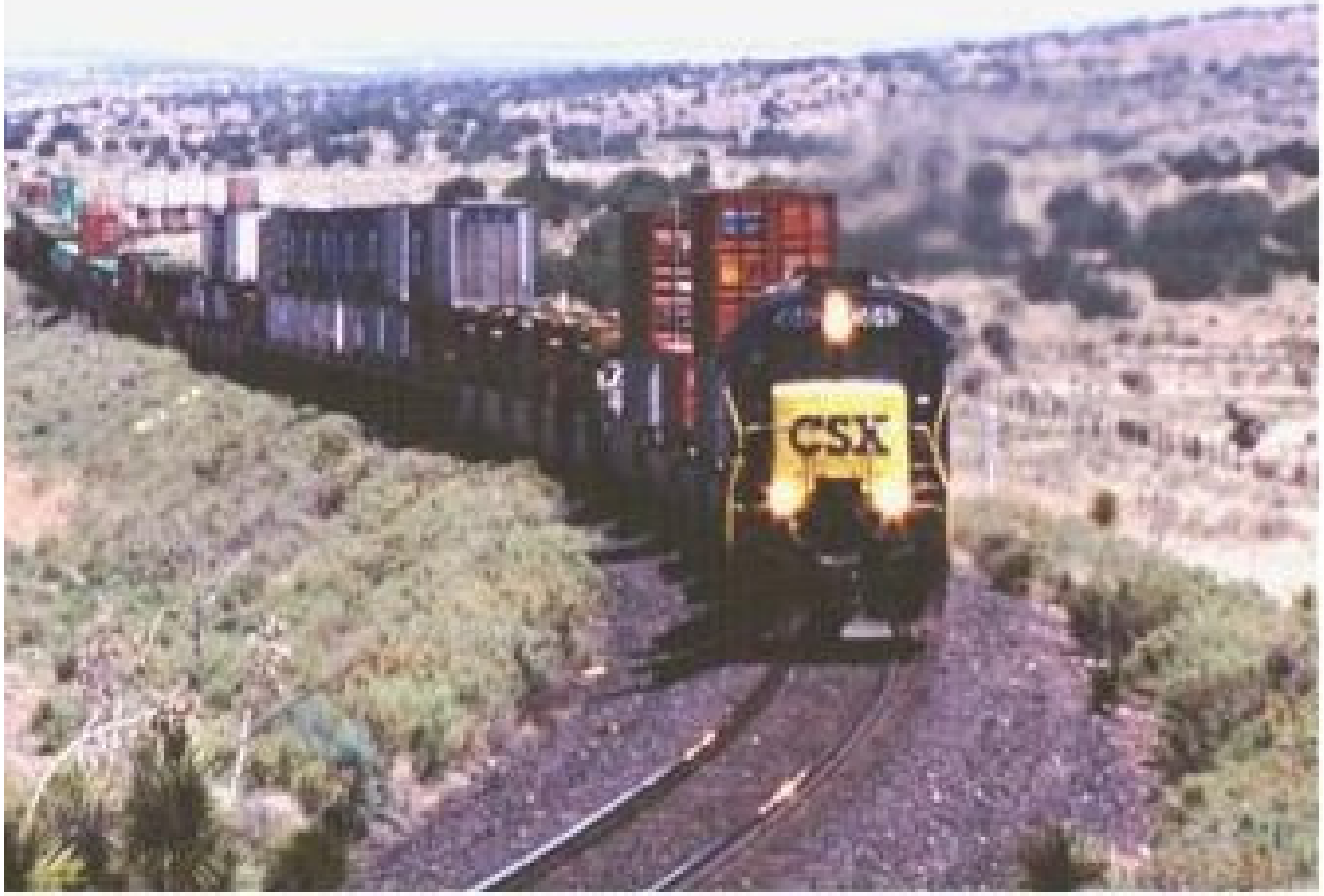
Extended Haul Train Challenges

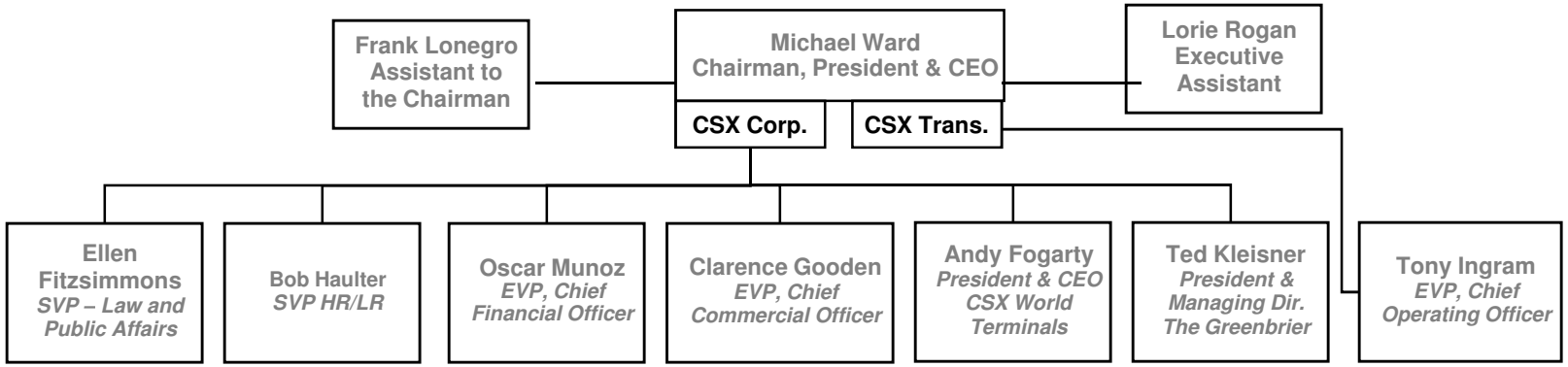
Steve Phebus

Director – Car Operations Support

Initially, CSX decided not to run Extended Haul trains.



Organizational Leaders



Management changes during OEI.

Decision was made to take advantage of the extended haul opportunity.

Service Design Group

Task to determine what trains could be run as extended haul.

Service Design – did not understand the selection criteria for extended haul trains.

232.213

Extended haul trains.

(a) A railroad may be permitted to move a train up to, but not exceeding, 1,500 miles between brake tests