



Railroad Safety Advisory Committee



Train Securement Requirements Presentation

to the

49th Railroad Safety Advisory Committee Meeting

August 29, 2013
Washington, DC



Overview of Securement for Unattended Equipment



- FRA regulates securement of unattended equipment:
 - Title 49, Code of Federal Regulations (CFR)
 - Section 232.103(n)
 - Additional requirements under
 - Emergency Order No. 28
 - Safety Advisory 2013-06
 - Previously provided securement enforcement guidance:
 - Chapter 11 of the MP&E Compliance Manual
 - TB-MP&E-10-01 Enforcement Guidance Regarding Securement of Equipment
 - Guidance Document regarding E.O. 28
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Current Requirements



- 49 CFR § 232.103(n) and TB-MP&E-10-01
 - Railroads required to have a process or procedure to insure sufficient handbrakes are set
 - If procedure is chosen, brakes must be completely released to test securement before uncoupling
 - The minimum number of acceptable handbrakes is one
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Securement in Yards



- The securement requirements for classification or “hump” yards may be different than the rest of the railroad
- Alternate forms of securement in yards may include the use of skates and/or inert retarders as provided for in TB MP&E 10-1
- Use of alternate securement methods may depend upon grades, potential severe weather, or other local conditions



“Attended” Equipment in Yards



- The end of the yard that is actively being switched does not require standing equipment to be secured
- If operation does not work 24/7, then the equipment at each end of the tracks must be secured
 - However, the equipment between adequately secured ends of a track does not require hand brakes
- If previously secured equipment is “pulled” from a yard track, the railroad must ensure the remaining equipment is secured
- All unattended equipment must be secured when outside of actively switched yards:
 - Sidings - Storage yards - Mainline track



New Requirements



- Emergency Order 28, Notice 1 and the companion Safety Advisory 2013-06, require railroads to review their current securement procedures and impose additional requirements
 - The regulatory requirements for unattended equipment securement found at 49 CFR § 232.103(n) still apply
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EO 28 Enhancements of Part 232 - Securement



- A railroad may not leave a train carrying Appendix A materials unattended unless
 - An appropriate securement plan for leaving them unattended is in place
 - The plan must include:
 - The controlling locomotive cab must be locked or the reverser on the controlling locomotive must be removed and secured under lock
 - Train dispatchers or other qualified railroad employees must verify and confirm with the train crew that the securement implemented meets the railroad's requirements
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Employees Responsible For Securing - Appendix A Trains



- **Must communicate to the train dispatcher:**
 - The number of hand brakes applied
 - The tonnage and length of the train or vehicle
 - The grade and terrain features of the track
 - Any relevant weather conditions
 - The type of equipment being secured
 - **Train dispatchers must record the information provided by the responsible employee**
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EO Requirements Applicable to All Freight Railroads



- The railroads must:
 - Review, verify, and adjust existing procedures and processes related to the number of hand brakes to be set on all unattended trains and Equipment
 - Implement operating rules and practices requiring the discussion of securement
 - For any job that will impact or require the securement of any train or equipment
 - Develop procedures to ensure that a qualified railroad employee inspects all equipment that any emergency responder has been on, under, or between for proper securement before the train or equipment is left unattended
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Safety Advisory



- Conduct system-wide evaluations to identify particular hazards (e.g., grade, train commodity, trespasser accessibility) which increase securement and other safety and/or security risks at crew change locations and other locations where rolling equipment is regularly left unattended
 - After identifying hazards at these locations FRA recommends that railroads adopt procedures to mitigate risks that could result in unauthorized or uncontrolled train movements
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RSAC Task No. 13-03



- Purpose:
 - To ensure appropriate processes and procedures are in place to ensure that any unattended trains and vehicles on mainline track or mainline sidings outside of a yard or terminal are properly secured against unintended movement, and as appropriate, such securement is properly confirmed and verified



RSAC Task Statement



- Securement Requirements – Task Number 13-03
- Issues requiring specific report:
 - If appropriate, develop recommendations containing specific regulatory language to update or modify the securement of unattended equipment standards contained in 49 CFR §232.103(n) and Emergency Order 28 that are necessary to enhance railroad safety
 - This should include appropriate processes for determining securement sufficiency and circumstances necessitating attendance or added securement processes or procedures



RSAC Task Statement



- If appropriate, develop specific recommendations that may be suitable to be published as guidance in an update to Technical Bulletin MP&E 10-01 regarding the securement of equipment to prevent unintended movement or other guidance document
 - In considering the development of regulatory language or appropriate guidance materials, specifically evaluate the risks of leaving unattended, trains or vehicles identified by the group responsible for task no. 13-02 as requiring special handling and/or operational controls
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Train Securement Requirements



Questions?