern (CBD) loop operates from 12th St., travels east to Central Parkway, and then south on Walnut St. to the Banks at 2nd St. It then continues east on 2nd St. to Main St., then north on Main to 12th St., and west on 12th St. where it connects with the OTR loop.

The trackway is a standard gauge of 56.5" or 143.5 cm and comprised of 115 lb. continuously welded "T" rail enveloped in an insulation boot while directly secured to sleepers and surrounded on three sides by a reinforced concrete slab approximately 12 inches thick. The head of the rail along with the formed flange way are the only exposed aspects of the track and thus protected very solidly within the boot and concrete slab. This track design makes for a very strong and easily maintained guideway for the streetcars; however, the exposed head of the rail may be damaged with gouging or scraping by heavy equipment or snowplows, so every effort must be made to protect it as it is very tedious and expensive to replace. Having discussed its vulnerability, it is still one of the most common designs for

use with streetcar service and the easiest for automobiles, bicycles, and pedestrians to travel over. Care, however, must be taken to ensure its longevity.

The track structure is an aspect of the electrical circuit used for the propulsion of the streetcar and it provides the ground return to the substation. It is completely safe to touch as is the ground in other electrical circuits such as your home. The Overhead Contact System (OCS) wire is the positive side completing the circuit and is **dangerous** to touch in the event you are at the same time touching anything grounded. Special care needs to be taken around the power envelope when using tools or equipment that may come into contact and complete the grounding circuit.

The track, as it mechanically connects within the loops, is done so with a diamond crossing and switches. The diamond crossing allows for travel across the tracks and the switches provide for the streetcars' directional change. The switches are manual switches and must be maneuvered with switch irons to change their directions. The switch points should be avoided whenever working around them as they may injure someone if they are within the point locations when they are thrown. These switches should never be subjected to construction debris that may hinder their throwing/moving capabilities. There are several locations within the trackway where switches are present. The diamond crossing is at 12th and Race which connects the two loops of the figure-eight trackway. There are several additional switches that are located on Henry Street and provide for movements in and out of the MOF and to yard storage tracks. Finally, for future expansion opportunities two switches are located at Race and Findlay and Race and Elder, but will not be utilized for the current streetcar trackway.

Trackway Safety

All personnel working on or around the Streetcar trackway should always be aware that they are working near two primary hazards and should follow all safety procedures required within the power envelope where 750 volts of direct current electricity at up to several thousands of amperes in an exposed circuit and within the track envelope where there are frequent movements of 75,000 pound streetcars which are fast and quiet.

Electricity may be the less obvious danger than a moving train because it cannot be seen or heard; however, because it is distributed by an overhead contact wire, any errant connection between ground and the wire will cause electrocution. The overhead wire is generally suspended at about 19-½ feet; however, at street pedestrian walkway locations in the CBD the height of the wire is 14-½ to 17-½ feet, so extra effort of safety awareness is required. Special care needs to be used by equipment operators, window washers, dumpster positioning and loading, and other maintenance personnel working in the trackway to avoid contact with the overhead wire. It is also required that when working in the energized power envelope authorized personnel who are OSHA standards-certified to work around high voltages may be the only exceptions. If necessary, during non-operational periods, the power may be taken off-line and grounded

for safety while personnel work within the OCS danger envelope.

It is [The Connector](#) Streetcar policy that every employee is responsible for personal safety, public safety, and the safety of the City of Cincinnati's Streetcar property and equipment. By virtue of accessing the ROW for work, it is the responsibility of every permittee to similarly take responsibility for their personnel's safety, public safety, and the safety of all City of Cincinnati owned streetcar property and equipment.

Important!

Personnel accessing the trackway must always wear reflective vests. [The Connector](#) Streetcar employees must have the appropriate safety badge displayed for the work being performed. The ROW Permittee's Supervisor in Charge must be wearing the appropriate safety badge for the work performed on the wayside and must be always present on the wayside with their working personnel. If the appropriate safety badge is not displayed, the crew will be required to leave the site and the work permit suspended.



Overhead Contact System (OCS)

The OCS, as described earlier, uses an overhead wire distribution system conducting 750 Volts DC as the power system for the streetcars. The overhead wires are located about 19-½ feet above the center of the track except in a couple of locations beneath overhead walkways where the height is approximately 14-½ to 17-½ feet above the track. The wire is the positive side of the 750 volt circuit while the ground or return circuit is the track. When contact is made with a conducting material or equipment, electrocution may occur. The overhead wire High Voltage Danger signs are along the alignment on poles supporting the OCS wires.

