TWIN CITIES & WESTERN RAILROAD ADDRESSES AND TELEPHONE NUMBERS

Corporate Office
723 11th St East
Glencoe, MN 55336
(612) 864-5121
1-800-472-3704

Montevideo Office
301 State Road
Montevideo, MN 56265
(612) 269-7435

Dispatcher Office
Breckenridge, MN
(218) 643-4994
1-800-747-4919

Facsimile Machine Locations and Number

Glencoe	(612) 864-6726
Montevideo	(612) 269-6660
St. Louis Park	(612) 544-5141

Officers
Kent Shoemaker, Chairman and CEO
Dennis Schaffer, President
K. D. Dunn, General Manager
Marvin D. Boldt, Roadmaster
John S. Walsh, Manager-Mechanical Services
Kenneth L. Ray, Trainmaster
Gaylen M. Johnson, Manager-Operations
Diane McCall, Clerical Supervisor

T&W
TWIN CITIES & WESTERN RAILROAD COMPANY

TIMETABLE & SPECIAL INSTRUCTIONS NO. 1

EFFECTIVE AT 0001
CONTINENTAL CENTRAL TIME
SUNDAY, OCTOBER 27, 1991

KENT SHOEMAKER
CHAIRMAN & CEO

DENNIS SHAFFER
PRESIDENT

K. D. DUNN
GENERAL MANAGER

TABLE OF CONTENTS

SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

GLENCOE SUBDIVISION

Milepost Location	Distance From Glencoe	WESTWARD ↓ STATIONS ↑ EASTWARD		Siding Length	Rule 6
435.0	36.9	**TOWER E 14**			A
		3.6	A		
438.6	33.3	**CHANHASSEN**			
		3.5	B		
442.1	29.8	**JONATHAN**			
		11.2	S		
453.3	18.6	**COLOGNE**		5000	
		3.7	T		
457.0	14.9	**BONGARDS**			
		3.0	W		J
460.0	11.9	**NORWOOD**			
		6.4	C		
466.4	5.5	**PLATO**			
		5.5			
471.9	0	**GLENCOE**		5000	YB
		10.3			
482.2	10.3	**BROWNTON**			
		6.6			
488.8	16.9	**STEWART**	4000 T		
		6.5			
495.3	23.4	**BUFFALO LAKE**			
		4.8			
500.1	28.2	**HECTOR**		6531	
		9.0			
509.1	37.2	**BIRD ISLAND**	W	10150	
		4.7			
513.8	41.9	**OLIVIA**			
		5.5			
519.3	47.4	**DANUBE**			
		3.7			
523.0	51.1	**RUEBEL**	C	7657	
		2.0			
525.0	53.1	**RENVILLE**			
		6.8			
531.8	59.9	**SACRED HEART**		6650	
		5.6			
537.4	65.5	**MINNESOTA FALLS**			
		3.7			
541.1	69.2	**GRANITE FALLS**		18600	
		1.9			
543.0	71.1	(BN Crossing)			A
		6.1			
549.1	77.2	**WEGDAHL**			
		5.3			
554.4	82.5	**MONTEVIDEO**		14880	B
		6.4			
560.8	88.9	**NORTH WATSON**			
		9.2			
570.0	98.1	**MILAN**			
		8.2			
578.2	106.3	**APPLETON** (BN Crossing)		6834	AJTY
		0.7			
578.9	107.0	(TC&W RR)			
		6.3			
BETWEEN APPLETON AND STATELINE BE GOVERNED BY SOO LINE TIMETABLE AND RULES					
585.2	113.3	**CORRELL**	C		
		8.6			
593.8	121.9	**ODESSA**		5651	
		6.2	T		
600.0	128.1	**ORTONVILLE**		8384	
		0.7			
600.7	128.8	**STATELINE**	C		J
		11.1			
BETWEEN STATELINE AND MILBANK BE GOVERNED BY BN TIMETABLE AND RULES					
	139.9	**MILBANK**			

Radio Channel 1 Switching
Radio Channel 2 Road

TRACK WARRANT CONTROL LIMITS

TWC is in use between MP 435.0 Tower E 14 and MP 578.9 Appleton.

BLOCK SYSTEM LIMITS

ABS is in use between Tower E 14 and MP 472.7 East siding switch Glencoe.
TWC is in use between MP 472.7 East siding switch Glencoe and MP 578.9 Appleton.

MOVEMENT AUTHORITY

MNVA trains will use TCW tracks between Tower E 14 and Norwood.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
EXCEPTIONS:	
Glencoe, over street crossings	20
Montevideo, between 2100 feet east of Main Street and 1200 feet east of Smith Ave	20
Loaded unit coal trains	30
All track other than main track not otherwise specified	10
COLD WEATHER SPEED RESTRICTIONS Temperature -25 degrees F or colder	25

YARD LIMITS

West MP		East MP
473.0	Glencoe	469.2
578.9	Appleton	575.5

FLAG PROTECTION (Rule 99).

Minimum flagging distance ..... one mile

TRACK BULLETINS

In compliance with Rule 450, Eastward MNVA trains must obtain TCW track warrant before entering main track at Norwood. Westward MNVA trains must obtain TCW track warrant before passing Tower E14. MNVA trains must report to train dispatcher when clear of main track Eastward at Tower E14 and Westward at Norwood.

LOCATION OF ELECTRIC LOCKS

Station	MP	Location of switch
Glencoe	472.6	S. storage track
Hector	499.8	E. end of old siding track
Hector	499.9	E. end of S. house track
Hector	500.3	W. end of S. house track
Hector	500.3	W. end of old siding track
Bird Island	508.9	E. end of S. house track
Bird Island	509.5	W. end of S. house track
Appleton	578.4	E. end of NW storage track

CAR AND ENGINE RESTRICTIONS

Norwood — West House track switch is out of service and spiked.

Glencoe — Six axle locomotives must not be operated on platform, Green Giant and house tracks.

Glencoe — Locomotives not permitted inside Green Giant facilities.

Glencoe — Crews switching Glencoe Mills must work on outside of industry track due to close clearance between track and Mill building.

Hector — Siding is out of service and switch is spiked

Stewart —Six axle locomotives must not be operated between Main street crossing and south end of house track.

Reubel — On Southern Minnesota Cooperative Plant, lookout for close clearance on two loading conveyors on west side of track No. 1, located 750 feet north of No. 1 lead switch will not clear man on side of car. All sugar beet tracks except north and south leads are out of service to all engines.

Station	Switch At
Jonathan	West end
Olivia	East end
Danube	West end
Minnesota Falls	East end
North Watson	East end

SPECIAL INSTRUCTIONS

NOTE: Where station names on a subdivision are printed in non-bold face ITALICS, it indicates that station is not part of the sub-division, but is shown for information or clarity purposes only.

Unless otherwise specified, special instructions apply to the corresponding rule number in the General Code of Operating Rules.

