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| --- | --- | --- | --- | --- |
| Acid Car # : |  |  | Date / Time Spotted : |  |
| Seal # : |  |  | Unloading into Tank # : | 1 or 2 |
| **WARNING: SULFURIC ACID REACTS VIOLENTLY WITH WATER AND CAN CAUSE SEVERE IRRITATION AND BURNS TO SKIN, ENSURE THAT ALL PPE IS DONNED PROPERLY!!!!!!** | | | | |
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| **Prior to Hooking-up the Railcar** | |  | **Hooking-up the Railcar** | |
| Parking brake in engaged and wheels are chocked | |  | Checked unloading hose and fittings for wear | |
| blue sign is in place and derail is locked | |  | Checked the gasket in the quick coupling (*replaced if necessary*) | |
| Ensured the tank car is labeled Sulfuric Acid and placards were in place | |  | Checked the bolts on the load flange and ensured that they were tight | |
| Storage tank has enough room to accommodate the contents | |  | Teflon tape to the discharge port & connected the proper discharge pipe | |
| Checked all ports on the storage tank and ensured that they were secure | |  | Connected discharge hose to discharge pipe and ensured cam-locks were locked | |
| **Donned all PPE properly** | |  | Connected the small air line to the acid shut off valve actuator | |
| Removed the air inlet plug and bled the pressure off the railcar | |  | Connected the air inlet pipe to the air inlet port | |
| Removed the educator cap and obtained a sample | |  | Attached air hose to air inlet pipe and ensured that the bleed off valve was closed | |
| M.H. \_\_\_\_\_\_\_\_\_\_\_\_ | |  | M.H. \_\_\_\_\_\_\_\_\_\_\_\_ | |
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| **Unloading the Railcar** | |  | **Unhooking the Railcar** | |
| Check acid transfer line at tank to ensure acid is going to correct tank | |  | Donned all PPE properly | |
| Opened air supply valve to pressurize car to 20 psi ( *never above 30 psi* ) | |  | Lifted unloading hose to ensure the hose was empty and not still full of acid | |
| Checked acid hose for acid was present before starting the acid pump | |  | Closed air supply valve and Depressurize air hose with bleed off valve | |
| Wore PPE pants and boots during the entire unloading process | |  | Disconnected the air hose and Acid discharge hose | |
| Checked the car, hoses, fittings every 15 minutes until finished | |  | Replaced hose plug, and placed it back in the rack | |
| Auditable alarm sounded indicating that the railcar was empty | |  | Closed the small air line and opened the dump valve | |
| Level in tank before starting:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |  | Removed the small air line from the valve actuator | |
| Date / Time started dumping:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |  | Removed the discharge pipe (*Christmas Tree*) | |
| Level in tank after dumping :\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |  | Opened the hatch cover and looked into the railcar to ensure it was empty | |
| Date / Time finished dumping:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |  | Date / Time Unhooked:\_\_\_\_\_\_\_\_\_\_\_\_ / \_\_\_\_\_\_\_\_\_\_\_ | |
| M.H. \_\_\_\_\_\_\_\_\_\_\_\_ | |  | M.H. \_\_\_\_\_\_\_\_\_\_\_\_ | |
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| **Preparing the Railcar for Release to Railroad** | | | | |
| Inspected the hatch cover gasket (*replaced if necessary*) | |  | Removed all tools from the top of the railcar, rinsed and stored them properly | |
| Closed the hatch cover and wrench tightened all bolts | |  | Pulled the walkway in and raised the hoop | |
| Replaced the educator cap and wrench tightened | |  | Checked the drip pan with pH paper (*if it had liquid in it*) | |
| Ensured the chain was attached to educator cap | |  | If liquid was water, squeegeed out the drip pan | |
| Closed the air inlet valve | |  | All components of the rail car in good condition (*bolts, handrails, platforms, etc*.) | |
| Replaced the air inlet plug and wrench tightened | |  | Ensured all placards were in good condition (*replaced if necessary*) | |
| Ensured the chain was attached to the air inlet plug and valve handle | |  | Confirmed the railcar lining inspection date is not expired | |
| Ensured the rupture disk assembly was intact and replaced the cover | |  | Removed the wheel chock | |
| Applied a return seal to the hatch cover | |  | (*blue sign lowered and derail unlocked when railroad arrived*) | |
| Empty / Return Seal #:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |  | Lining Inspection Due Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |
| ***“I have physically checked this railcar and placards. I declare it empty and ready to return.”***  *\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ / \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_*  *Material Handler’s Signature Date .* | | | | |
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| **Second Signatures ( to be done before, during and after M.H. is offloading car )** | | | | |
| Wheels were chocked and sign in place - \_\_\_\_\_\_\_\_\_\_\_\_ | |  | \_\_\_\_\_\_\_\_\_\_ - M.H. is inspecting car every 15 min or less | |
| Second person present during hook up and unhook - \_\_\_\_\_\_\_\_\_\_\_\_ | |  | \_\_\_\_\_\_\_\_\_\_ - Signage is correct and return seal is Applied | |
| Sample was taken, labeled and stored properly - \_\_\_\_\_\_\_\_\_\_\_\_ | |  | \_\_\_\_\_\_\_\_\_\_ - Educator cap and air inlet plug are tool tight before releasing | |
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| Problems with Car: | |  |  | |
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