

# SAVAGE

Tank Car Inspection - for Loading

Product: CRUDE OIL

Car Number <b>PPRX 171143</b>	Date <b>12-17-20</b>	Spot <b>5</b>	Auth ID <b>540811</b>	Gallons Loaded <b>29177</b>
Customer <b>P-66</b>	Pre / Post Heel Stick Measure <b>-   -</b>	Heel Gallons <b>-</b>	Safety Device Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	
Car Capacity <b>31760</b>	Load Limit <b>200200</b>	Empty Weight <b>85800</b>	Tank Specification <b>DOT 11 7R 100W1</b>	Tank Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>

Pre Inspections			Initials
1	Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.		E
2	No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)		E
3	Ensure bad order bracket/defect card holder is empty and intact.		E
4	Check wheels for cracks, chips, holes, shelling, or flat spots.		E
5	No obvious defects in the truck assembly and all required springs are present and in good condition.		E
6	Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin		E
7	Markings and all stencils are legible and tank car within inspection date.		E
8	4 Placards (1267) are present and are like new/un-faded and in holders.	# Replaced?: <b>0</b>	E
9	AEI Tags are present on both sides of railcar.		E
11	Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.		E
12	BOV gasket replaced? <b>YES</b> <input checked="" type="checkbox"/>	(Please place sticker on the back of this form)	E
13	The bottom outlet valve is closed and secured with a seal.		E
14	Inspect outer tank shell for dents, corrosion, cracks or any defects.		E
15	Manway bolts are in good condition.		E
16	No signs of leaks prior to the loading process.		E
17	Railcar received is safe to load.		E

In-Process Inspections			Initials
1	No signs of crude oil leaks at seams, fittings, or valves during loading process.		LA
2	With BOV cap hanging, periodically inspect valve for leaks during the loading process.		LA
3	No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).		LA
4	All plugs and caps attached to chains and are properly secured to tank car.		LA
5	Manway gasket is present and in good condition.		LA
6	Manway gasket replaced? <b>YES</b> <input checked="" type="checkbox"/>	(Please place sticker on the back of this form)	LA
7	All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.		LA

Post Inspections			Initials
1	Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>		LA
2	BOV handle stowed.		LA
3	Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>		LA
4	The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).		LA
5	Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.		LA
6	Proper seals have been applied.		LA
7	Ground cables have been removed.		LA

Outgoing Seal Numbers:		
<b>885925</b>	<b>885930</b>	<b>885928</b>

**IMPORTANT:** If any of the above items are defective, DO NOT LOAD / SHIP until approved by a Qualified Person. Explain defect in comments below:

By initialing and signing as the operator, you are verifying all items are in proper condition and you have performed all tasks.  
By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: \_\_\_\_\_ Signature: \_\_\_\_\_

Team Member Verifier: \_\_\_\_\_ Signature: \_\_\_\_\_

# SAVAGE

Product: CRUDE OIL

Tank Car Inspection - for Loading

Car Number <b>PPRX 172350</b>		Date <b>12-17-20</b>	Snót <b>4</b>	Auth-ID <b>540012</b>	Gallons Loaded <b>28792</b>
Customer <b>P-66</b>		Pre / Post Heel Stick Measure <b>-   -</b>	Heel Gallons <b>-</b>	Safety Device Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	
Car Capacity <b>31720</b>	Load Limit <b>197700</b>	Empty Weight <b>88300</b>	Tank Specification DOT 11 <b>7R</b> 100W1	Tank Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	

