

➤ **Disclaimer**

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Rail – Headlight Usage Requirements

- ☐ Headlight use is required by all MOVING vehicles between sunset and sunrise or anytime during reduced visibility due to weather.
- ☐ Driving a vehicle with a broken headlight is citable.
- ☐ Headlight use is not required when in line under a crane or RTG, so as to not blind the ground crew.



Discussion Question

When driving between the rail operation and the transfer zone at night, are headlights required?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 2

Rail – 3 Points of Contact

- ☐ Maintain a 3-point (two hands and a foot, or two feet and a hand) contact on any ladder when climbing.
- ☐ Keep your body near the middle of the step and always face the ladder while climbing.
- ☐ This is the same for mounting/dismounting UTR's, Toploaders, and any other equipment.

Discussion Question

How many points of contact are required when climbing a ladder?



Print Briefer Name/Date: _____

Print name of one attendee: _____ 3

Rail – Communications

- ❑ All communications will be transmitted by radio between the Groundman and Locomotive Operator.
- ❑ Radios are for official business only and proper radio procedures will be used when moving.
- ❑ POV employees who work in the rail operation and receive a transmission must repeat it to the person transmitting the message.
- ❑ The locomotive may not enter the CRY/Rail Yard until the Rail AOM on duty authorizes the Header to enter.



Discussion Question

When a radio transmission is received, what must be done?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 4

Rail – Blue Lights and Blue Flag

According to 29 CFR 1917, 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. Also 49 CFR 218.29 requires that when workers are on, under, or between rolling equipment on any track, access to the track must be restricted.

- ❑ A locomotive may not proceed past any blue lights or flags on a track.
- ❑ A blue light (during the night/day) or blue flag (during the day) must be deployed at least 50 feet (for speeds 5 pm or less) from the nearest rail car.



Discussion Question

At night, what **MUST** be deployed on a working rail track?

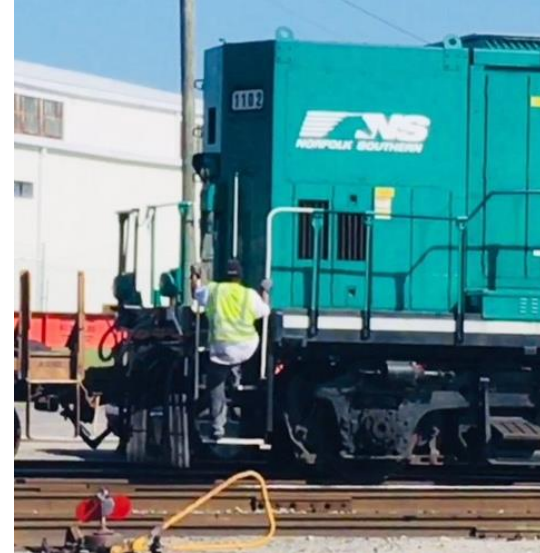


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Rail – Expecting Rail Movements

- ☐ Expect movement on any track, in any direction, at any time.
- ☐ Do not crawl beneath rail cars or attempt to mount/dismount moving rail cars.
- ☐ Do not stand on the track in front of an approaching engine, car, or other moving equipment.
- ☐ Persons may not touch or climb on locomotives, trackmobiles, or rail cars unless it is required to accomplish their official rail duties.



Discussion Question

When should you expect movement on a track?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 6

Rail – Derailers

- ❑ A blue light (during night or day) OR blue flag (during the day only) must be deployed at least 50 feet (for speeds 5 pm or less) from the nearest rail car.
- ❑ A derailer with an effective locking device must be deployed with the blue light/blue flag. If the derailer is already locked up by another group (TTX), apply an additional lock to ensure that the derailer is not removed while work is still in progress.



- ❑ Derailers/blue light/flag may only be removed by the Landbridge worker who placed them. If this individual is not available, the AOM may authorize the removal. In this case, the AOM is responsible to ensure that all personnel are clear of the rail cars that were being protected.
- ❑ If there is another lock from a another company such as TTX preventing removal of the derailer/blue light/flag, then remove your lock and leave the derailer and light/flag alone.



Discussion Question
Whose responsibility is it to set and remove the derailer?

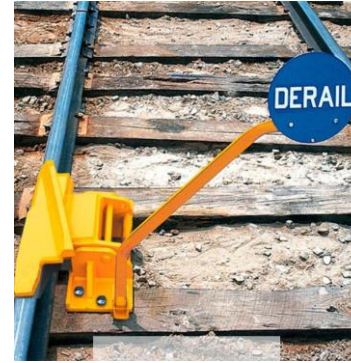
STOP
Men at
Work

Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – Groundman Duties

- ❑ Prior to movement, ensure the track and switches to be used are clear of equipment, people, debris, and conflicting movements.
- ❑ Ensure switches and derails/flags/lights are properly set and verify that traffic is stopped at affected intersections before informing the Locomotive Operator to proceed.
- ❑ Proceed 25-50 feet in front of the Locomotive/Trackmobile and ensure the track remains clear to the location that movement will be stopped.
- ❑ The Groundman must use safety lights, 4-way flashers, or strobe lights on the vehicle in the CRY/Rail Yard at all times. Headlights will be used after sunset and in inclement weather.



Discussion Question

Who ensures that all switches and derailleurs/flags/lights are properly set?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 8

Rail – Groundman Leading the Way

- ❑ The Groundman will proceed 25-50 feet in front of the Locomotive/Trackmobile and ensure the track will remain clear to the location where movement will be stopped. When unable to ride ahead of the moving train, pre-position an additional Groundman/Header at the other end of the track to ensure clearance.
- ❑ Accomplish the countdown so that rail cars stop at the appropriate point. Generally, cars will be stopped 50 feet from the end of the track, however if necessary, an absolute minimum of 5 feet of clearance between the lead rail car and the rail stop barrier may be used.
- ❑ Make calls at intervals prior to the stopping point that include “5 wells, 3 wells, 1 well, 10 feet, 5 feet, STOP.” Each call must receive an acknowledgement from the Locomotive/Trackmobile operator.

Discussion Question

At what intervals must radio calls be made and acknowledged by the Groundman and Operator?



Print Briefer Name/Date: _____

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Rail – Groundman Responsibilities

- ☐ Serve as eyes and ears for the Locomotive/Track Mobile Operator.
- ☐ The Groundman must be in position to provide visual protection of equipment being shoved and may not engage in unrelated tasks while providing protection.
- ☐ The Groundman is solely responsible for the safe movement of the Locomotive or Trackmobile. The Operator will follow the instructions of the Groundman.



Discussion Question

Who provides visual protection to the Operator?

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Print name of one attendee: _____ 10

Rail – Groundman Tasks

- ❑ When positioning a moving railcar, the Groundman will accomplish the countdown to ensure cars stop approximately 50 feet from the end of the track.
- ❑ Make calls at intervals prior to the stopping point that include “5 wells, 3 wells, 1 well, 10 feet, 5 feet, 3 feet, STOP.”
- ❑ Each call must receive an acknowledgement from the Locomotive/Trackmobile operator.



