



NATIONAL TRANSPORTATION SAFETY BOARD  
**Investigative Hearing**

Managing Safety on Passenger Railroads: Amtrak Overspeed Derailment – DuPont, Washington; and CSX and Amtrak Train Collision – Cayce, South Carolina.

<b>GROUP</b>	<b>G</b>
<b>EXHIBIT</b>	
<b>12</b>	

Agency / Organization

**CSXT**

Title

**Train Board Blitz-2018**

# Train Board Blitz 2018

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## Purpose

The purpose of this operational testing blitz is to ensure T&E employees correctly complete required documents and are carrying the documentation required for the train. Additionally, supervisors must confirm employees have personal electronic devices off and properly stored, and the locomotive cab is clean and free of tripping hazards.

## Time Frame

0001 Sunday February 11 through 2359 Saturday February 24<sup>th</sup>. Any supervisor who is on vacation during the blitz period will notify the appropriate Asst. Superintendent and Director of Safety and Operating Practices for the Region and perform the blitz upon their return. The Director of Safety and Operating Practices will notify the Safety Department of this information. No write-ups are required.

## Requirements

Each trainmaster who is qualified and required to perform operational tests must board five controlling locomotives occupied by an on-duty train or yard crew during the blitz period. Do not test a crew whose time on duty has reached or exceeded 12 hours. All trainmasters are required to perform the applicable tests listed in A and D below. Trainmasters who supervise territories where TWC-D rules are in effect (including any signal suspension in effect during the blitz) must perform the tests listed in B. Trainmasters who supervise territories where TC and CP rules are in effect must perform the tests in C below.

### A. All locations:

- ✓ Where PTC is in effect: If controlling locomotive is PTC equipped, ensure PTC is initialized and cut-in. If not, determine why and who authorized.
- ✓ 100.3 – rules and special instructions are available
- ✓ 100.4 – if on a controlled track, each crewmember has his/her own copy
- ✓ 101.1 – Employees are familiar with instructions contained in bulletins
- ✓ 102.2 – Employees have a watch (not having a watch could be an indication of improper use of a personal electronic device)
- ✓ 108.1 – Employees working as locomotive operators and as conductors have certification cards in his/her possession.
- ✓ 500.1 – Dispatcher bulletins are correct
- ✓ 501.2 – any EC-1 is properly filled out
- ✓ 1001.2 – personal devices off and stored out of sight
- ✓ 2014.1 – Locomotive cab floors are clear and free of tripping hazards
- ✓ 4003.1 – Proper work order or electronic work order
- ✓ 5213.1 – Brake Test Certificate is on the controlling locomotive if applicable
- ✓ 5301.1 – Calendar Day Inspection
- ✓ 5309.1 – Locomotive Work Report
- ✓ 6101 – Proper documentation for hazardous materials
- ✓ 6104 – Position in train document (CT-168) update date and accurate

**B. Additional tests where TWC-D or TWC-ABS rules are in effect (to include Signal Suspensions):**

- ✓ These tests must be performed in addition to those listed above when testing train crews who are operating under TWC-D or TWC-ABS rules.
- ✓ 501.2 – Hear trains receive EC-1 instructions. Board train and view that EC-1 is properly filled out.
- ✓ 401.13, 401.14, & 505.12 – Observe trains operate main track switches and restore such switches prior to releasing EC-1 authority. Hear train release EC-1 authority and report switches restored. Board train and observe EC-1 and SPAF have been properly completed.

**C. Additional tests where TC & CP rules are in effect:**

- ✓ Trains in TC & CP rule territories will be stopped by having the train dispatcher set an absolute signal to stop and provide verbal permission to pass. Supervisors will use BANNER to stop the trains being tested.
- ✓ 504.20 – Train does not pass STOP signal
- ✓ 504.21 – Permission from the train dispatcher is obtained
- ✓ 504.2 – Train is operated at RESTRICTED speed

**D. In addition to boarding trains, check five hand-operated main track switches (to include electrically locked) to ensure switches are properly locked. Take immediate remedial action for any main track switch found not locked. These observations will not be entered into OPTS, but must be documented and send to the appropriate DSOP for review.**