and inspections if the railroad designates a train as an extended haul train. In order for a railroad to designate a train as an extended haul train, all of the following requirements must be met:

(1) The railroad must designate the train in writing to FRA's Associate Administrator for Safety. This designation must include the following:

(i) The train identification symbol or identification of the location where extended haul trains will originate and a description of the trains that will be operated as extended haul trains from those locations;

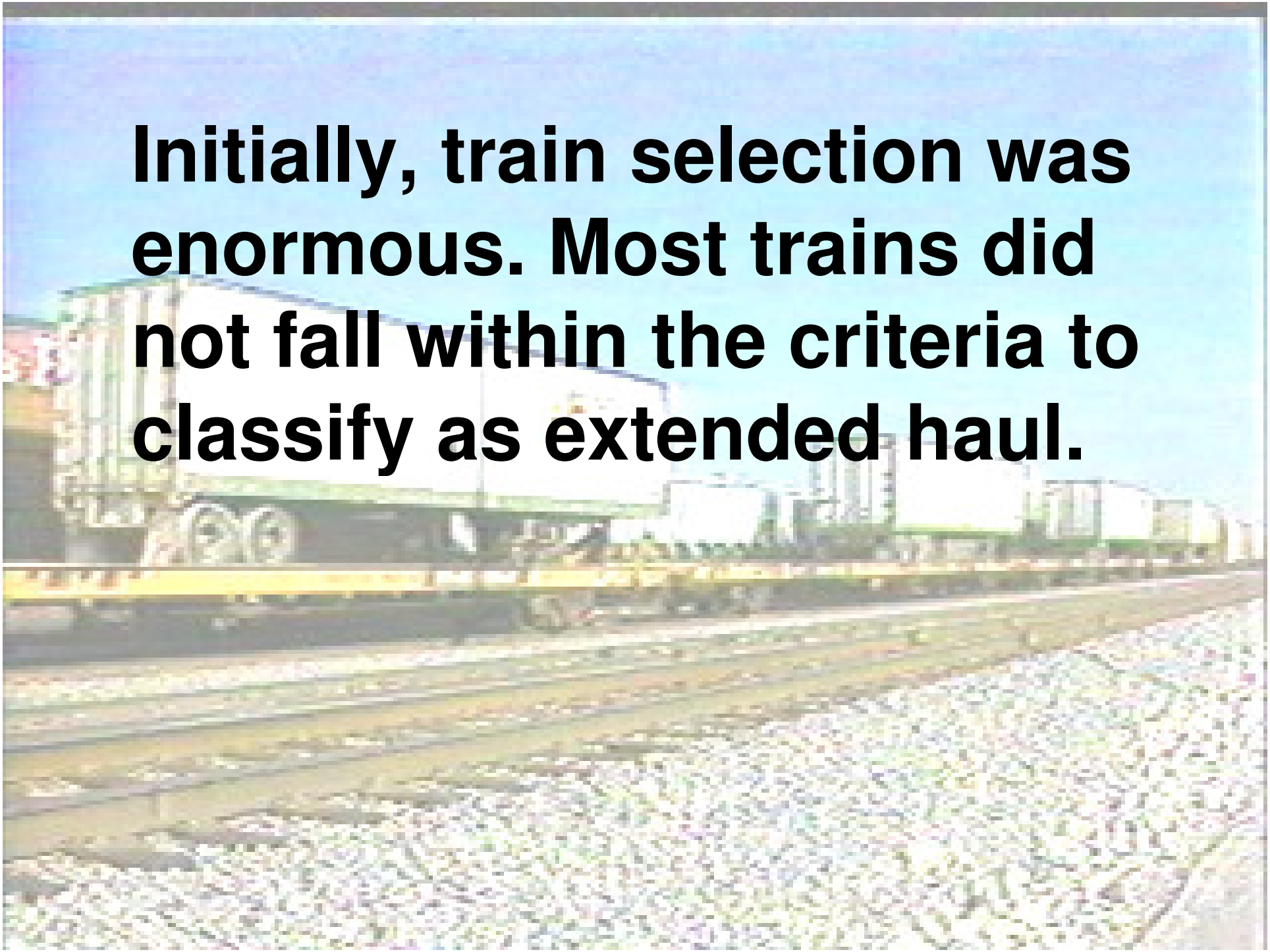
(ii) The origination and destination points for the train;