Discussion Question

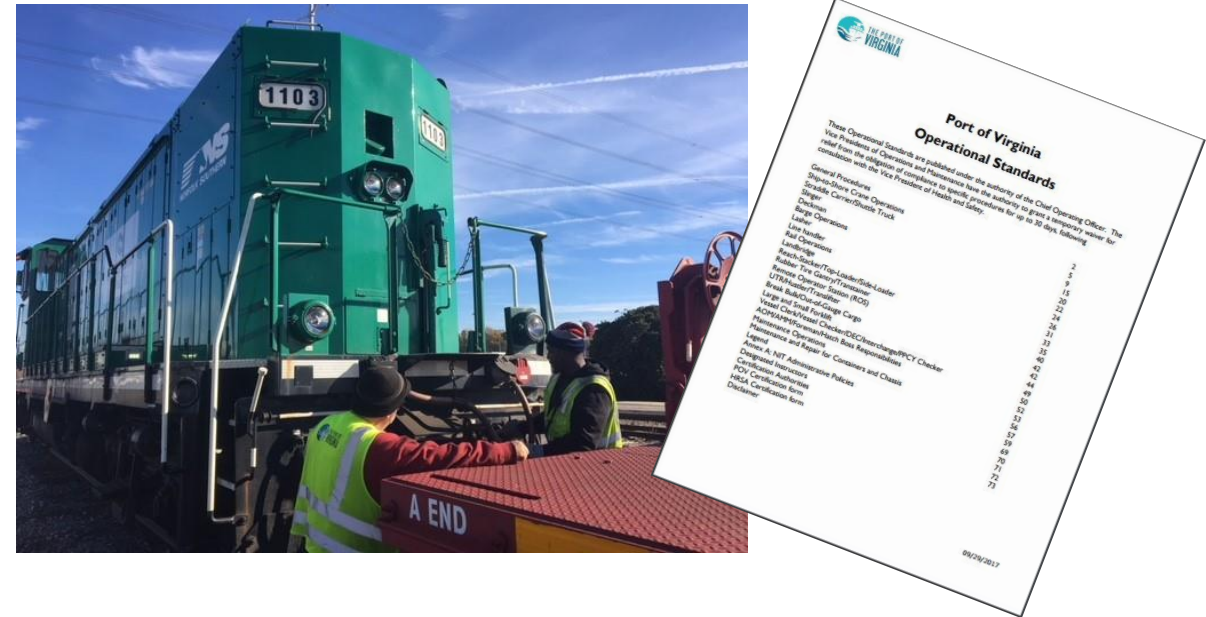
At what intervals is the Groundman required to make countdown radio calls?

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Print name of one attendee: _____

Rail – Header Responsibilities

- ❑ The Header supervises the overall tasking for train movements. All persons employed on the train must obey the Header's instructions, unless the instructions will result in an unsafe operation or violate POV Operational Standards.
- ❑ Ensure that all procedures are followed and have personnel re-trained in their duties when there is a non-conformance with POV Operational Standards.



Discussion Question
Who is responsible to ensure that all Operational Standards procedures are followed?

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Print name of one attendee: _____ 12

Rail – Grunt Familiarization

- ❑ Pre-Use: Inspect tires, gate, lights, and horn. Turn on all 4 light switches, during both day and night.
- ❑ Only one Pin-man may be on the Grunt, unless there is an instructor.
- ❑ Danger: Only use the Grunt paths between rail tracks. Do not drive in Hustler traffic lanes.

Instructor



Discussion Question

Where is the only travel lane the Grunt may operate?

Print Briefer Name/Date: _____

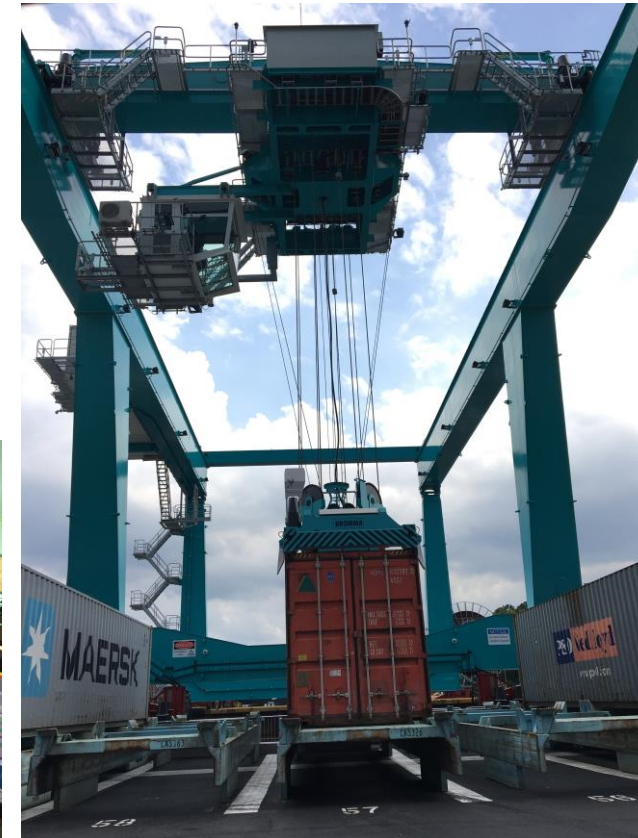
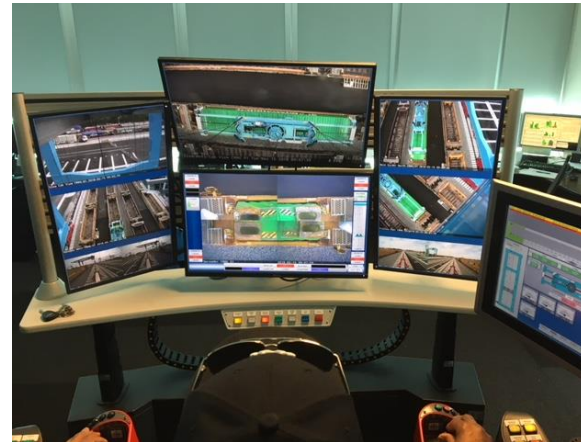
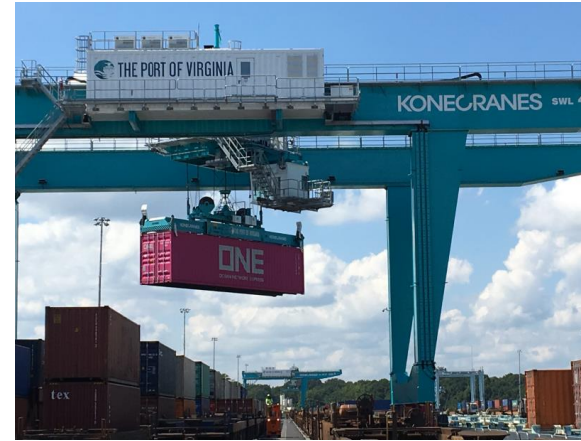
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Rail – VIG CRMG – Prior to Lifting

- ❑ Use the cameras to verify that no personnel are walking in the loading area.
- ❑ Blind lifts are prohibited.
- ❑ When working a train on one track and the train on an adjacent track is being moved, “up and over” operations across the moving train are prohibited.

