

**KIAMICHI RAILROAD  
COMPANY, INC.**



**SYSTEM  
TIMETABLE  
NO. 3**

**EFFECTIVE 0001 HOURS, SUNDAY, APRIL 10, 1994**

# KIAMICHI RAILROAD COMPANY, INC.

HUGO, OKLAHOMA

**Corporate Office:**

- Executive
- Administration
- Accounting
- Marketing
- Purchasing

303 W. Jackson  
P.O. Box 786  
Hugo, OK 74743

Phone: 405-326-8306  
Fax: 405-326-9353

HUGO, OKLAHOMA

**Yard Office:**

- Operations
- Transportation
- Mechanical
- Maintenance of Way
- Car Ordering
- Car Tracing
- Customer Service

800 Martin Luther King Dr.  
P.O. Box 786  
Hugo, OK 74743

Phone: 405-326-8357  
Customer Service: 800-545-6248  
Fax: 405-326-6606

ASHDOWN, ARKANSAS

- Ashdown Operations
- Marketing

P.O. Box 53  
Ashdown, Arkansas 71822

Phone: 501-898-3400  
Fax: 501-898-3860

PARIS, TEXAS

Phone: 903-784-0942  
Fax: 903-784-1546

TIMETABLE NO. 3

WEST ↑		KIAMICHI RAILROAD		EAST ↓	
WARD		LAKESIDE DIVISION		WARD ↓	
Station Number	Siding Feet	STATIONS	Distance From Lakeside		Mile Post
06202		LAKESIDE	0.0	TWC	620.2
06325		DURANT	12.3		632.5
		U.P.R.R. A	12.7		632.9
06388	8106	PIRTLE	18.6		638.8
06608	8310	BO	40.6		660.8
06849		HUGO BJKTY	64.7		684.9

- KRR RADIO CHANNEL 1 IN SERVICE ON THIS DIVISION

- TYPE OF OPERATIONS

TWC IN EFFECT MP 620.2 TO MP 682.0

RULE 6.13 YARD LIMITS IN EFFECT:  
MP 682.0 TO MP 684.9

TIMETABLE NO. 3

**LAKESIDE DIVISION**

1. **MAXIMUM AUTHORIZED SPEED**..... 40 MPH

2. **SPEED RESTRICTIONS**

TURNOUT MP 620.2..... 20 MPH  
 MP 630.5 TO MP 633.0..... 25 MPH  
 MP 632.9 UPRR/KRR CROSSING..... 10 MPH  
 SIDINGS AT PIRTLE AND BO..... 10 MPH  
 SCALE - HUGO YARD..... 5 MPH

3. TRAINS ORIGINATING AT HUGO DESTINED FOR MADILL WILL RECEIVE CLEARANCE AND TRACK BULLETINS, IF ANY, FROM THE BURLINGTON NORTHERN RAILROAD FOR MOVEMENT FROM LAKESIDE TO MADILL.

4. CREW MEMBER MUST PROTECT CROSSING FROM GROUND POSITION AT MAIN STREET, DURANT, OKLAHOMA WHILE OCCUPYING U.P.R.R. INTERCHANGE TRACKS.

5. CARS HEAVIER THAN 263,000 LBS. GROSS WEIGHT NOT PERMITTED.

6. FRA EXCEPTED TRACK - NONE.

7. WHEN FLAGGING IS REQUIRED, DISTANCE WILL BE TWO MILES.

8. SCALE TRACK IN HUGO YARD WILL NOT BE USED EXCEPT FOR THE PURPOSE OF WEIGHING CARS.

9. **LOCATIONS NOT SHOWN AS STATIONS**

NAME	MILES LOCATION	MILE POST	CAR CAPACITY	SWITCH OPENS
TEXAS FEED FAT	WEST OF DURANT	627.7		EAST
COORS	DURANT, OK	630.9		WEST
HALSELL	DURANT, OK	631.5		WEST
GLNX CORP	HUGO, OK	683.7		EAST

Station Number	Siding Feet	STATIONS	Distance From Hugo	Mile Post
06849		HUGO BJKTY	0.0	684.9
06964		WESCO	11.5	696.4
07002		FT. TOWSON	15.3	700.2
		T.O. & E. MY	25.1	710.0
07102		VALLIANT Y	25.3	710.2
07280		IDABEL	43.1	728.0
07511		ARKINDA	66.2	751.1
07550		ARKO TY	70.1	755.0
07573		FOREMAN	72.4	757.3
		K.C.S. AY	88.0	772.9
07733		ASHDOWN BJKY	88.4	773.3

- KRR RADIO CHANNEL 1 IN SERVICE ON THIS DIVISION

- **TYPE OF OPERATIONS TWC IN EFFECT**

MP 687.5 TO MP 709.0  
 MP 712.0 TO MP 726.0  
 MP 729.0 TO MP 755.0  
 MP 758.0 TO MP 770.6

**RULE 6.13 YARD LIMITS IN EFFECT:**

MP 684.9 TO MP 687.5  
 MP 709.0 TO MP 712.0  
 MP 726.0 TO MP 729.5  
 MP 755.0 TO MP 758.0  
 MP 770.6 TO MP 773.3

**ASHDOWN DIVISION**

1. **MAXIMUM AUTHORIZED SPEED**..... 40 MPH

2. **SPEED RESTRICTIONS**

- WESTERN FARMERS ELECTRIC CO-OP..... 5 MPH
- MP 700.0 TO MP 709.0..... 25 MPH
- EAST LEG OF WYE T.O. & E..... 5 MPH
- MP 712.0 TO MP 726.0..... 25 MPH
- MP 729.5 TO MP 755.0..... 25 MPH
- CEMENT PLANT YARD TRACKS - ARKO..... 5 MPH
- MP 758.0 TO MP 770.6..... 25 MPH

3. CREW MEMBER MUST PROTECT CROSSING FROM GROUND POSITION AT ARKO OVER BOTH LEGS OF WYE AT HIGHWAY 32.

4. CARS HEAVIER THAN 263,000 LBS. GROSS WEIGHT NOT PERMITTED. LOCOMOTIVES WITH SIX AXLES NOT PERMITTED BETWEEN FT. TOWSON AND ASHDOWN.