(iii) The type or types of equipment the train will haul; and

(iv) The locations where all train brake and mechanical inspections and tests will be performed.

(2) A Class I brake test pursuant to § 232.205 shall be performed at the initial terminal for the train by a qualified mechanical inspector as defined in § 232.5.

(3) A freight car inspection pursuant to part 215 of this chapter shall be performed at the initial terminal for the train and shall be performed by an inspector designated under § 215.11 of this chapter.

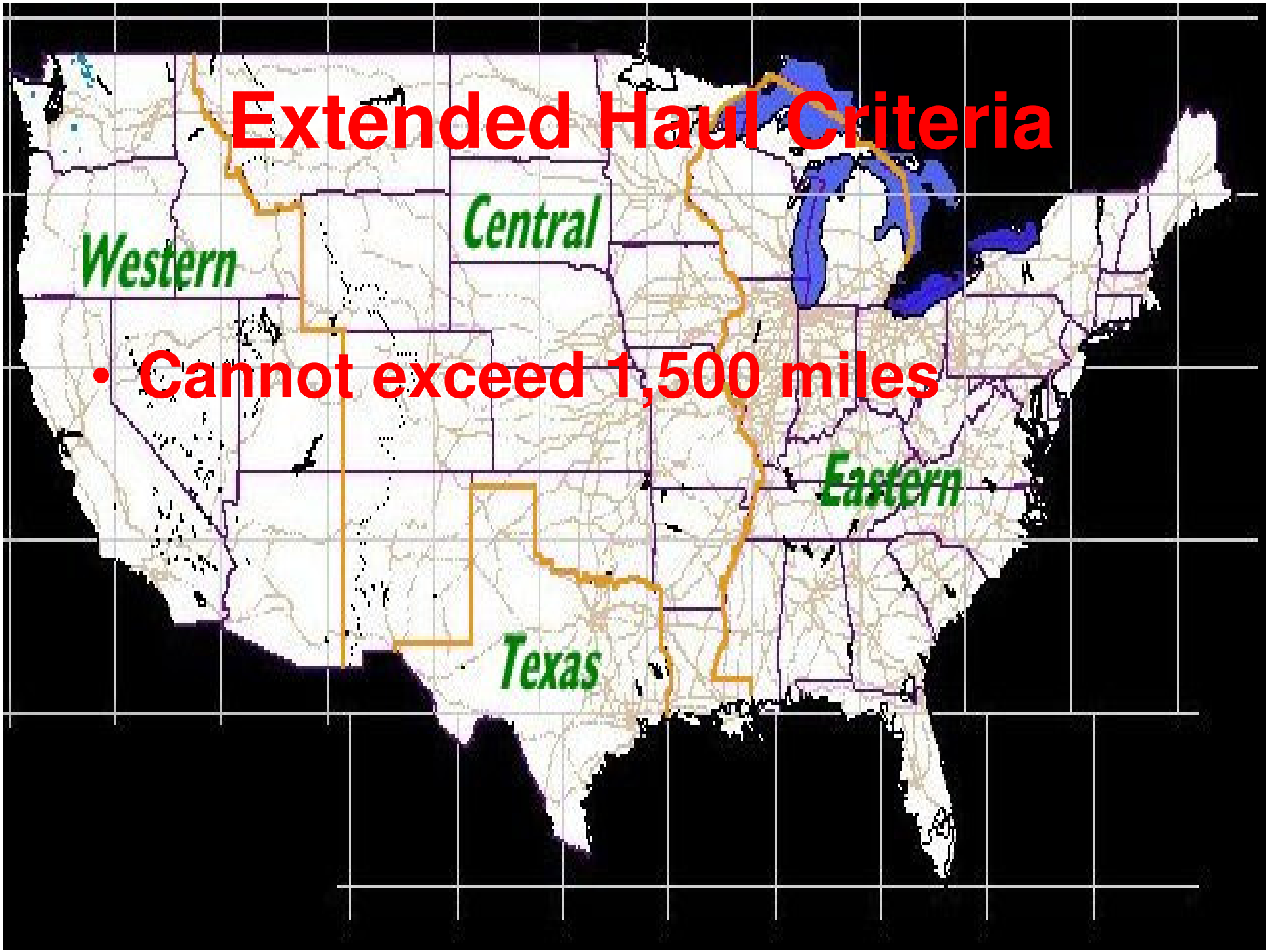


Initially, train selection was enormous. Most trains did not fall within the criteria to classify as extended haul.

CSX's service design, mechanical, and transportation departments, along with the FRA, conducted numerous meetings and calls to promote understanding and ensure compliance among all parties.

CSX TRANSPORTATION

Extended Haul Criteria



- Cannot exceed 1,500 miles

- **Must be designated in writing to the FRA**

- Must be designated in writing to the FRA
  - **Train identification**

- Must be designated in writing to the FRA
  - Train identification
  - **Origination and destination points**

- Must be designated in writing to the FRA
  - Train identification
  - Origination and destination points
  - **Type or types of equipment the train will haul**

- Must be designated in writing to the FRA
  - Train identification
  - Origination and destination points
  - Type or types of equipment the train will haul
  - **Location where the train brake and mechanical inspections and tests will be performed**

- **Brake test inspection must be performed by a Qualified Mechanical Inspector**

- **Freight car inspection pursuant to Part 215 performed by an inspector designated under Part 215.11**

CSX TRANSPORTATION

April 7, 2004 Atlanta, GA – Car Operations

The below listed employees of CSX Transportation, Inc., Mechanical – Car at Atlanta, GA, having satisfactorily completed the "Qualified Mechanical Inspector" training program, covering 49 CFR Part 232 with a written examination score of eighty percentile or better, and having demonstrated his/her knowledge by satisfactory completion of hands on performance exercise covering the inspection, testing and maintenance of freight car air brake systems are deemed by CSX Transportation, Inc., Mechanical – Car qualified to perform the following task as related to and/or covered in 49 CFR Part 232:

Tasks

a. Movement of defective equipment.
b. Air source requirements and cold weather operations.
c. Class I brake tests - initial terminal inspection.
d. Class IA brake tests - 1,000-mile inspection.
e. Class II brake tests - intermediate inspection.
f. Class III brake tests - trainline continuity inspection.
g. Extended haul trains.
h. Transfer train brake tests.
i. Train brake tests conducted using yard air.
j. Freight Car Air Brake Troubleshooting
k. Single car air brake tests.
l. Equipment and devices used to perform single car air brake tests.
m. Inspection and testing of end-of-train devices.

Qualified Mechanical Inspector's

Balfour, Leslie	Dorsey, Charles M	Jackson, J L	Rueda, Gregory K
Bennett, Roger D	Easton, Alvin	Kirkland, Billy	Rumph, Gene W
Bethea, Kenneth	Edmondson, Bobby C	Landers, D S	Sanford, David L
Blalock, Joseph S	Evans, Billy J	Lanier, Robert S	Shy, Charles L
Bradley, Jimmy D	Fleming, James M	Mack, Timothy L	Slate, Billy J
Buice Jr, William C	Fletcher Jr, Jack F	McDonald, James T	Smith, T H
Butler, William D	Flynn, Gregory W	Milam, Terry L	Spotts, John R
Carter, John E	Forrister, Tony R	Moon, John H	Stephens, Royal H
Clure, David W	Foster, Mickey E	Moore, Gary G	Thomas, James W
Copeland, Harry Fishe	Franks, Calvin	Nelson, Kevin A	Thompson, Tracey S
Couey, Melvin D	Goss, Mark A	Newborne, David F	Washington, David E
Craig Jr, James C	Gresham Jr, E	Newton, Gary L	Weaver, James
Credell, Broderick	Griffis, George R	Okelley, Randy D	Wiley, Michael A
Crew, Herndon R	Gunn, Ernie D	Parker, James L	Wilkins, J N
Davis, B	Hahn, Hubert M	Partridge, Will	Williams, Billy M
Deadwyler, Ricky L	Hale III, Flemon A	Peavy Jr, James E	Williams, David L
Donegan, Angelo	Holton, Joseph W	Poynter, Gregory L	Williams, Demorio G
Donnelly, Timothy M	Hyman, Oswald	Raines Jr, Remous	Williams, Derek L
Dopson, Carlton D	Ivey, Mark A	Reed, Anthony F	Williams, Troy M
			Winters, Joshua K

