



CSX Transportation Customer Rail Safety Guidebook

CAR HANDLING SAFETY

Effective June 1, 2010

CSX Transportation Customer Rail Safety Guidebook[®]



Book 2

CSX Transportation Customer Rail Safety Guidebook[®]

Mission: To provide rail safety information to CSX Transportation customers about making informed decisions regarding safety on or about industry tracks.

The CSX Transportation *Customer Rail Safety Guidebook* is provided to assist our customers' safety programs. Strong safety programs reduce the risk of injury and train accidents on or about industry maintained tracks. Approximately seventy-five percent of train accidents that happen on industry tracks are the result of track problems, objects on the track and product spillage, ice, snow or mud that accumulates and fouls the rail wheel flange ways.

Education, communication, awareness and prevention are necessary elements of a successful safety program. Rail safety information is the first step in providing a safe place to work for everyone.

This educational guidebook is presented for customers that move rail cars or have third party switching inside their facilities.

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Safety Overview

Safety through Teamwork

Workplace safety is a core value at CSXT. CSXT strives to arrive at the customer siding without damage to the product, in a timely manner while always protecting the personal safety of our employees, customer employees and the public. It is imperative that rail equipment is handled safely, is properly secured, track is maintained to standard which includes minimal side and overhead restrictions and the surrounding property is absent of debris material, spillage, and accumulation of snow and ice that can adversely impact walking conditions. The number one cause of all personal injuries to railway employees on industry tracks is slips, trips and falls.

A strong safety program in railway operations contains five key areas of focus.

1. **Track Maintenance:** Wide Gage, Broken Rails and Switch related problems are the leading causes in train accidents on industry tracks.
2. **Winter Plan Focus:**
 - Inspect the siding prior to service.
 - Keep all switches free of snow and ensure correct drainage.
 - The accumulation of snow and ice on and around the tracks and in the flange ways also may also cause train derailments in industries.
 - Keep flange ways of tracks which run through private or public roads clear of ice at all times.
 - Clear snow accumulation caused by vehicles crossing over the tracks.
 - Clear snow which has slipped from adjacent roof tops onto the siding track.
 - During severe snow storm conditions, call your Customer Service Center representative to advise that your facility has been cleared of snow. This will help protect timely service during severe weather conditions.
 - The specific responsibility for snow removal is defined in your private siding agreement. In general, the customer is responsible for snow removal up to the main track switch.

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3. **Spring Plan Focus:**

In the spring, it is important to have a track maintenance contractor inspect your track/facility and schedule routine repairs and maintenance. Planned proactive, preventative work reduces the potential for derailments and injuries.

4. **Movement and Securement of Equipment:**

Moving and securing railcars and equipment is one of the most important aspects of railway safety. For customers who are qualified to move rail equipment, it is critical that safety rules related to moving equipment be followed.

*Know the route is clear
Check switch points
Protect the shoving movement
Not leaving cars fouling other tracks
Stopping the movement
Properly applying handbrakes*

Please review these important safety points with your employees who are responsible for handling, moving and securing railway equipment and ensure they understand each safety principle.

5. **Restricted Clearance Hazards:**

One of the potential risks to railroad and industry employees in customer facilities is restricted clearances. It is crucial that your facility is free of side and overhead clearance restrictions as much as practicable. Where restrictions exist, the location must be protected with warning signs and communicated to CSX Transportation.

6. **Spillage/Wheel Contamination:**

Wheel contamination from consumer products like flour, canola oil, cornstarch and other similar substances can cause serious incidents at our hump operations and reduce the rail cars braking effectiveness. If railway equipment has rolled through a contaminated area, you must ensure the wheels are cleaned of any contamination before being released to CSXT.

RECIPE FOR SUCCESS

***Focusing on safety action plans will lead to safety success.
Thank you in advance for your commitment to safety.***

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Safety Recommendation:

Job Briefing

Effective job briefings at the beginning of and throughout the workday raise awareness of surroundings, increase communication effectiveness and better prepare the worker to recognize and avoid hazards. The worker should remain alert for anything out of the ordinary and report any safety concerns to their supervisor immediately.

1. Suggestions on When to Conduct a Job Briefing

Conduct a job briefing:

- Before beginning any new work activity.
- When work activity or work conditions change.
- When another person joins the crew or team.