5. **FRA EXCEPTED TRACK**

EAST AND WEST LEGS OF WYE AND ARKO LEAD AT MP 755.0.

6. WHEN FLAGGING IS REQUIRED, DISTANCE WILL BE TWO MILES.

7. TRAINS AND ENGINES OPERATING OVER T.O.& E. MAIN TRACK IN VALLIANT WILL BE GOVERNED BY RULE 6.13 (YARD LIMITS).

8. **LOCATIONS NOT SHOWN AS STATIONS**

NAME	MILES LOCATION	MILE POST	CAR CAPACITY	SWITCH OPENS
SOUTHEAST FEED	HUGO, OK	685.7	1	EAST
EQUIPMENT SPUR	FT. TOWSON, OK	700.3	2	EAST
FRY YARD SPUR	FT. TOWSON, OK	700.4		EAST
TO&E DELIVERY TRACK	1.3 EAST OF VALLIANT, OK	711.5		EAST
PASS TRACK IDABEL	IDABEL, OK	727.5-727.9		BOTH
HOUSE TRACK IDABEL	IDABEL, OK	728.0-728.2		BOTH
EQUIPMENT SPUR	IDABEL, OK	728.3	2	EAST
BOKHOMA	7.8 WEST OF ARKINDA	743.3	7	EAST
PASS TRACK FOREMAN	FOREMAN, AR	757.2-757.5		BOTH
ASHDOWN WYE TRACK	1.3 WEST OF ASHDOWN	772.0		WEST
RYMAC	ASHDOWN, AR	773.1		WEST

<b>WEST</b> ↑		<b>KIAMICHI RAILROAD</b>			↓ <b>EAST</b>	
<b>WARD</b>		<b>HOPE DIVISION</b>			<b>WARD</b>	
Station Number	Siding Feet	STATIONS		Distance From Ashdown		Mile Post
07733		ASHDOWN	BJKY	0.0	TWC	773.3
		K.C.S.	UY	0.1		773.4
		U.P.R.R.	MY	32.1		805.4
08055		HOPE	JY	32.2		805.5

- KRR RADIO CHANNEL 1 IN SERVICE ON THIS DIVISION

- TYPE OF OPERATIONS  
**TWC IN EFFECT**  
 MP 775.0 TO MP 803.7

**RULE 6.13 YARD LIMITS IN EFFECT:**  
 MP 773.3 TO MP 775.0  
 MP 803.7 TO MP 805.5

HOPE DIVISION

1. **MAXIMUM AUTHORIZED SPEED**.....25 MPH

2. **SPEED RESTRICTIONS**

MP 803.7 TO MP 805.5..... 10 MPH

3. CARS HEAVIER THAN 263,000 LBS. GROSS WEIGHT NOT PERMITTED. LOCOMOTIVES WITH SIX AXLES NOT PERMITTED BETWEEN ASHDOWN AND HOPE.

4. **FRA EXCEPTED TRACK**

ALL KIAMICHI RAILROAD YARD TRACKS BETWEEN MP 805.5 AND THE END OF TRACK IN HOPE, AR.

5. WHEN FLAGGING IS REQUIRED, DISTANCE WILL BE TWO MILES.

6. **LOCATIONS NOT SHOWN AS STATIONS**

NAME	MILES LOCATION	MILE POST	CAR CAPACITY	SWITCH OPENS
PASS TRACK ASHDOWN	ASHDOWN, AR	773.2-773.6		BOTH
ORTON SPUR	12.4 WEST OF ARKINDA	785.7	4	EAST
EQUIPMENT SPUR	HOPE, AR	804.6	2	WEST
PINE PARK LEAD	HOPE, AR	804.9		EAST

NORTH ↑		KIAMICHI RAILROAD		↓ SOUTH	
WARD		ANTLERS DIVISION		WARD	
Station Number	Siding Feet	STATIONS	Distance From Antlers		Mile Post
15416		ANTLERS	0.0	TWC	541.6
15438		HARVEY	2.2		543.8
15561		BOORHEM FIELDS	14.5		556.1
15590		HUGO BKJTY	17.4		559.0

- KRR RADIO CHANNEL 1 IN SERVICE ON THIS DIVISION

- TYPE OF OPERATIONS  
**TWC IN EFFECT**  
 MP 555.5 TO MP 544.3

**RULE 6.13 YARD LIMITS IN EFFECT:**  
 MP 559.0 TO MP 555.5  
 MP 544.3 TO END OF TRACK

**ANTLERS DIVISION**

1. **MAXIMUM AUTHORIZED SPEED..... 25 MPH**
2. CARS HEAVIER THAN 263,000 LBS. GROSS WEIGHT NOT PERMITTED. LOCOMOTIVES WITH SIX AXLES NOT PERMITTED BETWEEN ANTLERS AND HUGO.
3. FRA EXCEPTED TRACK - NONE
4. WHEN FLAGGING IS REQUIRED, DISTANCE WILL BE TWO MILES.
5. CREW MEMBER MUST PROTECT CROSSING FROM GROUND POSITION AT MAIN STREET - ANTLERS.
6. LOCATIONS NOT SHOWN AS STATIONS - NONE

NORTH ↑		KIAMICHI RAILROAD		↓ SOUTH	
WARD		PARIS DIVISION		WARD	
Station Number	Siding Feet	STATIONS	Distance From Hugo		Mile Post
15590		HUGO BJKTY	0.0	TWC	559.0
15691		ARTHUR CITY	10.1		569.1
15812		BETNER BKY	22.1		581.2
15838		PARIS JY	24.8		583.8
15850		TNER UY	26.0		585.0