- **Defective cars must be repaired or setout prior to departure**

Form 1113 EC REV. 2-03 MADE IN USA
Stock Control # 48059436661

CSX
TRANSPORTATION
– MECHANICAL –

BAD ORDER

MOVEMENT OF DEFECTIVE CAR

FOR REPAIR

(Place a X in appropriate box(s)

☐ AAR Home Shop ☐ FRA 215.9 ☐ FRA 232.15 ☐ FRA 232.303

CAR INITIALS _____ NUMBER _____

NATURE OF DEFECT _____

MOVEMENT RESTRICTIONS _____

DESTINATION FOR REPAIR _____

NAME OF INSPECTOR _____ JOB TITLE _____

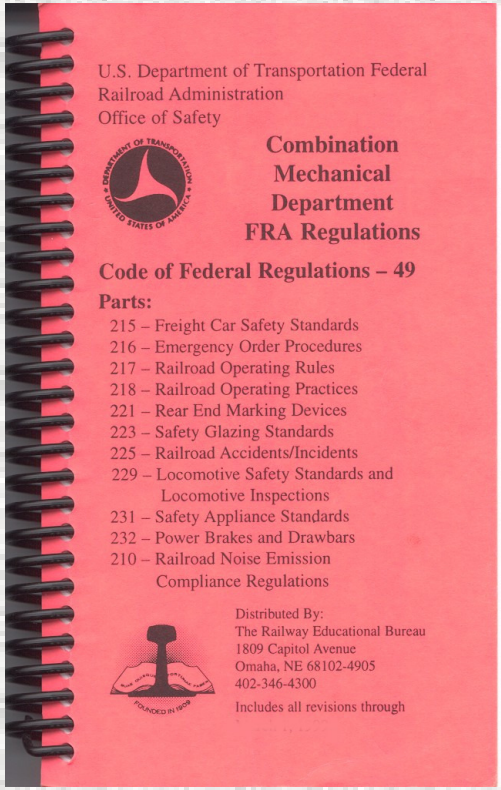
INSPECTION LOCATION _____ DATE _____

SIGNATURE OF PERSON REPORTING DEFECT _____

REVERSE SIDE TO BE COMPLETED WHEN REMOVED IF F.R.A. DEFECT

- No more than one pick-up and one set-out en route
  - ✓ Inspection must be performed by a Qualified Mechanical Inspector

- **Point of destination inbound inspection by a Qualified Mechanical Inspector for compliance with**
  - **Part 215 – Freight Car Safety Standards**


U.S. Department of Transportation Federal Railroad Administration
Office of Safety

Combination Mechanical Department FRA Regulations

Code of Federal Regulations – 49

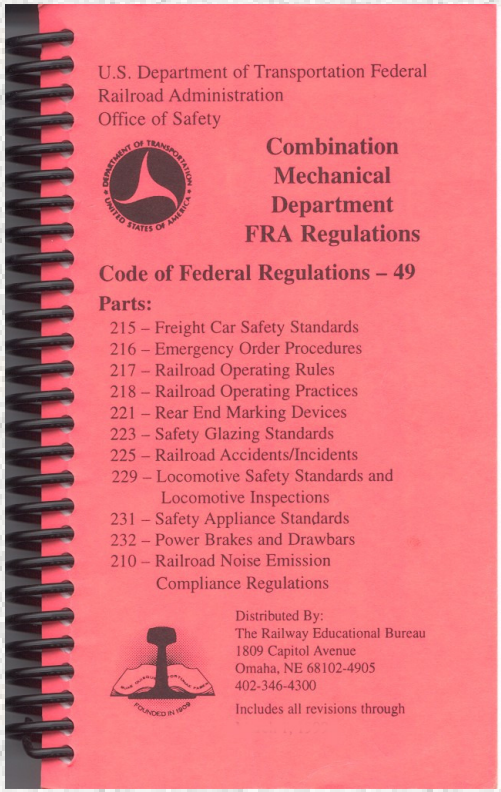
Parts:

215 – Freight Car Safety Standards
216 – Emergency Order Procedures
217 – Railroad Operating Rules
218 – Railroad Operating Practices
221 – Rear End Marking Devices
223 – Safety Glazing Standards
225 – Railroad Accidents/Incidents
229 – Locomotive Safety Standards and Locomotive Inspections
231 – Safety Appliance Standards
232 – Power Brakes and Drawbars
210 – Railroad Noise Emission Compliance Regulations

Distributed By:
The Railway Educational Bureau
1809 Capitol Avenue
Omaha, NE 68102-4905
402-346-4300

