

**WAC 296-56-60019 Standard gauge railroad operations.** WAC 296-56-60019 through 296-56-60041 apply to standard gauge railroad operations.

(1) You must make sure work is performed in railcars only if floors of the railcars are in visibly safe condition for the work activity being conducted and the equipment being used.

(2) You must establish a route to allow employees to pass to and from places of employment without passing under, over or through railcars, or between cars less than ten feet (3 m) apart on the same track.

(3) You must direct that no employees remain in railcars after work is concluded. No employee may remain in a railcar after work is concluded.

(4) You must make sure railcars are chocked or otherwise prevented from moving:

(a) While dockboards or carplates are in position; or

(b) While employees are working within, on or under the railcars or near the tracks at the ends of the cars.

(5) You must take positive means to protect employees from exposure to impact from moving railcars when employees are working in, on, or under a railcar.

(6) You must protect employees by flags and derails set a minimum of fifty feet from one or both ends of the worksite when there is work being carried on, in, or under cars which subjects employees to the hazard of moving railroad equipment. Where the spur track switch is less than fifty feet from the work location, the switch padlocked in the open position may take the place of the derail. The blue flag must be placed at that point.

(7) You must remove or place unsecured and over-hanging stakes, wire straps, banding, and similar objects so as not to create hazards before cars are moved.

(8) You must institute all necessary controls during railcar movement to safeguard personnel. If winches or capstans are employed for movement, employees must stand clear of the hauling rope and must not stand between the rope and the cars.

(9) You must open doors slightly before being opened fully to ensure that the load has not shifted during transit. Special precautions must be taken if the doors being opened are visibly damaged.

(10) You must equip trucks or railcar doors with door opening attachments if power industrial trucks are used to open freight car doors. Employees must stand clear of the railcar doors while they are being opened and closed.

(11) You must only use railcar door openers or power trucks equipped with door opening attachments to open jammed doors.

(12) You must make sure employees do not remain in or on gondolas or flat cars when drafts that create overhead, caught-in, caught-between or struck-by hazards are being landed in or on the railcar. End gates, if raised, must be secured.

(13) You must make sure operators of railcar dumps have an unrestricted view of dumping operations and must have an emergency means of stopping movement.

(14) You must enclose recessed railroad switches to provide a level surface.

(15) You must post warning signs where doorways open onto tracks, at blind corners and at similar places where vision may be restricted.

(16) You must post warning signs if insufficient clearance for personnel exists between railcars and structures.

[Statutory Authority: RCW 49.17.010, 49.17.040, 49.17.050, 49.17.060. WSR 15-24-102, § 296-56-60019, filed 12/1/15, effective 1/5/16. Statutory Authority: RCW 49.17.040 and 49.17.050. WSR 86-03-064 (Order 86-02), § 296-56-60019, filed 1/17/86; WSR 85-10-004 (Order 85-09), § 296-56-60019, filed 4/19/85; WSR 85-01-022 (Order 84-24), § 296-56-60019, filed 12/11/84.]