Discussion Question

What are two CRMG operations that are prohibited?



Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail - Landbridge PPE

The following PPE is required at all times for people working Landbridge:

- ☐ ANSI-2 vest/shirt
- ☐ Hard hat
- ☐ Safety shoes
- ☐ Gloves
- ☐ Reflective pants

Discussion Question

What 5 pieces of PPE are Landbridge workers required to wear?



Print Briefer Name/Date: _____

Print name of one attendee: _____ 15

Rail – Landbridge Reporting

- ☐ If a railcar, catwalk, or ladder is found to be damaged, report this to the supervisor. The supervisor will then notify TTX of the damage for repair. In this case, continue to work with caution.
- ☐ Immediately report any leaking container or tank to the supervisor and stay away until it is determined to be safe.
- ☐ When a live reefer is found with a GENSET that is not running, immediately report this to the AOM.



Discussion Question

What are three things that should be reported if discovered onboard a train?

Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – Landbridge Visual Clearance

- ❑ During rail operations, never assume that a Reach-Stacker, Top-Loader, RTG, pickup truck, or Hustler sees you.
- ❑ Before crossing a track, stop and look both ways. All crossings are considered “live”.
- ❑ Do not stand on the track or in the path of an approaching engine, car, or other moving equipment.



Discussion Question
Who should you assume sees you?

Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – Working in Pairs

- ❑ Landbridge workers must work as a pair and only work one set of tracks at a time. No employees may remain on or in railcars after work is concluded.
- ❑ Both Landbridge workers will have a radio to communicate with the RTG/Reach-Stacker/Top-Loader Operator and Checker.



Discussion Question

How many tracks may one pair of Landbridge pairs work at a time?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 18

Rail – Locomotive Signals

- ☐ Ring the engine bell before moving, as a warning signal when necessary, and when approaching men or equipment on or near the track.
- ☐ When approaching public crossings at grade with the engine in front, sound the locomotive horn/bell 15-20 seconds prior to the crossing in the pattern of 2- long/1-short/1-long. Be prepared to stop.



Discussion Question

What is the signal used when crossing a public crossing?

Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – NIT RTZ Where to Stand

- ❑ NIT Rail Transfer Zone: UTR driver's may remain in the cab until the approach of a straddle carrier. When a straddle carrier approaches the lane, promptly dismount from the cab, regardless of the weather, and stand in the safety zone **NEXT** to the driver side door until the straddle carrier is completely clear of the UTR chassis/bomb cart.
- ❑ Mount and dismount equipment via the stairs/ladder while **FACING** the machine. Use the handrail.



Discussion Question

Where is the proper place to stand after dismounting and while waiting to be serviced?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 20 _____

Rail – Personal Vehicles in the Operational Area

- ❑ Personal vehicles are prohibited in any operational area.
- ❑ Access to operational areas is restricted to company vehicles with a placard on each side.

Discussion Question

Where on terminal are people prohibited from entering?



Print Briefer Name/Date: _____

Print name of one attendee: _____

General – Reach-Stacker/Top-Loader/Side-Loader Pre-Shift Inspection

Pre-Shift Inspection Check List should include:

- ☐ Ensure there are no leaks and that the tires and lifting belts/chains are in good condition.
- ☐ Ensure that the following items are in good working condition: seatbelt, horn, brakes, wipers, and lights. Also raise the bar and look at the rotation and condition of the lifting belts and chains.
- ☐ Ensure there is no pre-existing damage.
- ☐ Report any issues to your supervisor.

Discussion Question

What should be done if a problem is found during a Pre-Shift inspection?



Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – Personal Electronic Devices

- ❑ No use of cell phones or personal electronic devices, to include wearing a headset/Bluetooth/earbuds while OPERATING a MOVING vehicle/equipment OR while on foot within 25 feet of cargo operations.
- ❑ In addition, this restriction is further applied to being on a train engine or performing rail safety related activities and includes magazines, newspapers, and other literature not related to official duties.



Discussion Question

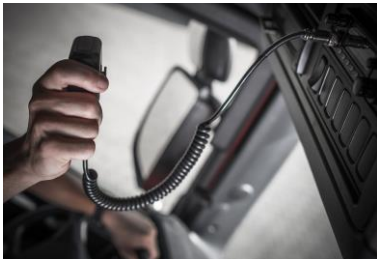
What devices/activities are not allowed while on a train or performing rail safety related activities?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 23

Rail – Radio Routine

- ❑ Radio communication for shoving movements must specify the direction and distance/destination and must be acknowledged. Movement must stop within half the distance specified unless additional instructions are received.
- ❑ POV employees who work in the rail operation and receive a transmission must repeat it to the person transmitting the message.
- ❑ POV employees who work in the rail operation and do not understand a radio communication must not act and must treat it as if it were not sent. STOP movement until the communication is understood.
- ❑ The locomotive may not enter the CRY/Rail Yard until the Rail AOM on duty authorizes the Header/Groundman to enter.



Discussion Question

What must happen if a radio transmission was not understood?



Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – Radio Procedures

- ❑ Radio communication for shoving movements must specify the direction and distance/destination and must be acknowledged when the distance is more than four wells.
- ❑ POV employees who work in the rail and receive a transmission must repeat it to the person transmitting it.
- ❑ Movement must stop within half the distance specified unless additional instructions are received.
- ❑ POV employees who work in the rail operation and do not understand a radio communication must not act and must treat it as if it were not sent. STOP movement until the communication is understood.



Discussion Question

What must happen if a radio communication is not understood?

Print Briefer Name/Date: _____

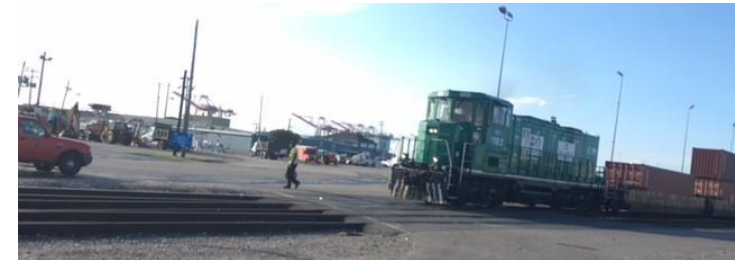
Print name of one attendee: _____ 25

Rail – Rail Crossings

- ❑ At crossings, an employee must be on the ground to provide warning until the crossing is occupied, unless a gate arm or flashing lights are present.
- ❑ The ground man shall park the pickup truck at the intersection. He or she shall wear a reflective vest and use a high intensity stop sign to assist in visibility and signaling, day and night.
- ❑ The ground person/flag person must ensure that all traffic has stopped prior to rail cars entering an intersection, without standing in the direct path of oncoming vehicles.

Discussion Question

When must an employee provide a warning at a rail crossing?