Pre Inspections			Initials
1	Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.		E
2	No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)		E
3	Ensure bad order bracket/defect card holder is empty and intact.		E
4	Check wheels for cracks, chips, holes, shelling, or flat spots.		E
5	No obvious defects in the truck assembly and all required springs are present and in good condition.		E
6	Check couplers for obvious damage and that it has double sheff knuckle assembly, with intact knuckle pin		E
7	Markings and all stencils are legible and tank car within inspection date.		E
8	4 Placards (1267) are present and are like new/un-faded and in holders.	# Replaced?: <b>0</b>	E
9	AEI Tags are present on both sides of railcar.		E
11	Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.		E
12	BOV gasket replaced? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	(Please place sticker on the back of this form)	E
13	The bottom outlet valve is closed and secured with a seal.		E
14	Inspect outer tank shell for dents, corrosion, cracks or any defects.		E
15	Manway bolts are in good condition.		E
16	No signs of leaks prior to the loading process.		E
17	Railcar received is safe to load.		E

In-Process Inspections			Initials
1	No signs of crude oil leaks at seams, fittings, or valves during loading process.		RH
2	With BOV cap hanging, periodically inspect valve for leaks during the loading process.		RH
3	No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).		RH
4	All plugs and caps attached to chains and are properly secured to tank car.		RH
5	Manway gasket is present and in good condition.		RH
6	Manway gasket replaced? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	(Please place sticker on the back of this form)	RH
7	All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.		RH

Post Inspections			Initials
1	Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>		RH
2	BOV handle stowed.		RH
3	Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>		RH
4	The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).		RH
5	Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.		RH
6	Proper seals have been applied.		RH
7	Ground cables have been removed.		RH

**Outgoing Seal Numbers:**

<b>885442</b>	T <b>885497</b>	B <b>886000</b>
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By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: [REDACTED] Signature: [REDACTED]

Team Member Verifier: [REDACTED] Signature: [REDACTED]

# SAVAGE

SFT 5

Product: CRUDE OIL

Car Number <b>PPRX 172933</b>		Date <b>12-17-20</b>	Spot <b>3</b>	Auth ID <b>540813</b>	Gallons Loaded <b>28864</b>
Customer <b>P-66</b>		Pre / Post Heel Stick Measure <b>-</b>	Heel Gallons <b>-</b>	Safety Device Test Dates Qual: 20 <b>19</b> Duc: 20 <b>29</b>	
Car Capacity <b>31760</b>	Load Limit <b>197900</b>	Empty Weight <b>88100</b>	Tank Specification <b>DOT 11 R 100W1</b>	Tank Test Dates Qual: 20 <b>19</b> Duc: 20 <b>29</b>	

**Pre Inspections**

		Initials
1	Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.	<b>PH</b>
2	No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)	<b>PH</b>
3	Ensure bad order bracket/defect card holder is empty and intact.	<b>PH</b>
4	Check wheels for cracks, chips, holes, shelling, or flat spots.	<b>PH</b>
5	No obvious defects in the truck assembly and all required springs are present and in good condition.	<b>PH</b>
6	Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin	<b>PH</b>
7	Markings and all stencils are legible and tank car within inspection date.	<b>PH</b>
8	4 Placards (1267) are present and are like new/un-faded and in holders. # Replaced?: <b>0</b>	<b>PH</b>
9	AEI Tags are present on both sides of railcar.	<b>PH</b>
11	Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.	<b>PH</b>
12	BOV gasket replaced?    YES <b>NO</b> (Please place sticker on the back of this form)	<b>PH</b>
13	The bottom outlet valve is closed and secured with a seal.	<b>PH</b>
14	Inspect outer tank shell for dents, corrosion, cracks or any defects.	<b>PH</b>
15	Manway bolts are in good condition.	<b>PH</b>
16	No signs of leaks prior to the loading process.	<b>PH</b>
17	Railcar received is safe to load.	<b>PH</b>

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**In-Process Inspections**

		Initials
1	No signs of crude oil leaks at seams, fittings, or valves during loading process.	<b>PH</b>
2	With BOV cap hanging, periodically inspect valve for leaks during the loading process.	<b>PH</b>
3	No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).	<b>PH</b>
4	All plugs and caps attached to chains and are properly secured to tank car.	<b>PH</b>
5	Manway gasket is present and in good condition.	<b>PH</b>
6	Manway gasket replaced?    YES <b>NO</b> (Please place sticker on the back of this form)	<b>PH</b>
7	All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.	<b>PH</b>