2. Suggestions on How to Conduct a Job Briefing

When conducting a job briefing:

- Discuss the sequence of job steps.
- Identify, eliminate, contain, and communicate all potential hazards related to the job.
- Inspect tools and equipment before use.
- Identify proper personal protective equipment for the job task.
- Ensure understanding of the planned sequence of events.
- Follow up to ensure compliance with safe work practices.

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Customers Who Move Railcars

Section 1

Section 1 of this handbook details safety issues related to railway equipment and infrastructure. This section provides an understanding of the principles involved in keeping railcars on the track and how loading, balance, weight and securement practices impact railway safety.

- Roadbed and Track Structure
- Basic Railcar Design and Mechanics
- Track/Railcar Dynamics
- Rail Car Loading/Load Securement

Section 2

Section 2 emphasizes safety hazards when working with railway equipment. At CSXT, safety work practices have been developed to help protect people from injury when working around railcars.

CSXT recommends the adoption of safe work practices for all rail related activities at your facility.

- Car Securement
- Hand Brake Operation
- Derails - Function and Operations
- Track Protection – Blue Flags
- Railcar Doors – Safe Operation
- Moving Railcars – Safe Operating Practices

Section 3

Section 3 provides information related to other critical railway safety concerns.

- Locations of Clearance Restrictions
- Track Maintenance & Inspection
- Structures & Obstructions Adjacent to Requirements

Section 4

Section 4 provides important safety information related to working around or on railway equipment or when on CSXT Property

- Crossing Tracks -Fall Protection
- Crossing Over Equipment - Confined Spaces
- Train Movements and Working Near Tracks

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Section 5

- Directory of CSXT Departments
- General Information
- Loading and Unloading Tank Cars
- Loading and Unloading Intermodal Containing Dangerous Goods
- Containers/Trailers
- Boxcars
- Covered Hoppers Containing Dangerous Goods

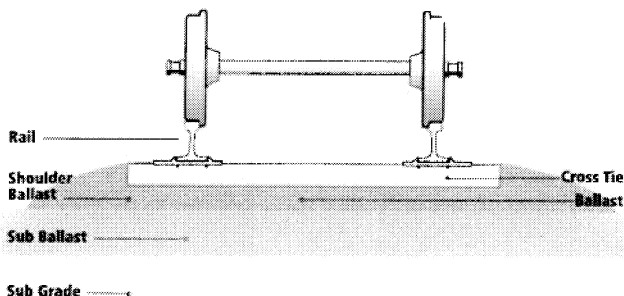
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SECTION 1

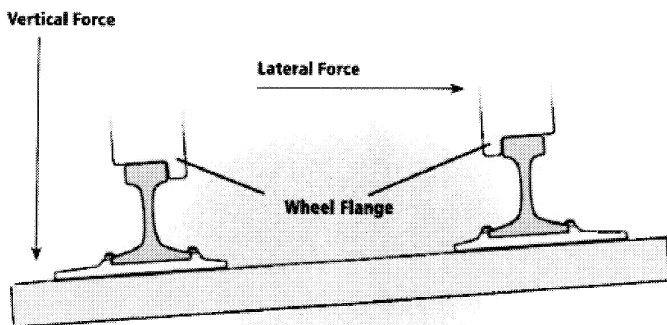
Roadbed and Track Structure

The track and supporting roadbed plays a major role in preventing derailments. The roadbed is designed to support the weight of the car while keeping the tracks evenly spaced apart and running in a straight line. The track structure is carefully engineered around curves to “bank” the outside rail and counter the lateral forces. This maintains an even weight distribution to both rails.

Roadbed and track structure



The wheels of a railcar are flanged to prevent the railcar from sliding off the rail. An improperly balanced load causes the wheel on the heavier side to push inwards and may force the flange on the lighter side up and over the rail. The relationship between lateral and vertical forces determines whether the wheels; 1) stay inside the rail, 2) climb up over the rail, or 3) push (spread) the rail out of gauge.



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The track structure is carefully engineered to handle the regular forces of railcar weight and movement. Improperly loaded or overweight cars place excessive stress on the equipment and the track that may cause damage and possible derailment.

The turnout is a key area in the track structure where many train accidents occur. The turnout should be inspected regularly paying close attention to the moving panel or switch point area. The switch points should be checked for proper fit and also for cracks and/or broken switch points. The switch points should also be kept free of any objects that would not allow the switch points to fit properly when the route is lined.

