



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




GROUP	H
EXHIBIT	
42	

Agency / Organization

Transportation Communication Union (TCU/IAM)

Title

**Submission to Hearing
Norfolk Southern Standard
Work Document**

NS STANDARD WORK		Outbound Train Inspection & Class I Brake Test (Yard Air or Locomotive)								
Task 1: Outbound Train Inspection and Class I Brake Test		Total Cycle Time (Mn:mm): 1:06		Task 1 Cycle Time (Min): 66.5		Total Cycle Time (Min): 66.5				
Filename:	Revision No.: 4	Last Release:	Keypoint Symbols:		Safety	Quality	Method	Specialty PPE		
Training Code:			Task 1 Cycle Time (Min): 66.5	Total Cycle Time (Min): 66.5	Cycle Time (Min)			Photos		
Step	Eme. Signoff	#	Action	Element (What to do)	Tools	Keypoint Symbol	Keypoint (How to do it)	Reason (Why this way)	Cycle Time (Min)	Photos
		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://dept.nscorp.com/ops/mwp/mdr/Car%20Standard%20Work/SW-C-0099.pdf or https://dept.nscorp.com/ops/mwp/mdr/Car%20Standard%20Work/SW-C-0102.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	
		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	
		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 PSI of the regulating valve setting, but not less than 60 PSI when using yard air supply as indicated by handheld gauge or EOTD.	Required per NS-1 Rule A-6 and CDI 02-16	0.5	
		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	

Cycle Time is for a 50 car cut with 1 person

otive air)				dc/Car%20Standard%20Work/SW-C-0099.pdf or https://dept.nscorp.com/ops/mwp/mdr/Car%20Standard%20Work/SW-C-0102.pdf .	Yard Air Test or SW-C YAC Yard Air Test for p procedure
PE dio ard 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, 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 regulating valve setting, but not less	Required per NS-1 Rule and CDI 02-16	