

BELL SYSTEM PRACTICES
Outside Plant Construction
and Maintenance

SECTION G21.010
Issue 1, December, 1930
Provisional Standard

POLES

UNLOADING POLES FROM CARS OF MOVING TRAINS

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1. GENERAL

1.01 Lines built along railway rights-of-way are sometimes difficult of access to motor vehicle equipment and under such circumstances it may be desirable to unload poles from cars of moving trains. If conditions will permit, however, it is preferable to unload poles at sidings and distribute them by means of trucks, etc., rather than from moving trains, because all work can be performed from the ground and with the aid of power equipment or block and tackle.

1.02 Two methods may be used for unloading poles from cars of moving trains. By the first method the train is stopped each time a pole is to be unloaded, whereas by the second method poles are unloaded while the train is in motion. The factors governing the choice between these methods will be:

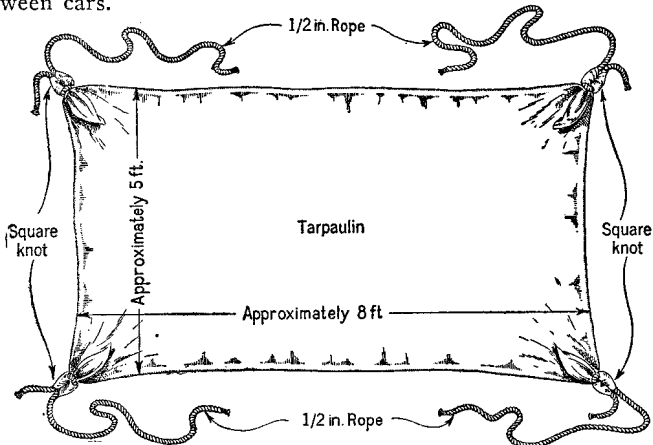
- (a) The time available in order to avoid interference with railroad traffic.
- (b) Length of poles to be unloaded. (Poles longer than 35 feet should not be unloaded while the train is in motion.)

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(c) Desires of the railroad with regard to damage to their roadbed.

It is preferable to stop the train at each location a pole is to be unloaded providing satisfactory arrangements can be made with the railroad company because the movement of poles can be controlled to better advantage.

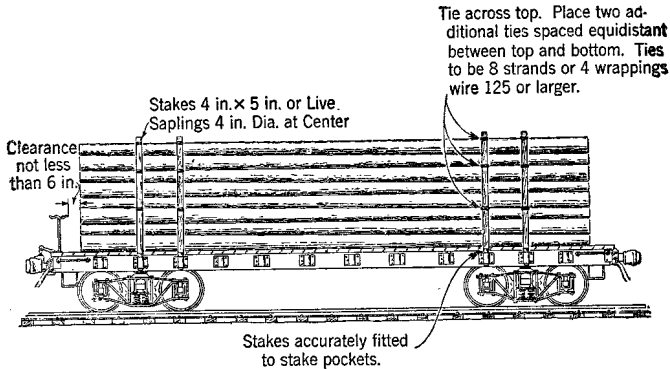
1.03 Regardless of which method is used a net of wire mesh or a tarpaulin should be placed between the ends of all cars on which men will be working and the adjacent cars in order to preclude the possibility of men accidentally falling between cars.



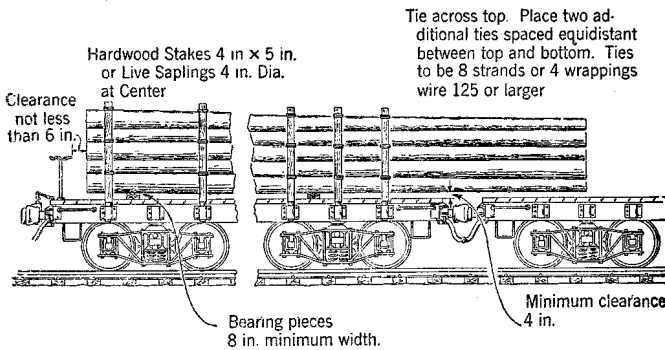
The sketch accompanying paragraph 2.02 illustrates the use of this tarpaulin.

1.04 Peavies can be used to better advantage in moving and shifting poles on cars than cant hooks.

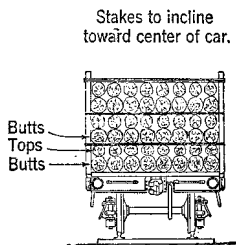
1.05 If the poles to be distributed vary as to class and length, poles should be loaded in such manner that each pole can be unloaded at the proper location without necessity of sorting the poles. Provided proper information is furnished, arrangements can be made to have the poles loaded as desired by the supplier. Otherwise poles should be reloaded in accordance with the following illustrations at some convenient point.



Note: If height of load does not exceed five feet one intermediate tie is sufficient.



Note: If height of load does not exceed five feet one intermediate tie is sufficient. Bearing blocks may be omitted when bottom layer of poles does not exceed length of carrying car, provided clearance between projecting poles and idler is at least 4 in.

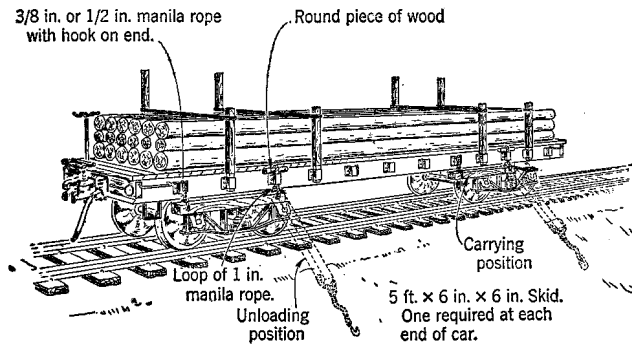


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1.06 A careful inspection should be made of stakes and ties on loads of poles which it is proposed to unload as received from the railroad company. If there is any question regarding the condition of the load, additional stakes or ties should be placed or, if necessary, the poles shall be reloaded.

