rail Railings should be 42 in high and toeboards 6 in high If footwalks are necessary on both sides of the track, crosswalks should connect them Trestles must be designed and built to carry anticipated loads and withstand vibration and shock

Openings at ground level for conveyors and similar equipment used to unload cars should be provided with covers that are kept in place when equipment is not in use to prevent persons from falling into them

Hoppers or trackside bins into which material is dumped should also be covered Heavy steel bars 12 in apart will prevent a man from falling or being carried through the openings It may also be necessary to cover walkways that are under trestles in order to protect those using them from falling materials

When tracks are dead end, a standard bumping post should be installed

A switch with a handle swinging parallel to the rails is safest Targets should have rounded corners to lessen the possibility of cuts and scratches and torn clothing Switch lamps are needed if tracks are to be used at night Blocking should be installed in switch points and frogs to prevent employees from getting their feet caught

#### Loading and unloading

Tracks at loading and unloading areas warrant special attention because numerous accidents occur when loads are trucked into and out of cars Excessive clearance requires heavy, large dock plates or gangplanks If the dock level is considerably above or below the level of car door openings, trucking is more hazardous

The dock should be wide enough to provide temporary storage area without interference with truck movements A narrow dock may force trucks to turn onto dock plates at a dangerous angle The hazard may be reduced somewhat by making dock plates wider at the dock side, with flanges on the plates to turn wheels away from the edge Portable dock plates must be securely anchored

Cars spotted for loading or unloading should be protected against being moved by switching crews Standard railroad blue flags for daytime and blue lights for night use furnish warnings to train crews Signals should be placed between the rails at each end of a car accessible from either direction Train crews should be strickly prohibited from coupling engines or cars to any cars so protected The blue signals should be removed only by the employees engaged in loading or unloading operations, when they are ready to release the cars

Bells and oscillating warning lights can be installed along the tracks in working areas to warn personnel that switching operations are going on The warning lights and bells should be turned on by plant supervision before switching operations are begun

It is the responsibility of the local plant management to clear employees from cars before releasing the track to railroad employees for switching Therefore, before derails and blue flags are removed, plant supervision must make sure that

- Building railroad doors are opened and other obstructions cleared six feet from the track area,
- All plant personnel are cleared from railroad cars and track area,
- All overhead building cranes in the area being switched have stopped operations and are clear of track vicinity,
- All bridge plates are removed from cars,
- All counterweighted retractable service platforms are retracted and secured,
- All car moving equipment (cables, hooks, etc ) is removed from cars

Tracks for loading or unloading flammable liquids or other dangerous materials preferably are used only for those purposes For additional protection, switches are provided with locks Specific recommendations in regard to tank cars, grounding, rail bonding, etc , are given in Chapter 34, "Flammable and Combustible Liquids "

The consignee of a carload shipment of material or merchandise, after unloading the car, should clean it before releasing it to the railroad that serves the establishment Pieces of crating and dunnage, nails, and strapping left loose in the car are serious hazards to railroad employees and others who may have to enter it later