- KRR RADIO CHANNEL 1 IN SERVICE ON THIS DIVISION

- TYPE OF OPERATIONS  
TWC IN EFFECT  
MP 560.0 TO MP 579.0

**RULE 6.13 YARD LIMITS IN EFFECT:**  
MP 559.0 TO MP 560.0  
MP 579.0 TO MP 585.0

PARIS DIVISION

1. MAXIMUM AUTHORIZED SPEED..... 25 MPH
2. CARS HEAVIER THAN 263,000 LBS. GROSS WEIGHT NOT PERMITTED. LOCOMOTIVES WITH SIX AXLES NOT PERMITTED BETWEEN HUGO AND PARIS.
3. FRA EXCEPTED TRACK  
FLEX-O-LITE LEAD MP 582.8 TO END OF TRACK.
4. WHEN FLAGGING IS REQUIRED, DISTANCE WILL BE TWO MILES.
5. CREW MEMBER MUST PROTECT CROSSING FROM GROUND POSITION AT BONHAM STREET - PARIS.

## 6. LOCATIONS NOT SHOWN AS STATIONS

NAME	MILES LOCATION	MILE POST	CAR CAPACITY	SWITCH OPENS
SOUTH YARD	HUGO, OK	560.0		SOUTH
EQUIPMENT SPUR	ARTHUR CITY, TX			SOUTH
CAMPBELL SOUP	.1 NORTH OF BETNER, TX	581.3		NORTH
CAMPBELL SOUP	.1 NORTH OF BETNER, TX	581.3		NORTH
VALLEY FEED	PARIS, TX	582.4		NORTH
FLEX-O-LITE LEAD	PARIS, TX	582.8		NORTH
EARTH GRAINS	.7 WEST ON FLEX-O-LITE LEAD	582.8		EAST
FLEX-O-LITE	1.0 WEST ON FLEX-O-LITE LEAD	582.8		EAST
DOCK SPUR	PARIS, TX	584.2		NORTH
PASS TRACK	PARIS, TX	584.3- 584.5		BOTH
GUEST PAPER	PARIS, TX	584.7		SOUTH
TIE YARD	PARIS, TX	584.8		SOUTH
TNER INTERCHANGE	PARIS, TX	584.9		NORTH

## SPECIAL INSTRUCTIONS

## 1. MAXIMUM SPEEDS PERMITTED

TRACK OTHER THAN MAIN TRACK..... 10 MPH  
 MOVEMENTS THROUGH TURNOUTS, EXCEPT  
 AS INDICATED UNDER INDIVIDUAL DIVISIONS..... 10 MPH  
 WITHIN MECHANICAL DEPARTMENT LIMITS..... 5 MPH

## 2. RESTRICTION ON CARS

THE FOLLOWING EQUIPMENT MUST BE PLACED AT THE REAR OF TRAINS, EXCEPT IN WORK TRAIN; SCALE TEST CARS, EMPTY RIBBON RAIL CARS, PILE DRIVERS, JORDAN SPREADERS, LOCOMOTIVE CRANES, REAR-END ONLY CARS, CRANES, DERRICKS OR SIMILAR EQUIPMENT BEING MOVED ON THEIR OWN WHEELS OR ON CARS IN A TRAIN, MUST BE PROPERLY SECURED AND, WHEN PRACTICABLE, BOOM MUST IN THE TRAILING POSITION. SUCH EQUIPMENT MUST BE INSPECTED BEFORE BEING MOVED. MAXIMUM SPEED FOR ALL EQUIPMENT MUST NOT EXCEED 25 MPH.

## 3. CONTROL OF HARMONIC ROCKING

UNDER CERTAIN CONDITIONS, OPERATION OF TRAINS BETWEEN 13 AND 21 MPH CAN CAUSE DERAILMENTS DUE TO HARMONIC ROCKING. FREIGHT TRAINS ( OTHER THAN COAL TRAINS ) OR TRAIN CONSISTING ENTIRELY OF EMPTY EQUIPMENT WHICH CANNOT MAINTAIN SPEED OF 21 MPH OR MORE, MUST REDUCE SPEED TO 13 MPH OR LESS UNTIL MOVEMENT CAN AGAIN EXCEED 21 MPH.

## 4. FEDERAL RAILROAD ADMINISTRATION (FRA) EXCEPTED TRACK

WHERE DIVISION INSTRUCTIONS SPECIFY "FRA EXCEPTED TRACK", THE FOLLOWING RESTRICTIONS APPLY:

- A. MAXIMUM SPEED OF 10 MPH;
- B. REVENUE PASSENGER TRAINS ARE NOT PERMITTED; AND,
- C. NO MORE THAN FIVE CARS REQUIRED TO BE PLACARDED BY HAZARDOUS MATERIALS REGULATIONS MAY BE HANDLED IN A FREIGHT TRAIN.



## SPECIAL INSTRUCTIONS

### 5. STORAGE OF CARS WITHIN YARD LIMITS NON-SIGNALLED TERRITORY

WITHIN YARD LIMITS THE MAIN TRACK MUST NOT BE USED AS A STORAGE TRACK EXCEPT IN CASE OF EMERGENCY. WHEN IT BECOMES NECESSARY TO LEAVE CARS ON MAIN TRACK IN SUCH TERRITORY, THEY MUST BE PROTECTED BY TRACK WARRANT. THIS DOES NOT MODIFY THE REQUIREMENTS OF RULE 6.13.