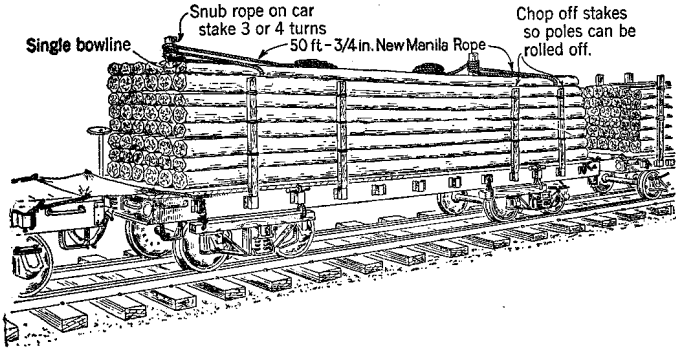
2. UNLOADING POLES FROM STATIONARY FLAT CARS

2.01 Cars from which poles are to be unloaded shall be equipped with skids when required by the railroad company in order to prevent damage to their roadbed.



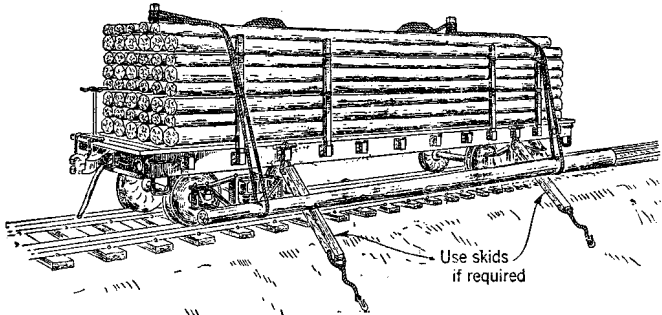
The ends of the skids which rest on the ground when in the unloading position should be toward the rear of the train when in the carrying position.

2.02 Upon reaching the destination at which unloading is to commence the wire on the top of the load shall be removed. The pole in the uppermost layer on the side on which poles are to be unloaded shall be snubbed as shown below.



Stakes on the unloading side shall then be cut off to a level such that the poles in the top layer can be rolled past them.

2.03 Poles shall be unloaded from the cars in the manner illustrated.



2.04 Before the train is started the skids shall be slung into the carrying position and the next pole to be unloaded shall be snubbed as previously described.

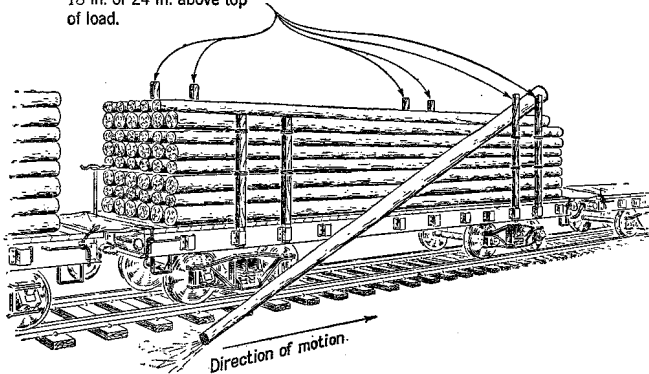
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2.05 After the unloading of one layer of poles has been completed the point of attachment of each snubbing rope shall be lowered and the stakes on the unloading side should again be cut so as to permit of unloading poles in the next layer.

3. UNLOADING POLES FROM MOVING CARS

3.01 When unloading is to commence the wire ties across the top of the load should be cut and those stakes at the rear of the car on the unloading side should be chopped off so that poles may be rolled past them. The stakes at the front end, that is, the end towards which the train is moving should not be cut. These stakes afford a means of causing the ends of the poles towards the rear of the train to drop to the ground first and it is essential that they drop in this manner to preclude accidents and breakage of poles. The method of unloading poles from the car is illustrated below.

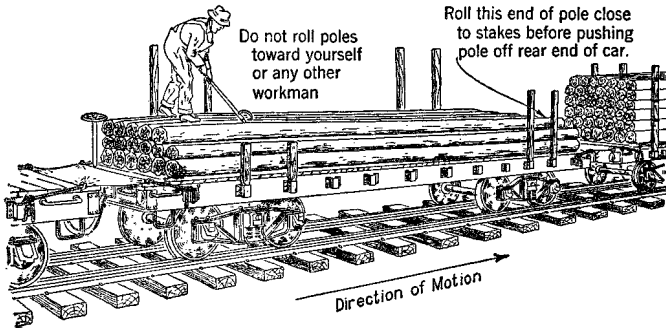
Leave these stakes projecting
18 in. or 24 in. above top
of load.



3.02 It will usually be necessary to secure the first pole in each layer by means of a rope sling about the end toward the rear of the car, as the stakes at this end of the car are chopped off. This will prevent poles from accidentally rolling off the load. Poles can be secured as illustrated in para-

graph 2.02 except that not more than about 20 feet of rope will be required.

3.03 Men should stand in such a position, when poles are shifted from one side of the load to another, that poles are moved AWAY from them and not toward them. If this practice is followed at all times there will be little likelihood of injury to feet resulting from poles being rolled on them, or of men being knocked from the top of the load. Men should stand away from the front end of the cars as poles are being pushed off at the rear in order to avoid being struck as the poles fall to the ground.



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