Print Briefer Name/Date: _____

Print name of one attendee: _____ 26

Rail – Safety Lanes

The requirements for worker safety lanes during on-dock rail operations must include:

- ☐ Sufficient width to allow workers to walk safely around all mobile equipment and moving vehicles without stepping into oncoming traffic.
- ☐ Permit equipment operators to work without endangering workers.



Discussion Question

What is required for equipment operators to work without endangering on-dock workers?

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Print name of one attendee: _____ 27

Rail - Rail Operation Pre-Shift Briefing

Supervisor safety talks are required with on-dock rail workers at the beginning of each shift. The talk must include:

- ☐ The layout of the yard for those not familiar.
- ☐ Expected rail activity.
- ☐ Individual equipment/vehicle operators' responsibility for controlling speed and maintaining a safe distance from on-dock rail operations.
- ☐ Notification to all rail employees of scheduled and unscheduled rail movement.



Discussion Question

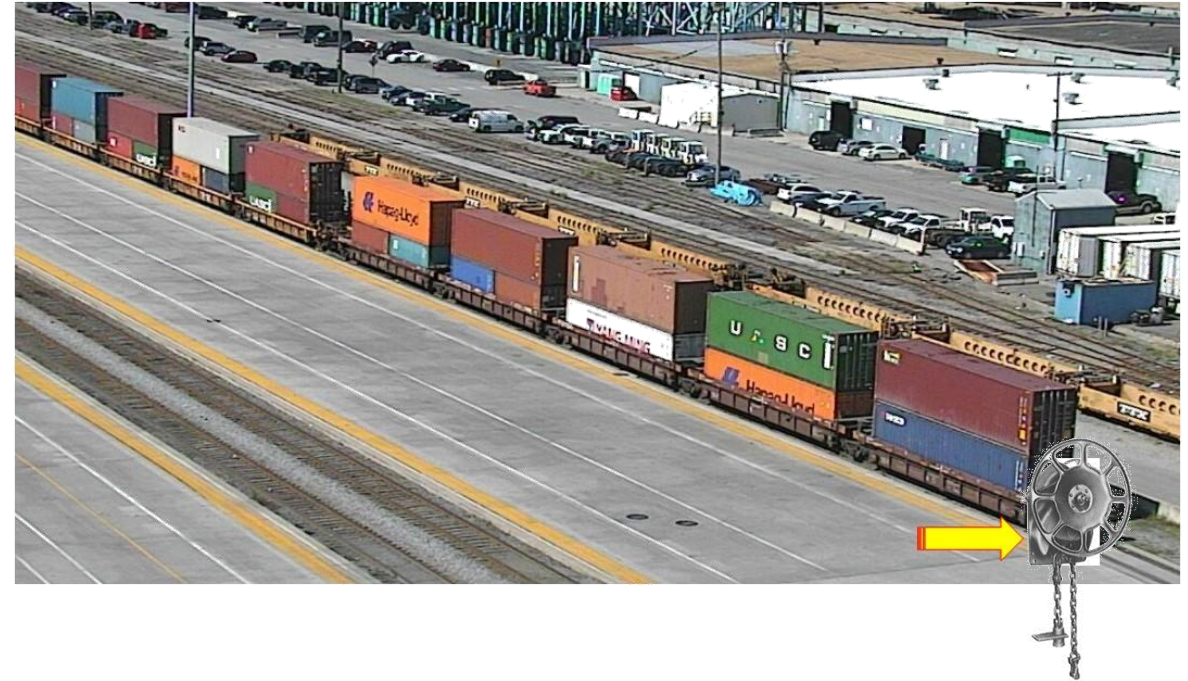
What rail topics must be briefed at the beginning of each shift?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 28

Rail – Setting the Brake

- ❑ Set the rail car handbrake on the head car of the train when parked by turning the wheel clockwise.
- ❑ The Groundman must also conduct an air brake test to ensure the rail cars do not move more than three inches in a 60 second period.
- ❑ If the rail moves more than three inches in a 60 second period, a second brake must be applied.
- ❑ Air brakes alone must never be depended upon to hold unattended standing equipment.



Discussion Question

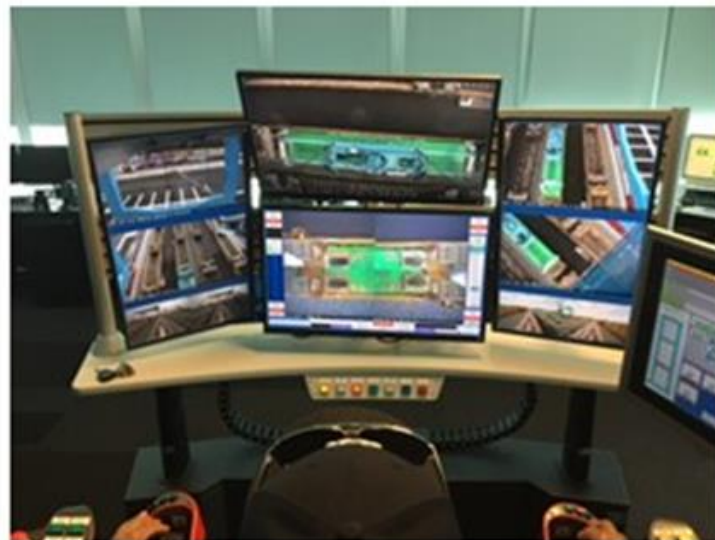
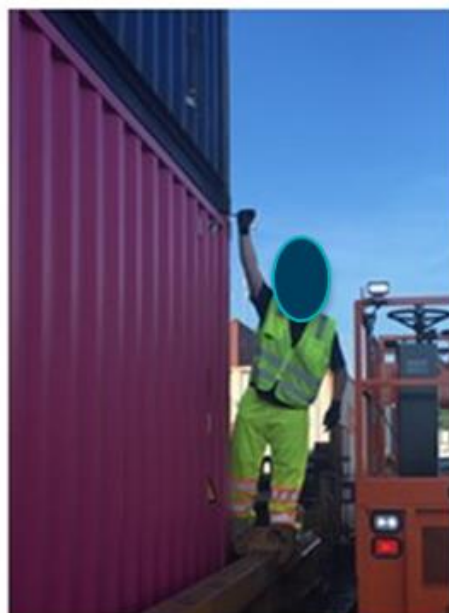
How many brakes must be set when the train has been parked?

Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – VIG CRMG Lifting Operations

- ❑ Accomplish the “lift and shift” procedure every time. Monitor cameras throughout the duration of the move.
- ❑ When de-ramping a 2-high car, lift the containers slowly and ensure that all pins are unlocked.
- ❑ If a pin is stuck, set the container back down, call the Landbridgemen, and follow their instructions.

