

RAIL CAR MOVEMENT ON OTHER THAN MAIN TRACKS

Training Requirements

All employees and contractors must complete the training outlined below to be qualified before moving any rail cars. Annual re-certifications are mandatory to maintain qualification.

Mandatory training will include:

- Railcar visual inspection and component identification
- Proper selection, installation and placement of portable derails.
- Procedures for single rail car movement and rail car securement.
- Proper completion of “Rail Car Procedure Checklist” and record maintenance for 30 days

General Rail Car Movement

Rail car movements are limited to spotting cars on other than main tracks with intent to load or unload materials stockpiled next to the track.

- Rail cars that require movement must have derails installed provide protection for an uncontrolled rail car movement. The track between the portable derails is referred to as the “work zone”.
- At least two (2) persons must be present at all times when moving a rail car.
- Prior to any rail car movement, all persons involved in the planned rail car movement must conduct an enhanced Job Briefing that clearly designates responsibilities.
- Do not move more than one (1) rail car at a time.
- No rail car movements are allowed through any switches or over public crossings.
- Motive power must maintain constant tethering to rail car during entire movement.
- Constant brake shoe to wheel tread contact must be maintained during entire movement to control/retard movement
- Hand brakes must be fully engaged on all cars at all times except on the car involved in an immediate movement.

- Do not leave a single rail car standing when it can be coupled to and left secured with other equipment. If left secured as a single car it must be authorized by a railroad representative with documentation.

Performing Rail Car Movement

- Fully assess job site to ensure track condition and grade are suitable for a controlled rail car movement.
- Attach cable or chain to rail car and motive power then remove all slack.

Steel chains or cables must be used to move cars

- Attach chain or cable to rail car's lifting eyelet or wrap around coupler
 - Never attach chain or cable to any rail car safety appliances (ladders, steps, handholds, grab bars, platforms, or levers)
 - Do not jerk chain or cable to move rail cars
- Employee must test the rail car's hand brakes to ensure proper operation prior to initiating any movement.
 - Release air from the rail car to be moved by using the bleed rod..
 - Slowly release hand brakes (counterclockwise rotation) leaving the brake shoes in constant contact with wheel tread to provide resistance.
 - Uncouple car and gently pull on the rail car with motive power to initiate movement. Once movement starts immediately reduce motive power to ascertain car will stop promptly. If rail car does not stop immediately adjust brake to provide greater resistance and retest.
 - Do not allow wheels to slide.
 - Move rail cars at speed not to exceed Walking speed (3) MPH.
 - Fully apply handbrake when rail car is spotted. Create slack in the cable or chain and wait 1 minute to insure rail car will not move. Unhook chain or cable from the motive power and rail car.
 - Do not leave rail cars any closer than 250 feet (300 ft. in AR/LA, 330 ft. in WI, and 500 ft. in IL) to any road crossing where there is an adjacent track
 - Ensure rail cars are clear of other tracks, switches, streets, highways or other crossings

Employee must ensure that hand brakes are fully applied on ALL cars left unattended and portable derails are removed from track prior to leaving site.

Portable Derails (Work Zone)

- Portable derails must be installed with the intent to create the shortest distance necessary to perform the rail car movement and provides the minimal distance for an uncontrolled movement to encounter a portable derail.
- Portable derails should be installed as far away, as practicable, from switches that could potentially be fouled. They should never be placed at a location where track centers are less than thirteen (13) feet or past track circuits (insulated joints), whichever provides the greatest distance from switch.
- Portable derails must be installed to derail cars away from adjacent tracks or mainlines.

Rail Car Movement Exclusion Areas

Rail car movements are NOT allowed on the following heavy grade territories:

- Black Butte Subdivision: So. Black Butte (VP344) – Dunsmuir x-over (VP321)
- Cascade Subdivision: Cascade Summit (VP537) – Oakridge (VP580)
- Cima Subdivision: Kelso (C235) – Cima (C255)
- Coast Subdivision: No. San Luis Obispo (CO248) – So. Santa Margarita (CO233)
- Evanston Subdivision: Wasatch – Emory
- Huntington Subdivision: W. Encina (N351) – Durkee (N368)
- La Grande Subdivision: Duncan (N250) – Hilgard (N281)
- Moffat Tunnel Subdivision: Arvada (DS007) – Tabernash (DS067) & Bond (DS129) – Volcano (DS142)
- Mojave Subdivision: Kern Jct (SP314) – So. Mojave (SP381) & Hiland (SP464) – E. Wye By-Pass (SP494)
- Provo Subdivision: E. Helper x-over (RG626) – Castilla (RG685)
- Roseville Subdivision: Rocklin (RV111) – E. Truckee (RV208)
- Yuma Subdivision: Loma Linda (SP542) – E. Garnet (SP589)