



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.

GROUP	G
EXHIBIT	
14	

Agency / Organization

CSXT

Title

May 2018 Operational Testing Blitz

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Purpose

The purpose of this operational testing blitz is to ensure T&E employees comply with rules governing the method of operation. Part of the blitz will ensure main track switches are properly locked in all territories.

Time Frame

0001 Sunday May 13th through 2359 Saturday May 19th. 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

All Trainmasters both LOR and Terminal

In addition to the operational tests listed below, all trainmasters will check five hand-operated main track switches (to include electrically locked) to ensure switches are properly locked when not in use. 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.

A. TWC-D or TWC-ABS rules are in effect (to include Signal Suspensions):

- ✓ LOR Trainmasters who supervise TWC-D or TWC-ABS territory or where a signal suspension is in effect must perform the operational tests as described below:
 - ✓ 501.2 – Hear trains receive EC-1 instructions. Board train and view that EC-1 is properly filled out. Three tests on three different crews.
 - ✓ 401.13, 401.14, & 505.12 (506.11 for TWC-ABS) – 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. Test two different train crews on each of the three listed rules (six total tests).

B. TC & CP rules are in effect:

- ✓ LOR Trainmasters who supervise TC & CP rule territories will test three trains as follows:
 - ✓ Three separate trains at three separate locations 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.
 - i. 504.20 – Train does not pass STOP signal
 - ii. 504.21 – Permission from the train dispatcher is obtained

iii. BANNER 504.22 – Ensure train is operated at restricted speed.

C. Terminal Trainmasters and Main Track Yard Limits or OTMT:

- ✓ LOR Trainmasters whose territorial responsibilities only include Main Track Yard Limits and/or OTMT and Terminal Trainmasters must perform the following tests:
 - ✓ Two separate trains on BANNER 300.4 Y to ensure trains are operating at ½ the range of vision on non-controlled tracks
 - ✓ Three separate trains on 401.3 to ensure trains do not proceed past the clearance point of a track until the switches and derails connected to the movement are properly lined
 - ✓ Two separate trains on 407.1 to ensure employees leave equipment clear of adjacent tracks