

CHOCKING RAILCARS

Pulp, paper, and paperboard mills: 1910.261(c)(4)(v)

Flatcars and all other cars shall be chocked during unloading. Where equipment is not provided with hand brakes, rail clamping chocks shall be used.

4016-01 and 4016-02 CB-6 wheel blocks

Tank cars [ammonia]: 1910.111(b)(13)(v)

Brakes shall be set and wheels blocked on all cars being unloaded.

Steel and Urethane Wheel Chocks

Tank cars [LPG]: 1910.110(b)(15)(iii)

While cars are on sidetrack for loading or unloading, the wheels at both ends shall be blocked on the rails.

Steel and Urethane Wheel Chocks, CB-6 Blocks

Loading/unloading freightcars with forklifts: 1910.178(k)(2)

Wheel stops or other recognized positive protection shall be provided to prevent railroad cars from moving during loading or unloading operations.

Car Stops and Derails

Loading/unloading freightcars with forklifts: 1910.178(k)(4)

Positive protection shall be provided to prevent railroad cars from being moved while dockboards or bridge plates are in position.

Steel and Urethane Wheel Chocks, CB-6 Blocks

Loading/unloading freightcars with forklifts: 1910.178(m)(7)

Brakes shall be set and wheel blocks shall be in place to prevent movement of trucks, trailers, or railroad cars while loading or unloading.

Steel and Urethane Wheel Chocks, CB-6 Blocks, Brake Stick

Marine terminals: 1917.17(d)

Railcars shall be chocked or otherwise prevented from moving while dockboards or carplates are in position; or while employees are working within, on or under the railcars or near the tracks at the ends of the cars.

Steel and Urethane Wheel Chocks, CB-6 Blocks

Construction: 1926.250(d)(4)

Positive protection shall be provided to prevent railroad cars from being moved while dockboards or bridge plates are in position.

Steel and Urethane Wheel Chocks, CB-6 Blocks

Tank cars, Hazmat: 173.31(g)(3)

At least one wheel on the tank car must be blocked against movement in both directions, and the hand brakes must be set. If multiple tank cars are coupled together, sufficient hand brakes must be set and wheels blocked to prevent movement in both directions.

Steel and Urethane Wheel Chocks, CB-6 Blocks, Brake Stick

Tank cars, Transloading: 174.67(a)(2)

Each hazmat employee who is responsible for unloading must apply the handbrake and block at least one wheel to prevent movement in any direction. If multiple tank cars are coupled together, sufficient hand brakes must be set and wheels blocked to prevent movement in both directions.

Steel and Urethane Wheel Chocks, CB-6 Blocks, Brake Stick

CHOCKING TRUCKS

Loading/unloading freightcars with forklifts: 1910.178(k)(1)

The brakes of highway trucks shall be set and wheel chocks placed under the rear wheels to prevent the trucks from rolling while they are boarded with powered industrial trucks.

Truck Wheel Chocks

Loading/unloading freightcars with forklifts: 1910.178(m)(7)

Brakes shall be set and wheel blocks shall be in place to prevent movement of trucks, trailers, or railroad cars while loading or unloading.

Truck wheel chocks, steel and urethane wheel chocks, CB-6 blocks, brake stick

Tank trucks [ammonia]: 1910.111(f)(9)

Chock blocks. At least two chock blocks shall be provided. These blocks shall be placed to prevent rolling of the vehicle whenever it is parked during loading and unloading operations.

Truck Wheel Chocks

Tank trucks [LPG]: 1910.110(e)(2)(i)

Fuel may be used from the cargo tank of a truck while in transit, but not from cargo tanks on trailers or semitrailers. The use of fuel from the cargo tanks to operate stationary engines is permitted providing wheels are securely blocked.

Truck Wheel Chocks

Pulp, paper, and paperboard mills: 1910.261(c)(7)

Handling pulp chips from trucks and trailers. All trucks and trailers shall be securely fastened in place and all employees in the clear before dumping is started.

Truck Wheel Chocks

CRANE STOPS

Overhead bridge cranes: 1910.179(l)(2)(i)(e)

Where other cranes are in operation on the same runway, rail stops or other suitable means shall be provided to prevent interference with the idle crane.

Crane Stops

DERAILS

General rule; all railcars: 1910.176(f)

Rolling railroad cars. Derail and/or bumper blocks shall be provided on spur railroad tracks where a rolling car could contact other cars being worked, enter a building, work or traffic area.

Derails and Car Stops

General rule; all railcars: 1926.600(a)(7)

Rolling railroad cars. Derail and/or bumper blocks shall be provided on spur railroad tracks where a rolling car could contact other cars being worked, enter a building, work or traffic area.

Derails and Car Stops

Pulp, paper, and paperboard mills: 1910.261(c)(4)(vi)

A derail shall be used to prevent movement of other rail equipment into cars where persons are working.

Derails

Pulp, paper, and paperboard mills: 1910.261(h)(3)(v)

Spur tracks upon which tank cars containing chlorine and caustic are spotted and connected to pipelines shall be protected by means of a derail in front of the cars.

Derails

Pulp, paper, and paperboard mills: 1910.261(m)(5)

Unloading cars. Flag signals, derails, or other protective devices shall be used to protect men during switching operations. The blue flag policy shall be invoked according to paragraph (c)(9)(i) of this section.

Derails, Car Stops, Blue Signs, Holder, Lights and Flags

Marine terminals: 1917.17(e)

When employees are working in, on, or under a railcar, positive means shall be taken to protect them from exposure to impact from moving railcars.