**Post Inspections**

		Initials
1	Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>	<b>PH</b>
2	BOV handle stowed.	<b>PH</b>
3	Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>	<b>PH</b>
4	The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).	<b>PH</b>
5	Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.	<b>PH</b>
6	Proper seals have been applied.	<b>PH</b>
7	Ground cables have been removed.	<b>PH</b>

**Outgoing Seal Numbers:**

<b>885093</b>	T	<b>885396</b>	B	<b>885332</b>
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By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: \_\_\_\_\_

Signature: \_\_\_\_\_

Team Member Verifier: \_\_\_\_\_

Signature: \_\_\_\_\_

# SAVAGE

Tank Car Inspection - for Loading

Product: CRUDE OIL

Car Number <b>PRRX 172745</b>	Date <b>12/17/20</b>	Spot <b>14</b>	Auth ID <b>540814</b>	Gallons Loaded <b>28819</b>
Customer <b>PLC</b>	Pre / Post Heel Stick Measure <b>—   —</b>	Heel Gallons <b>—</b>	Safety Device Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	
Car Capacity <b>31710</b>	Load Limit <b>197900</b>	Empty Weight <b>48100</b>	Tank Specification <b>DOT II 7R 100W1</b>	Tank Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>

**Pre Inspections**

Inspection Item	# Replaced?	Initials
1 Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.		D S S S S S S S S S S S S S S S
2 No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)		
3 Ensure bad order bracket/defect card holder is empty and intact.		
4 Check wheels for cracks, chips, holes, shelling, or flat spots.		
5 No obvious defects in the truck assembly and all required springs are present and in good condition.		
6 Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin		
7 Markings and all stencils are legible and tank car within inspection date.		
8 4 Placards (1267) are present and are like new/un-faded and in holders.	0	
9 ABE Tags are present on both sides of railcar.		
11 Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.		
12 BOV gasket replaced?    YES <b>NO</b> (Please place sticker on the back of this form)		
13 The bottom outlet valve is closed and secured with a seal.		
14 Inspect outer tank shell for dents, corrosion, cracks or any defects.		
15 Manway bolts are in good condition.		
16 No signs of leaks prior to the loading process.		
17 Railcar received is safe to load.		

**In-Process Inspections**

Inspection Item	# Replaced?	Initials
1 No signs of crude oil leaks at seams, fittings, or valves during loading process.		S S S S S S S
2 With BOV cap hanging, periodically inspect valve for leaks during the loading process.		
3 No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).		
4 All plugs and caps attached to chains and are properly secured to tank car.		
5 Manway gasket is present and in good condition.		
6 Manway gasket replaced?    YES <b>NO</b> (Please place sticker on the back of this form)		
7 All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.		

**Post Inspections**

Inspection Item	Initials
1 Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>	S S S S S S S
2 BOV handle stowed.	
3 Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>	
4 The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).	
5 Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.	
6 Proper seals have been applied.	
7 Ground cables have been removed.	

**Outgoing Seal Numbers:**

<b>808711</b>	<b>808784</b>	<b>808704</b>
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By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: \_\_\_\_\_

Signature: \_\_\_\_\_

Team Member Verifier: \_\_\_\_\_

Signature: \_\_\_\_\_

Car Number <b>TIK360653</b>		Date <b>12/17/20</b>	Spot <b>13</b>	Auth ID <b>540815</b>	Gallons Loaded <b>28360</b>
Customer <b>Plc</b>		Pre / Post Heel Stick Measure <b>—</b>	Heel Gallons <b>—</b>	Safety Device Test Dates Qual: 20 <b>18</b> Due: 20 <b>24</b>	
Car Capacity <b>30260</b>	Load Limit <b>195100</b>	Empty Weight <b>90900</b>	Tank Specification <b>DOT 11 JJ 100W1</b>	Tank Test Dates Qual: 20 <b>18</b> Due: 20 <b>27</b>	

