

Accident Prevention

SafetyFirst Bulletin

The importance of roll-by inspections

While our employees in the field are to be commended for working through January without injury, G&W experienced far too many human-factor incidents as well as several near-misses.

We cannot rely on good luck for continued success.

It is vital for our employees — switchmen, locomotive engineers, clerks, supervisors, everyone — to observe cars passing down our tracks, or any track. There are any number of ways that a defective car could result in damaged property, a derailment, a hazardous materials incident or the end of our zero-injury safety record in 2010.

The ABC's of RBI's

What is a roll-by inspection?

A roll-by inspection is an inspection performed by a stationary individual — on foot or in a vehicle — who observes a passing train. (Refer to Rule 1.33 above.)

Who can perform a roll-by inspection?

Maintenance of Way employees in a yard or along the right-of-way have prevented countless injuries and damage by observing trains pass by them.

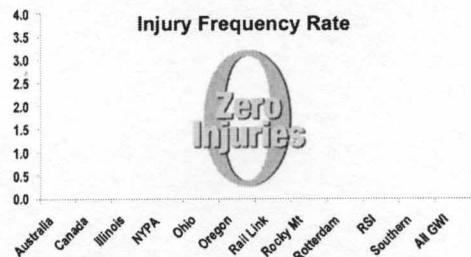
T&E employees can do roll-by inspections at any time; so can supervisors and office staff.

Anyone can perform a roll-by inspection any time they encounter a train — even if it is not a G&W train.

Roll-by inspections in three easy steps:

- 1. Look:** for unsecured loads, smoke from overheated brakes or bearings, and cars that are riding unevenly or hunting on the tracks. While you're at it, watch for unexpected track movement, which could indicate broken or improperly secured rail.
- 2. Listen:** for the screech of brakes, the grinding of a sliding wheel, the clank of dragging chains, the clunk of wheels with flat spots or the whine of worn wheel bearings.
- 3. Act:** If something doesn't look or sound right, make a call — to the train crew if you have a radio or to the dispatcher or supervisor if you do not.

Safety Performance YTD Jan 2010



Incident No. 1 — Defective door

Customer Service received an inquiry on Jan. 13 from CSX Transportation to check the records regarding railcar RBOX 20535. It was later determined this car was involved in an incident on CSXT when the door fell off and struck an Amtrak engine and several coach cars. Fortunately, there were no injuries.

G&W records revealed that the car was inspected by a Valdosta Railway crew who ensured the boxcar doors were closed prior to pulling and took no exception to condition of the car.

The car was then moved on Jan. 10 from Packaging Corporation of America in Valdosta by the VR job and delivered to CSXT. A check of the crew's paperwork found the car had been marked as a reject for doors by PCA.

After being delivered to CSXT, the car was inspected by their crews who took no exception, then switched and moved the car outbound to Waycross, Ga., on a train, then humped and inspected it prior to departure from Waycross on another train before the incident occurred north of Jacksonville.

RMI records were not updated until Jan. 13 to indicate the car as a rejected car. The car was not a bad order car.

This incident served as a tremendous opportunity to examine and review the process for handling rejected cars. Crews will make sure to double check

the condition of rejected cars, and Customer Service will ensure that all rejected cars are so noted in our RMI system and that the information is transferred to all paperwork for the crews, as well as transmitted to interline partners.

Each employee in Customer Service has had a face-to-face meeting and explanation of the above, and just how important everyone's role is in this procedure and how to handle any exceptions received with regard to documentation, notification and general "roll-by" responsibilities.

Root cause statement:

We do not know the exact condition of the door that fell off hitting the Amtrak train when VR delivered the car to CSXT. We do know the car in question was inspected by our crews, and subsequently by several CSXT crews and their mechanical forces at Waycross, and that the car in question was humped at Waycross with no exceptions taken by anyone other than the initial PCA rejection prior to the door falling off en route to Jacksonville.

Key lesson learned:

Just how important the inspection of cars can be, and how important it is to make sure everyone knows every piece of information about the condition of a car.