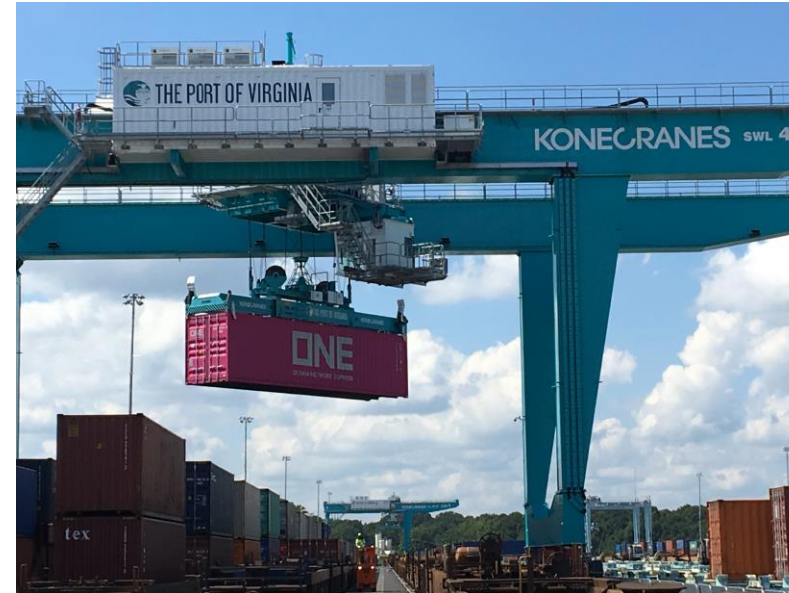


Discussion Question

When de-ramping a 2-high container, what is a potential hazard and what can be done to prevent an incident?

Rail – VIG CRMG Slewing Operations

- ❑ Slewing the bar 90 degrees may only be accomplished if the spreader bar is at a “safe height” of 8 meters off the ground, which is higher than a 2-high stack mounted on a rail car.
- ❑ Slewing can be accomplished either clockwise or counter-clockwise to allow for door direction delivery preference.
- ❑ The spreader bar is capable of trolleying over the transfer zone without slewing 90 degrees.



Discussion Question

At what height can the CRMG spreader bar slew?

Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – Safety Lanes

The requirements for worker safety lanes during on-dock rail operations must include:

- ☐ Sufficient width to allow workers to walk safely around all mobile equipment and moving vehicles without stepping into oncoming traffic.
- ☐ Permit equipment operators to work without endangering workers.



Discussion Question

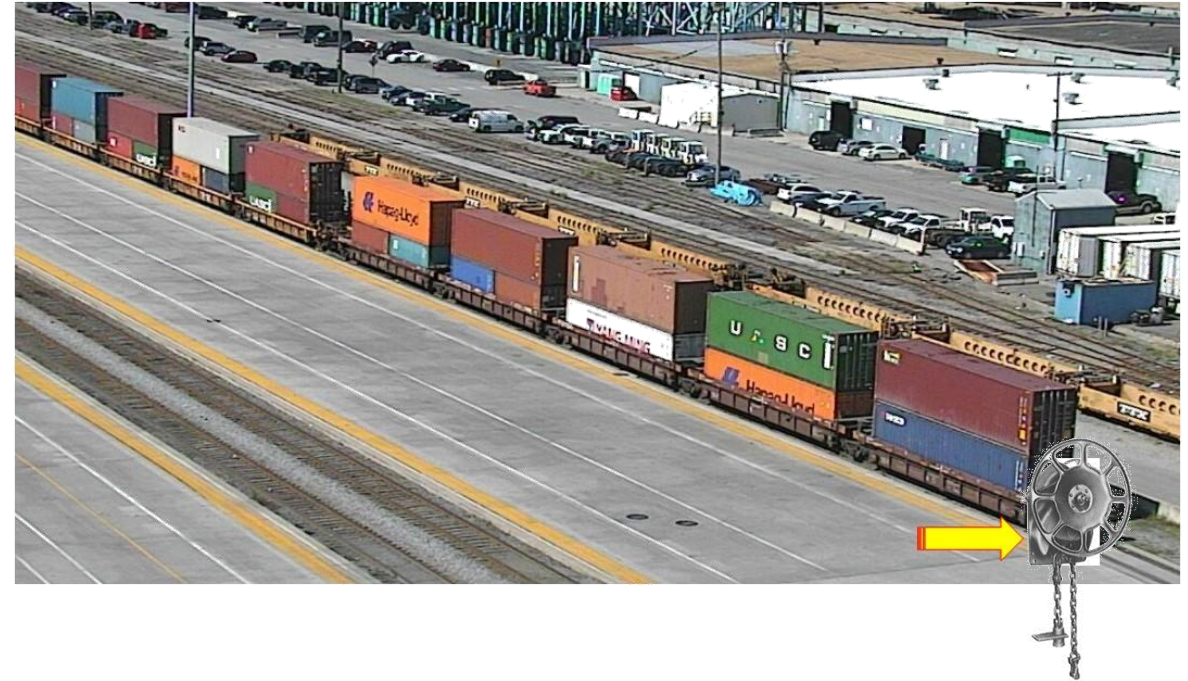
What is required for equipment operators to work without endangering on-dock workers?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 32

Rail – Setting the Brake

- ❑ Set the rail car handbrake on the head car of the train when parked by turning the wheel clockwise.
- ❑ The Groundman must also conduct an air brake test to ensure the rail cars do not move more than three inches in a 60 second period.
- ❑ If the rail moves more than three inches in a 60 second period, a second brake must be applied.
- ❑ Air brakes alone must never be depended upon to hold unattended standing equipment.



Discussion Question

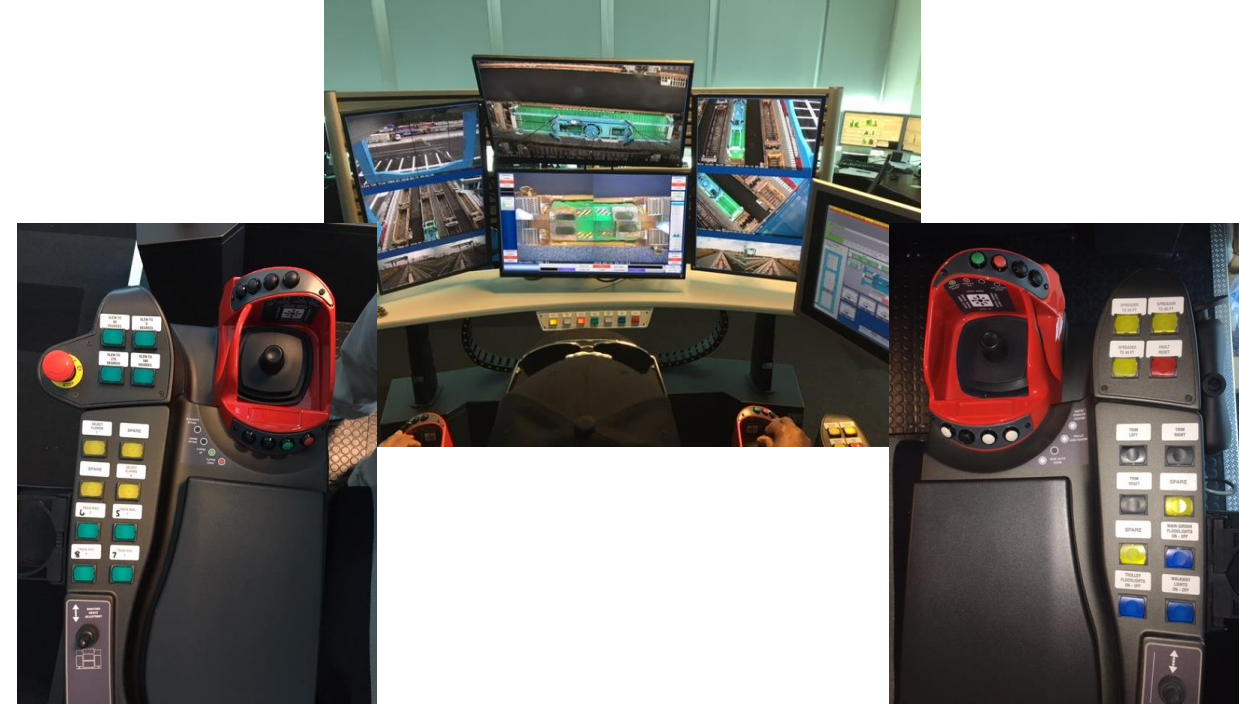
How many brakes must be set when the train has been parked?

Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – VIG CRMG Alarms and E-Stops

- ❑ If the system detects a fault, the CRMG will stop. Follow the on-screen instructions to clear it. If the fault will not clear, call Maintenance and inform the AOM.
- ❑ Beware of a “slack rope” alarm. Hoist up slowly to recover the slack.
- ❑ If for any reason the CRMG controls are not responding, stop the movement, depress the red E-Stop button on the left of the console, and notify the AOM.



Discussion Question

What must be done if the controls are not responding?

Print Briefer Name/Date: _____

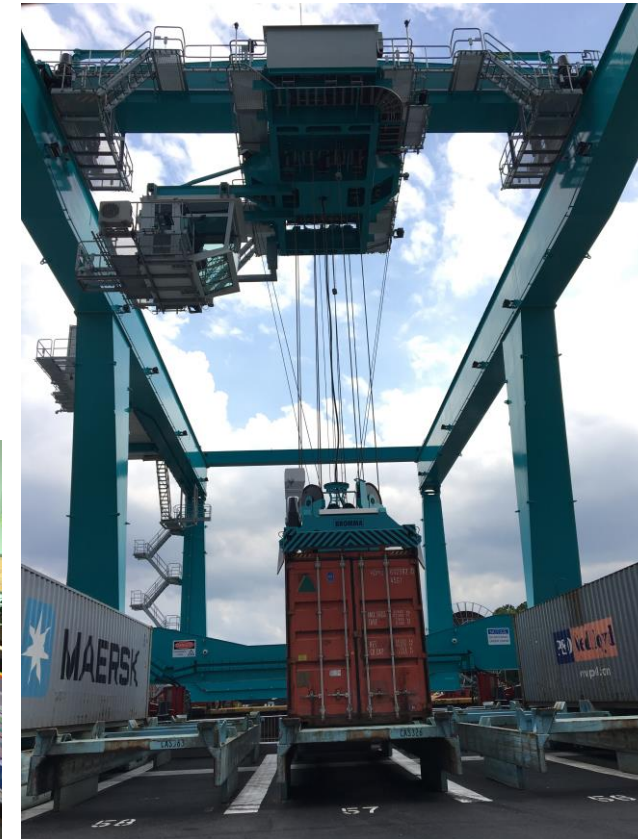
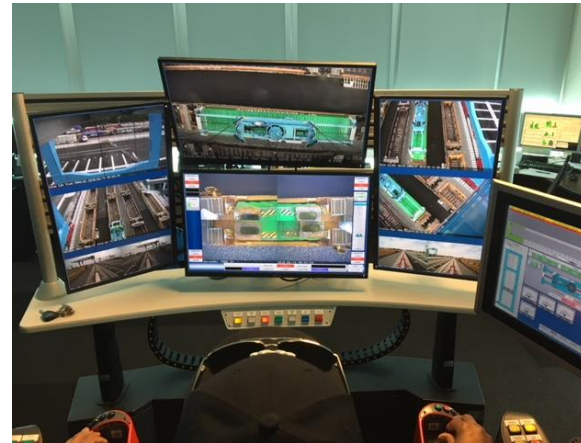
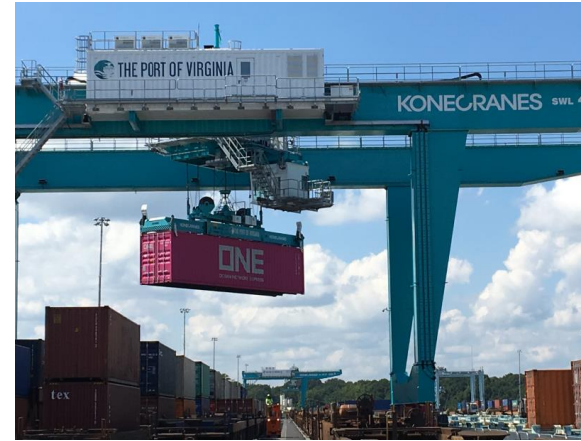
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Rail – VIG CRMG – Prior to Lifting

- ❑ Use the cameras to verify that no personnel are walking in the loading area.
- ❑ Blind lifts are prohibited.
- ❑ When working a train on one track and the train on an adjacent track is being moved, “up and over” operations across the moving train are prohibited.

Discussion Question

What are two CRMG operations that are prohibited?

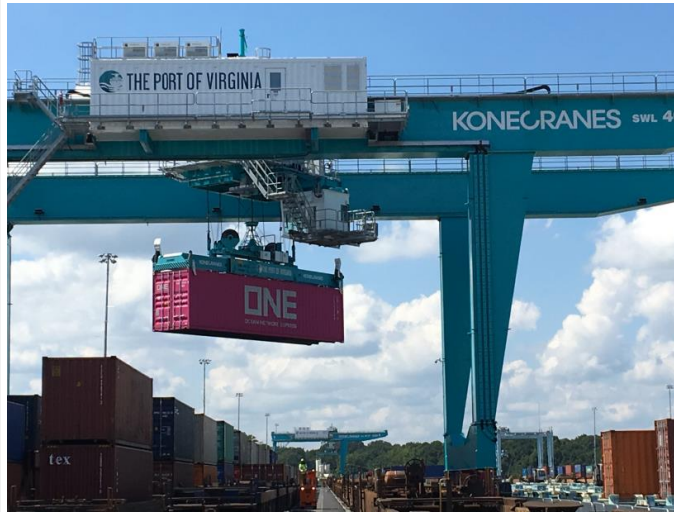


Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – VIG CRMG Deramping

- ❑ When de-ramping a bulkhead car, hoist slowly until the container clears the car completely to prevent snagging container guides and damaging the railcar.
- ❑ When de-ramping reefers, lift slowly until able to verify that the Genset power cord is removed and is not caught on any obstructions.



Discussion Question

At what speed should containers be hoisted in order to prevent damage?