Shippers are required to observe the load limit stenciled on the car and to ensure that the gross weight of car and lading does not exceed the maximum weight capacity for the route to be traveled. CSX Transportation can assist with information on maximum weight capacities for your intended route.

Basic Railcar Design and Mechanics

Freight cars have two braking systems. The air brake system is for train control and should never be relied upon when a locomotive is not attached. The frame or body of a railcar sits on two center plates, one on top of each truck assembly which contains the axles and wheels. This lubricated surface allows the truck to rotate beneath the body and permits rail equipment to turn without excessive force on the gauge between the rails. Neither the car body nor the wheels are fastened to the trucks. Each component sits in place, primarily by weight.

CSXT personnel must be called to inspect any car that has been lifted or severely impacted on the rail car's trucks to ensure it is correctly seated on the center plate and bearings. Shippers must never lift railcars.

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Track/Railcar Dynamics – How One Impacts the Other

Customer loading practices play a critical role in railway safety. A properly balanced and secured load directly effects how the car performs in train service. There are various standards, circulars, guidelines and requirements detailing proper railcar loading. The Association of American Railroads (AAR) establishes General Rules governing loading requirements for railcars. AAR also publishes Best Practices for loading a variety of commodities. Customers are required to follow the loading rules that have been established for the type of lading and railcar they are using.

Specific instructions and car loading requirements are contained in AAR Circulars, Best Practice and General Information Series. The safety of your load and our operations rely on adhering to these procedures. Specific information regarding loading procedures can be obtained by calling the CSXT Customer Service Center. (Refer to: Part 1 – Section 4, Directory of CSXT Departments, of this Guidebook)

Railcar Loading/Load Balance and Securement

Each freight car regardless of size, type or design must be properly loaded within the specifications of the car. Any load in excess of the specified weight or any load improperly positioned or secured on the car will increase the risk of causing a derailment.

Each freight car is supported by two truck assemblies, one at each end of the car. By design each car has a limited amount of side-to-side movement to allow for even distribution of wheel to rail contact regardless of track geometry.

Therefore, it is imperative that all loads are properly positioned & secured to allow for the mechanics of the car to safely function as intended.

Customer Safety Impact

Any load improperly positioned or secured can force the car to become off balance when it is moved within a train. This combined with track dynamics, could cause a derailment. Prior to releasing a car after loading or unloading, customers must ensure the load is properly blocked and secured and that all loose material is removed from the car deck. Any banding, chains, or cables must be removed or secured.

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SECTION 2

WORKING WITH RAILWAY EQUIPMENT

Car Securement – Hand Brake Design and Operation

Railcars are equipped with two braking systems. The first operates through air pressure when cars are connected to the locomotive. Air brakes are designed for train control and are not intended for long term car securement.

Railcars are also equipped with a hand brake to secure them in place when not coupled to a train and avoid unintentional movement. Hand brakes apply force against the wheels by taking up slack on a chain which is linked by a series of rods, levers and gears to brake shoes. Once a hand brake is properly applied it takes considerable force to move that piece of equipment.

Handbrakes should only be operated by qualified customer employees who thoroughly understand their operation. If qualified customer employees are not available, never attempt to operate hand brakes or move rail cars.

Customer Safety Impact

Railcars should NEVER be moved except by qualified personnel, who have proven knowledge of how to safely move, control speed, stop and secure rail equipment.

Railcars should NEVER be moved while hand brakes are fully applied. A hand brake can apply sufficient force against the wheels of a railcar so that the wheels do not turn when the car is pushed or pulled. This results in a wheel skidding along the rail. Skidding a wheel as little as 6 inches can cause small cracks on the tread of the wheel. These small cracks lead to shelling, where little pieces of the tread fall out and to cracking deeper into the structure of the wheel. This structural damage can go undetected until the wheel, under the weight and stress of train operations, suddenly breaks apart.

It is very dangerous to leave hand brakes partially applied. If this condition is not corrected before railcars are moved, excessive heating could damage the wheel.

If shippers are required to move railcars they should develop safe procedures to prevent these occurrences.