### 6. TIME

A RELIABLE WATCH THAT INDICATES HOURS, MINUTES AND SECONDS WILL COMPLY WITH THE REQUIREMENTS OF THIS INSTRUCTION. HOURS MUST BE INDICATED IN ARABIC NUMERALS. WATCHES MUST BE CLEANED AND OILED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

BATTERY POWERED WATCHES MUST HAVE ENERGY CELL (BATTERY) REPLACED AT MINIMUM INTERVALS RECOMMENDED BY MANUFACTURER, OR SOONER IF NECESSARY FOR ACCURACY. TIME SIGNALS RECEIVED FROM WWV TIME MAY BE USED TO SET WATCHES AND CLOCKS AT CORRECT TIME. THE HOURS ARE GIVEN IN COORDINATED UNIVERSAL TIME AND THEREFORE ONLY THE MINUTES AND SECONDS MAY BE USED. WWV TELEPHONE #(303) 499-7111.

### 7. RULE 4.3 – EXPLANATION OF CHARACTERS:

- A – AUTOMATIC INTERLOCKING (ACTUATED AUTOMATICALLY BY THE APPROACH OF A TRAIN)
- B – GENERAL ORDERS, NOTICES, AND CIRCULARS
- I – MANUAL INTERLOCKING (OPERATED BY A CONTROL OPERATOR)
- J – JUNCTION
- K – STANDARD CLOCK
- M – RAILROAD CROSSING PROTECTED BY SIGNALS OR GATES
- T – TURNTABLE OR WYE
- U – RAILROAD CROSSING NOT PROTECTED BY SIGNALS OR GATES
- X – CROSSOVER
- Y – YARD LIMITS

## SPECIAL INSTRUCTIONS

### 8. DYNAMIC BREAKING

DYNAMIC BREAKING WILL NOT BE USED.

### 9. HOURS OF SERVICE LAW

EMPLOYEES MUST BE FAMILIAR AND COMPLY WITH THE REQUIREMENTS OF THE FEDERAL HOURS OF SERVICE LAW. EMPLOYEES ARE EXPECTED TO USE OFF-DUTY TIME SO THEY ARE PREPARED FOR WORK. IF AN EMPLOYEE IS CALLED TO REPORT FOR DUTY BEFORE LEGAL OFF-DUTY TIME HAS EXPIRED, BEFORE ACCEPTING THE CALL TO WORK THE EMPLOYEE MUST NOTIFY THE INDIVIDUAL MAKING THE CALL THAT OFF-DUTY TIME HAS NOT EXPIRED. WHEN COMMUNICATION IS AVAILABLE, EMPLOYEES MUST NOTIFY THE TRAIN DISPATCHER OR ANOTHER AUTHORITY OF THE TIME THE LAW REQUIRES THEM TO BE OFF DUTY. EMPLOYEES MUST PROVIDE NOTIFICATION EARLY ENOUGH THAT THEY MAY BE RELIEVED, OR TRANSPORTATION PROVIDED, BEFORE THEY EXCEED THE HOURS OF SERVICE. EMPLOYEES MUST NOT EXCEED THE FEDERAL HOURS OF SERVICE LAW WITHOUT PROPER AUTHORITY. HOWEVER, THEY MUST NOT LEAVE TRAINS, ENGINES, OR CARS ON THE MAIN TRACK WITHOUT PROPER PROTECTION. EMPLOYEES MUST SECURE TRAINS PROPERLY AND, IF POSSIBLE, BEFORE THEY EXCEED THE HOURS OF SERVICE.

10. WHEN VERBALLY ISSUING AND REPEATING 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. WHEN REQUESTING MAIN TRACK AUTHORITY, TRAIN DISPATCHER 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.

**SPECIAL INSTRUCTIONS**

11. THE USE OR POSSESSION OF ALCOHOLIC BEVERAGES WHILE ON DUTY OR ON COMPANY PROPERTY IS PROHIBITED. EMPLOYEES MUST NOT HAVE ANY MEASURABLE ALCOHOL IN THEIR BREATH OR IN THEIR BODILY FLUIDS WHEN REPORTING FOR DUTY, WHILE ON DUTY, OR WHILE ON COMPANY PROPERTY. THE USE OR POSSESSION OF INTOXICANTS, OVER-THE-COUNTER OR PRESCRIPTION DRUGS, NARCOTICS, CONTROLLED SUBSTANCES, OR MEDICATION THAT MAY ADVERSELY AFFECT SAFE PERFORMANCE IS PROHIBITED WHILE ON DUTY OR ON COMPANY PROPERTY, EXCEPT MEDICATION THAT IS PERMITTED BY A MEDICAL PRACTITIONER AND USED AS PRESCRIBED. EMPLOYEES MUST NOT HAVE ANY PROHIBITED SUBSTANCES IN THEIR BODILY FLUIDS WHEN REPORTING FOR DUTY, WHILE ON DUTY, OR WHILE ON COMPANY PROPERTY.
12. EMPLOYEES ARE PROHIBITED FROM HAVING FIREARMS OR OTHER DEADLY WEAPONS, INCLUDING KNIVES WITH A BLADE IN EXCESS OF THREE INCHES, IN THEIR POSSESSION WHILE ON DUTY OR ON COMPANY PROPERTY EXCEPT THOSE AUTHORIZED TO HAVE THEM IN THE PERFORMANCE OF THEIR DUTIES OR THOSE GIVEN SPECIAL PERMISSION BY THE DIRECTOR OF OPERATIONS.
13. INFORMATION CONCERNING ACCIDENTS AND PERSONAL INJURIES MUST NOT BE MADE PUBLIC NOR COMMUNICATED TO OTHER THAN PERSONS DIRECTLY CONCERNED OR AUTHORIZED COMPANY REPRESENTATIVES.
14. ALL TRAINMEN MUST HAVE THE FOLLOWING IN THEIR POSSESSION WHILE ON DUTY:
  1. ENGINEER'S CARD (IF APPLICABLE)
  2. RULES CARD
  3. TIMETABLES (KRR/CHRC, BN, KCS) WHERE APPLICABLE
  4. GENERAL CODE OF OPERATING RULES BOOK
  5. CURRENT D.O.T. EMERGENCY RESPONSE GUIDEBOOK (1993)
  6. A WATCH WHICH COMPLIES WITH GENERAL CODE OF OPERATING RULE 3.2
  7. AIR BRAKE AND TRAIN HANDLING RULE BOOK