Pre Inspections			Initials
1	Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.		D D D D D D D D D D D D D D D D D
2	No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)		
3	Ensure bad order bracket/defect card holder is empty and intact.		
4	Check wheels for cracks, chips, holes, shelling, or flat spots.		
5	No obvious defects in the truck assembly and all required springs are present and in good condition.		
6	Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin		
7	Markings and all stencils are legible and tank car within inspection date.		
8	4 Placards (1267) are present and are like new/un-faded and in holders.	# Replaced?: <b>0</b>	
9	AEI Tags are present on both sides of railcar.		
11	Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.		
12	BOV gasket replaced?    YES <b>NO</b>	(Please place sticker on the back of this form)	
13	The bottom outlet valve is closed and secured with a seal.		
14	Inspect outer tank shell for dents, corrosion, cracks or any defects.		
15	Manway bolts are in good condition.		
16	No signs of leaks prior to the loading process.		
17	Railcar received is safe to load.		

In-Process Inspections			Initials
1	No signs of crude oil leaks at seams, fittings, or valves during loading process.		D D D D D D D
2	With BOV cap hanging, periodically inspect valve for leaks during the loading process.		
3	No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).		
4	All plugs and caps attached to chains and are properly secured to tank car.		
5	Manway gasket is present and in good condition.		
6	Manway gasket replaced?    YES <b>NO</b>	(Please place sticker on the back of this form)	
7	All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.		

Post Inspections			Initials
1	Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>		D D D D D D D
2	BOV handle stowed.		
3	Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>		
4	The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).		
5	Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.		
6	Proper seals have been applied.		
7	Ground cables have been removed.		

**Outgoing Seal Numbers:**

<b>S 08702</b>	<b>S 08714</b>	<b>B 808705</b>
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By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: \_\_\_\_\_ Signature: \_\_\_\_\_

Team Member Verifier: \_\_\_\_\_ Signature: \_\_\_\_\_

Car Number <b>PPR 172323</b>	Date <b>12/17/20</b>	Snet <b>12</b>	Auth ID <b>540816</b>	Gallons Loaded <b>28995</b>
Customer <b>PLC</b>	Pre / Post Heel Stick Measure <b>—   —</b>	Heel Gallons <b>—</b>	Safety Device Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	
Car Capacity <b>32690</b>	Load Limit <b>197900</b>	Empty Weight <b>48600</b>	Tank Specification <b>DOT 11 7K-100WI</b>	Tank Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>

Pre Inspections			Initials
1	Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.		[Handwritten Initials]
2	No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)		
3	Ensure bad order bracket/defect card holder is empty and intact.		
4	Check wheels for cracks, chips, holes, shelling, or flat spots.		
5	No obvious defects in the truck assembly and all required springs are present and in good condition.		
6	Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin		
7	Markings and all stencils are legible and tank car within inspection date.		
8	4 Placards (1267) are present and are like new/un-faded and in holders.	# Replaced?: <b>0</b>	
9	ABI Tags are present on both sides of railcar.		
11	Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.		
12	BOV gasket replaced?    YES <b>NO</b>	(Please place sticker on the back of this form)	
13	The bottom outlet valve is closed and secured with a seal.		
14	Inspect outer tank shell for dents, corrosion, cracks or any defects.		
15	Manway bolts are in good condition.		
16	No signs of leaks prior to the loading process.		
17	Railcar received is safe to load.		

In-Process Inspections			Initials
1	No signs of crude oil leaks at seams, fittings, or valves during loading process.		[Handwritten Initials]
2	With BOV cap hanging, periodically inspect valve for leaks during the loading process.		
3	No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).		
4	All plugs and caps attached to chains and are properly secured to tank car.		
5	Manway gasket is present and in good condition.		
6	Manway gasket replaced?    YES <b>NO</b>	(Please place sticker on the back of this form)	
7	All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.		