Safety Envelope

- Streetcar Trackway is **15 feet safety envelope with 7.5 feet on either side of the centerline** of the track in each direction on all tracks
- Overhead Contact System (OCS) safety envelope is the **area around the wire that is within ten feet.**
- Two primary hazards to all personnel on or around the streetcar trackway are **high voltage** and **moving streetcars**

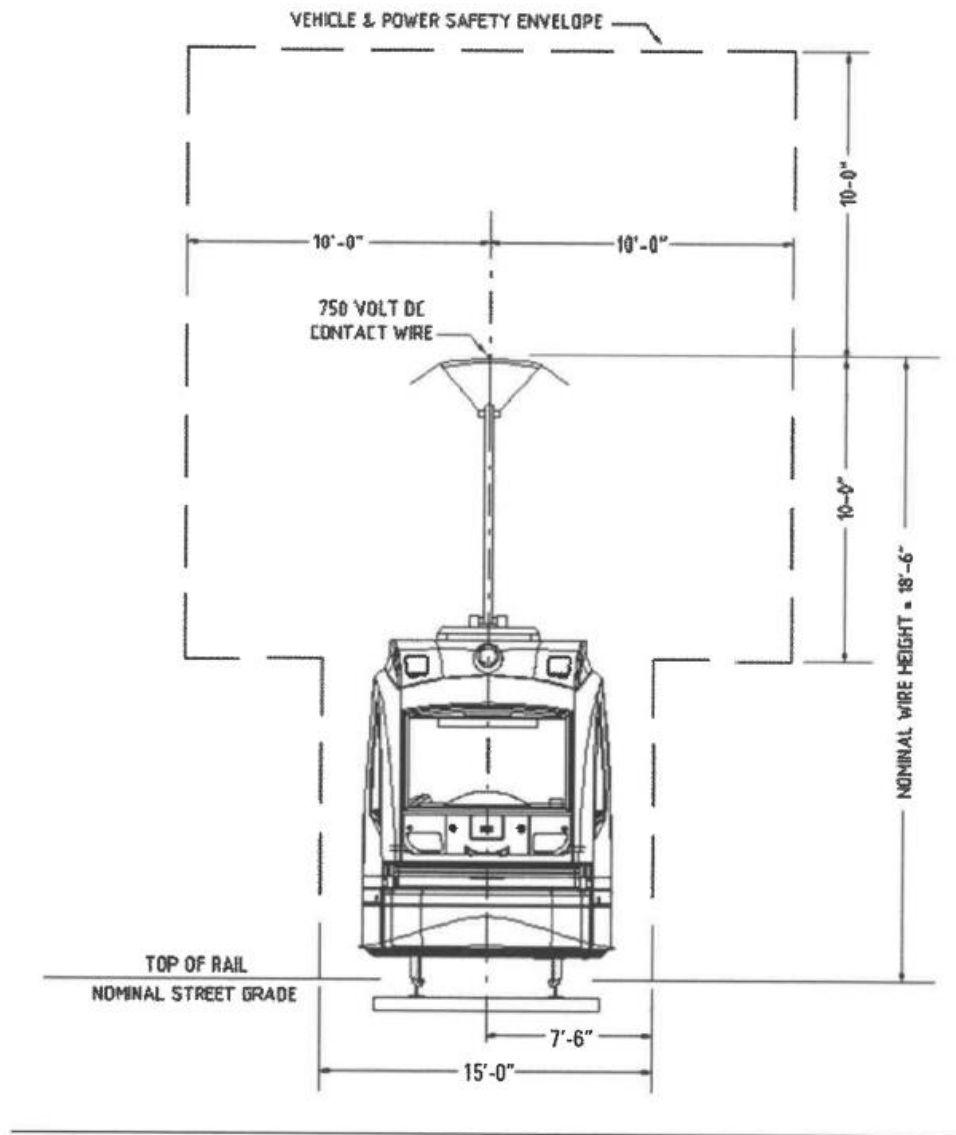


Figure 1 - Vehicle and Power Envelope

The OCS should always be considered energized unless special requests have been made and accepted to shut the power off and safely ground the system in the work areas. In the event of an emergency requirement to shut down power, Operations Control (OC) can shut off power from a remote-control interactive monitor. There is also the ability to shut off power at each substation with an exterior Emergency Trip Switch or within the substation by maintenance. Whenever these emergency trip switches are depressed, a call to OC is required to report the closure and the reason. Again, to verify total safety, the wire must be grounded by [The Connector](#) Streetcar Maintenance Personnel and verified by the requesting contractor.