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Factors to Consider Prior to Releasing a Hand Brake

- Has a Job Briefing taken place?
- Is there anyone working on or around the equipment?
- Will the rail car start to roll if the hand brake is removed?
- Is there dock plates, loading chutes, hoses or other attachments connected to any of the cars?
- Are there any hoses, cables or extension cords across the rails or any other obstruction?
- Is the route clear?
- Can the cars be safely moved, stopped and hand brakes re-applied?
- Are the operators familiar with safe methods of car movement?
- Are there derails in the vicinity?

Before moving rail cars:

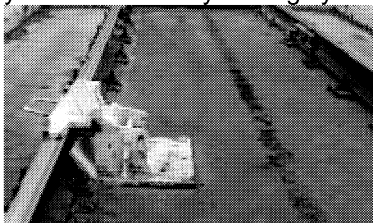
- Ensure all hand brakes have been released to prevent skidding wheels.
- Ensure all personnel are clear of moving equipment.

Derails – Function and Operation

CSXT derails should never be operated by customers. These safety devices must only be operated by CSXT personnel.

As the name implies, a derail is a device designed to stop free rolling, uncontrolled railway cars and equipment by properly derailing the car removing the wheel from the rail. As damaging as this is to the wheels and the track, derails are installed to protect people and operations from unattended railcar movements.

Derails on industry tracks must be properly maintained and painted yellow so that they are highly visible.



Hinged Derail

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Customer Safety Impact

CSXT derails are critical safety devices that must never be operated by the customer. If a derail is found at the customer's facility not in the derailling position and no CSXT train crew nearby, call the CSXT Hotline immediately (800) 232-0144.

RAILCAR DOORS – SAFE OPERATION

Operating Rail Car Doors

The rail industry has dedicated considerable attention to safety issues around the operation of plug type and bottom gate doors on rail cars. The AAR publishes loading instructions and safety advisories related to the safe opening and use of rail car doors. Rail doors are very heavy and if operated improperly can cause serious injury. If you open or close rail car doors and are not familiar with the AAR Circulars and Best Practices information, contact CSX Transportation to have a load specialist help you obtain this critical information. (See Section 4 – Part 1)

Safe Opening and Use of Plug Doors

Prior to operating any rail door, an inspection must be made to ensure that the door hinges are secure in the track, both top and bottom, before opening. If operated improperly or not properly inspected prior to use, the gear mechanism on plug doors can cause the handle to spin suddenly and violently resulting in a possible injury. Plug doors must be securely closed whenever the car is being moved.

A shifted load that is impinging against a door may cause the door to suddenly move outwards when released. Lading may fall out when opening doors of any type.

Closed Covered Hopper Cars – Bottom Gates

Prior to operating bottom gates, an inspection must be made. Ensure that gate locks (except those equipped with self-locking locks) are released prior to opening gate. This will ensure the gate shaft & opening mechanisms are not bent and/or damaged. The gate opening device must be well into the capstan prior to opening gate in order to prevent damage to the capstan such as rounding of the square drive socket. After unloading the hoppers, an inspection must be made to ensure the gate is securely closed and properly locked. An open gate can fall between the rails while in transit and result in damage to property or a derailment. When loading hoppers ensure the gates are securely closed and locked to prevent any product spillage.

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Customer Safety Impact

In addition to safety issues around the operation of bottom gates there is an environmental reason for ensuring the gates are closed properly and the cars are loaded carefully. Occasional spills of various products have been attributed to defective bottom gates on cars.

Spills on concrete can also lead to potential walking hazards causing slips and trips if not protected.

- Take extra care when filling hopper cars to avoid spillage of product on the top of cars
- Inspect top and side sills and sweep away any excess product
- Spot and repair defective hopper gates
- Ensure all hopper gates are closed

Closing Doors

All doors should be closed and secured prior to releasing cars. This includes bottom doors and top hatch covers. Cars with plug doors left open cannot be moved by train crews. Contact CSXT for specific instructions anytime you receive a car type you are not familiar with.

Customer Safety Impact

CSXT is concerned about your workers' safety. When railcar doors are left open or unsecured, railway safety can be impacted.

EMPLOYEE SAFETY WHEN WORKING AROUND RAILCARS (BLUE FLAGS)

When CSXT employees are required to perform maintenance on railcars in the customer's facility Blue flag protection is required per the Federal Railroad Administration regulations.

CSXT Blue Flags are not to be removed by anyone other than a CSXT employee.