Definition — **Speed Restriction** is changed to read: A speed that will permit stopping within one half of the range of vision; short of train, engine, railroad car, on-track equipment, stop signal derail or switch not properly lined, locking out for broken rail, not exceeding 20 mph.

G. Rule is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on company property is prohibited.

Q. ADDITIONAL AUTHORIZED ABBREVIATIONS

SUB = Subdivision

2. Continental time is in use on the TCW.

3. In compliance with Rules 3 and 4(C), train crews will register this information on their train delay report. Train dispatchers will register this information on the train sheet.

6. TIMETABLE CHARACTERS: The following characters placed in the column provided in in the timetable indicate:

A — Interlocking actuated automatically by the approach of a train or engine.
B — General Orders.
J — Junction with another railroad.
K — Standard clock.
T — Turning facility Wye or Turntable

SPEED SIGNS

10(E). NAME — SPEED SIGN.

FIGURE 1

FIGURE 2

SPEED SIGN INDICATION

Speed sign located to the right or left of main track as viewed by an approaching train indicates in miles per hour the maximum speed permitted on that track. Figures 1 and 2 — maximum speed begins at a point 3000 feet from the sign.

When speed control sign indicates a higher speed, the higher speed is effective when entire train has passed the sign.

These signs will not apply to trains restricted to a slower speed by track bulletin, track warrant, general order, timetable or other instruction.

Speed signs located beyond the clearance point of the switch at junctions or crossovers at the beginning of each subdivision will indicate the maximum speed permitted from that point.

19. MARKERS

When a crew leaves a portion of their train, as prescribed by Rule 100, they must not handle a caboose as the rear car of the head portion or display a marker which would indicate that the train is complete.

25(A). NEW RULE ADDED TO GENERAL CODE OF OPERATING RULES AS FOLLOWS:

PROTECTION OF OCCUPIED OUTFIT CARS:

This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

OUTFIT CAR

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

EFFECTIVE LOCKING DEVICE

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only the craft or group of workmen applying the lock.

ROLLING EQUIPMENT

Engines, railroad cars, and one or more engines coupled to one or more cars.

SWITCH PROVIDING DIRECT ACCESS

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

WARNING SIGNAL

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods:

(1) ON A MAIN TRACK — One of the following methods of protection provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

— Name and craft of employee requesting protection;

— Identification of track(s) protected;

— Date and time employee in charge of outfit cars notified that protection has been provided; and,

— Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK — One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

— Name and craft of employee requesting protection;

— Identification of track(s) protected;

— Date and time employee in charge of outfit cars notified that protection has been provided; and,

— Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

— positioned at least 150 feet from the end of the occupied outfit cars; or,

— positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) WARNING SIGNALS — When a warning signal is displayed for the protection of occupied outfit cars:

— Such occupied outfit cars must not be coupled to or moved;

— Rolling equipment must not pass the warning signal; and,

— Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

81(A). is modified by the addition of the following:

(11). Verbal authority from the foreman in charge within the limits of a main track which is removed from service by track bulletin.

When requesting main track authority train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

AUTHORITY TO ENTER A MAIN TRACK OUT OF SERVICE:

When it is necessary to permit a work train or any other movement to enter a main track which is out of service the following will govern:

CTC Territory: A member of the crew must obtain permission from the control operator to pass the absolute signal at STOP before entering such track and must also obtain permission from the foreman in charge to pass red flag at entrance of track. All movements on main track which is out of service must be made at restricted speed prepared to stop short of men and equipment and reverse movements may be made within those limits without obtaining further permission from the control operator. When movement clears the main track which is out of service within these limits, permission to re-enter such track must be obtained from the control operator.

SPECIAL INSTRUCTIONS

ABS Territory or outside block system limits: A member of the crew must obtain permission from the foreman in charge to enter the main track out of service. All movements must then be made at restricted speed prepared to stop short of men and equipment.

91. is amended by the addition of the following:

A freight train operating without a caboose may report passing specific location only when it is known train is complete. This must be determined in one of the following ways:

1. Rear of train is equipped with an operative rear-end telemetry device and air pressure on head end device indicates brake pipe continuity; or
2. Advised by a qualified employee that marker is displayed on the rear of train; or
3. Length of train will permit crew member to look back and observe that car equipped with marker is rear car of the train; or
4. Train is stopped and inspection is made to verify that car equipped with marker is the rear car of the train.
5. The initial and number of the car on which the rear of train device or marker is applied must be ascertained by the transportation specialist in charge. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

103(A). Movement over Highway Crossings

The twenty second wait is not required for movement on the main track when gates are in fully lowered position.

Train or engines, with or without cars, moving on or from sidings, or other auxiliary tracks over a public crossing protected by automatic devices, will not obstruct crossing until protective devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

103(F). Blocking Public Crossings

STATE OF MINNESOTA — "Blocking of Roads", State Law M.S.A. 219.383 — Subd: "No railway corporation shall permit public road or streets crossing a railroad track to be closed for traffic by a standing train for a period longer than ten (10) minutes unless and only in event of some unforeseen mechanical difficulty."

109. is modified by the addition of the following:

Employees observing trains must advise crews of freight trains operating without a caboose whether their train is complete.

312(3). is added to as follows:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of crew at crossing if there is no train or engine approaching on conflicting routes.

At automatic interlockings where push buttons are provided on signals to enable a return movement to be made over the crossing while switching, trainmen will unlock box and press button. If signal does not clear, comply with Rule 312(3).

403. is amended by the addition of the following:

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

406. is amended by the addition of the following:

When an error has been made in the address of a track warrant which does not convey movement authority, per line 2, 3 or 4, address may be changed upon verbal authority of the train dispatcher.

SPECIAL INSTRUCTIONS

411. Rule changed to read:

"The word VOID must be written legibly on each copy of the track warrant when crew member has reported clear of the limits, time limit has expired or track warrant has been changed per Rule 407. Track warrant must then be destroyed.

505. BASE AND WAYSIDE RADIO STATIONS

Location Station	MP	Channel	DTMF Call In	Control Point
Glencoe	471.9	TCWR 2	91	Breckenridge
Olivia	513.8	TCWR 2	92	Breckenridge
Montevideo	554.4	TCWR 2	93	Breckenridge

CH	MODE	AAR	FREQUENCY
1	TCWR 1	50	160.860
2	TCWR 2	90	161.460
3	BN	66	161.100
4	SOO 1	84	161.370
5	SOO 2	94	161.520
6	SOO 4	44	160.770
7	SOO 5	88	161.430
8	M C YARD	30	160.560
9	M C ROAD	42	160.740
10	WEATHER	—	162.550

WHEN CHANGING CHANNELS WITH LOCOMOTIVE RADIOS PRESS **HOME 01** OR **HOME 02**. ALWAYS USE TWO DIGITS.

627. Item (5) is changed to read:

"Freight car with bad order tags indicating car is safe to move may be handled to the nearest repair point.