Post Inspections			Initials
1	Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>		[Handwritten Initials]
2	BOV handle stowed.		
3	Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>		
4	The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).		
5	Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.		
6	Proper seals have been applied.		
7	Ground cables have been removed.		

**Outgoing Seal Numbers:**

<b>845148</b>	<b>845140</b>	<b>845162</b>
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By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: \_\_\_\_\_ Signature: \_\_\_\_\_  
 Team Member Verifier: \_\_\_\_\_ Signature: \_\_\_\_\_

Car Number <b>DPK 172348</b>	Date <b>12-17-20</b>	Spot <b>11</b>	Auth ID <b>540817</b>	Gallons Loaded <b>28,935</b>
Customer <b>P66</b>	Pre / Post Heel Stick Measure <b>—</b>	Heel Gallons <b>—</b>	Safety Device Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	
Car Capacity <b>31760</b>	Load Limit <b>197800</b>	Empty Weight <b>88200</b>	Tank Specification <b>DOT 117B 100W1</b>	Tank Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>

Pre Inspections			Initials
1	Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.		M
2	No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)		M
3	Ensure bad order bracket/defect card holder is empty and intact.		M
4	Check wheels for cracks, chips, holes, shelling, or flat spots.		M
5	No obvious defects in the truck assembly and all required springs are present and in good condition.		M
6	Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin		M
7	Markings and all stencils are legible and tank car within inspection date.		M
8	4 Placards (1267) are present and are like new/un-faded and in holders.	# Replaced?: <b>3</b>	M
9	AEI Tags are present on both sides of railcar.		M
11	Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.		M
12	BOV gasket replaced?    YES <b>NO</b>	(Please place sticker on the back of this form)	M
13	The bottom outlet valve is closed and secured with a seal.		M
14	Inspect outer tank shell for dents, corrosion, cracks or any defects.		M
15	Manway bolts are in good condition.		M
16	No signs of leaks prior to the loading process.		M
17	Railcar received is safe to load.		M

In-Process Inspections			Initials
1	No signs of crude oil leaks at seams, fittings, or valves during loading process.		M
2	With BOV cap hanging, periodically inspect valve for leaks during the loading process.		M
3	No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).		M
4	All plugs and caps attached to chains and are properly secured to tank car.		M
5	Manway gasket is present and in good condition.		M
6	Manway gasket replaced?    YES <b>NO</b>	(Please place sticker on the back of this form)	M
7	All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.		M

Post Inspections			Initials
1	Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>		M
2	BOV handle stowed.		M
3	Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>		M
4	The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).		M
5	Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.		M
6	Proper seals have been applied.		M
7	Ground cables have been removed.		M

**Outgoing Seal Numbers:**

<b>874763</b>	T <b>894710</b>	B <b>874765</b>
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By initialing and signing as the operator, you are verifying all items are in proper condition and you have performed all tests.  
 By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: \_\_\_\_\_ Signature: \_\_\_\_\_

Team Member Verifier: \_\_\_\_\_ Signature: \_\_\_\_\_

# SAVAGE

Tank Car Inspection - for Loading

Product: CRUDE OIL

Car Number <b>PPR 17360</b>	Date <b>12-17-20</b>	Spot <b>10</b>	Auth ID <b>540878</b>	Gallons Loaded <b>28708</b>
Customer <b>Fleco</b>	Pre / Post Heel Stick Measure <b>---</b>	Heel Gallons <b>---</b>	Safety Device Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	
Car Capacity <b>31710</b>	Load Limit <b>197500</b>	Empty Weight <b>58800</b>	Tank Specification <b>DOT 117R 100W1</b>	Tank Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>