MOVING RAILCARS – SAFE OPERATING PRACTICES

Car Movement

CSXT has developed safe work procedures to govern the major activities associated with switching rail cars. These are based on the CSXT Operating Rules and CSXT general operating instructions. These procedures relate to the use of on-track equipment and locomotives.

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The movement of railcars by other approved mechanical methods, (i.e., trackmobile, cables, winches, pulleys, etc) requires the development of safe work procedures specific to each operation. Customers are encouraged to develop, document and train their employees in safe car movement.

Car Movement by Customers

Any freight car that is to be moved by the customer must be done in a safe manner by qualified personnel to prevent personal injuries or damage to the car or equipment used.

The following steps must be followed to safely move a freight car.

Using a Hand Operated Car Mover

- Conduct a Job Briefing
- Ensure the track is clear of obstructions for the distance the car is to be moved
- Advise everyone in the area of the intended movement
- Discuss the intended move with all personnel involved (See Job Briefing)
- If a hand operated car mover is used, be aware and fully understand how it operates
- Release the car's hand brake
- Have someone remain at the hand brake to apply it when required
- After the car has been moved to the desired location, fully apply the handbrake

Using a Trackmobile

- Conduct a Job Briefing
- Ensure the track is clear of obstructions for the distance of the car to be moved
- Advise everyone in the area of the intended movement
- Job briefing must cover the intended move with all personnel involved, have a plan
- Couple or connect the trackmobile to the car to be moved
- Release the handbrake

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Moving Railcars - Key Requirements

The railway industry is governed by a complete set of operating rules and procedures. Here are a few key requirements to keep in mind when developing procedures for safe rail car movements at your facility.

- Conduct a Job Briefing
- Hand brakes must not be released until it is clearly identified how the movement will be controlled and stopped.
- Procedures must ensure that no car can be moved while people are working in or around that equipment. These procedures should also include the requirement to walk around and inspect for the removal of all dock plates, loading/unloading equipment, connecting hoses, cables or obstructions of any kind.
- Procedures must clearly indicate the method of controlling and signaling that will be used during car movement activities.
- Before coupling to any car the couplers must be observed to ensure they line up.
- Before moving or leaving a string of cars it must be confirmed they are all coupled together.
- Someone must always be in a position to observe the leading end of the movement and relay signals to the equipment operator.
- Railcars must never be moved that will foul CSXT main track, sidings or other tracks.
- All railcars must be left at least 100 feet from a derail.
- Cars must not be moved with the brakes fully applied or wheels skidding.
- Do not lift railcars in any way.
- Do not push or pull on the car by the handrail, ladder or any other part of the car not designed for that purpose.
- Always leave cars with sufficient hand brakes applied.
- Always pull on cars with hand brakes applied to ensure the brakes are working properly
- Equipment (i.e. trackmobiles) must not operate within 25 feet of the nearest rail of any CSXT main track or siding without the presence of a CSXT flag person.

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SECTION 3

CLEARANCE REQUIREMENTS, TRACK MAINTENANCE AND INSPECTIONS

Railway Clearances

The term “railway clearances” refers to the distance from the track to the nearest obstruction. Vertical clearances are measured parallel to the plane of the top of rails. Lateral clearances are measured from the track center and at right angles to the plane of the top of rails.

Safe Clearance Distances

No temporary structure, material or equipment shall be permitted closer than 12 feet to the nearest rail without prior approval in writing from CSX Transportation.

Restricted Clearances

Clearance restrictions have been developed to protect the safety of people and equipment when moving railcars. Shippers must comply with two clearance envelopes in their operation:

- those pertaining to spurs and industrial track
- those pertaining to main tracks and sidings

Spurs and Industrial Track

In general, all equipment or obstructions of any kind must be kept a minimum of 12 feet away from the nearest rail on any industrial track. This includes temporary piles of stock; refuse containers, parked vehicles or other equipment, buildings or obstructions. CSXT must be notified immediately for any of the following situations:

- When any emergency situation causes an obstruction within the 12 feet clearance envelope laterally, and 22 feet vertically;
- If any alterations are made to track-side loading platforms or change of location to loading ramps, unloading augers and other equipment;

If there are any holes, trenches and other ground obstructions, CSXT staff will ensure that the information is passed on to the affected personnel.