**SPECIAL INSTRUCTIONS**

15. ALL TRAINMEN, MAINTENANCE OF WAY AND MECHANICAL EMPLOYEES MUST WEAR THE FOLLOWING SAFETY EQUIPMENT:
  - TRAINMEN - MUST WEAR SAFETY GLASSES WHILE ON DUTY AND MUST WEAR HEARING PROTECTION WHILE RIDING ON A LOCOMOTIVE.
  - MECHANICAL EMPLOYEES - MUST WEAR HARD HATS AND SAFETY GLASSES WHILE ON DUTY. HEARING PROTECTION MUST BE WORN WHILE RIDING LOCOMOTIVES OR NEAR AREAS OF HIGH NOISE LEVELS.
  - MAINTENANCE OF WAY EMPLOYEES - MUST WEAR HARD HATS AND SAFETY GLASSES WHILE ON DUTY. HEARING PROTECTION MUST BE WORN WHILE RIDING ON LOCOMOTIVES OR NEAR AREAS OF HIGH NOISE LEVELS.

NOTE: HARD HATS AND SAFETY GLASSES NOT REQUIRED WHILE RIDING IN AN AUTOMOBILE.

**16. TORNADO INSTRUCTIONS****WATCH**

A TORNADO WATCH MEANS THAT ATMOSPHERIC CONDITIONS ARE SUCH THAT TORNADOES COULD DEVELOP. DURING A TORNADO WATCH, TRAIN AND YARD MOVEMENTS WILL CONTINUE UNLESS SKIES LOOK THREATENING OR TORNADO WARNING IS ISSUED. BE ALERT FOR WARNINGS OR SIGNS OF A TORNADO. SIGNS TO LOOK FOR ARE SEVERE THUNDERSTORMS, HAIL, LOUD ROARING NOISE, A FUNNEL CLOUD OR ANY COMBINATION OF THESE SIGNS. USE COMPANY RADIOS TO MONITOR INSTRUCTIONS FROM THE TRAIN DISPATCHER OR PERSON IN CHARGE OF THE YARD. IF A FUNNEL CLOUD IS SEEN, IMMEDIATELY NOTIFY TRAIN DISPATCHER OR PERSON IN CHARGE OF THE YARD IF SAFETY PERMITS.

## SPECIAL INSTRUCTIONS

### WARNINGS

A TORNADO WARNING MEANS THAT A TORNADO IS IMMINENT, HAS BEEN SIGHTED OR HAS BEEN VERIFIED BY THE NATIONAL WEATHER SERVICE OR ITS SPOTTERS; BE PREPARED TO TAKE NECESSARY PRECAUTIONS. WHEN A TORNADO WARNING INCLUDES THE AREA YOU ARE IN, OR WHEN CIVIL DEFENSE SIRENS ARE HEARD, STOP ALL TRAIN MOVEMENTS AND YARD ACTIVITIES AND SEEK SHELTER. WHEN POSSIBLE, THE TRAIN DISPATCHER WILL ADVISE APPROPRIATE PERSONNEL OF TORNADO WARNINGS COVERING THEIR RESPECTIVE AREAS.

### PERSONNEL ACTIVITIES

WHEN IN THE AREA WHERE A TORNADO WATCH IS IN EFFECT, EMPLOYEES OCCUPYING A CABOOSE MUST MOVE TO THE ENGINE CONSIST. IF THE TORNADO WATCH IS CHANGED TO A TORNADO WARNING OR A FUNNEL CLOUD IS SIGHTED WHILE THE CREW IS MOVING TO THE ENGINE, CREW MEMBERS NOT IN THE ENGINE MUST IMMEDIATELY TAKE SHELTER IN A NEARBY DITCH, RAVINE, DEPRESSION, CULVERT OR UNDER A BRIDGE. IF NONE OF THESE IS AVAILABLE, LIE FACE DOWN ON THE GROUND, WITH HANDS OVER HEAD, FAR ENOUGH AWAY FROM CABOOSE OR CARS SO THAT THEY CANNOT OVERTURN ON YOU. IF SAFETY OF PERSONNEL PERMITS, AVOID STOPPING TRAINS AND YARD MOVEMENTS ON HIGH BRIDGES, ON RAILROAD OR HIGHWAY CROSSINGS AT GRADE OR WHERE SUCH EQUIPMENT COULD CAUSE A PROBLEM.

AFTER TRAIN CREW MEMBERS BECOME AWARE THE TORNADO WARNING HAS BEEN CLEARED OR THAT THE HAZARD NO LONGER EXISTS, THEY MUST INSPECT THEIR TRAIN AND THE TRACK STRUCTURE FOR DAMAGE OR DERAILED CARS IF THE TORNADO COULD HAVE POSSIBLY CROSSED THE TRACKS OR AT THEIR IMMEDIATE VICINITY. AFTER SUCH INSPECTION, COMMUNICATE WITH THE TRAIN DISPATCHER BEFORE PROCEEDING IF POSSIBLE. WHEN TRAIN DOES PROCEED IT MUST BE PREPARED TO STOP WHEN APPROACHING BRIDGES, CULVERTS AND OTHER POINTS THAT COULD HAVE BEEN AFFECTED BY THE STORM.