**Pre Inspections**

	Initials
1 Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.	UJ
2 No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)	UJ
3 Ensure bad order bracket/defect card holder is empty and intact.	UJ
4 Check wheels for cracks, chips, holes, shelling, or flat spots.	UJ
5 No obvious defects in the truck assembly and all required springs are present and in good condition.	UJ
6 Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin	UJ
7 Markings and all stencils are legible and tank car within inspection date.	UJ
8 4 Placards (1267) are present and are like new/un-faded and in holders. # Replaced?: <b>2</b>	UJ
9 AEI Tags are present on both sides of railcar.	UJ
11 Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.	UJ
12 BOV gasket replaced? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (Please place sticker on the back of this form)	UJ
13 The bottom outlet valve is closed and secured with a seal.	UJ
14 Inspect outer tank shell for dents, corrosion, cracks or any defects.	UJ
15 Manway bolts are in good condition.	UJ
16 No signs of leaks prior to the loading process.	UJ
17 Railcar received is safe to load.	UJ

**In-Process Inspections**

	Initials
1 No signs of crude oil leaks at seams, fittings, or valves during loading process.	UJ
2 With BOV cap hanging, periodically inspect valve for leaks during the loading process.	UJ
3 No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).	UJ
4 All plugs and caps attached to chains and are properly secured to tank car.	UJ
5 Manway gasket is present and in good condition.	UJ
6 Manway gasket replaced? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> (Please place sticker on the back of this form)	UJ
7 All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.	UJ

**Post Inspections**

	Initials
1 Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>	UJ
2 BOV handle stowed.	UJ
3 Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>	UJ
4 The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).	UJ
5 Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.	UJ
6 Proper seals have been applied.	UJ
7 Ground cables have been removed.	UJ

**Outgoing Seal Numbers:**

<b>848803</b>	<b>848891</b>	<b>848878</b>
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By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: [REDACTED] Signature: [REDACTED]

Team Member Verifier: [REDACTED] Signature: [REDACTED]



# SAVAGE

Tank Car Inspection - for Loading

Product: CRUDE OIL

Car Number <b>PPA 172923</b>	Date <b>12.17.20</b>	Spot <b>9</b>	Auth ID <b>540819</b>	Gallons Loaded <b>28721</b>
Customer <b>File</b>	Pre / Post Heel Stick Measure <b>+</b>	Heel Gallons <b>—</b>	Safety Device Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	
Car Capacity <b>31680</b>	Load Limit <b>197200</b>	Empty Weight <b>88800</b>	Tank Specification <b>DOT 117R 100W1</b>	Tank Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>

Pre Inspections			Initials
1	Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.		dl
2	No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)		m
3	Ensure bad order bracket/defect card holder is empty and intact.		m
4	Check wheels for cracks, chips, holes, shelling, or flat spots.		m
5	No obvious defects in the truck assembly and all required springs are present and in good condition.		m
6	Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin		m
7	Markings and all stencils are legible and tank car within inspection date.		m
8	4 Placards (1267) are present and are like new/un-faded and in holders.	# Replaced?: <b>3</b>	m
9	AEI Tags are present on both sides of railcar.		m
11	Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.		m
12	BOV gasket replaced?    YES <b>NO</b>	(Please place sticker on the back of this form)	m
13	The bottom outlet valve is closed and secured with a seal.		m
14	Inspect outer tank shell for dents, corrosion, cracks or any defects.		m
15	Manway bolts are in good condition.		m
16	No signs of leaks prior to the loading process.		m
17	Railcar received is safe to load.		m

In-Process Inspections			Initials
1	No signs of crude oil leaks at seams, fittings, or valves during loading process.		m
2	With BOV cap hanging, periodically inspect valve for leaks during the loading process.		m
3	No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).		m
4	All plugs and caps attached to chains and are properly secured to tank car.		m
5	Manway gasket is present and in good condition.		m
6	Manway gasket replaced?    YES <b>NO</b>	(Please place sticker on the back of this form)	m
7	All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.		m

Post Inspections			Initials
1	Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>		m
2	BOV handle stowed.		m
3	Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>		m
4	The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).		m
5	Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.		m
6	Proper seals have been applied.		m
7	Ground cables have been removed.		m

**Outgoing Seal Numbers:**

<b>848899</b>	<b>848896</b>	<b>848879</b>
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By signing as the verifier, you verified the tank car is good to ship and the operator has properly secured the railcar.