HOME TERMINALS

Glencoe and Montevideo are designated as home terminals for TCW trains and employees. Glencoe, Montvideo and Humboldt are designated as tie-up points for crews in compliance with Hours of Service laws.

FACSIMILE MACHINES

Facsimile receivers (FAX machines) will be in service at various stations for the purpose of receiving track bulletins, track warrants, and messages.

The train dispatcher will issue the necessary track bulletins and track warrants to a designated point, which will then transmit them via FAX to the appropriate station.

The conductor or engineer, upon reporting for work at the designated point will request track bulletins and track warrants from the appropriate station, unless otherwise provided. Upon request the appropriate station will transmit same to the designated point. After receiving the FAX copies, crew must ascertain that such documents are legible and complete.

In the event the FAX fails to function as intended, conductor or engineer must communicate with the appropriate station and be governed by instructions received.

At locations where MW employees receive track car lineups via FAX machine, the same procedure will apply.

CERTIFICATION OF RULES EXAMINATION

Employees required to pass examination must have Certificate of Rules Examination in their possession while on duty.

All movements over TC&W trackage are governed by TCW Timetable, Special Instructions and any other applicable TCW rules.

SPECIAL INSTRUCTIONS

FEDERAL RAILROAD ADMINISTRATION PRESUMPTION OF IMPAIRMENT NOTICE:

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample was taken). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirement (49 CFR Part 219, Subpart C).

A complete copy of the Federal regulation is available for your review at the Twin Cities and Western Glencoe offices. Twin Cities Western rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not the Company's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenence of Way.

JUDGING SPEED

103(G). Switching Safely and Efficiently

> Employees performing switching must do so efficiently and in a manner which will avoid personal injury, damage to contents of car, equipment, structures or other property.

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 times as great. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

Car coupled at		Units of Destructive Force
1 MPH		1
2 MPH	Safe coupling	4
3 MPH	speeds	9
4 MPH		16
5 MPH		25
6 MPH		36
7 MPH	Damaging coupling	49
8 MPH	speeds	64
9 MPH		81
10 MPH		100

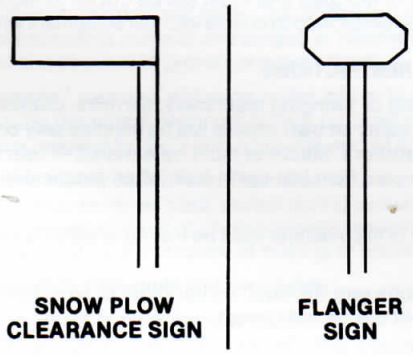
SPECIAL INSTRUCTIONS

SPEED TABLE

Miles Per Hour	Time Per Mile	
	Minutes	Second
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	20
23	2	36
25	2	24
27	2	12
30	2	0
32	1	52
35	1	43
38	1	35
38	1	35
40	1	30
43	1	24

ROADWAY SIGNS

This sign is placed one mile from station sign at stations with no siding or one mile from the siding switch at stations where a siding is designated.



SNOW PLOW CLEARANCE SIGN

FLANGER SIGN

YARD LIMIT SIGN

SPEED RESTRICTIONS

	MPH
Trains handling loaded covered hoppers, open top hoppers and tank cars with a gross weight in excess of 100 tons in blocks of 15 cars or more	40
Trains handling air side dump cars Air side dump cars must be handled on the extreme rear of train.	25
Light engine or engine with caboose only	40
Unit coal trains, loaded or empty	30
Through turnout of all switches, except where another speed is prescribed	10
When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. This restriction does not apply where maximum speed is 25 MPH or less or to permanent speed restrictions.	
Locomotive servicing and car shop repair track areas	5
Trains handling scale test cars Must be handled as the second rear car of the train.	25
Locomotives with friction bearings when handled in train	25
Trains handling Jordon Spreaders, ditching machines, cut wideners and snow plows of all types except flangers	30
Trains handling flangers will not exceed	25
Trains Handling Pivoting Machinery on its own wheels Pile drivers, cranes, etc., except wreckers.	25

WELDED RAIL TRAINS

Trains handling equipment designated for continuous welded rail when loaded must not exceed a maximum speed of 30

Through turnouts and crossovers must not exceed 10

This equipment must be handled at the rear of the train when loaded or empty.

Welded rail trains must be inspected at every opportunity by train and engine crews to assure that all hold-down devices and other material are in proper position on the cars. If necessary, additional stops must be made enroute to make such inspections. Equipment must not be switched with or humped and must not be cut off in motion. No other equipment must be allowed to couple into this equipment while in motion.

EQUIPMENT RESTRICTIONS

Pivoted, rotating or swinging machinery, derricks, cranes, piledrivers, etc. moving in trains on own wheels will be handled only on instructions of Train Dispatchers. Machine must be handled in rear of trains not more than five cars from last car in train when practicable. (See Speed Restrictions)

The boom end of the machine must be trailing whether boom is attached or not.

When conditions require, such as handling of wrecker, instructions of Supervisor in charge will govern.

WRECKERS	**MPH**
Wreckers with boom end trailing and boom car behind	30*

* Unless slower speed required as directed by Supervisor. Conductor will confer with supervisor to determine speed desired.

HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation regulations applying to railroad operation, refer to tariff BOE 6000-I (or subsequent issues) or B.E. Pamphlet 20.

49 CFR §171.8 Definitions

"Bureau of Explosives" means the Bureau of Explosives (B of E) of the Association of American Railroads.

"Engine" means a locomotive propelled by any form of energy and used by a railroad.

"Hazardous material" means a substance or material including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

"Hazardous substance" means a material, including its mixtures and solutions, that — (1) Is listed in the Appendix to §172.101 of this subchapter; (2) Is in a quantity, in one package, which equals or exceeds the reportable quantity (RQ) listed in the Appendix to §172.101 of this subchapter; and (3) When in a mixture or solution, is in a concentration by weight which equals or exceeds the concentration corresponding to the RQ of the material.

"Hazardous waste" means any material that is subject to the Hazardous Waste Manifest Requirements of the U.S. Environmental Protection Agency specified in 40 CFR Part 262.

"Occupied caboose" means a rail car being used to transport non-passenger personnel.

"Placarded car" means a rail car which is placarded in accordance with the requirements of Part 172 of this subchapter except those cars displaying only the FUMIGATION placards as required by §172.510.

"Railroad" means a person engaged in transportation by rail.

"Rail freight" car means a car designed to carry freight or non-passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

"Reportable quantity (RQ)" means the quantity specified in Column 3 of the Appendix to §172.101 for any material identified in Column 1 of the Appendix.

"Residue" means the hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors. metal and secured to prevent any movement.

"Shipping paper" means a shipping order, bill of lading, manifest or other shipping document serving a similar purpose and containing the information required by §172.202, §172.203 and §172.204.

"TOFC" means trailer-on-flat-car. Train means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

49 174.11 Canadian shipments and packaging.