Includes all revisions through

- **Point of destination inbound inspection by a Qualified Mechanical Inspector for compliance with**
  - **Part 231 – Safety Appliance Standards**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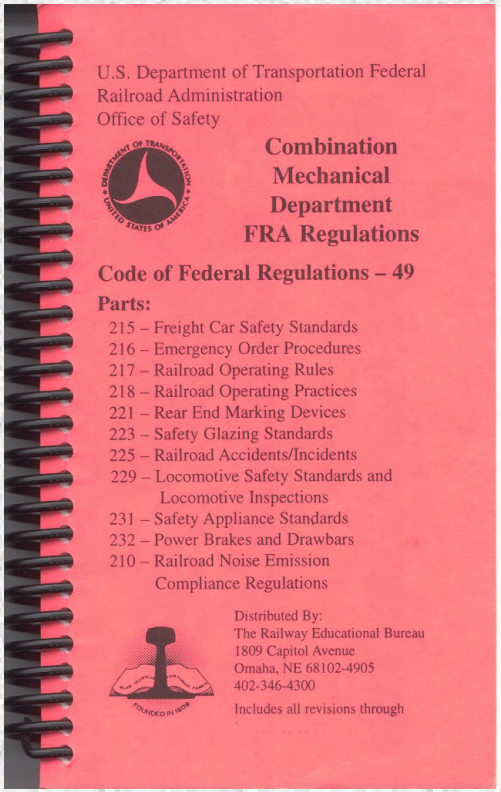
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402-346-4300

Includes all revisions through

- **Maintain records of defective, inoperative, or ineffective brakes and conditions not in compliance with Part 215 and 231**

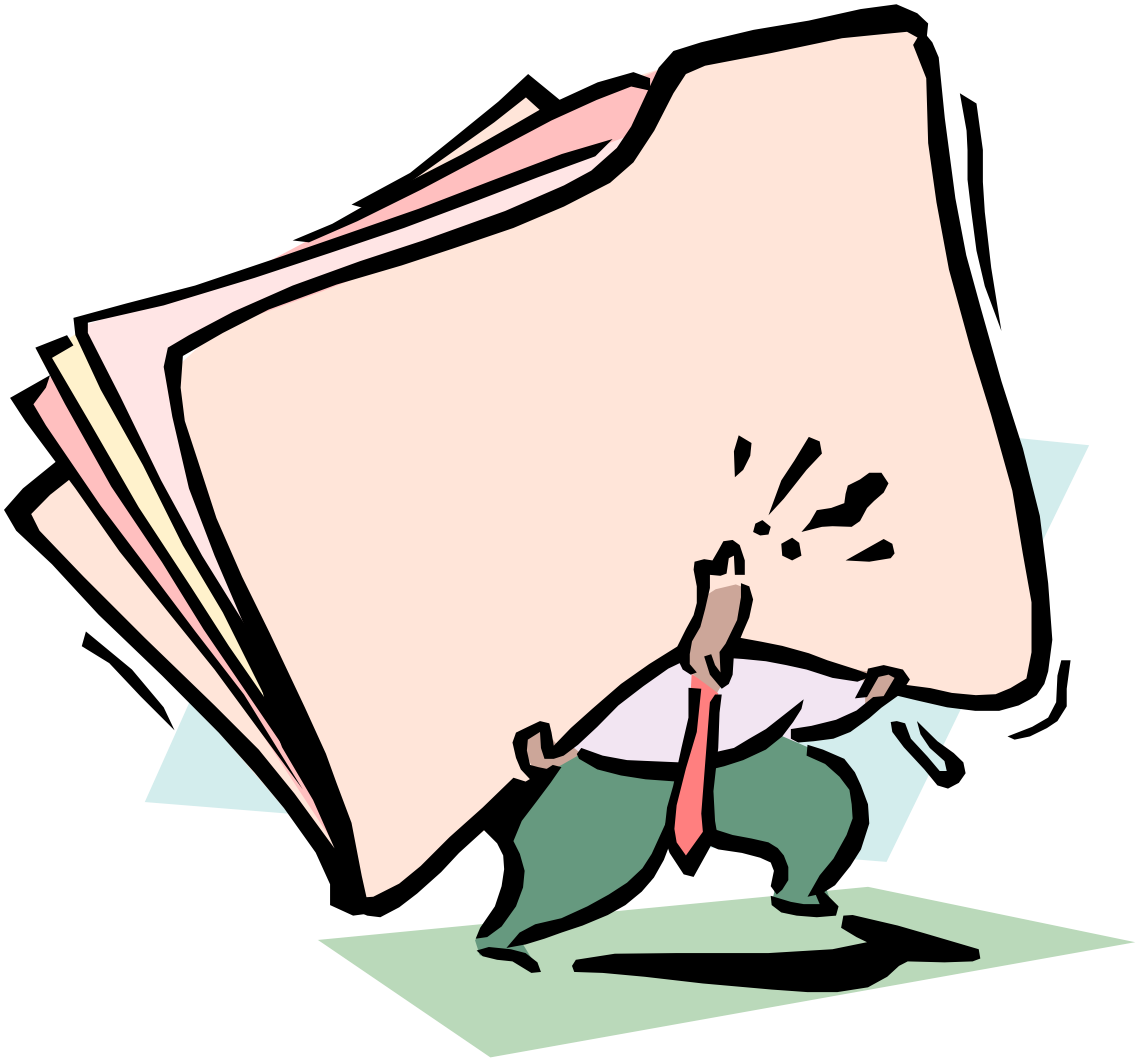
CSX Transportation, Inc.