Print Briefer Name/Date: _____

Print name of one attendee: _____ 36

Rail – VIG CRMG Control Console

- ❑ Wide banners are messages, yellow banners are warnings, and red banners are Trips/Faults.
- ❑ Each corner of the lower monitor shows the “Locked/Unlocked” status of twistlocks.
- ❑ Twistlocks are operated by the equipment operator. Locked lights will illuminate green. Unlocked lights will illuminate red.
- ❑ The “Overload” alarm will alert the operator of a load that is too heavy, snagged, or has an uneven weight distribution.
- ❑ The “Park” button is on the right side of the console chair and will align the CRMG cab with the boarding platform.

Discussion Question

What does the “overload” alarm signify to an operator?



Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – VIG CRMG Gantry Warnings

- ❑ As the CRMG gantries, an audible and visible alarm will sound/illuminate. There is also a horn that the operator may use to alert personnel in the operational area.
- ❑ The CRMG will go into “slow down” mode when transiting crossroads.
- ❑ Ensure the spreader bar is at a safe height during any gantry movement.



Discussion Question

What warnings are there on a CRMG to indicate it is gantrying?

Print Briefer Name/Date: _____

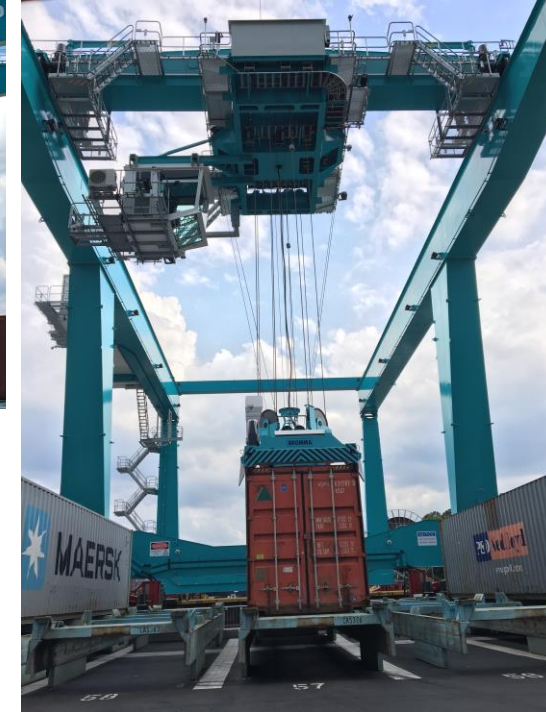
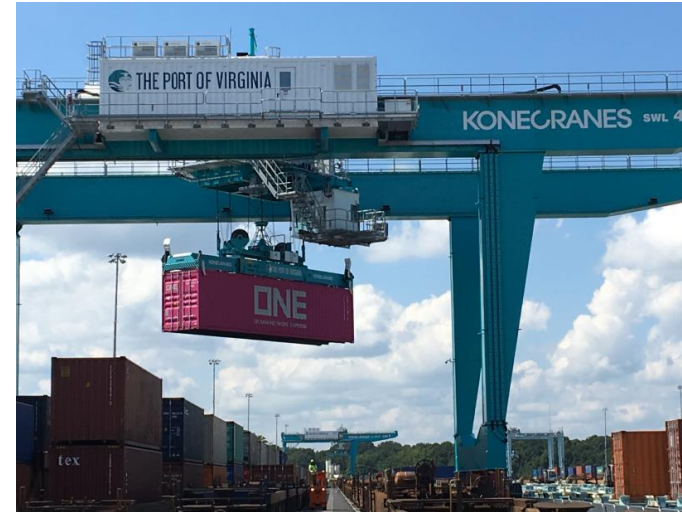
Print name of one attendee: _____ 38

Rail – VIG CRMG Gantry Operations

- ❑ The operator is responsible to monitor the gantry screens and ensure track clearance during every gantry move.
- ❑ During gantry, a yellow task bar flashes on the “Attention” screen.
- ❑ Check the rail break prior to entering to ensure the path is clear of people, equipment, and containers.

Discussion Question

Before entering the rail break, what must you do?



Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail – VIG CRMG Preparing to Load

- ☐ Use the cameras to verify that no personnel are walking in the loading area and to ensure that each move makes sense.
- ☐ Blind lifts without a camera are prohibited.
- ☐ When working a train on one track and the train on an adjacent track is moving, “up and over” operations across the moving train are prohibited.
- ☐ Operators may only stack a maximum of 2-high on rail cars.
- ☐ The CRMG may only single-pick containers.

Discussion Question

Are “up and over” operations allowed over a train that is moving?



Print Briefer Name/Date: _____

Print name of one attendee: _____ 40

Rail – VIG CRMG Loading Rail Cars

- ❑ After loading a container, unlock and then raise the bar slowly to ensure it is clear of the container. If the pins are sticking and the container is lifted, it can release and fall.
- ❑ Only load 45' containers on the rail as top-tier loads. When moving a 45' container, use the 40' bar position to allow for more accurate pin alignment.
- ❑ 20' Reefers with GENSETS must be loaded onto the front of a cassette to allow for vendor access.
- ❑ After a move, the operator repositions to the “Home” position, which is when the bar is hoisted all the way up and trolleyed back.

Discussion Question

After loading a container, why is it important to raise the bar slowly?



Print Briefer Name/Date: _____

Print name of one attendee: _____

Rail - Working on the Rail Cars

- ❑ Use the ladder and a proper 3-point climbing technique when mounting or dismounting rail cars.
- ❑ **Jumping** onto or off of rail cars is prohibited.
- ❑ **Shimmying** along the side of rail cars is prohibited.
- ❑ Railcar catwalks can be damaged or slippery. be careful. Use caution.



Discussion Question

What actions are **PROHIBITED** on a rail car?

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Rail – VIG CRMG Specifications

- ☐ The safe working load (SWL) for the Bromma CRMG is 40LT.
- ☐ The maximum gantry speed is 6.7 mph.
- ☐ There are two CRMG's on a rail bundle.
- ☐ There are proximity switches on the legs of each CRMG to prevent impact when gantrying. The sensors can read out to 30 meters ahead for a swath of 2 meters wide.
- ☐ If an obstruction is detected within 6 meters, the CRMG will go into “slow down” mode.
- ☐ If an obstruction is detected within 1 meter, the CRMG will stop.



Discussion Question
What will happen if an obstruction is detected within one meter of the CRMG?

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Rail – CRMG Warnings

- ❑ If something doesn't look or feel right, STOP! Notify the AOM.
- ❑ DANGER: Be aware of personnel moving around containers/cassettes/rail cars.

Discussion Question

Who must be told if there is a concern regarding the CRMG?