Derails and Car Stops

Tank cars, Hazmat: 173.31(g)(1)

Each hazmat employee who is responsible for loading or unloading a tank car must secure access to the track to prevent entry by other rail equipment, including motorized service vehicles. Derails, lined and locked switches, portable bumper blocks, or other equipment that provides an equivalent level of security may be used to satisfy this requirement.

Derails, Car Stops, and Switch Point Locks

Tank cars, Transloading: 174.67(a)(3)

Each hazmat employee who is responsible for unloading must secure access to the track to prevent entry by other rail equipment, including motorized service vehicles. This requirement may be satisfied by lining each switch providing access to the unloading area against movement and securing each switch with an effective locking device, or by using derails, portable bumper blocks, or other equipment that provides an equivalent level of safety.

Derails, Car Stops, and Switch Point Locks

FLAGS, LIGHTS, AND SIGNS

Pulp, paper, and paperboard mills: 1910.261(c)(9)(i)

The blue flag policy shall be used to mark stationary cars day and night. This policy shall include marking the track in advance of the spotted cars (flag for daytime, light for darkness).

Blue Signs, Holders, Lights and Flags

Pulp, paper, and paperboard mills: 1910.261(c)(9)(ii)

After cars are spotted for loading or unloading, warning flags or signs shall be placed in the center of the track at least 50 feet away from the cars and a derail set to protect workmen in the car.

Derails, Blue Signs, Holders, Lights and Flags

Pulp, paper, and paperboard mills: 1910.261(m)(5)

Unloading cars. Flag signals, derails, or other protective devices shall be used to protect men during switching operations. The blue flag policy shall be invoked according to paragraph (c)(9)(i) of this section.

Derails, Car stops, Blue Signs, Holders, Lights and Flags

Tank cars [ammonia]: 1910.111(b)(13)(iii)

Caution signs shall be so placed on the track or car as to give necessary warning to persons approaching the car from open end or ends of siding and shall be left up until after the car is unloaded and disconnected from discharge connections. Signs shall be of metal or other suitable material, at least 12 by 15 inches in size and bear the words "STOP - Tank Car Connected" or "STOP - Men at Work" the word, "STOP," being in letters at least 4 inches high and the other words in letters at least 2 inches high.

Blue Signs, Holders, Lights and Flags

Tank cars [LPG]: 1910.110(b)(15)(ii)

A "Tank Car Connected" sign, as covered by DOT rules, shall be installed at the active end or ends of the siding while the tank car is connected.

Blue Signs, Holders, Lights and Flags

Tank cars, Hazmat: 173.31(g)(2)

Caution signs must be displayed on the track or on the tank cars to warn persons approaching the cars from the open end of the track and must be left up until after all closures are secured and the cars are in proper condition for transportation. The caution signs must be of metal or other durable material, rectangular, at 30.48 cm (12 inches) high by 38.10 cm (15 inches) wide, and bear the word "STOP." The word "STOP" must appear in letters at least 10.16 cm (4 inches) high. The letters must be white on a blue background. Additional words, such as "Tank Car Connected" or "Crew at Work," may also appear in white letters under the word "STOP."

Blue Signs, Holders, Lights and Flags

Tank cars, Transloading: 174.67(a)(4)

Each hazmat employee who is responsible for unloading must display caution signs on the track or on the tankcars to warn persons approaching the cars from the open end of the track and must be left up until after all closures are secured and the cars are in proper condition for transportation. The caution signs must be of metal or other durable material, rectangular, at 30.48 cm (12 inches) high by 38.10 cm (15 inches) wide, and bear the word "STOP." The word "STOP" must appear in letters at least 10.16 cm (4 inches) high. The letters must be white on a blue background. Additional words, such as "Tank Car Connected" or "Crew at Work," may also appear in white letters under the word "STOP."

Blue Signs, Holders, Lights and Flags

Workers on main track: 218.25(a)

A blue signal must be displayed at each end of the rolling equipment.

Blue Signs, Holders, Lights and Flags

Blue flag display: 218.23(a)(4)

Rolling equipment may not pass a displayed blue signal.

Blue Signs, Holders, Lights and Flags

Blue flag display: 218.23(b)

Blue signals must be displayed in accordance with § 218.25, 218.27, or 218.29 by each craft or group of workers prior to their going on, under, or between rolling equipment and may only be removed by the same craft or group that displayed them.

Blue Signs, Holders, Lights and Flags

Foul and Clearance Point Marking: 218.101(c)

Each railroad shall implement procedures that enable employees to identify clearance points and a means to identify locations where clearance points will not permit a person to safely ride on the side of a car.

Clearance Point Markers, Foul Point Signs, Clear Point Signs

TRAILER STABILIZERS

Loading/unloading freightcars with forklifts: 1910.178(m)(7)

Fixed jacks may be necessary to support a semitrailer during loading or unloading when the trailer is not coupled to a tractor.

Trailer Stabilizers

BOXCAR DOOR OPENERS

Loading/unloading freightcars with forklifts: 1910.178(m)(6)

Trucks shall not be used for opening or closing freight doors unless...

- The design of the door opening device shall require the force applied by the device to the door to be in a direction parallel with the door travel.
- The operator is trained in the use of the door opening device and keeps the operation in full view.
- Employees, other than the operator, stand clear while the door is being moved.

Boxcar Door Openers

Marine terminals: 1917.17(i)

If powered industrial trucks are used to open railcar doors, the trucks or the railcar doors shall be equipped with door opening attachments. Employees shall stand clear of the railcar doors while they are being opened and closed.

Boxcar Door Openers

Marine terminals: 1917.17(j)

Only railcar door openers or powered industrial trucks equipped with door opening attachments shall be used to open jammed doors.

Boxcar Door Openers