## SPECIAL INSTRUCTIONS

### 17. NEAR MISS PROGRAM

UPON OBSERVING A VIOLATION WHEREIN A DRIVER FAILS TO HEED WARNING OF CROSSING SIGNALS OR LOCOMOTIVE BELL AND WHISTLE, COMPLETE FORM KRR1000 NEAR MISS CARD AND DROP IT OFF AT DISPATCHER'S OFFICE. ARRANGEMENTS HAVE BEEN MADE FOR EACH REPORTED VIOLATION TO BE INVESTIGATED PROMPTLY AND HANDLED FOR CORRECTION.

ALTHOUGH ALL RECKLESS VIOLATIONS SHOULD BE REPORTED, SPECIAL CONCERN IS DIRECTED TOWARD VIOLATIONS INVOLVING THE FOLLOWING:

- A. TANK TRUCKS
- B. TRACTOR TRAILERS
- C. SCHOOL BUSES
- D. PUBLIC TRANSPORTATION BUSES
- E. ROAD GRADERS

### 18. THE FOLLOWING RAILROAD AAR CHANNEL NUMBERS AND FREQUENCIES WILL BE USED WHEN REQUIRED IN THE PERFORMANCE OF DUTY.

RAILROAD	CHANNEL NUMBER	FREQUENCY
KRR	54	160.9200
BN	70	161.1600
KCS	10	160.2600
TO&E	8	160.2300
UPRR	24	160.4700
TNER	47	160.8150

## HAZARDOUS MATERIALS INSTRUCTIONS

**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED, THE FOLLOWING STEPS SHOULD BE TAKEN.**

1. Train and switch crews must determine what hazardous materials may be involved and what precautions to take for personal safety.
2. After making a preliminary report to the train dispatcher and if safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and inform dispatcher of findings. Approach from upwind if possible, avoiding contact with any released material. Be alert for unusual odors, vapor fumes, and liquids or solids on the ground. Do not smoke or use fusees.
3. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for casualties and remove injured if conditions require and if safe to do so. Keep public and other railroad personnel away from area of release.
4. If the accident involves casualties, fire and/or the release of hazardous materials, the crew must promptly notify or request the train dispatcher to notify the nearest fire, police and emergency medical agencies. Notification should include where the train crew will be located and how they can be identified.
5. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate ignition sources such as lanterns, flares, fusees, open flames, switch lights, switch heaters and smoking materials from the immediate area.
6. Determine the status of the train and promptly notify the train dispatcher. If the fire or vapor cloud is present, move to safety, generally upwind and to higher ground, and determine train's status from there. Take the waybills (shipping papers), wheel report (consist) and emergency response data and use them to determine:
  - portion of train involved;
  - initial and number of cars involved;
  - name hazard class, UN/NA number of commodities involved in accident;
  - identity of other hazardous materials in immediate vicinity of accident;
  - necessary actions to protect people in the area around the accident.

**TRAIN CREW ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND PROVIDE THAT INFORMATION TO ALL WHO NEED IT.**

7. BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION. Give train dispatcher as much information as possible regarding:
  - casualties, to include nature and extent of injuries and identification and address of injured;
  - location of incident (mile post location, proximity to public access, name or number of street or highway, etc.);
  - location and position of derailed cars (upright, on side, parallel to track, etc.);
  - identification of contents of derailed cars, both hazardous and non-hazardous;
  - nature of damage to derailed cars (hole in side, sideswipe, etc.);
  - evidence of leaking hazardous materials (dripping, steady stream, etc.);
  - potential public exposures, both residential and business;
  - environmental exposures such as waterways, culverts, drainage ditches, etc.;
  - weather conditions (temperature, precipitation, cloudy or clear, wind speed and direction, etc.)
8. Select a safe location, accessible to arriving emergency response personnel. Inform train dispatcher of this location. Information on waybills, consist and emergency response data shall be shared with emergency response personnel; however, physical custody of documents shall be retained by crew members and not surrendered to anyone other than a company supervisor.

Until October 1, 1994, placards which conform to the requirements for placards in effect on September 30, 1991, may be used in place of those specified in accordance with the following Placard Substitution Table:

**PLACARD SUBSTITUTION TABLE**

Hazard Class or Division No.	Current Placard Name	Old* Placard Name * 9-30-91
Division 1.1	Explosives 1.1	Explosives A
Division 1.2	Explosives 1.2	Explosives A
Division 1.3	Explosives 1.3	Explosives B
Division 1.4	Explosives 1.4	Dangerous
Division 1.5	Explosives 1.5	Blasting agents
Division 1.6	Explosives 1.6	Dangerous
Division 2.1	Flammable Gas	Flammable gas
Division 2.2	Nonflammable Gas	Nonflammable Gas
Division 2.3	Poison gas	Poison Gas
Class 3	Flammable	Flammable
Combustible Liquid	Combustible	Combustible
Division 4.1	Flammable Solid	Flammable Solid
Division 4.2	Spontaneously Combustible	Flammable Solid
Division 4.3	Dangerous When Wet	Flammable Solid W
Division 5.1	Oxidizer	Oxidizer
Division 5.2	Organic Peroxide	Organic Peroxide
Division 6.1, PG I & II	Poison	Poison
Division 6.1, PG III	Keep Away From food	(none required)
Class 7	Radioactive	Radioactive
Class 8	Corrosive	Corrosive
Class 9	Class 9	(none required)

For example compare the basic shipping description elements for GASOLINE:

DOMESTIC		HM-181	
Shipping Description Format	Description	Element	Shipping Description Format
Gasoline/Flammable Liquid//UN1203/Placarded: Flammable//HazMat STCC = 4908176	Gasoline Flammable Liquid UN 1203 (Not Applicable) Placarded: Flammable HazMat STCC = 4908176	Proper Shipping Name Hazard Class or Division Identification Number Packing Group Number Placard Notation Hazmat STCC Number	Gasoline/3//UN1203//PG III// Placarded: Flammable// HazMat STCC = 4908176

For hazardous material residue shipments, the words "RESIDUE - LAST CONTAINED" will precede the above basic shipping description elements. For example, the HM-181 approach for a Gasoline residue shipment is "Residue - Last Contained Gasoline/3//UN1203//PG II//Placarded: Flammable - Residue//HazMat STCC - 4908176."

