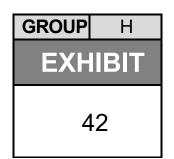


National Transportation Safety Board Investigative Hearing

Norfolk Southern Railway general merchandise freight train 32N derailment with subsequent hazardous material release and fires, in East Palestine, Ohio, on February 3, 2023



Agency / Organization

Transportation Communication Union (TCU/IAM)

Title

Submisison to Hearing Norfolk Southern Standard Work Document

Docket ID: DCA23HR001

		STANDARD	WORK	Task 1: Outbound Train Inspection and G									
Filename: Revision No.: 4			Last Release:		Total Cycle Time (Mh:mm): 1 06 Task 1 Cycle Time (Min): 66.5 Total Cycle Time (Min): 66.5		Keypoint Symbols:		Safety	Quality	Method	Specialty F	
eining Co	de: a				Keypoint		Reason (Why this way)	Cycle Time		3200	Photos		
Signal		Action	Element (What to do)	Tools	Symbol	Keypoint (How to do it)	season (winy time way)	(Min)					-
	1	Open (OP)	Yard air supply line or Locomotive hose briefly to blow out debris and moisture from air supply					0.5					
	2	Connect (CN)	air supply to train	Yard air test device (if not using locomotive air)	•	1. For locomotive, attach locomotive train line to car. 2. For yard air supply—attach air hose on car to yard air test device. Reference: https://dest.nscorp.com/ops/mep/mde/Carts.205tandarfs.20Work/SW.C. 0099_pdf or https://dest.nscorp.com/ops/mep/mde/Carts.205tandarfs.20Work/SW.C. 2020_pdf or https://dest.nscorp.com/ops/mep/mde/Carts.205tandarfs.20Work/SW.C. 2020_pdf Or https://dest.nscorp.com/ops/mep/mde/Carts.205tandarfs.20Work/SW.C. 2020_pdf	1. Required per NS-1 Rule A- 13 and CDI 02-02. 2. See SW-C-0099 Brake Boss Yard Air Test or SW-C-102 YAC Yard Air Test for proper procedure.	2			nd As Test Device		N
	3	Complete (CO)	coupling of air hoses while inspecting cars for obvious switch damage	PPE Radio Tools for yard repairs		1. Walk one side of cars, coupling hoses between cars. 2. Inspect same side looking for obvious switch damage. 3. Make in-train repairs and document as required. Note: Cycle time is for a 50 car cut, at 0.5 mins per car with one car inspector.	Required per 49 CFR 232, CDI 02-16, NS-1 Rules A-1, A-2, and A-6	25	mane vest	M2 CAPIB	FRONT SERVICE PRICE	VB.CSSE OFFICE OF STREET	
	4	Check (CK)	pressure reading at rear of train/opposite end of air supply	Handheld gauge or EOTD	*	Allow train to be charged to the pressure at which the train will be operated. The pressure at the rear of the train must be within 15 PS of the regulating valve setting, but not less than 60 PSI when using yard air supply as indicated by handheld gauge or £0TD.	Required per N5-1 Rule A-6 and CDI 02-16	0.5		PERSON HOPORTS	LOGATION CAMPLIANCE BYTH CFIR ME I BANKEY STRATIGHTS FOR	POWER TOUR STATE OF THE STATE O	
	5	Apply (AP)	20 PSI reduction in brake pipe pressure from controlling locomotive or yard air test device	Yard Air Test Device (if not using locomotive air)	•			0.5					-
	6	Start (SA)	Class I Brake Test	PPE Radio	•	Complete Air Flow Method Test or Brake Pipe Leakage Test per NS-1 and CDI 2.16	49 CFR 232, NS-1 A-6-1, A-6- 2, and CDI 02-16	2	**************************************				

notive air)		or https://dept.nscorp.com/ops/mwp/m dc/Car%20Standard%20Work/SW-C- 0099.pdf or https://dept.nscorp.com/ops/mwp/m dc/Car%20Standard%20Work/SW-C- 0102.pdf.	Yard Air Test or SW-C YAC Yard Air Test for p procedure		
PE dio rard repairs	•	1. Walk one side of cars, coupling hoses between cars. 2. Inspect same side looking for obvious switch damage. 3. Make in-train repairs and document as required. Note: Cycle time is for a 50 car cut, at 0.5 mins per car with one car inspector.	Required per 49 CFR 23. 02-16, NS-1 Rules A-1, and A-6		
gauge or EOTD	*	Allow train to be charged to the pressure at which the train will be operated. The pressure at the rear of the train must be within 15 PSI of the	Required per NS-1 Rule		