

Preventing Derailments at Customer-Owned Facilities

ALIGNING GOALS TO AVOID SERVICE DISRUPTIONS CAUSED BY DERAILMENTS

Risk Identification and Mitigation (RIM) Process



As part of our **Courage to Care** culture, we look at seven areas to identify and mitigate risk: Employees, Public, Industry, Main Line, Yard, Shop and Work Site.

Union Pacific Wins E. H. Harriman Safety Award Four Consecutive Years

Union Pacific has a long, rich history of safety performance. This industry award, given to the safest railroad, started in 1912 and was named after E. H. Harriman. In 2018, we were again the safest railroad in America.

The Courage Pledge

I have the courage to care. Worn with a lion's pride, it means those I work with will have my back, and I will have theirs. I pledge to shield myself and my team from harm. I will take action to keep them safe, by fixing an unsafe situation, addressing an unsafe behavior or stopping the line. In turn, I will have the courage to accept the same actions from my coworkers, who care enough to correct my path.

We wear this badge out of respect for each other and those who have gone before us. On my watch, we will all go home safe to our families every day.

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Track Inspection Suggestions

- ✓ Make the safety of your employees and Union Pacific employees your first priority.
- ✓ Perform regular and consistent maintenance of all rail infrastructure.
- ✓ Inspect all rail track within your facility quarterly.
- ✓ Train all employees to look for potential hazards or defects.
- ✓ Use a qualified contractor to perform inspections.

By following these guidelines, you can avoid a derailment at your facility, which can cause a disruption of service and impact your supply chain.



Track Condition Awareness



>56.5 inches = wide gauge

What is wide gauge?

The standard measurement or gauge between the inside of rail track is 56.5 inches. Gauge width beyond this, known as wide gauge, may lead to train derailments. Wide gauge can be caused by lateral rail car movement on tracks and weak rail ties.

Common ways to inspect for wide gauge include:

- Checking for loose or missing joint bars and bolts.
- Inspecting track for broken railroad ties, loose or missing spikes and tie plates cutting into the railroad ties.
- Looking for mud on top of ballast, which may indicate a weak foundation and inadequate drainage.
- Checking for broken switch points, which may create a gap between the rail and point, allowing the wheel of a rail car to travel down the wrong track.
- Keeping an eye out for diminished structural integrity, such as poor tie conditions or spike quantity, which may also result in buckled or rolled rail.

Clearance Cones

Preventing sideswipes within a facility can also prevent industry derailments and ensure Union Pacific crew and customer safety.

These incidents can occur when rail cars are left beyond clearance points and switch crews are unaware the track is obstructed.

Installing clearance cone markers can help.

Clearance cone markers will specifically identify where cars can be spotted, while not obstructing an adjacent track. Painting two railroad ties 15 feet back along the cones is also recommended.

Please contact your Union Pacific sales representative if you have any questions.