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Main Track and Sidings

Machinery and equipment cannot be operated within 25 feet of a CSXT main track or siding without CSXT authority and protection. This applies to all manner of equipment, including snow-clearing equipment. Contact CSXT in advance to arrange protection.

Shippers and their contractors must keep in mind the requirement for clear sight lines at railway crossings. Snow piles, materials, equipment or other obstructions must not be left where they can affect the ability to see approaching train traffic, at public or private rail road crossings.

Customer Infrastructure

In situations where a customer is altering the railroad infrastructure within their facility, a qualified Railway Flagperson may be needed to ensure the safety of the CSXT employees and the customer. In these instances, the customer must contact CSXT. One week advance notice is required, so that flagging protection requirements may be determined.

Customer Safety Impact

Railway employees and customer employees have been seriously injured and even killed while performing switching operations in areas of restricted clearance and where a standard clearance has not been maintained or changes documented. Less than standard clearance locations are identified in three ways:

- Job Briefings
- Customer notification to CSXT on the applicable restricted clearance
- Restricted clearance signage at customers' sidings.

Track Maintenance and Inspection Requirements

There are federal regulations and detailed CSXT specifications and procedures pertaining to the maintenance and inspection of track structure. Customers should inspect their track regularly for signs of defects and notify CSXT immediately of any changes, damage or problems. Depending on the nature of the industry's track agreement, CSXT's Engineering personnel can inspect industry owned tracks and may specify necessary improvements.

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Customer Safety Impact

A key safety concern and customer responsibility is the accumulation of snow, ice, vegetation or debris in the walkway at customer sites. It is vital for the safety of shipping and the railway personnel that the tracks are maintained in a safe condition free of walking and operating obstructions which may cause a slipping hazard or a car to derail. It is especially important that flange ways at road crossings be kept free of ice and debris.

Standing and flowing water are great hazards to track stability. Drainage systems are designed to channel water away from the track structure. Blocked culverts, water undercutting the track or standing pools of water adjacent to any track must be reported to CSXT immediately.

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SECTION 4

GENERAL SAFETY POLICIES WHEN ON OR ABOUT TRACKS

Personal Protective Equipment

Railway equipment and operations can be dangerous if proper safety rules are not followed. Safe working practices must be adhered to at all times. There are several important safety concerns that you must be aware of prior to conducting any work on or in close proximity to rail equipment or track in your facility. Below are suggestions to be included in your facility's safety policy.

Crossing Tracks

- When crossing railway tracks, watch for movement in both directions prior to crossing.
- Do not stand or walk between the rails of any track.
- Never stand on a rail while crossing tracks.
- Watch for pinch points at switch locations.
- When walking around the end of a car or locomotive, keep at least 25 feet of clearance from the equipment to protect yourself from sudden movement.
- To cross tracks, look both ways, and if the tracks are clear, walk single file at a right angle to them.

Crossing Over Standing Equipment

In some cases, you may have to cross over cars. The best precaution is to walk around. However, if you have to walk over or apply or release a handbrake, use extreme caution, and consider the following:

- Always use safety appliances such as ladders, handholds and crossover platforms when crossing equipment.
- Never cross over moving cars.
- Never cross under a car or cross over equipment while putting your feet on moveable components such as couplers, sliding sills or uncoupling levers.
- While crossing over equipment always maintain a "three point contact" with the equipment and safety appliances.

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Train Movements and Working Near Tracks

- Be alert to train movement.
- Expect the movement of trains, engines, cars, or other equipment at any time, on any track, and in either direction, even cars on sidings that appear to be stationary or in storage.
- Stay at least 25 feet away from the ends of stationary cars when crossing the track, and never climb on, under or between cars.
- Never rely on others to protect you from train or car movement.
- Look out for yourself!
- Do not stand on the track in front of an approaching engine, car or other equipment.
- Be aware of the location of structures or obstructions where clearances are close.
- Never stand or walk on railway tracks, either between the rails or on the ends of ties unless absolutely necessary.
- Stay clear of tracks whenever possible. Trains can approach with little or no warning. You may not be able to hear them due to atmospheric conditions, terrain, noisy work equipment, or passing trains in multiple track territory.

Protection of Railway Traffic and Property

Signs, signals and flags necessary for the safe operation of the railway shall not be obstructed, removed, relocated, or altered in any way without proper written authorization.

Blue flag protection on tracks signifies railway mechanical employees are on, under or between rolling equipment. Blue flags are important safety devices and must not be touched or obstructed.

