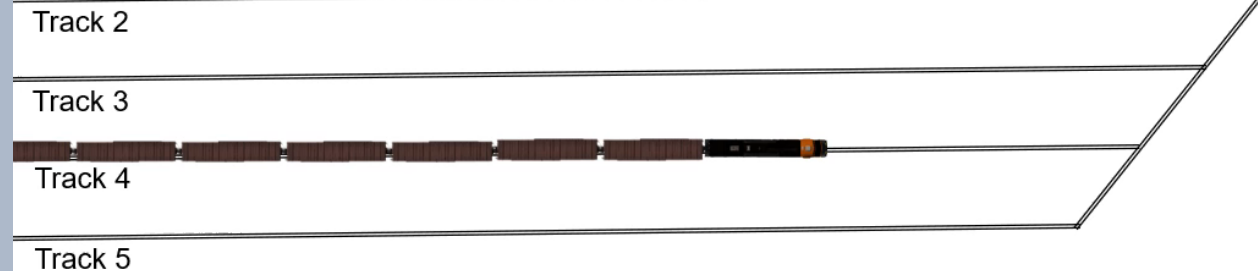


Shoving Case Study #2

- Roadswitcher crew was pulling a cut of cars out of industry Track 4.
- Track 4 was equipped with clearance markers.
- Brakeman cut away 3 cars, planning to shove them into Track 3 while leaving the rest of the cut in the foul in Track 4.
- Conductor reversed the track 4 switch instead of the track 3 switch, initiated movement, and began to verify car numbers in another track to be pulled as part of their next move.
- Crew began shoving into Track 5, colliding with the standing cut left in the foul on Track 4.

A roadswitcher crew was pulling a cut of cars out of industry Track 4.



Shoving Case Study #2 Chat

Road-Switcher crew was pulling a cut of cars out of industry Track 4. Track 4 was equipped with clearance markers.

Brakeman cut away 8 cars, planning to shove them into Track 3 while leaving the rest of the cut in the foul in Track 4. Foreman reversed the wrong switch, initiated movement, and began to verify car numbers in another track to be pulled as part of their next move. Crew began shoving into Track 5, colliding with the standing cut left in the foul on Track 4.

Riding Equipment Case Study

S-13.1.5

- Yard job was switching cars on the north end of the yard.
- Foreman and engineer had pulled 4 cars to the north out of Track 111 and were setting the south car into Track 113.
- Foreman operated the switch to get into Track 113, mounted the car, and gave instructions to make a shove move into the track.
- During the move, foreman radioed that he had fallen from the car and needed help.
- Investigation revealed that a shifted load in the north car in Track 114 pushed the car door out reducing clearance between Tracks 113 and 114, and knocked the foreman off the car.
- Tracks 113 and 114 were identified as close clearance in the timetable.



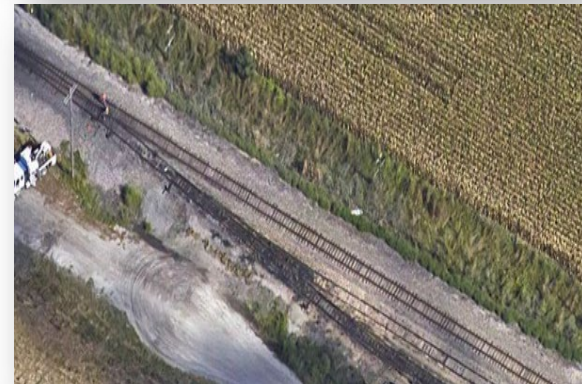
- Yard job was switching cars on the north end of the yard.
- Foreman and engineer had pulled 4 cars to the north out of Track 111 and were setting the south car into Track 113.
- Foreman operated the switch to get into Track 113, mounted the car, and gave instructions to make a shove move into the track.
- During the move, foreman radioed that he had fallen from the car and needed help.
- Investigation revealed that a shifted load in the north car in Track 114 pushed the car door out reducing clearance between Tracks 113 and 114, and knocked the foreman off the car.
- Tracks 113 and 114 were identified as close clearance in the timetable.

No Clearance and Close Track Center Restrictions

Employees must not ride or knowingly allow others to ride the no clearance side of equipment at the location where no clearance exists, under any of the following conditions:

A	<ul style="list-style-type: none">• Between a structure and a moving car or engine.• Through gates or doorways. (Gates or doors must be secured in the open position).
B	<ul style="list-style-type: none">• Into, out-of or within enclosed buildings. (Employees must precede the movement, if safe to do so, before entering enclosed buildings. Movements must only be made on that employee's signal within a building).• When it cannot be visually determined that equipment on an adjacent track is in the clear or behind the clearance point.
C	<ul style="list-style-type: none">• On industry tracks at locations where signs may be placed, advising of no clearance.• At locations that have been identified by timetable or special instructions as having a no clearance condition.
D	<ul style="list-style-type: none">• At locations that have been identified by timetable or special instructions as having close track centers unless that portion of adjacent track is known to be clear.

- Crew on a local cut power away from their train on the main track at the Birdsong Power Plant to pull a car out of the industry's track before spotting their train in the facility.
- After pulling the locomotive consist west past the switch into the facility, conductor operated the electric lock switch, lined it for movement and removed the derail into the facility.
- Conductor told engineer that he was protecting from the ground and instructed him to back up 8 cars.
- Engineer acknowledged who and how protection was provided and distance to be traveled and started movement.
- Locomotive consist had traveled approximately 154 feet when conductor instructed engineer to stop because the lead locomotive struck the side of the lead car of their train that had been cut off and left on the main.



^ Poll 8:Equipment in the Foul Case Study

1 question

No

Edit

Delete

1. How should this conductor have determined where to uncouple from the cars on the main track? Select all that apply. (Multiple Choice)

Answer 1: Stand outside the rail of adjacent track and extend an arm towards the equipment. When unable to touch the equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

Answer 2: Reference the clearance point markers if available

Answer 3: At a location 50 feet from the switch