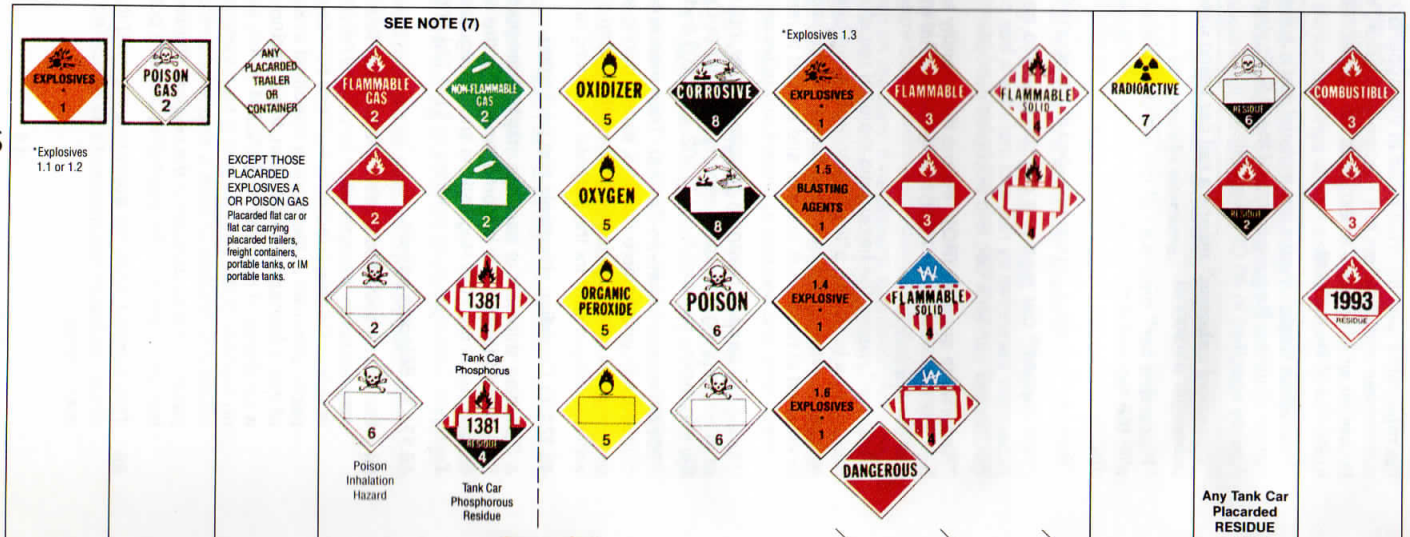
A Canadian shipment or package may be transported by rail car within the United States if it is in compliance with the requirements of this subchapter or the TDG Regulations and the regulations of the Canadian Transport Commission as provided in §171.12a of this subchapter.

49 174.24 Shipping papers.

(a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of this subchapter. In addition, the shipping paper must include a certificate, if required by §172.204 of this subchapter. However, no member of the train crew of a train transporting the hazardous material is required to have a shipper's certificate on the shipping paper in his possession if the original shipping paper containing the certificate is in the originating carrier's possession.

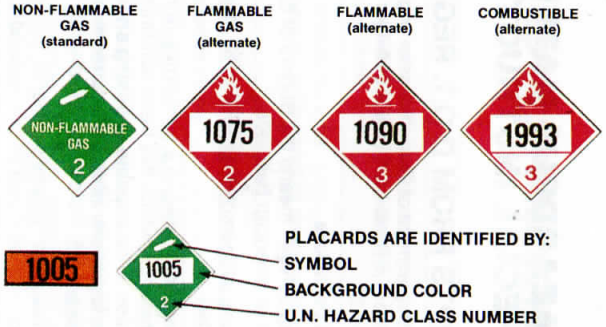
(b) This subpart does not apply to a material that is excepted from shipping paper requirements as specified in §172.200 of this subchapter.

TRAIN PLACEMENT — SWITCHING RESTRICTIONS FOR PLACARDED CARS



Cars placarded:	Cars placarded:	TOFC/ COFC:	Tank Cars placarded:	— LOADED PLACARDED CARS —	Tank Cars placarded:	Box, Flat, Hopper Cars	Cars placarded:	Any Tank Car Placarded RESIDUE except Combustible Residue or Phosphorous Residue	Cars placarded:
				POSITION IN TRAIN RESTRICTIONS					
●	●		●	Must not be nearer than the sixth car from the engine occupied caboose or passenger car	●				
●	●		●	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car	●				
●	●		●	MUST NOT BE NEXT TO: Engine, occupied caboose or passenger car	●		●	●	
● (8)	● (8)	● (8)	● (8)	Freight or intermodel train without a caboose	● (8)	● (8)	● (8)	● (8)	● (8)
● (1)	● (1)		● (1)	Car occupied by guard or escort	● (1)				
●	●		●	Loaded plain flat car	●				
● (2)	● (2)		● (2)	Bulkhead flat car or open top car with shiftable load	● (2)				
● (3)	●		● (4)	Loaded TOFC COFC flat car	● (4)				
●	●		● (5)	Car loaded with vehicles	● (5)				
●	●		●	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	●				
	●	●	●	Car placarded EXPLOSIVES A	●	●	●		
●		●	●	Car placarded POISON GAS	●	●	●		
●	●	●	●	Car placarded RADIOACTIVE	●	●	(6)		
●	●			Any loaded placarded car (other than COMBUSTIBLE or same placard)			●		
				SWITCHING RESTRICTIONS					
●	●	●	● (7)	Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling.					
●				Must be separated from engine by at least one non-placarded car					
●				Must have doors closed and securely fastened before moving Must not be placed or left where there is any possible danger of fire Must not be placed or left under bridges or overhead highway crossings					
				Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead, also, restricted car must be clear of lead before another car is allowed to follow	●				

MISSING PLACARDS MUST BE REPLACED.
Locations where cars are inspected shall have a supply for this purpose, identification numbers shall be added to alternate placards with a black marking pen. Correct numbers shall be obtained from existing placards on car or shipping paper.



U.N. HAZARD CLASS NUMBERS

1. EXPLOSIVES
2. GASES
3. FLAMMABLE LIQUIDS
4. FLAMMABLE SOLIDS
5. OXIDIZING MATERIALS
6. POISONOUS AND INFECTIOUS
7. RADIOACTIVE
8. CORROSIVE
9. MISCELLANEOUS (other regulated material)

4-DIGIT I.D. NUMBER

The identification numbers may be displayed on orange panels along with a standard placard or on an alternate placard with the identification number in the center of the placard.

The numbers are for emergency response and have no application for railroad operations.

NOTES

Cars with same placards may be placed next to each other.

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded **EXPLOSIVES A**.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded **EXPLOSIVES A** may be placed next to each other.

