

On Thursday, February 7, 2019 at approximately 7:00 AM EST, Keith Gilmore, a 35-year-old Norfolk Southern Conductor died after sustaining injuries during a shove movement in Baltimore, MD. Mr. Gilmore was riding equipment positioned on the side of a railcar on the leading end of a shove movement at the time of the accident. His body came into contact with standing equipment on an adjacent track, and he was subsequently struck by his movement. Norfolk Southern extends its deepest condolences to Mr. Gilmore's family, friends, and co-workers.

## Incident Description

***While the investigation of this tragic incident is still ongoing, the following information is known:***

- Mr. Gilmore had been employed with Norfolk Southern for six (6) months.
- Mr. Gilmore was working as a conductor on assignment H63 in Bayview Yard.
- Mr. Gilmore was using the radio to communicate with his engineer to direct their shove movement.
- The yard tracks that H63 operated on at the time of the accident have close track centers.

## Safety Considerations

***Although the cause of this accident is not yet known, safety considerations in this publication should be used to elevate awareness on how to work safely in the railroad environment. Always pause to identify risks, process the information to choose a safe course of action, and proceed with the task in a safe manner.***

## Applicable Rules For Discussion

***Although the incident remains under investigation, a few rule excerpts are provided for review to minimize risks when operating on tracks restricted account close track centers and riding equipment***

- Participation and involvement in Job Safety Briefings are required and must be done:
  - At the beginning of each job
  - When the work changes
  - When the work becomes confusing or new tasks are started
  - When a rule violation is observed

The person conducting the Job Safety Briefing must confirm that everyone involved understands all the instructions. ***Reference Operating Rule 1 Job Safety Briefings***

- Employees are prohibited from riding equipment on tracks designated by Special Instructions to be restricted account close track centers. NOTE: This rule does not prohibit an employee from riding on the platform of a locomotive in these tracks. ***Reference Operating Rule 20(a)(4) Prohibited Acts – Riding equipment on tracks restricted account close track centers***
- Some platforms, bridges, and other structures, switch stands, tunnels, and equipment on adjacent track will not clear a person on the top or side of a car or engine. Employees must become familiar with these and other close clearance locations and protect themselves from injury. ***Reference Operating Rule 27 Close Clearance***

***What other material is available for review on shove moves?***

- Operating Rule 216 Shoving, Backing, or Pushing Movements