Other special elements required on a hazardous material shipping paper are the placard endorsement and the emergency contact telephone number, shown to the left of the basic shipping description, as follows:

\*\*\*\*\*  
**ENDORSEMENT** \*\*\*\*\*  
 \*\*\*\*\*  
 DANGEROUS, EXPLOSIVES, POISON GAS ZONE A,  
 POISON PG I ZONE A, RADIOACTIVE MATERIAL.

EMERGENCY CONTACT: 1-800-888-8888

Shipping papers must also be accompanied by Emergency Handling Instructions for each hazardous materials shipment. Normally, this requirement is satisfied by the computer generated printout called "Hazardous Commodities Handling Instructions" at the end of the Switch List, Conductor's Wheel Report or Train Consist. In the unusual event that this printout is unavailable, crewmembers possession of the USDOT "Emergency Response Guidebook" will satisfy this requirement.

**HAZARDOUS MATERIAL SHIPPING PAPERS**

All hazardous material shipments, loads and residues, must have proper shipping papers containing specified proper shipping description elements in a specified order or sequence, as shown below. A proper hazardous material shipping paper may take the form of a waybill, switching order, conductor's wheel report or train consist. For interchanges from other carriers and for pickups from industries which will involve a subsequent main line train movement, no hazardous material shipment, loaded or residue, may be accepted for transportation without a proper shipping paper.

Currently, there are two primary sets of regulations authorized for use in preparation of a proper hazardous material paper. The two systems are referred to as "Domestic" (old) and "HM-181" (new). The basic shipping description elements, in their prescribed order or sequence appear on the shipping paper as follows:

**Basic Shipping Description Elements**

Proper Shipping Name .....	First	(Note: The technical or chemical name may appear in parentheses following the proper shipping name.)
Hazard Class or Division .....	Second	(UN or NA four digit number)
Identification Number .....	Third	(Required under HM-181; Not used in Domestic)
Packing Group Number .....	Fourth	(If the hazardous material is also an EPA designated hazardous substance)
RQ - (Reportable Quantity) .....	Next	(If applicable)
Poison Inhalation Hazard .....	Next	(Not mandatory, however)
Placard Notation .....	Next	
HazMat STCC Number .....	Last	

**HAZARDOUS MATERIALS INSTRUCTIONS**

**DOCUMENTATION**

**SHIPPING PAPERS:**

- (a) [49 CFR § 174.24 (a)] No person may accept for transportation by rail any hazardous material which is subject to the Hazardous Materials Regulations unless he has received a shipping paper prepared in the manner specified in those regulations.
- (b) [49 CFR § 172.201 (a)] When a description of hazardous material is required to be included on a shipping paper, the shipping description must include the following as specified in 49 CFR § 172.202:
  - (1) The proper shipping name prescribed for the material in the Hazardous Materials Table of the Regulations. If n.o.s. (not otherwise specified) is part of the proper shipping name, technical or chemical names must be entered within parentheses in association with the basic description (proper shipping name, hazard class and identification number);
  - (2) The hazard class or division prescribed for the material in the Hazardous Materials Table of the Regulations;
  - (3) The identification number (preceded by "UN" or "NA") as prescribed in the Hazardous Materials Table of the Regulations;
  - (4) The packing group (e.g., PG I, PG II, PG III), when required, as specified in the Hazardous Materials Table of the Regulations;
  - (5) The total quantity of the hazardous material (by weight, volume or as otherwise appropriate), including the unit of measurement (e.g., 800 lbs. or 55 gal.) and;
  - (6) An emergency response telephone number as prescribed in § 172.604 of the Regulations.
- (c) [49 CFR § 172.203] Additional information that is not always required on shipping papers includes the following:
  - (1) The letters "RQ" must be entered either before or after the basic description if the commodity is a hazardous substance and is present in one package in a quantity that equals or exceeds the reportable quantity;
  - (2) The notation "Placarded" followed by the name of the placard required for the placarded rail car containing a hazardous material must be entered following the description of the hazardous material; and
  - (3) The notation "DOT-113A" and the statement "Do Not Hump or Cut Off Car While in Motion" must be entered in association with the description of hazardous material on the shipping paper for a Class DOT-113 tank car containing a flammable gas.
- (d) [49 CFR § 174.25 (a)] Each waybill, switching ticket, switching order or other billing used in their place, 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 must, in addition to the information specified in (b)(1) through (c)(3) above, be plainly marked with the following:
  - (1) An entry must be included to indicate which trailers or containers are loaded with hazardous materials in the case of a flatcar carrying trailers or containers;
  - (2) The placard endorsement for the applicable hazardous material or hazard class, when required, must be placed on the face of the shipping paper near the car initial and number in letters at least 0.4 inch (9mm) high or in bold upper case letters not less than 0.1 inch (2.5mm) high inside a rectangle made with a symbol such as asterisk (\*), dollar sign (\$), etc.