(4) Restrictions apply only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does not apply to a car loaded with vehicles secured by a device designated for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads. **Note: Does not apply to cars carrying vehicle frames.**

(6) Cars placarded **RADIOACTIVE** must not be placed next to car loads of undeveloped film.

(7) Restriction applies only to placarded tank cars depicted in dotted line box, and loaded placarded tank cars placarded according to the Canadian Classifications, Poison Gas (2.3), and Corrosive Gas (2.4), depicted in 174.11.

(8) Placarded cars containing hazardous materials must not be placed closer than the second rear car of a freight or intermodal train without a caboose.

HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

49 174.25 Additional Information on waybills, switching orders, and other billings.

(a) Each waybill, switching ticket, switching order or other billing used in place thereof, prepared by the carrier from bills-of-lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded by Subpart F of Part 172 of this subchapter must, in addition to containing the information required by §172.202 and §172.203 of this subchapter, be plainly marked by the carrier with:

(a)(1) In the case of a flatcar carrying trailers or containers, an indication of which trailers or containers contain the hazardous materials; and

(a)(2) The placard endorsement specified in the following table for the hazardous material or class concerned near the space on the face of the billing provided for the car number:

(a)(2)(i) In letters not less than 9mm (0.4 inch), or

(a)(2)(ii) In bold, uppercase letters not less than .25cm (0.98 inch) high inside a rectangle made with any symbol such as asterisk (*), dollar sign ($), capital (X), or the symbol for number (#).

(b)(l) The shipping description consisting of:

(b)(1)(i) The proper shipping name specified for the material in §172.101 or §172.102 (when authorized) of this subchapter;

(b)(1)(ii) The hazardous class specified for the material in the same Table;

(b)(1)(iii) The identification number (preceded by "UN" or "NA- as appropriate) prescribed for the material in the same Table; and

(b)(1)(iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description.

(b)(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in §172.204 of this subchapter.

(b)(3) The placard notation specified in the Table in §l 74.25(a).

(b)(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last Contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE". For example, "RESIDUE: Last Contained Naptha, Class 3, UN1255, Placarded: FLAMMABLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letter s "RQ" must also be entered on the shipping paper either before or after the basic description.

49 172.203 Additional description requirements.

(a) Exemptions. Each shipping paper issued in connection with a shipment made under an exemption must bear the notation "DOT-E" followed by the exemption number assigned and so located that the notation is clearly associated with the description to which the exemption applies.

(b) Limited quantities. The description for a material offered for transportation as "limited quantity", as authorized by this subchapter, must include the words "Limited Quantity" or "Ltd Qty" following the basic description.

(c) Hazardous Substances. (1) Except for radioactive materials described in accordance with paragraph (d) of this section, if the proper shipping name for a material that is a hazardous substance does not identify the hazardous substance by name, one of the following descriptions shall be entered, in parentheses, in association with the basic description:

(c)(l)(i) The name of the hazardous substance as shown in the appendix to §172.101; or

HAZARDOUS MATERIAL SPECIAL INSTRUCTIONS

(c)(1)(ii) For waste streams, the waste stream number; or

(c)(1)(iii) For wastes which exhibit an EPA characteristic of ignitability, corrosivity, reactivity, or EP toxicity, the letters "EPA" followed by the word "ignitability" or " corrosivity', or "reactivity" or "EP toxicity', as appropriate or the corresponding "D" number, as appropriate.

(c)(2) The letters "RQ" shall be entered on the shipping paper either before or after, the basic description required by §172.202 for each hazardous substance (see definition in §171.8 of this subchapter). For example: "RQ, Allyl alcohol, 3, UN 1098, PG I"; or "Environmentally hazardous substance, solid, n.o.s., 9, UN 3077, PG III, RQ (Adipic acid)".

(e) Empty packagings. (1) The description on the shipping paper for a packaging containing the residue of a hazardous material may include the words "RESIDUE: Last Contained * * *" in association with the basic description of the hazardous material last contained in the packaging. (e)(2) For a tank car containing the residue (as defined in §171.8) of a hazardous material, the requirements of §174.25(c) and paragraph (e)(3) of this section apply.

(e)(3) If a packaging, including a tank car, contains a residue that is a hazardous substance, the description on the shipping papers must be prefaced with the phrase "RESIDUE: Last Contained * * *" and the letters "RQ" must be entered on the shipping paper either before or after the basic description.

(g) Transportation by rail. (1) The shipping paper for a rail car containing a hazardous material must contain the notation "Placarded" followed by the name of the placard required for the rail car.

(g)(2) The shipping paper for each Class DOT-113 tank car containing a flammable gas must contain an appropriate notation, such as "DOT-113A," and the statement "Do Not Hump or Cut Off Car While in Motion."

(j) Dangerous when wet material. The words "Dangerous when wet' shall be entered on the shipping paper in association with the basic description for a material which meets the definition of a dangerous when wet material in §173.124(c) of this subchapter.

(k) Technical names for "n.o.s." and other generlc descriptions. Unless otherwise excepted, if a material is described on a shipping paper by one of the proper shipping names listed in paragraph (k)(3) of this section, the technical name of the hazardous material must be entered in parentheses in association with the basic description. For example "Corrosive liquid, n.o.s., (Caprylyl chloride), 8, UN 1760, PG II', or "Corrosive liquid, n.o.s., 8, UN1760, PG II (contains caprylyl chloride)". The word contains may be used in association with the technical name, if appropriate. For organic peroxides which may qualify for more than one generic listing depending on concentration, the technical name must include the actual concentration being shipped or the concentration range for the appropriate generic listing. For example, (1) Organic peroxide type B, solid, UN 3102 (dibenzoyl peroxide, 52-100%), (2) Organic peroxide type E, solid, UN 3108, (dibenzoyl peroxide, paste, <52%).

(k)(1) In addition to the n.o.s. descriptions listed herein, the requirements of this section apply to all shipping descriptions for poisonous materials which are subject to the requirements of paragraph (m) of this section, and for which the proper shipping name does not specifically identify the poisonous constituent by technical name. For example, "Motor fuel antiknock compound (Tetraethyl lead), 6.1, UN 1649, PG I" or "Motor fuel antiknock compound, 6.1. UN 1649, PG I (Tetraethyl lead)".

(k)(2) If a hazardous material is a mixture or solution of two or more hazardous materials, the technical names of at least two components most predominately contributing to the hazards of the mixture or solution must be entered on the shipping paper as required by paragraph (k) of this section. For example, "Flammable liquid, corrosive, n.o.s., 3, UN2924, PG II (contains Methanol, Potassium hydroxide)".

(k)(4) The provisions of this paragraph do not apply — (k)(4)(i) To a material that is a hazardous waste and described using the proper shipping name "Hazardous waste, liquid or solid, n.o.s.", classed as a miscellaneous Class 9, provided the EPA hazardous waste number is included on the shipping paper in association with the basic description, or provided the material is described in accordance with the provisions of §172.203(c) of this part.