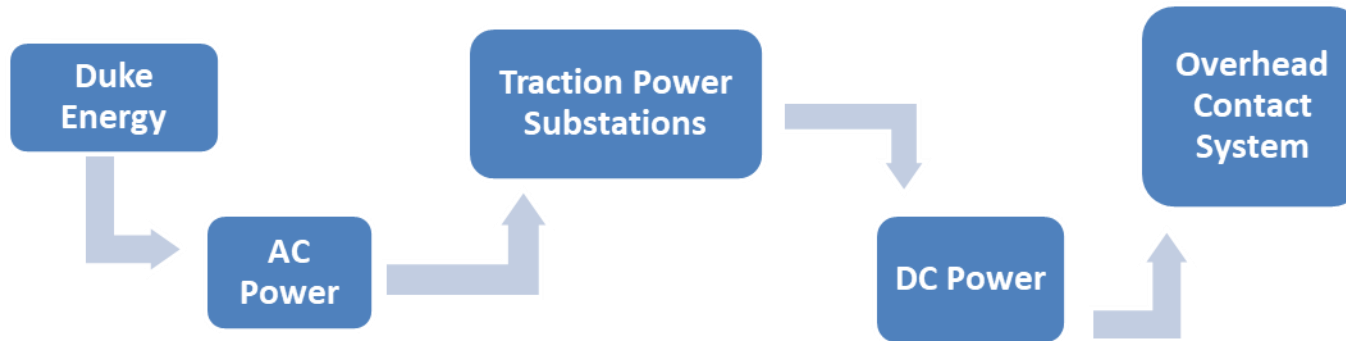
The streetcar transfers the power from the OCS wire by way of a **pantograph** and associated carbon strips on the top of the streetcar. The 750 DC voltage collected by this form of transmission is utilized for all control and power voltages required to operate the streetcar. The pantograph, whenever in contact with the energized line, is also energized and should never be touched. As mentioned earlier the traction power distributed to and through the streetcar is returned to its source (substations) by way of the tracks which are insulated from ground.

Power distribution

The source of overhead DC electrical power is provided from substations located along the alignment as previously discussed. Each of the three trackway substations located along the alignment are metal enclosed structures surrounded by walls or locked fencing to control access. They are also secured from unauthorized access by intrusion alarms and cameras. The substations are safety-signed due to the high voltage danger inside. These substations are controllable both remotely and locally, and operate very reliably and quietly on a regular basis. [The Connector](#) Streetcar Maintenance of Way personnel maintain the substations to ensure efficient and effective performance. In addition to the three along the alignment, there is one in the MOF yard for power to the yard tracks and one in the interior of the MOF for power to the shop tracks. All five of the system's substations are similar in design and operation.

[The Connector](#) Streetcar System uses an overhead contact distribution system (OCS) conducting 750 Volts DC as the power system for the streetcars. The streetcar pantograph located above the C1 cab collects the voltage from the wire through carbon strips sliding along the OCS wire and conducts it through a roof top traction control unit and then to the traction motors for propulsion. When the braking mode is activated above four miles per hour, the motors reverse polarity and act as a generator, creating dynamic braking and regenerating power back into the OCS and may be utilized by streetcars traveling nearby.

AC power is provided from Duke Energy to five substations that transform and rectify the AC input of 12.5 KW voltages to the nominal 750V DC electrical energy distribution network of overhead contact wires. The simplified diagram below depicts the power transfer:



The five substations are as follows:

#1 at 2nd and Main Streets

#2 at Court and Walnut Streets

#3 at Findlay and Race Streets

#4 inside the Streetcar yard at 1927 Race Street

#5 within the shop in the MOF building

The overhead contact system (OCS) is sectionalized with switches to allow for power removal within sections of the alignment for maintenance requirements or emergencies. When power is taken down for work within the power envelope it will be red tagged, locked out, and grounded for safety.

