Extended Haul Train Challenges

Steve Phebus

Director – Car Operations Support
Initially, CSX decided not to run Extended Haul trains.
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.
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

<table>
<thead>
<tr>
<th>Tasks</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Movement of defective equipment</td>
</tr>
<tr>
<td>b. Air brake requirements and cold weather operations</td>
</tr>
<tr>
<td>c. Class I brake tests - initial brake inspection</td>
</tr>
<tr>
<td>d. Class III brake tests - 1,000 ft brake inspection</td>
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<tr>
<td>e. Class III brake tests - intermediate inspection</td>
</tr>
<tr>
<td>f. Class III brake tests - in-line continuity inspection</td>
</tr>
<tr>
<td>g. Retarder h watershed</td>
</tr>
<tr>
<td>h. Transfer to brake hose</td>
</tr>
<tr>
<td>i. Train brake hose conducted using yard air</td>
</tr>
<tr>
<td>j. Freight Car Air Brake Troubleshooting</td>
</tr>
<tr>
<td>k. Single car air brake tests</td>
</tr>
<tr>
<td>l. Equipped and de-eyed to perform single car air brake tests</td>
</tr>
<tr>
<td>m. Inspection and testing of end-of-train device</td>
</tr>
</tbody>
</table>

**Qualified Mechanical Inspectors**

- Balfour, Laide
- Bennett, Roger D
- Bostick, Kenneth
- Bland, Joseph E
- Bradley, Jimmy C
- Buerkle, William C
- Butler, William D
- Carter, John E
- Churn, David W
- Copeland, Harry Tube
- Couey, Melvin D
- Craig, James C
- Creel, Brudierich
- Crew, Hendon P
- Davis, B
- Deaver, Ricky L
- Dornan, Angelo
- Donald, Timothy M
- Dupuis, Carlton D
- Dorsey, Charles M
- Easter, Melvin
- Edmondson, Bobby C
- Evans, Billy J
- Fleming, James M
- Fletcher Jr., Jack F
- Flynn, Gregory W
- Forristal, Tony R
- Foster, Melody E
- Franko, Calvin
- Goss, Mark A
- Gresham, Jerry E
- Griffin, George R
- Gunn, Ernie D
- Hahn, Jene M
- Hale III, Preston A
- Holton, Joseph W
- Hyman, Conlon
- Meyrink A
- Mendoza, Brian
- Jackson, J L
- Kirkland, Billy
- Landers, B G
- Lanius, Robert S
- Mack, Timothy L
- McDonald, James T
- Millan, Terry L
- Moon, Gary B
- Nelson, Kevin A
- Newcomb, David F
- Newson, Gary L
- Okeley, Randy D
- Parker, James L
- Partidge, Will
- Peavy, James E
- Peyton, Gregory L
- Paines Jr., Patrice F
- Reed, Anthony F
- Reeds, Gregory K
- Pumph, Dave W
- Garrard, David L
- Shy, Charles L
- State, Billy J
- Smith, T H
- Spots, John R
- Stephens, Roy D
- Thomas, James W
- Thompson, Tracey S
- Washington, David E
- Weaver, James
- Wife, Michael A
- Williams, J M
- Williams, Billy M
- Williams, David L
- Williams, Demario O
- Williams, Derek L
- Williams, James O
- Williams, Terry M
- Wren, Joshua K
• Defective cars must be repaired or setout prior to departure
• 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
• Point of destination inbound inspection by a Qualified Mechanical Inspector for compliance with

🌟 Part 231 – Safety Appliance 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

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Includes all revisions through
• Point of destination inbound inspection by a Qualified Mechanical Inspector for compliance with

🌟 Part 232 – Power Brakes and Drawbars
- 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 C.F.R Part 215, 231 and 232)

<table>
<thead>
<tr>
<th>Train Symbol</th>
<th>Inspection Date</th>
<th>Inspection Location</th>
<th>Reason for Inspection</th>
<th>Inspection Performer</th>
<th># of Cars Inspected</th>
<th># Cars Bad Ordered</th>
<th>Defective Equipment Found During Inspection: (List All Defective)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q12008</td>
<td>09/03/04</td>
<td>Chicago, Illinois</td>
<td>John Leste</td>
<td>65</td>
<td>3</td>
<td>DTIX</td>
<td>1234 Flat 231 AL side handheld loose</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>JTX</td>
<td>349678 Flat 232 L4 Brake Shoe broken</td>
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<tr>
<td>Q12408</td>
<td>09/03/04</td>
<td>Chicago, Illinois</td>
<td>Jim Moore</td>
<td>48</td>
<td>2</td>
<td>TTX</td>
<td>23466 Flat 215 R2 Wheel Thin Flange</td>
</tr>
<tr>
<td>Q12031</td>
<td>09/02/04</td>
<td>CHICAGO</td>
<td>BUJANO</td>
<td>48</td>
<td>2</td>
<td>TTX</td>
<td>653212 FLAT 232 LONG PISTON</td>
</tr>
<tr>
<td>Q12431</td>
<td>09/02/04</td>
<td>CHICAGO</td>
<td>KELLY/MG</td>
<td>48</td>
<td>2</td>
<td>KTC</td>
<td>653212 FLAT 232 LONG PISTON</td>
</tr>
<tr>
<td>Q12001</td>
<td>09/03/04</td>
<td>CHICAGO</td>
<td>GIERA/WH</td>
<td>48</td>
<td>2</td>
<td>TTX</td>
<td>653212 FLAT 232 LONG PISTON</td>
</tr>
<tr>
<td>Q12401</td>
<td>09/03/04</td>
<td>CHICAGO</td>
<td>WIELGOS</td>
<td>48</td>
<td>2</td>
<td>TTX</td>
<td>653212 FLAT 232 LONG PISTON</td>
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<tr>
<td>Q12002</td>
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<td>WILLIAMS</td>
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<td>2</td>
<td>TTX</td>
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<tr>
<td>Q12402</td>
<td>09/04/04</td>
<td>CHICAGO</td>
<td>WOODSO</td>
<td>48</td>
<td>2</td>
<td>TTX</td>
<td>653212 FLAT 232 LONG PISTON</td>
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<tr>
<td>Q12003</td>
<td>09/05/04</td>
<td>CHICAGO</td>
<td>BANKS/BI</td>
<td>48</td>
<td>2</td>
<td>TTX</td>
<td>653212 FLAT 232 LONG PISTON</td>
</tr>
</tbody>
</table>
• Records retained for a period of one year
Selection narrowed to 38 trains CSX would be able to run as extended haul

<table>
<thead>
<tr>
<th>CSX Transportation, Inc. Trains Designated as Extended Haul</th>
<th>April 5, 2004</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CSXT Train ID</strong></td>
<td><strong>Foreign Train ID</strong></td>
</tr>
<tr>
<td>L111</td>
<td>none</td>
</tr>
<tr>
<td>Q111</td>
<td>none</td>
</tr>
<tr>
<td>Q120</td>
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<tr>
<td>Q124</td>
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<tr>
<td>Q127</td>
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<tr>
<td>L139</td>
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<td>Q121</td>
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<tr>
<td>Q140</td>
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<tr>
<td>Q155</td>
<td>none</td>
</tr>
<tr>
<td>Q228</td>
<td>none</td>
</tr>
<tr>
<td>Q236</td>
<td>none</td>
</tr>
</tbody>
</table>
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 than one set-off or pick-up en route was required.
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