102.2 Releasing Hand Brakes

- Before moving cars or locomotives, fully release all hand brakes to prevent wheel damage.
- Check at least 3 additional cars beyond the last applied hand brake to ensure that no other hand brakes are applied.
- If a hand brake is difficult to release, charge the air brake system and make a full service application of the car or locomotive brakes before attempting to release the hand brake again.
  - If the hand brake is still difficult to release, place the car or locomotive brake system into emergency.
- If the hand brake cannot be released using the above method, do not move the car except to set it out.
  - Car must be watched during entire setout movement
  - Speed must be limited to 5 MPH if wheels are not turning freely
  - Defect must be reported to NOC Mechanical Help Desk and dispatcher

102.3 Unattended Locomotives

Steps for Securing Unattended Locomotives

(Excluding conditioned DP remote locomotives on secured unattended trains)
1. Place the throttle in IDLE.
2. Place the transition handle (if equipped) in the OFF position.
3. Place the generator field switch or the circuit breaker on the control stand (if equipped) in the OFF position.
4. Remove the reverser handle from the control stand and ensure all reversers are removed from each locomotive in the head-end consist.
5. Apply all hand brakes.
  - Exception: At mechanical facilities, when locomotives are protected by outbound derails on designated servicing tracks, apply a sufficient number of hand brakes to prevent undesired movement, but a minimum of one per locomotive consist.
6. Release the air brakes to confirm the hand brakes will prevent movement.
7. When engine is running or if in an active Automatic Engine Start/Stop System (AESS) shutdown session, allow the brake system to charge.
8. Make a 20-psi brake pipe reduction.
9. Leave the automatic brake valve cut in.
10. Fully apply the independent brake.
11. Place engine control switch to ISOLATE on all locomotives.

Additional Securement Guidelines for Unattended Locomotives Not Coupled to Other Equipment

- Must not be left unattended on a Main Track
- When left unattended on auxiliary tracks, must be protected by derails or a facing point switch lined and locked to prevent movement to the Main Track
- If grade exceeds 1%, block the wheels securely