

WAC 296-79-190 Loading and unloading materials from railway cars or trucks.

(1) Safe access to top of railroad cars or trucks. Platforms with ladders or stairways must be installed or made available when needed so that workers may safely gain access to and perform work on the top of railroad cars or trucks when ladders are not installed on such equipment.

(2) Nets not to cover ladders. Rolled chip nets must not be positioned where they cover the ladders on railroad cars or trucks.

(3) Tipple type unloading device. When a tipple type unloading device is used for removing chips from cars, the cars must be properly secured in place and all employees must be in the clear before dumping operation is started.

(4) Handling pulp chips and hog fuel from trucks and trailers.

(a) Elevating platform-type or cable-lift type unloading devices must have adequate back bumper stops.

(b) Side rails or other positive means to prevent the trailer from falling must be used while unloading single trailer units.

(c) The truck or tractor must be secured when elevating platform lifts are used to elevate both the tractor and trailer or single unit trucks.

(d) All personnel must be clear of all hoisting or elevating mechanisms before dumping commences.

(e) No person is allowed in any truck while the truck is being elevated.

(5) Taking chip samples. A safe area and suitable device must be provided for the chip tester to use while taking chip samples.

(6) Derail required for hazardous materials. To protect tank cars from being moved while loading or unloading hazardous materials by use of pipes or hoses, a derail and blue flag must be set between the spotted tank cars and any moving railroad equipment.

(7) Moving cars by tugger or powered drums. When rail cars are moved by a tugger or powered drums with cables, a means should be provided or the area barricaded in such a manner that the moving cables do not endanger the workers.

(8) Handling pulpwood from flatcars and all other railway cars.

(a) Railroad flatcars for the conveyance of pulpwood loaded parallel to the length of the car must be equipped with safety-stake pockets.

(b) Where pulpwood is loaded crosswise on a flatcar sufficient stakes of sizes not smaller than 4 by 4 inches must be used to prevent the load from shifting.

(c) Cutting stakes on log bundles. When it is necessary to cut stakes:

(i) Those on the unloading side should be partially cut through first, and then the binder wires cut on the opposite side;

(ii) Wire cutters equipped with long extension handles must be used; and

(iii) No person is permitted along the dumping side of the car after the stakes have been cut.

(d) Cutting bands on log bundles. When cutting bands on bundled logs, workers must:

(i) Position themselves in a safe location;

(ii) Not use double bitted axes for cutting bands;

(iii) Use caution to prevent being struck by ends of bands being cut; and

(iv) If needed, wear personal protective equipment.

(e) Flatcars and all other cars must be:

- (i) Chocked during unloading; and
- (ii) Rail clamping chocks must be used when equipment is not provided with hand brakes.
- (9) Handling pulpwood from trucks.
 - (a) Cutting of stakes and binder wires must be done in accordance with (8) (c) of this section.
 - (b) Binders or stakes must not be loosened or removed:
 - (i) Until the logs are secured and held by equipment which will prevent them from rolling off the truck; or
 - (ii) Barricades will prevent logs from striking the person removing the binders or stakes.
 - (c) Where binder chains and crane slings are used:
 - (i) The crane slings must be attached and taut before the binder chains are released; and
 - (ii) The hooker must see that the helper is clear before signaling for the movement of the load.
 - (d) The truck driver must:
 - (i) Leave the truck cab and remain in the clear, preferably in a designated area; and
 - (ii) Be in clear view of the unloading equipment operator while the unloader is approaching the loaded truck.
 - (e) After a complete load is lifted as a unit and held stationary, the truck driver may enter the cab and drive forward from under the suspended load.

[Statutory Authority: RCW 49.17.010, 49.17.040, 49.17.050, and 49.17.060. WSR 17-16-132, § 296-79-190, filed 8/1/17, effective 9/1/17. Statutory Authority: RCW 49.17.010, [49.17].040 and [49.17].050. WSR 99-16-083, § 296-79-190, filed 8/3/99, effective 11/3/99; Order 74-24, § 296-79-190, filed 5/6/74; Order 70-6, § 296-79-190, filed 7/10/70, effective 8/10/70.]