(k)(4)(ii) To a material for which the hazard class is to be determined by testing under the criteria in §172.101(c)(12).

(k)(4)(iii) If the n.o.s. description for the material (other than a mixture of hazardous materials of different classes meeting the definitions of more than one hazard class) contains the name of the chemical element or group which is primarily responsible for the material being included in the hazard class indicated. For example: "Mercury compounds, solid, n.o.s., 6.1, UN 2025, PG II".

(k)(4)(iv) If the n.o.s. description for the material (which is a mixture of hazardous materials of different classes meeting the definition of more than one hazard class) contains the name of the chemical element or group responsible for the material meeting the definition of one of these classes. In such cases, only the technical name of the component that is not appropriately identified in the n.o.s. description shall be entered in parentheses. For example: "Carbamate n.o.s., flash point less than 23 °C (contains Xylene) 3(6.1), UN 2758, PG II".

(m) Poisonous materials. Notwithstanding the hazard class to which a material is assigned — (m)(1) If a liquid or solid material in a package meets the definition of a poison according to this subchapter, and the fact that it is a poison is not disclosed in the shipping name or class entry, the word "Poison" shall be entered on the shipping paper in association with the shipping description.

(m)(2) If the technical name of the compound or principal constituent that causes a material to meet the definition of a poison (according to this subchapter) is not included in the proper shipping name for the material, the technical name shall be entered on the shipping paper in the manner prescribed in paragraph (k) of this section.

(m)(3) For Division 2.3 materials and Division 6.1 Packing Group I materials which are poisonous by inhalation under the criteria specified in §173.133(a)(2) of this subchapter, the words "Poison-Inhalation Hazard" and the words "Hazard Zone A", "Hazard Zone B", "Hazard Zone C", or "Hazard Zone D", as appropriate, shall be entered on the shipping paper in association with the shipping description. The word "Poison" need not be repeated if it otherwise appears in the shipping description.

49 172.600 Applicability and general requirements.

(a) Scope. Except as provided in paragraph (d) of this section, this subpart prescribes requirements for providing and maintaining emergency response information during transportation and at facilities where hazardous materials are loaded for transportation, stored incidental to transportation or otherwise handled during any phase of transportation.

(b) Applicability. This subpart applies to persons who offer for transportation, accept for transportation, transfer or otherwise handle hazardous materials during transportation.

HAZARDOUS MATERIAL
SPECIAL INSTRUCTIONS

(c) General requirements. No person to whom this subpart applies may offer for transportation, accept for transportation, transfer, store or otherwise handle during transportation a hazardous material unless:

(c)(1) Emergency response information conforming to this subpart is immediately available for use at all times the hazardous material is present; and

(c)(2) Emergency response information, including the emergency response telephone number, required by this subpart is immediately available to any person who, as a representative of a Federal, state or local government agency, responds to an incident involving a hazardous material, or is conducting an investigation which involves a hazardous material.

(d) Exception. The requirements of this subpart do not apply to hazardous materials which are excepted from the shipping paper requirements of this subchapter.

49 172.205 Hazardous waste manifest.

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless an EPA Form 8700-22 and 8700-22A (when necessary) hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.

(b) The shipper (generator) shall prepare the manifest in accordance with 40 CFR Part 262.

(c) The original copy of the manifest must be dated by, and bear the handwritten signature of, the person representing:

(c)(1) The shipper (generator) of the waste at the time it is offered for transportation, and

(c)(2) The initial carrier accepting the waste for transportation.

(f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad if:

(f)(l) All of the information required to be entered on the manifest (except generator and carrier identification numbers and the generator's certification) is entered on the shipping paper carried in accordance with §174.26(c) of this subchapter;

(f)(2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility; and

(f)(3) A copy of the shipping paper is retained for three years by each railroad transporting the waste.

(g) The person delivering a hazardous waste to an initial rail carrier shall send a copy of the manifest, dated and signed by a representative of the rail carrier, to the person representing the designated facility.

(h) A hazardous waste manifest required by 40 CFR Part 262, containing all of the information required by this subpart, may be used as the shipping paper required by this subpart

49 174.26 Notice to train crews of placarded cars.

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded EXPLOSIVES 1.1 or 1.2 (EXPLOSIVES A) or POISON GAS (Division 2.3 Hazard Zone A and Division 6.1 PG I Hazard Zone A materials). A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

49 174.8 Inspection

(a) Methods of manufacture, packing, and storage of hazardous material, insofar as they affect safety in transportation by rail, must be open to inspection by a duly authorized representative of the Department, an initial carrier, and the Bureau of Explosives.

(b) At any point where a train is required to be inspected, each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §174.9 and §174.10.) The inspection of a rail car other than a tank car or a rail car containing Division 1.1 or 1.2 (Class A explosive) materials must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by §174.26(b).

49 174.9 Inspection of tank cars.

(a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.

(b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

(c) The safety valves on a tank car may not be tested while the car is loaded. Whenever a test of the safety valves or tank becomes due while a loaded car is in transit, unless the car is leaking or in a manifestly insecure condition, it must be forwarded to its destination, carded on each side with a card exhibiting the following notice: Safety valves overdue for test: Tank overdue for test: Moving under authority of 49 CFR 174.9(c). A prompt report of each such movement, showing the identifying initials and number of each car, must be made to the Bureau of Explosives by the carrier carding the cars.
(c) For inspection requirements applicable to rail cars containing Division 1.1 or 1.2 (Class A explosive) materials, see §174.10 and §174.104.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §172.202 and §172.203 of this subchapter.

49 174.10 Inspection of cars at Interchange.

(a) Each rail car containing explosives requiring EXPLOSIVES 1.1 or 1.2 (EXPLOSIVES A) placards (see §174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

(b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.

(c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by §174.25 of this subpart.

HAZARDOUS MATERIAL
SPECIAL INSTRUCTIONS

(d) A car containing packages of hazardous materials other than Class 1 (explosive) materials may not be offered in interchange if the packages are in a leaking condition.

(e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by §174.50.

49 174.59 Marking and placarding of rail cars.

No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit, must be replaced either by those required by Part 172 of this subchapter or by those authorized under §171.12a.

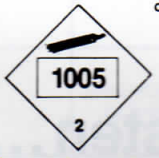
SWITCHING AND TRAIN PLACEMENT

Regulations governing the switching and train placement of placarded railcars are found 49 CFR 174.83 through 174.93, these requirements are outlined in the Train Placement - Switching Restrictions For Placarded Cars Chart, included in this section. This chart also identifies the additional switching restrictions adopted by the TCW and includes any tank car of Class 2.1 (Flammable Gases) placarded Flammable Gas; Class 2.2 (Nonflammable Gases) placarded Non-flammable Gas; Class 2.3 (Poison Gases) placarded Poison Gas; Class 6.1, Package Group 1, Zone A or B (Marked Poison Inhalation Hazard) Placarded Poison; and Class 4.2, (displaying the Identification number 1381) placarded Flammable Solid and Flammable Solid-Residue.