Extended Haul Train Inspection Log.

(Extended Haul Train Inspection Per 49 CFR Part 215, 231 and 232)

Train Symbol:	Inspection Date:	Inspection Location:	Reason for Inspectio	Inspection Performe	# of Cars Inspected:	# Cars Bad Ordered	Defective Equipment found During Inspection:(List All Defective				
							Car Initial	Car Number:	Car Type:	Defect Reg.	Description of Defect
Example of Proper Input:											
Q12008	09/03/04	Chicago, I	Destination	John Leste	65	3	DTTX	1234	Flat	231	AL side handhold loose
							JTTX	345678	Flat	232	L4 Brake Shoe broken
							TTAX	23456	Flat	215	R2 Wheel Thin Flange
Q12408	09/03/04	Chicago, I	Destination	Jim Moone	48	2	TTAX	101111	Flat	215	R1 Roller Bearing Damaged Se
Q12031	09/02/04	CHICAGO	Destination	BUJANOW	38		TTAX	653212	FLAT	232	LONG PISTON
Q12431	09/02/04	CHICAGO	Destination	KELLY/MC	51						NO/REPAIRS
Q12001	09/03/04	CHICAGO	Destination	GIERA/WE	30						NO/REPAIRS
Q12401	09/03/04	CHICAGO	Destination	WIELGOS	40						NO/REPAIRS
Q12002	09/04/04	CHICAGO	Destination	WILLIAMS	32						NO/REPAIRS
Q12402	09/04/04	CHICAGO	Destination	WOODSO	54		TTAX	999433	FLAT	232	SHORT/PISTON
Q12003	09/05/04	CHICAGO	Destination	BANKS/B	24						NO/REPAIRS

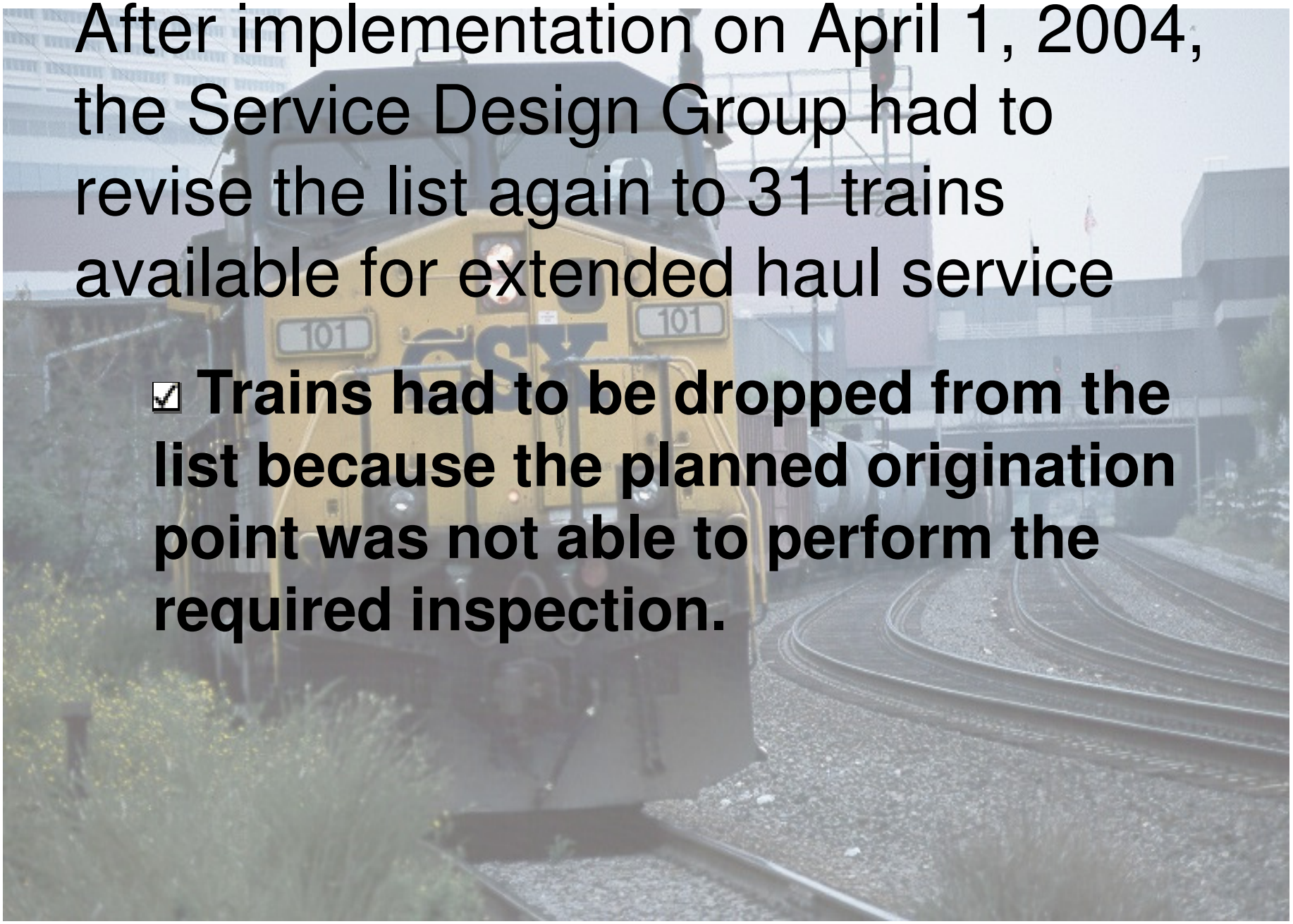
- **Records retained for a period of one year**



