



**T H O M A S
R A I L R O A D
C O N S U L T I N G**

General Safety and Operating Rules

For Industry Rail Yard Safety

Effective January 1, 2021

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GLOSSARY

1. Safety

Safety is the most important element in performing duties. Obeying the rules is essential to job safety.

Don't get into bad habits by taking short cuts. They will lead to unsafe acts that can result in an injury.

2. Rules

Crew members must have a copy of, be familiar with, and comply with all railroad safety rules, operating rules, and special instructions. In case of doubt or uncertainty, always take the safe course. If uncertain as to the meaning of a rule, contact your supervisor for clarification.

Keep reading your rules and regulations. It will help you realize that working safely is the best and smartest way to work. Discuss the application of the rules with your fellow workers and your supervisor for better understanding.

3. Alert and Attentive

Crew members must report for duty properly rested at the designated time and place. They must be alert and attentive and devote themselves exclusively to the Company's service while on duty. They must not absent themselves from duty, exchange duties, or substitute others in their places without proper authority.

Don't burn the candle at both ends. Get your rest before you go to work. You will feel better and work better.

4. Classes

Crew members must be familiar with and obey all rules, regulations, and instructions and must attend required classes. They must pass any required examinations.

Study your rules and regulations and show them what you are made of when taking your next test.

5. Safety Job Briefing

Before beginning work, all crew members must hold a Safety Job Briefing to ensure that each crew member has a clear understanding of their responsibilities of all the tasks to be performed.

Crew members must discuss the following topics during the Safety Job Briefing:

- The specific job(s) to be done or moves to be made
- The responsibilities of each crew member

- Any additional instructions due to an unusual situation or as may be listed in the Special Instructions
- The means of communication, such as radio or hand signals

Don't skip your job briefing because you think that everyone already knows what to do. When the work changes hold another job briefing to bring everyone up to speed. This could save a life.

6. Red Zone Protection (aka 3-Step protection)

No crew member can enter the Red Zone until all movement is stopped and the operator has placed the car mover in neutral, generator field to off, and applied the brakes. The operator cannot release the brakes and move the cars until the ground person is in the clear of all equipment and all tracks and conveys this information to the operator verbally over the radio.

Complying with Red Zone protection is one of the cardinal safety concepts in railroading. If everyone was diligent in getting 3-Step protection, there would be far fewer incidents.

7. Items that require Red Zone Protection

Operating the hand brake, angle cock, coupling air hoses, adjusting knuckle and crossing over equipment.

You need Red Zone protection when fouling a live track. A live track is a track with a car mover on it.

8. Speeds

- Maximum authorized speed on all industry tracks - 10 MPH unless otherwise posted
- Speed in or around buildings or structures - walking speed
- Coupling speed - walking speed

Nothing causes more problems around railroad equipment than excessive speed. Every inch of track has a posted speed limit. Maintain proper speeds and you day will go smoother.

9. Restricted Speed

A speed that will permit stopping within half the range of vision and short of train, engine, obstruction, railroad car, men or equipment fouling the track, derail or switch lined improperly, but not exceeding 10 MPH.

While working in an industrial environment you will never exceed restricted speed. About 90% of the railroad crews out there are going at restricted speed most of the time. Road trains running on the mainline under signal control can move at higher speeds above restricted speed.

Glossary

Air Brake Valve

The handle that the operator uses to decrease or increase the air pressure in the brake pipe, thus applying or releasing the air brakes on the rail cars.

Angle Cock

The valve is located on the end of each rail car near the air hose that opens and closes the brake pipe.

Bow Handle Switch

Switch equipped with an operating lever that looks like one side of a bow tie.

Brake Cylinder Piston

Each rail car has an air brake cylinder with a piston. When air enters the brake cylinder the piston is forced out against the brake lever, resulting in the application of the brakes.

Brake Pipe

The 1 1/4 inch pipe travels the length of the rail car and is used to charge the air system on each car. It is also used to apply the brakes on each car when pressure is reduced.

Cars

Railroad cars

Car Mover

A mechanical device, such as a Locomotive, Shuttle Wagon, or Track Mobile that is used to move rail equipment.

Clearance Point

The location closest to a switch where it is safe for equipment, and a person riding the side of equipment, to pass equipment on an adjacent track. Clearance Point location may be identified by a clearance cone and/or painting of rails and ties.

Close Clearance

Close clearance is a place where there is limited space between a rail car and a structure.

Coupler Plunger

A lock lifting device to lock the knuckle in place.

Crossover

A combination of two switches that connect two adjacent tracks, normally used for crossover movements.

Derail

A device used to intentionally cause the wheels of a rail car to leave the track and derail.