CANADIAN SHIPMENTS AND PACKAGES

Some compressed gases are classified differently in Canada than in the United States, such as Anhydrous Ammonia and Chlorine are classified as Class 2.4 (Corrosive Gas). Shipments of these commodities when they originate in the United States and destined into Canada, or when they originate in Canada destined in the United States, will be placarded with the type of placard depicted below. When a tank car is placarded according to the Canadian requirements it is to be switched using the same restrictions applying to tank cars placarded Flammable Gas; Non-flammable Gas; or Poison Gas.

CANADIAN CORROSIVE GAS
2.4 PLACARD



EMERGENCY RESPONSE HAZARDOUS MATERIALS INCIDENT HANDLING AND REPORTING.

These instructions should be followed as closely as possible; however, it is realized that on-scene judgment based on actual circumstances must be the final guide for protection of lives, property and the environment. Duties do not include use of protective equipment by train and engine crews. Your safety is of primary concern and can be assured only if you do not expose yourself to a suspected hazard.

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS WHEN A DERAILMENT OR INCIDENT OCCURS IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED.

(a) Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.

(b) Notify train dispatcher (yardmaster in terminal areas) by the fastest means available, if radio communication fails, call 1-800-472-3704 or 1-800-747-4919.

(c) Inspection of trains or cars should be undertaken with caution and only after determining appropriate precautions in the event there has been a product release. If a release of hazardous materials is evident, the area must not be entered except by person(s) equipped with proper protective equipment.

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(d) If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area, including shutting down of locomotive(s) and caboose stove, or mechanical refrigerator cars.

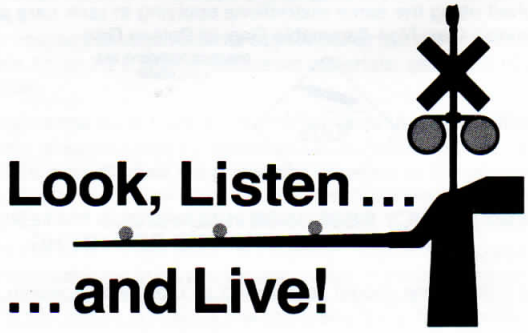
(e) When practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, ½ inch stream, vapor, etc.).

(f) Use Soo Line Form 1070-S, to record the information gathered and when notifying the dispatcher, Do not commit the information gathered to memory, the information you provide is vital to an effective emergency response.

BE SPECIFIC WHEN REPORTING DAMAGE/LEAKING/ WAYBILL OR OTHER SUCH INFORMATION

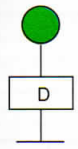
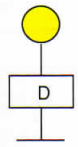
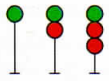
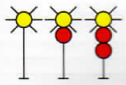
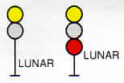
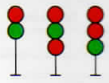
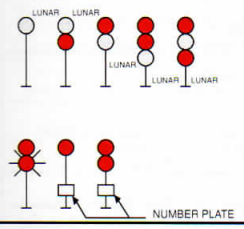
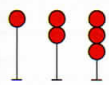
(g) When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible. A dike can be constructed to limit the area contaminated by a spill by simply using earth old ties, rocks, etc.

(h) Remain at the scene, in close contact with the dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers. Furnish them all emergency response information available. This position should be maintained until relieved by a supervisor on the scene or until the emergency is corrected.



SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

BLOCK AND INTERLOCKING SIGNALS

ASPECT	NAME	INDICATION
	DISTANT SIGNAL CLEAR	Proceed. If delayed between this signal and next signal Rule 305 or Rule 305(A) applies.
	DISTANT SIGNAL APPROACH	Proceed prepared to stop short of next signal.
	CLEAR	Proceed
	APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
	APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 40 MPH.
	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
	DIVERGING CLEAR	Proceed on diverging route at prescribed speed through turnout.
	DIVERGING APPROACH MEDIUM	Proceed on diverging route, not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 40 MPH.
	DIVERGING APPROACH	Proceed on diverging route at prescribed speed through turnout, prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
	RESTRICTING	Proceed at restricted speed.
	STOP	Stop.

RAIL-HIGHWAY GRADE CROSSING ACCIDENT

Directions: Employee shall complete all applicable sections on front and back sides.

GENERAL

Date of Accident:	Time of Accident (2400 hours):		
Location of Accident: a. Station	b. State	c. Specify Exact Location	d. Milepost
Explanation of How Accident Occurred:			

OPERATING DATA

Train No.	Engine Nos:		Speed of Train: [X] Estimated MPH [ ] Recorded
Direction:	Cars In Train: lds mtys		No. of Hazardous Material Cars
Weather: (cldy, clear, etc.)		Temperature:	Visibility (dawn, dark, etc.)
Type of Track: (main, yard, siding, or industry)			

CREW

Position	Name	Time on Duty
a. Transp. Specialist/Locomotive		hrs. mins.
b. Transp. Specialist/In Charge		hrs. mins.
c. Transportation Specialist		hrs. mins.

INJURIES

Name:	Name:
Address:	Address:
Age:	Age:
Extent of Injury:	Extent of Injury:
Employee: On Duty / Off Duty	Employee: [ ] On Duty [ ] Off Duty
Medical Aid:(by whom, where, etc)	Medical Aid: (by whom, where, etc)

Witness (name and address and phone #):			
Witness (name, address & phone #):			
Time and Date Filed:	Location Filed:	Signature:	Title:

Type of Highway User:
[ ] Automobile [ ] Bus [ ] Pedestrian [ ] Gasoline Transport
[ ] Truck [ ] School Bus [ ] Bicycle [ ] Other
[ ] Truck-Trailer [ ] Motorcycle [ ] Farm Vehicle

Occurance Code:
[ ] 601-Pedestrian Struck by Train [ ] 604-Pedestrian Ran Into Train
[ ] 602-Motor Vehicle Struck by Train [ ] 605-Motor Vehicle Ran Into Train
[ ] 603-Other Vehicle, Machine, or Animal Struck by Train [ ] 609-Other Accident at Rail-Highway Grade Crossing Site

Direction of Highway User: [ ] North [ ] East [ ] South [ ] West
Speed of Highway User: _____ MPH
Driver In Vehicle: [ ] Yes [ ] No

Position of Highway User:
[ ] Stalled on Crossing [ ] Stopped on Crossing [ ] Moving Over Crossing

Motorist Action:
[ ] Drove Around or Through Gates [ ] Did Not Stop [ ] Unknown
[ ] Stopped and Then Proceeded [ ] Other

Second Train Involved: [ ] Yes [ ] No
Motorist Passed Standing Vehicle: [ ] Yes [ ] No [ ] Unknown
DOT Crossing No.

