



We are seeing an increase in trains doing work in Sparks, NV missing pre-departure safety inspections while making pick-ups. Much of this is from miscommunication or misdirection from local management. If cars are added to a train even if they were previously air tested at a different location and set out and off air for less than 24 hours, per GCOR Rule 1.33 cars added to a train must receive a safety inspection. Do not be insubordinate or argumentative. If you are told not to inspect the cars or that it's not required comply with instruction and get a hold of your LR. If you are told not to inspect, please save your paperwork i.e. track list or work order. Write a brief statement of who instructed you not to do it, what train you were on, and what time and radio channel you were on when you were told not to inspect. Get this information to your LR so they can pursue it with the FRA or PUC. Try to make these conversations over the radio, these are recorded conversations that the FRA can request.

1.33: Inspection of Freight Cars

When personnel are not on duty primarily to inspect freight cars, each car placed in the train may be moved after it receives a safety inspection as follows:

Cars must be checked for:

- Leaning.
- Sagging.
- Improper position on the truck.
- Objects hanging or dragging from the car or extending from the side.
- Insecurely attached doors.
- Broken or missing safety appliances.
- Contents leaking from placarded hazardous material car.
- Insecure coupling device.
- Overheated wheel or journal.
- Broken or cracked wheel.
- Brake that fails to release.

- Staff type brake not in fully raised position.
- Any apparent hazard that could cause an accident

Open top loads, including trailers and containers on flat cars, must be loaded safely.

If width or height approaches clearance restrictions, movement must be cleared with the proper authority.

A freight car with any defect that makes movement unsafe must be corrected or set out of the train. When a defect is discovered enroute, note the type of defect on proper tag and attach a tag on each side of the car.

A freight car with three bad order tags indicating that the car is safe to move may be moved to the nearest car repair point. A crew member will remove one bad order tag from the side with two tags. The crew member who removed the tag will use the written information from the tag to inform other crew members of the restrictions.

Application:

1. When a defect is discovered, note the type of defect on proper tag and attach a tag on each side of the car.
2. Open top rail equipment loaded with wood chips or bark must be covered with approved netting.
3. When applicable, inspections required by Hazardous Materials Instructions must be completed.

Rule Updated Date

November 19,2024