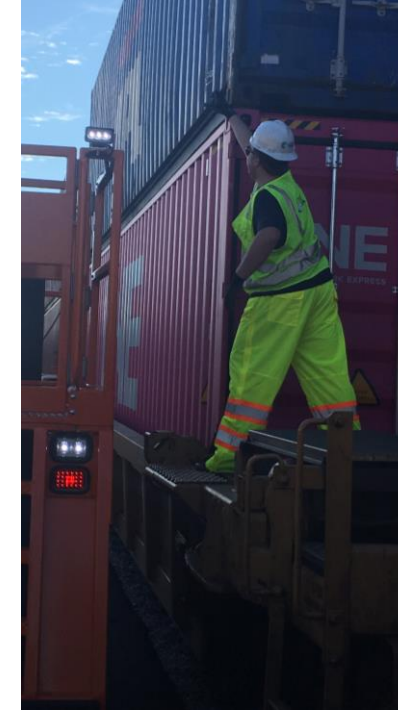


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Rail – VIG Grunt Operations

- ❑ The pinning/de-pinning work flow starts at the landside and goes to the waterside.
- ❑ The pinning/de-pinning process consists of four distinct phases. Unlock pins, remove pins, install pins, and lock pins.
- ❑ The Pin-man will communicate with the rail clerk at the completion of each phase with the sequence of rail wells that are complete.



Discussion Question

In which direction does the pinning/de-pinning work flow?

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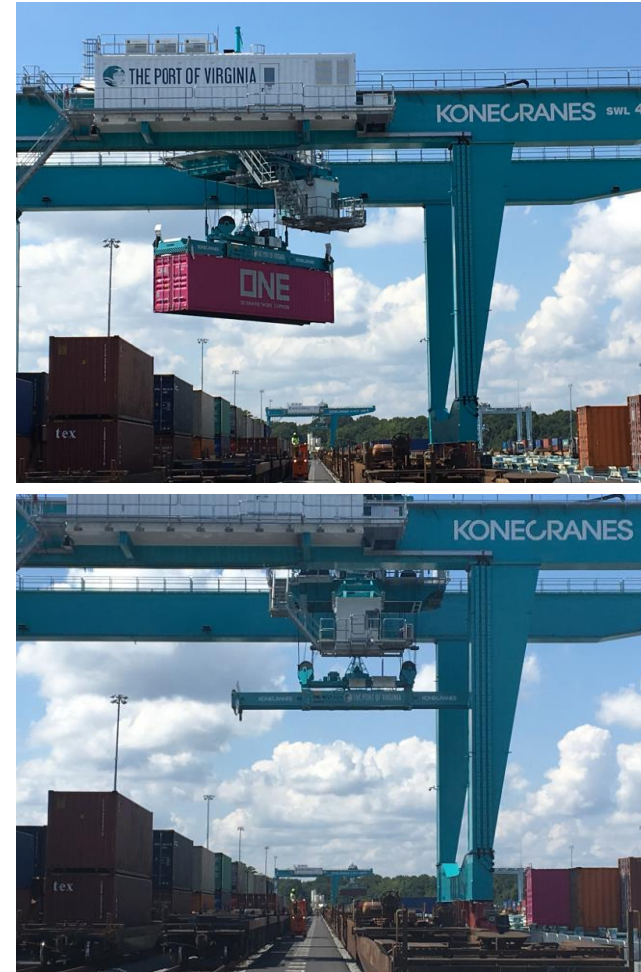
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Rail - VIG Grunt Maneuvering

- ☐ Remain at least 4 rail wells away from an operating CRMG.
- ☐ If the CRMG ever comes within 4 rail wells of the Grunt, call the operator.
- ☐ Be less than one foot from rail car before stepping across.
- ☐ Once work is completed, the Grunt is to be parked in its parking area and shutdown.

Discussion Question

How far away must Grunt operations take place from an operating CRMG?

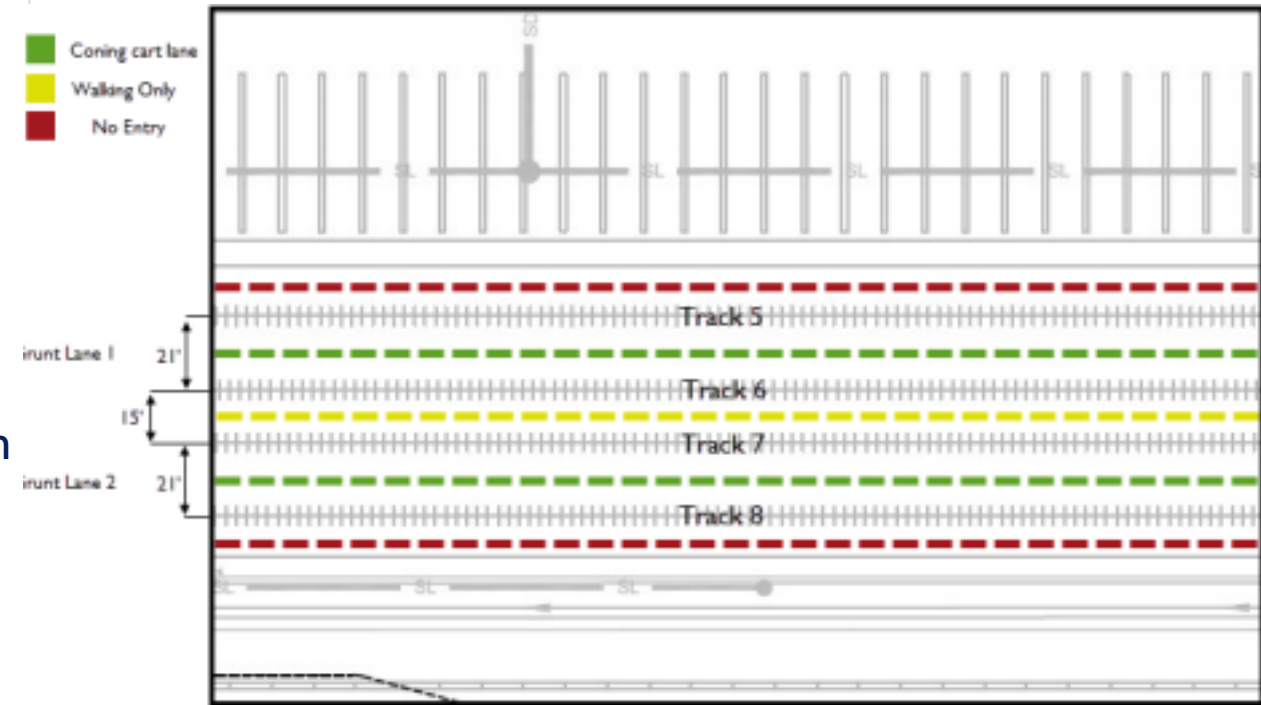


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Rail - VIG Grunt Pinning Process

- ❑ When finished at the Waterside, return to the Landside end of the tracks via a Grunt path between rail tracks (Green Lanes 1 and 2 in the diagram). Do not drive outside the bundle. Do not cross under an overhead load when passing under the CRMG.
- ❑ Once work is completed, the Grunt is to be parked in its parking area and shutdown.
- ❑ If there is a stuck pin, drive the Grunt to the parking area and take a pickup truck to the container with a stuck pin in the Transfer Zone.
- ❑ Verify the operator has E-Stopped the CRMG prior to removing the stuck pin.



Discussion Question

What must be verified prior to removing a stuck pin?

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