



SWITCHES, DERAILS AND CLEARANCE POINTS

Switches



- Know where switches are located on your railroad.
- Inspect switch points prior to lining for movement. Look for loose or missing parts and remove debris behind the points with a broom or approved tool, “never use your hand or foot”.
- Operate switch as intended, always using good body mechanics.
- Confirm switches are Lined, Locked, Checked and Double Checked for the intended route.
- Always confirm switch position with crew members/Train Dispatcher where required.



Derails

Derails protect against improperly secured equipment, equipment failures and vandalism.



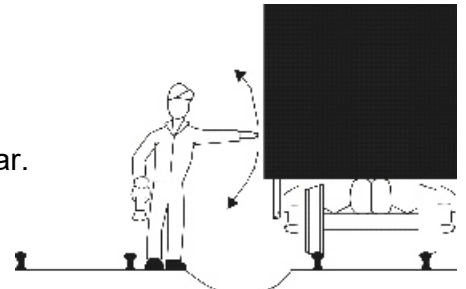
- Know permanent derail locations.
- Ensure that derails are of the right type and size for the grade and equipment being protected.
- Is the derail on good solid ties and properly secured to ensure it will perform as required if/when needed?
- Are derails marked by signs and/or brightly painted?
- Is derail position confirmed when derails are removed and replaced?
- What is the “normal” position for the derails on your property?
- Are portable derails used on your railroad, if so, what are the standards for use?

The best derail is one that never has to be tested for effectiveness!

Clearance Points

Failure to leave equipment in the clear sets a trap for yourself, your coworkers, and any crew that may enter the area at any time.

- “Clear” means there is room for a person riding the side of a car. If you can touch a car when standing beside the adjacent track, that car is not clear
- If clearance points are not marked, you must leave an additional fifty feet of clearance.
- Verify hand brakes are applied and securement is tested to protect the clearance.



Remember, it's never wrong to do what is right!