



**Railway Industrial
Clearance Association**

Clearance Panel

Mike Hamilton

2024



CSX THE TEAM

CEO

- **Joe Hinrichs** – Why this matters – Personal experience as Railroad Customer

Car Management / Clearance Bureau / Network Operations Team

- **Lauren DeAlexandris** – General Manager – Car Management
 - Leads Asset Utilization for All railcars on CSXT Network
 - **Dan Labyak** – Director, Fleet Operations – Military and Clearance, Chairman, RICA
 - **Michael Hamilton** – Clearance Manager; Work load distribution
 - **Erin Boyle** – Proposals/TULA/Live Load tracking
 - **Jake Vetsch** – Live Load tracking/TULA/Proposals
 - **Jowell Olson** – Live Load protection and tracking – focus power generation, military, and shiftable cars
 - **Jeremy Smith** – Live Load protection and tracking – focus on steel/pipe, waybill locomotives, passenger cars
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Challenges and Investments

➤ Issues/Challenges

- **Trackages** – locations a Railroad moves over another Railroads tracks
 - Need standardized control points; Railroad to Railroad handling of clearing – Clearance Departments **AND** their Chief Dispatchers, need timely communication and timely issuance of ‘ok’ to enable requestor to build into train
- **Interchanges** – Establish standard best practices between Railroads
 - Inspection, timing, communication, pull plans at ALL geographic locations
- **Live Load car movement** - Accurate Waybilling; Reduce dwell
- **Empty car movements** –
 - Buffer assignment and remain married to load car thru interchange
 - Heavy Duty assignment and timely movement
- **16+ axle empty cars** – Standardize inter-Railroad handling – Advance and Issue Protect Msg
- **Physical Constraints** - Track centers and conflicting movements – No Meet/Pass
- **Loading/Unloading location (TULA)**
 - Track ownership, condition, inspection, special switch
 - Clearance Bureau handles all communications with local teams on the proposal side as well as live load.

➤ Technology

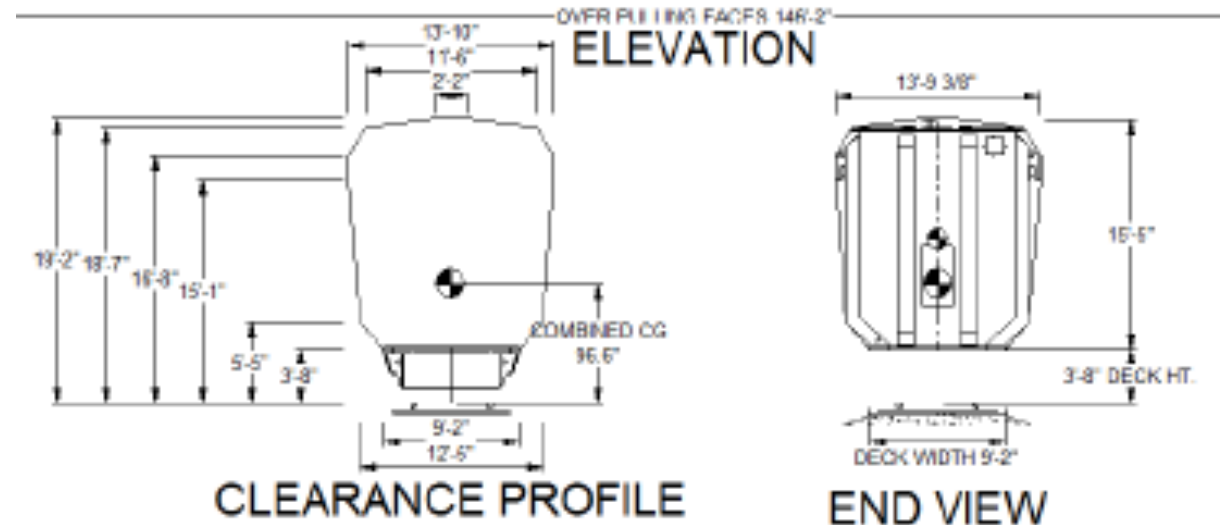
- Invest in new Workflow System; Retiring Lotus Notes
- Major ShipCSX User Experience (UX) investment

A clearance request is needed when an open top load shipment is any one of the following:

- More than 11 feet high
- More than 10'08" wide
- More than 60 feet long
- If any part of the load overhangs the sides or ends of the loaded car
- Shorter than 18 feet long and weighs more than 140,000 pounds
- Heavier than 150,000 pounds
- Value greater than \$1,000,000

- What (do I have)?

- **Existing Inventory:** LxWxH, lbs leads to identify car options
- **Shipping Envelope:** Complete disassemble vs implications of additional items (conduit)
- **Drawing:** End view diagram



- Where (am I going)?

- **Placement Address:** Pad location
- **Rail:** Closest rail location may not be best for you or railroad
- **Private vs Railroad owned:** Use of tracks, operating rules



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