Team Member Operator: \_\_\_\_\_ Signature: \_\_\_\_\_

Team Member Verifier: \_\_\_\_\_ Signature: \_\_\_\_\_

# SAVAGE

Tank Car Inspector - for Loading

Product: CRUDE OIL

Car Number <b>PPRX 171543</b>		Date <b>12.17.20</b>	Spot <b>8</b>	Auth ID <b>540820</b>	Gallons Loaded <b>28817</b>
Customer <b>Rele</b>		Pre / Post Heel Stick Measure <b>/</b>	Heel Gallons <b>/</b>	Safety Device Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	
Car Capacity <b>31730</b>	Load Limit <b>198200</b>	Empty Weight <b>87800</b>	Tank Specification <b>DOT 117R100W1</b>	Tank Test Dates Qual: 20 <b>19</b> Due: 20 <b>29</b>	

### Pre Inspections

Initials

1	Track protection is set & locked, unit train is chalked and blue flagged prior to starting work.	
2	No damaged or missing safety devices (handrails, ladders, platforms, cotter pins and hand brakes)	
3	Ensure bad order bracket/defect card holder is empty and intact.	
4	Check wheels for cracks, chips, holes, shelling, or flat spots.	
5	No obvious defects in the truck assembly and all required springs are present and in good condition.	
6	Check couplers for obvious damage and that it has double shelf knuckle assembly, with intact knuckle pin	
7	Markings and all stencils are legible and tank car within inspection date.	
8	4 Placards (1267) are present and are like new/un-faded and in holders.	# Replaced? <b>1</b>
9	AEI Tags are present on both sides of railcar.	
11	Bottom outlet cap and plug are secured by a chain to railcar and gasket is in good shape.	
12	BOV gasket replaced? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(Please place sticker on the back of this form)
13	The bottom outlet valve is closed and secured with a seal.	
14	Inspect outer tank shell for dents, corrosion, cracks or any defects.	
15	Manway bolts are in good condition.	
16	No signs of leaks prior to the loading process.	
17	Railcar received is safe to load.	

Initials

### In-Process Inspections

1	No signs of crude oil leaks at seams, fittings, or valves during loading process.	
2	With BOV cap hanging, periodically inspect valve for leaks during the loading process.	
3	No signs of air leaks in vacuum relief valve or pressure relief valve (every 4000 - 8000 gallons).	
4	All plugs and caps attached to chains and are properly secured to tank car.	
5	Manway gasket is present and in good condition.	
6	Manway gasket replaced? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(Please place sticker on the back of this form)
7	All fittings/devices under the dome cover are properly tightened and secured with no signs of leaks.	

Initials

### Post Inspections

1	Bottom liquid valve closed, valve plug and cap secured with a wrench. <b>TOOL TIGHT!</b>	
2	BOV handle stowed.	
3	Manway properly closed and secured. <b>TOOL TIGHT @ PROPER TORQUE SPEC</b>	
4	The 3" and 4" ball valves are in the closed position and capped/plugged (tool tight).	
5	Protective housing is free of debris, cover is closed, and secured. No debris was dropped into the tank.	
6	Proper seals have been applied.	
7	Ground cables have been removed.	

### Outgoing Seal Numbers:

<b>848900</b>	<b>T 848841</b>	<b>B 848845</b>
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Team Member Operator: \_\_\_\_\_

Signature: \_\_\_\_\_

Team Member Verifier: \_\_\_\_\_

Signature: \_\_\_\_\_