Traction Power Substations (TPSS) Locations

#1 - Second Street



#2 - Court Street



#3 - Findlay Market



#4 - Streetcar Yard



Trackway

Prior to the date and time of the work access, the Supervisor in charge who has previously obtained the training and successful certification to perform the work required will need to call [The Connector](#) Streetcar OC at 513-206-7825 or 513-903-6108 to get permission to enter the work zone.

If the work requires any construction activity, installation, excavation, lay down, placement, modification, or alteration to the trackway zone of 7½ feet from centerline of the tracks, it is essential that extreme care is taken not to damage [The Connector](#) Streetcar's infrastructure or equipment. This special attention is also required regarding deliveries, use of dumpsters and lifts that may encroach into the safety envelopes. An inspection by [The Connector](#) streetcar staff will be made following the completion of the job to apply responsibility for any damage that may have been incurred.

Safe clearance is used for performing work on the wayside (example: landscaping, sidewalk work, fencing, etc.). Work must be performed outside of the trackway safety envelope (area 7-½ feet in each direction from the center of track). Streetcars operating in the safe clearance area are allowed to operate at the maximum allowable speed. When the work area is restricted by presence of a work crew, the streetcar operators will operate at restricted speeds in the slow zone.

The Connector Streetcar personnel and the public should expect streetcar movement at any time, on any track, in any direction, even after service hours. For this reason, safety procedures should be carefully followed so approaching streetcar operators are fully aware of personnel on or near the trackway.

There is a flange way gap next to the rail and the head of the rail can become slippery if covered with oil or grease or other substances. To minimize slips or trips when on or near the trackway, it is best to step across the track rather than stepping on the head of the rail. Switches should be avoided and care taken when work is required near them especially regarding the movement of switch points and the diverging movement made by the streetcar. When clearing for the streetcar ensure that you and your equipment do not foul the trackway envelope and that personnel do not cross tracks in front of a moving streetcar.

Safety Practices

Job Safety Briefing

A Job Safety Briefing is a planning tool that helps ensure that a job is injury and damage free, performed right the first time, and follows Transdev Standards.

Two way communication ensures: each worker is alert and focused, knows what the hazards are surrounding the work area and the task, knows what the job is, knows how it will be accomplished, gives the team a chance to discuss better ways to do the job safely, and if they have any concerns about the protection at the work site. Guidelines to follow when conducting a job briefing include: ensuring all individuals participate in the briefing, re-brief when conditions change or new tasks started, hold the briefings where and when all workers can be gathered and discuss the following:

- Statement of the job and basic steps
- Review a daily safety topic at the beginning and have each worker reference it in their books
- Assignment of tasks and responsibilities
- Existing and potential hazards
- Track safety protection and required personal protective equipment
- Emergency procedures
- Safe place to clear
- Required tools, equipment, and materials
- Necessary safeguards and procedures
- “Good Faith Challenge” and how it affects each worker
- Special conditions to watch for
- Feedback and questions
- Ensure each person signs the Job Safety Briefing form
- If the job is complex, brief it in portions and be alert to changes in job conditions that require re-briefing
- If a new person joins the work group they must also be briefed and if necessary have a new job briefing with the entire work group

- Follow up and ensure each person performs responsibilities, so the job proceeds as planned

Good Faith Challenge

A Good Faith Challenge is an employee's right to challenge the protections afforded that are designed to protect the employee while in the right of way. If a worker feels that the protection provided to them is inadequate they can make a Good Faith Challenge. Under the Good Faith Challenge requirements, the following will take place:

- Employee cannot be disciplined for making a Good Faith Challenge
- All workers remain in the clear until the challenge is resolved
- This allows for an additional opportunity to review the protection provided and ensure if it is adequate

General Rules

Personnel on or near the tracks should use these general rules.

- Always be alert and watchful; each person in the track area is responsible for their personal safety.
- Expect streetcar movement at any time, on any track, in any direction.
- Be always aware of your location and the locations of others.
- Call out a warning if a dangerous situation develops.
- Avoid sudden unplanned moves.
- When crossing the tracks in front or behind a stopped streetcar, cross far enough from the streetcar to be prepared for the streetcar to move in your direction.
- Never step on any rail, slipping off could cause significant injury.
- Never lay tools or equipment on the rails; objects could derail or damage a streetcar and flying debris could endanger personnel along the track.
- Always assume the overhead contact system is energized.