Selection narrowed to 38 trains CSX would be able to run as extended haul

CSX Transportation, Inc. Trains Designated as Extended Haul April 5, 2004

CSXT Train ID	Foreign Train ID	Days on which Train is Extended Haul	Train Type	Equipment Type	Train Origin	Train Destination	Extended Haul Outbound Inspection	Extended Haul Inbound Inspection
L111	none	Tue & Wed	Intermodal	Intermodal	Little Ferry NJ	St.Louis-Rose Lake	Little Ferry NJ	St.Louis-Rose Lake
Q111	none	Thur. thru Sat.	Intermodal	Intermodal	Little Ferry NJ	St.Louis-Rose Lake	Little Ferry NJ	St.Louis-Rose Lake
Q120	none	All	Intermodal	Intermodal	Jax-Moncreif	Chgo-Bedford Park	Jax-Moncreif	Chgo-Bedford Park
Q124	none	All	Intermodal	Intermodal	Jax-Moncreif	Chgo-Bedford Park	Jax-Moncreif	Chgo-Bedford Park
Q127	none	All	Intermodal	Intermodal	Chgo-Bedford Park	Jax-Duval Ramp	Chgo-Bedford Park	Jax-Duval Ramp
L139	none	Monday	Intermodal	Intermodal	Portsmouth	Chgo-59th Street	Portsmouth	Chgo-59th Street
Q121	none	All	Intermodal	Intermodal	Chgo-Bedford Park	Jax-Duval Ramp	Chgo-Bedford Park	Jax-Duval Ramp
Q140	none	All	Intermodal	Intermodal	Chgo-Bedford Park	Boston-Beacon Park	Chgo-Bedford Park	Boston-Beacon Park
Q155	none	All	Intermodal	Intermodal	Cinncinatti	Tampa	Cinncinatti	Tampa
Q228	none	All	Auto	Multi Level	Jax-Baldwin	Marysville OH	Jax-Baldwin	Marysville OH
Q236	none	All	Auto	Multi Level	Jax-Baldwin	Tol-Walbridge Yard	Jax-Baldwin	Tol-Walbridge Yard



After implementation on April 1, 2004, the Service Design Group had to revise the list again to 31 trains available for extended haul service

- ☑ **Trains had to be dropped from the list because the planned origination point was not able to perform the required inspection.**

After implementation on April 1, 2004, Service Design Group had to revise the list again to 31 trains available for extended haul service

- ☑ **Trains were dropped because the final destination point was offline by the interpretation received from the FRA, and arrangements were not made with connecting railroads.**

After implementation on April 1, 2004, Service Design Group had to revise the list again to 31 trains available for extended haul service

- ☑ **Trains were removed from the list because more then one set-off or pick-up en route was required.**

Moving to the Future

Moving to the Future

- Continued review of trains selected for extended haul to insure quality service to customers

Moving to the Future

- One Plan implementation – review what trains still meet or could meet extended haul criteria

Moving to the Future

- Uniformity in the data collection process to meet the requirements of Part 232.213(a)7

Moving to the Future

- Re-certification of Qualified Mechanical Inspectors
  - Certified prior to April 1, 2004 – 4 Years
  - Certified after April 1, 2004 – 3 Years

Moving to the Future

- Continued review of locations where contractors perform the required inspections for compliance

CSX
TRANSPORTATION