

**GILES CHEMICAL ~ PREMIER MAGNESIA****Company Form**Title: **Acid Car History Log**Number: **P12-PR-200-F007**Owner: **Lee Cagle**Revision: **02**Effective Date: **09/02/2014**Page: **1 of 2**

Acid Railcar #: \_\_\_\_\_ Date / Time Spotted: \_\_\_\_\_  
Seal #: \_\_\_\_\_ Unloading into tank #: \_\_\_\_\_ 1 / 2

**WARNING: SULFURIC ACID REACTS VIOLENTLY WITH WATER AND CAN CAUSE SEVERE IRRITATION AND BURNS TO SKIN, ENSURE THAT ALL PPE IS DONNED PROPERLY!!!!!!**

**Prior to Hooking-up the Railcar***Initials*

- ☐ Secured the parking brake and chocked the wheels \_\_\_\_\_
- ☐ Raised the blue sign and locked the derail \_\_\_\_\_
- ☐ Ensured the storage tank had enough room to accommodate the contents of the railcar \_\_\_\_\_
- ☐ Ensured storage tank to be filled does not have pressure on it \_\_\_\_\_
- ☐ Checked all ports on the storage tank and ensured that they were secure \_\_\_\_\_
- ☐ Ensured the tank car is labeled Sulfuric Acid and all placards were in place \_\_\_\_\_
- ☐ Donned all PPE properly \_\_\_\_\_
- ☐ Removed the seal and recorded the number above \_\_\_\_\_
- ☐ Removed the air inlet plug and bled the pressure off the railcar \_\_\_\_\_
- ☐ Removed the educator cap and obtained a sample \_\_\_\_\_

**Hooking-up the Railcar***Initials*

- ☐ Checked unloading hose and fittings for wear \_\_\_\_\_
- ☐ Checked the gasket in the quick coupling (*replaced if necessary*) \_\_\_\_\_
- ☐ Checked the bolts on the load flange and ensured that they were tight \_\_\_\_\_
- ☐ Applied Teflon tape to the discharge port and connected the proper discharge pipe (*Christmas Tree*) \_\_\_\_\_
- ☐ Connected the discharge hose to the discharge pipe and ensured the cam-locks were locked \_\_\_\_\_
- ☐ Connected the small air line to the acid shut off valve actuator \_\_\_\_\_
- ☐ Connected the air inlet pipe to the air inlet port \_\_\_\_\_
- ☐ Attached the air hose to the air inlet pipe and ensured that the bleed off valve was closed \_\_\_\_\_

**Unloading the Railcar***Initials*

- ☐ Checked acid transfer line at storage tank to ensure acid is going to correct tank \_\_\_\_\_
- ☐ Opened air supply valve to pressurize car (*20 psi preferred, never more than 30 psi*) \_\_\_\_\_
- ☐ Checked acid unloading hose and ensured acid was present before starting the acid pump \_\_\_\_\_

**Date / Time started dumping:** \_\_\_\_\_ / \_\_\_\_\_ ~ \_\_\_\_\_

- ☐ Wore PPE pants and boots during the entire unloading process \_\_\_\_\_
- ☐ Checked the car, hoses, fittings and pump every 15 minutes until the car was finished dumping \_\_\_\_\_
- ☐ Auditable alarm sounded indicating that the railcar was empty and ready to unhook \_\_\_\_\_

**Date / Time finished dumping:** \_\_\_\_\_ / \_\_\_\_\_ ~ \_\_\_\_\_**Unhooking the Railcar***Initials*

- ☐ Donned all PPE properly \_\_\_\_\_
- ☐ Lifted unloading hose to ensure the hose was empty and not still full of acid \_\_\_\_\_
- ☐ Closed air supply valve \_\_\_\_\_
- ☐ Depressurized the car by opening the bleed off valve \_\_\_\_\_

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- ☐ Disconnected the air hose from the air inlet pipe, replaced hose plug, and placed it back in the rack \_\_\_\_\_
- ☐ Disconnected the acid discharge hose, replaced hose plug, and placed it back in the rack \_\_\_\_\_
- ☐ Closed the small air line and opened the dump valve \_\_\_\_\_
- ☐ Removed the small air line from the valve actuator \_\_\_\_\_
- ☐ Removed the discharge pipe (*Christmas Tree*) \_\_\_\_\_
- ☐ Opened the hatch cover and looked into the railcar to ensure it was empty \_\_\_\_\_

**Date / Time Unhooked:** \_\_\_\_\_ / \_\_\_\_\_ ~ \_\_\_\_\_**Preparing the Railcar for Release to Railroad****Initials**

- ☐ Inspected the hatch cover gasket (*replaced if necessary*) \_\_\_\_\_
- ☐ Closed the hatch cover and wrench tightened all bolts \_\_\_\_\_
- ☐ Replaced the educator cap and wrench tightened \_\_\_\_\_
- ☐ Ensured the chain was attached to educator cap \_\_\_\_\_
- ☐ Closed the air inlet valve \_\_\_\_\_
- ☐ Replaced the air inlet plug and wrench tightened \_\_\_\_\_
- ☐ Ensured the chain was attached to the air inlet plug and valve handle \_\_\_\_\_
- ☐ Ensured the rupture disk assembly was intact and replaced the cover \_\_\_\_\_
- ☐ Applied a return seal to the hatch cover \_\_\_\_\_

**Empty / Return Seal #:** \_\_\_\_\_ ~ \_\_\_\_\_

- ☐ Removed all tools from the top of the railcar, rinsed and stored them properly \_\_\_\_\_
- ☐ Pulled the walkway in and raised the hoop \_\_\_\_\_
- ☐ Checked the drip pan with pH paper (*if it had liquid in it*) \_\_\_\_\_
- ☐ If liquid was water, squeegeed out the drip pan \_\_\_\_\_
- ☐ Ensured all components of the rail car were in good condition (*bolts, handrails, platforms, etc.*) \_\_\_\_\_
- ☐ Ensured all placards were in good condition (*replaced if necessary*) \_\_\_\_\_
- ☐ Confirmed the railcar lining inspection date is not expired \_\_\_\_\_

**Lining Inspection Due Date:** \_\_\_\_\_ ~ \_\_\_\_\_

- ☐ Removed the wheel chock (*blue sign lowered and derail unlocked when railroad arrived*) \_\_\_\_\_

Problems with car: \_\_\_\_\_

***"I have physically checked this railcar and placards. I declare it empty and ready to return."***

/

\_\_\_\_\_  
Signature\_\_\_\_\_  
Date

Managers Initials: \_\_\_\_\_

Quality Initials: \_\_\_\_\_

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