- Never make contact with the overhead wire under any circumstance unless with appropriate maintenance procedures.
- Always wear appropriate clothing for the job.
- Always wear a reflective vest.
- Wear only leather type work shoes in good repair. Sneakers and tennis shoes are unsafe.
- Wear clothing of proper fit. Loose clothing is a hazard.
- If your work crew must be near the tracks and/or the overhead wire a constant lookout is required.
- A red flag or cone in the center of the trackway denotes **stop** to the streetcar operator.
- REMEMBER if you are safe today, you will be healthy tomorrow!



Track Access Procedures

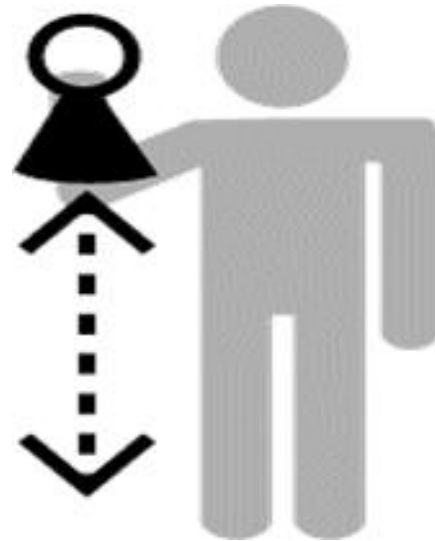
While the information presented in the training program is critical to a safe working experience along the streetcar trackway, common sense and good judgment is also required.

There is an application process for all ROW (Right Of Way) permits along the streetcar alignment. Contact the DOTE (Department of Transportation and Engineering) for additional information and associated track access permit. The permit will define the type of work, date, time and what is required of the crew to perform their work. When the Track Access permit is approved, it is returned to the DOTE/ROW management staff for processing with the permittee.

Prior to the date and time of the work access, the Supervisor in charge who has previously obtained the training and successful certification to perform the work required will need to call [The Connector](#) Streetcar OC at 513-206-7825 or 513-903-6108 to get permission to enter the work zone. The OC will notify all trains and maintenance personnel of the work start time. The same process is required at the completion of the work and vacating of the Trackway.

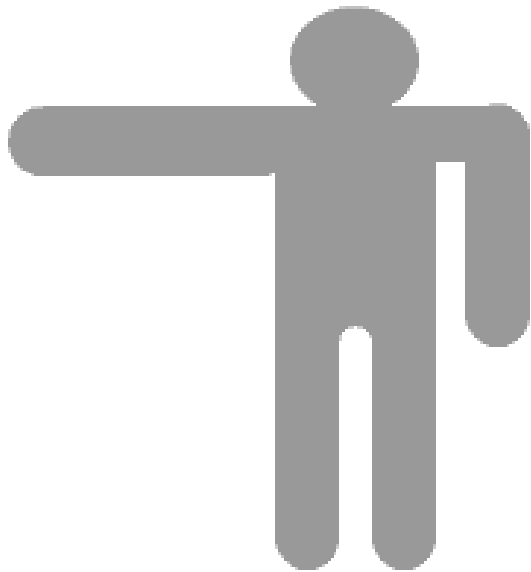
The track access training program involves instructions issued in several standard operating procedures. In addition to the Track Access process itself which is explained in the City's DOTE Right of Way permit process, the following are most important to remember: A flagging person familiar with the Streetcar standard operating procedures and safety regulations/rules should accompany all work crews for maximum safety.

The following are the approved hand signals:



Aspect: Raised and lowered vertically at right angle to track Indication: **PROCEED**

Aspect: Slight vertical movement at arm's length at right angle to the track. Indication: **REDUCE SPEED/ PROCEED AT REDUCED SPEED**





Aspect: Hand signal held horizontally at right angle to the track. Indication: **STOP**

Next Steps

Now that you have completed the training you will need to successfully complete the exam. A score of 90% is required.

Thank you for your commitment to safety. Feel free to contact the Cincinnati Streetcar Transportation and Safety Manager for any questions or suggestions. Hilary Gasdorf (513) 439-1189