Customer Safety Impact

Customers and anyone other than CSXT employees are prohibited from handling main track switches, derails, electric locking mechanisms or other CSXT switches or appliances and from operating on any CSXT track.

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SECTION 5

DIRECTORY OF CSXT DEPARTMENTS

CSXT Emergency Hotline for Railroad Emergencies- 1-800-232-0144

Contact CSXT's Public Safety Coordination Center immediately for all railroad emergencies, including blocked crossings or track, crossing accidents, crossing signal problems, hazardous materials release, theft, vandalism, trespassing or unsafe employee driving.


Be prepared to tell us your name, location and what you observed.

Customer Service Tools



See: www.csx.com – **ShipCSX: Our Line, On Line**

CSXT requires that you use electronic tools to conduct shipping transactions. Our e-business tools make it easy to manage your shipments quickly and efficiently, with secure data that is specific to you and your company.

For example; if shipping coal? See [coal tools](#). Shipping with CSXT Intermodal?

Visit CSXI.com  ebusiness on our website for more information.

Electronic options:

ShipCSX: CSXT's secure transaction tool website is available to registered users. [Learn more](#), [Register](#) , [Log in now](#)  **EDI (electronic data interchange):** this provides direct communication between your computer system and ours.

For assistance with tools, call 1-877-ShipCSX (1-877-744-7279)

When preparing to ship with CSXT, contact **[Load Engineering and Design Specialists \(LEADS\)](#)** to ensure that your product will be loaded safely and efficiently.

Our Load Engineering and Design specialists will help you design loading patterns to protect your product from potential damage while getting the most out of your rail car capacity.

For loading design assistance, contact:

Automobiles and Automobile Parts, 904-279-6343.

Open Top Loads, Metals and Lumber, 904-279-6373

Closed Cars, 904-279-6344

Intermodal, 215-218-3320

Local Trainmaster:

Local Roadmaster:

Local Mechanical Supervisor:

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HAZMAT

In the United States, the Hazardous Materials Regulations of the Department of Transportation (US CFR Section 49) must be complied with when handling cars containing hazardous materials and hazardous waste.

The safe and secure transportation of hazardous materials is regulated by FRA and TSA regulations.

HM 6603

Transfer of Custody Form and Positive Control Requirements for Alert Cars

When picking up or setting off at another railroad or industry, Positive Control must be maintained on all loaded Alert Cars until the receiver accepts physical custody of the car or the car is placed in a Rail Secure Area.

The proper transfer of custody form must be completed when picking up Alert Cars, or setting off Alert Cars at another railroad or industry in a TSA-Defined High Threat Urban Area.

Positive Control and a Transfer of custody form are REQUIRED for the following:

- Picking up a loaded Alert car(s) at a customer or interchange
- Delivering a loaded alert car to a customer in a High Threat Urban Area
- Delivering or receiving Alert car(s) in interchange with another railroad

TRANSFER OF CUSTODY FORM

All loaded Alert cars requiring pick-up, set-off, or interchange will require completion of the Transfer of Custody Form.

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Notify CSX Transportation thru the CSXT Public Safety Coordination Center (PSCC) – 1-800-232-0144. If you encounter any of these situations contact CSX Transportation immediately.

- Critical Security Information
- Information regarding rail security risks or threats
- Derailment of any railcar
- Leak or suspected leak of any tank car or other hazardous material on CSXT property
- Any release or suspected release of a material from a rail car on CSXT property
- Presence of equipment or materials within the Main Track or Siding clearance
- Damage to any switch, derail, sign, rail or track structure
- Any other condition or situation that presents a risk of accident or injury to CSXT personnel or equipment.

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CSX Transportation Safety Committee Industry Inspection Form

Date: _____

Location: _____

Inspected By: _____

Comments: _____

Areas of Concern	Yes	No	Remarks/Action Taken
Walkways free of debris or other slip/trip/fall hazards			
Evacuation plans accessible			
Walkways free of vegetation			
Proper walkway drainage (no standing water, mud, ice, etc.)			
Switches/derails in working order			
Close clearance signs (if applicable) posted and in good condition			
Brake stick available, in working order and secured			
Access roads/crew change points (if applicable) in good condition			
Lights (where equipped) in working order			
Customer safety rules/requirements			