If Vehicle Struck Train, Furnish:
a. Car Initial & No. _____
b. Position in Train _____
Year of Vehicle: _____
Make of Vehicle: _____
Model of Vehicle: _____

Road Condition: [ ] Dry [ ] Icy [ ] Wet [ ] Snow Packed
Road Surface Type: [ ] Asphalt [ ] Gravel [ ] Concrete [ ] Dirt

Owner of Vehicle: _____
Address of Owner: _____
Phone Number: ( ) _____
Disposition of Vehicle (if known): _____

Driver's Condition:
[ ] Fatally Injured [ ] Uninjured (non-rep)
[ ] Injured (rep FRA) [ ] Unknown
No. of Occupants Fatal: _____
No. of Occupants Injured (include driver) _____

Hazardous Materials:
[ ] Highway User Transporting [ ] Both Transporting
[ ] Rail Consist Transporting [ ] Neither Transporting

Whistle Sounded: [ ] Yes [ ] No
Bell Ringing: [ ] Yes [ ] No
Headlight: [ ] On [ ] Off [ ] N/A

Highest Level of Crossing Protection:
[ ] Gates [ ] Audible Warning [ ] Flagged by Crew
[ ] Standard Flashing Lights [ ] Crossbucks Only [ ] Other
[ ] Highway Traffic Signals [ ] Stop Signs [ ] None

Location of Signals:
[ ] Both Sides of Crossing [ ] Side of Vehicle Approach [ ] Side Opposite Vehicle
Protection Operating: [ ] Yes [ ] No
Crossing Illuminated: [ ] Yes [ ] No
Type of Crossing: [ ] County [ ] Private [ ] City [ ] U.S. [ ] State

View Restricted:
[ ] Permanent Structure [ ] Passing Train [ ] Vegetation [ ] Other
[ ] Standing Railroad Equipment [ ] Topography [ ] Highway Vehicle
[ ] Not Obstructed

DERAILMENT/ACCIDENT REPORT

Directions: Employee shall complete all applicable sections on front and back sides.

GENERAL

Date of Accident:	Time of Accident (2400 hours):		
Location of Accident: a. Station	b. State	c. Specify Exact Location	d. Milepost
Explanation of How Accident Occurred:			

OPERATING DATA

Train No.	Engine Nos:		Speed of Train: (Estimated) MPH
Direction:	Cars In Train: lds mtys		No. of Hazardous Material Cars
Weather: (cldy, clear, etc.)		Temperature:	Visibility (dawn, dark, etc.)
Type of Track: (main, yard, siding, or industry)			

CREW

Position	Name	Time on Duty
a. Transp. Specialist/Locomotive		hrs. mins.
b. Transp. Specialist/In Charge		hrs. mins.
c. Transportation Specialist		hrs. mins.

INJURIES

Name:	Name:
Address:	Address:
Age:	Age:
Extent of Injury:	Extent of Injury:
Employee: [ ] On Duty [ ] Off Duty	Employee: [ ] On Duty [ ] Off Duty
Medical Aid:(by whom, where, etc)	Medical Aid: (by whom, where, etc)

Time and Date Filed:	Location Filed:	Signature:	Title:

CARS DERAILED: IN SEQUENCE FROM HEAD END

Car Initial	Car Number	Contents	Origin Station
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
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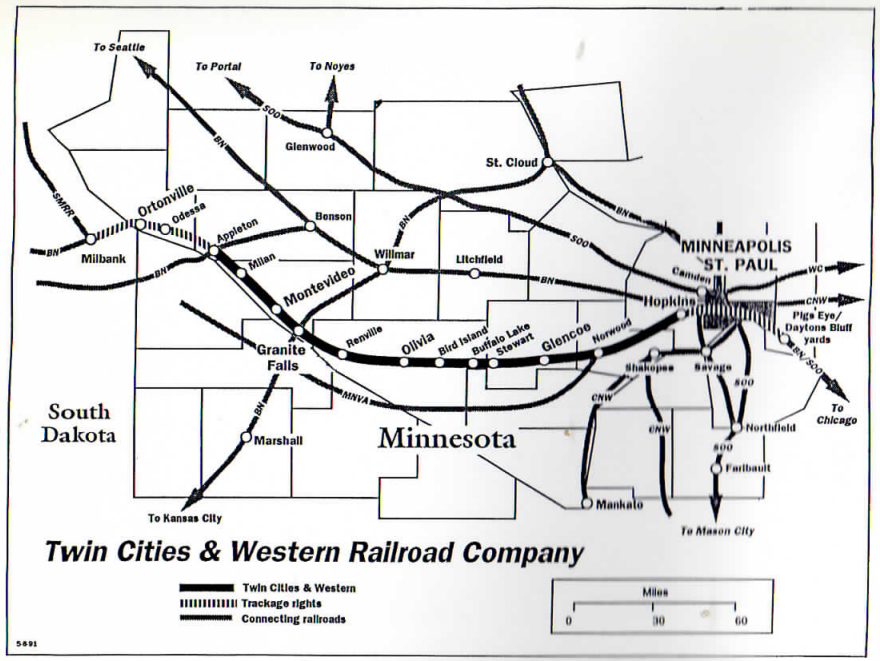
24.			
25.			

NOTES



FREIGHT TRAIN AIR BRAKE TESTS

THIS CHART CONTAINS THE MAIN POINTS OF AIR BRAKE TESTS. IT DOES NOT SUPERSEDE THE REQUIREMENTS OF AIR BRAKE MECHANICAL AND TRAIN HANDLING RULES.

Type of Test and Rule Number		Charge System To Within 15 PSI Of Regulating Or Feed Valve	Charge System To Not Less Than 60 PSI.	No Specified Charge In Brake System	20 PSI. Brake Pipe Reduction	BRAKE PIPE LEAKAGE TEST	BRAKES APPLIES			BRAKES RELEASE			BRAKE PIPE PRESSURE BEING RESTORED
							ENTIRE TRAIN	CAR (S) PICKED UP	REAR CAR	ENTIRE TRAIN	CAR (S) PICKED UP	REAR CAR	
INITIAL TERMINAL 214	NORMAL	●			●	●	●			●			
1000 MILE 716	NORMAL			●	●	●	●						
ADD CAR (S) NOT PRE-TESTED 221 A	NORMAL		●		●	●		●	◉		●	◉	◉
ADD SOLID BLOCK OF PRETESTED CARS 221 B				●	●				◉			◉	◉
CUT OFF AND RECOUPLED SAME LOCO. & TRAIN 219				●								◉	◉
CUT OFF CARS CHANGE LOCO. & OR CABOOSE 220		●			●				◉			◉	◉
TRANSFER & YARD LESS THAN 20 MILES 222 S			●			●		●					
LOCOMOTIVE ON AFTER A YARD AIR TEST 215				●	●				●			●	

◉ IF AVAILABLE, REAR OF TRAIN DEVICE MUST BE USED TO NOTE REDUCTION AND INCREASE OF BRAKE PIPE PRESSURE A MINIMUM OF 5 PSI.