- (e) [49 CFR § 174.25 (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 applicable placard notation followed by the word "RESIDUE". For example, "RESIDUE: Last Contained Naphtha, Class 3, UN1255, Placarded: FLAMMABLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.
- (f) [49 CFR § 172.205] No person may offer, transport, transfer, or deliver a hazardous waste unless an EPA hazardous waste manifest is prepared in accordance with 40 CFR § 262.20 and is signed, carried, and given as required by the Hazardous Materials Regulations. The requirement for a hazardous waste manifest, bearing the specified date and signatures, to accompany a hazardous waste shipment in transportation does not apply to a rail carrier when the shipment is delivered to a designated facility by railroad if:
- (1) 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 accompanying the shipment; and
  - (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.
- (g) [49 CFR § 174.25 (b)] When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, or switching ticket, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
- (1) the basic description of the shipment consisting of the proper shipping name, hazard class and identification number as specified in the Hazardous Materials Table;
  - (2) the total quantity by weight, volume, or as otherwise appropriate of the hazardous material covered by the description;
  - (3) the shipper's certification and signature, except when a certified bill of lading is tendered to the carrier;
  - (4) the applicable placard notation specified in the Table in § 174.25(a); and
  - (5) the letters "RQ" either before or after the basic description if the material is a hazardous substance.
- (h) [49 CFR § 174.26] When shipments of hazardous materials are transported in a train:
- (1) 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 information required by the Hazardous Materials Regulations.
  - (2) 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.
  - (3) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of the 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 was given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

NOTE: The wheel report format implemented in 1992 satisfies the requirements of both (h)(1) and (2) above if the appropriate information has been entered in the system, and it will also satisfy the requirement in (h)(3) if copies are given to both the train crew and engine crew.

### PLACARDING

#### MARKING AND PLACARDING OF RAIL CARS:

- (a) [49 CFR § 174.59] No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by the Hazardous Materials Regulations. 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 the placards required by the Hazardous Materials Regulation of the United States or the Canadian placard authorized by those regulations.
- (b) [49 CFR § 172.504] Placards shall be displayed on each side and each end of:
- (1) A rail car, trailer or container containing any quantity of Division 1.1 or 1.2 (Explosives A), Division 1.3 (Explosives B), Division 2.3 (Poison Gas), Division 4.3 (Dangerous When Wet), Division 6.1 PG I, inhalation hazard (Poison), or Class 7 (Radioactive material) that requires a Radioactive Yellow III label.
  - (2) A rail car, trailer or container containing 1,001 pounds or more of hazardous materials other than those in (b)(1) above, excepting some combustible liquids and Division 1.4 explosives; or
  - (3) A tank car or tank container containing any quantity of hazardous material.

### INSPECTION

- (a) **INSPECTION OF PLACARDED RAIL CARS [49 CFR § 174.8(b)]:**  
At any point where a train is required to be inspected, each loaded placarded rail car and each immediately adjacent rail car must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation. The inspection of a rail car other than a tank car or a rail car containing Division 1.1 or 1.2 (Explosives A) materials must include a visual inspection for obvious defects to 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 the Hazardous Materials Regulations.
- (b) **INSPECTION OF TANK CARS [49 CFR § 174.9]:**
- (1) 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.
  - (2) An empty (residue) 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 at other openings securely in their proper places, except heater coil inlet and outlet pipes must be left open for drainage.
- (c) **INSPECTION OF CARS AT INTERCHANGE [49 CFR § 174.10]:**
- (1) A shipment of hazardous materials offered in interchange by a connecting line must be visually inspected by the receiving carrier, must comply with the Hazardous Materials Regulations, and the shipping documents accompanying the shipment must bear the prescribed placard notation and endorsement.

**QUALITY IS EVERYONE'S DUTY**

In this competitive world quality performance is more important than ever. Quality means providing the service which meets customer needs. Planning for quality determines the customer needs and develops features and services required to meet those needs. KRR has made a commitment to our customers to provide quality and satisfaction. We must communicate now more than ever with our customers and ourselves in an effort to create partnerships between each other and plan to meet our customer's needs and expectations. **Quality awareness begins with each employee. Your ideas count.**

**AVOID DAMAGE  
SWITCH CUSTOMERS CARS CAREFULLY**

OVERSPEED Couplings are DAMAGING - Here's what happens:

4 miles per hour <input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour <input type="checkbox"/>	Damage begins
6 miles per hour <input type="checkbox"/>	2 1/2 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

**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.**

**HANDLE FREIGHT CAREFULLY AND  
KEEP OUR CUSTOMERS !**

**SPEED TABLE**

Time Per Mile		Miles Per	Time Per Mile		Miles Per	Time Per Mile		Miles Per
Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
0	45	80	1	08	52	1	46	34
0	46	78	1	10	51	1	48	33
0	47	76	1	12	50	1	50	32
0	48	75	1	14	48	1	52	32
0	49	73	1	16	47	1	54	31
0	50	72	1	18	46	1	56	31
0	51	70	1	20	45	1	58	30
0	52	69	1	22	43	2	00	30
0	53	67	1	24	42	2	10	27
0	54	66	1	26	41	2	15	26
0	55	65	1	28	40	2	24	25
0	56	64	1	30	40	2	30	24
0	57	63	1	32	39	2	45	21
0	58	62	1	34	38	3	00	20
0	59	61	1	36	37	3	30	17
1	00	60	1	38	36	4	00	15
1	02	58	1	40	36	5	00	12
1	04	56	1	42	35	6	00	10
1	06	54	1	44	34			

**TIMETABLE NO. 3**

- (2) Each rail car containing explosives requiring EXPLOSIVES 1.1 or 1.2 (Explosives A) placards which is offered in interchange by a connecting line must be visibly inspected by the receiving carrier and, if practicable, the lading should also be inspected. The car may not be forwarded until all discovered violations have been corrected. 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 the interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (3) 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.
- (d) **LEAKING TANK CARS [49 CFR § 174.50]:**
  - (1) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected. In the case of a small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of liquid over tracks.
  - (2) Each leaking tank car must be protected against ignition of the liquid or vapor by flame from sources such as lanterns, torches, flares, fusees, switch lights, switch thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All spectators should be kept at a safe distance. Open-flame lights may not be brought near a placarded tank car that is leaking.
  - (3) A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

**SWITCHING AND TRAIN PLACEMENT**

Placarded shipments of hazardous materials must be switched and placed in trains as prescribed by the Hazardous Materials Regulations and Rules 103(N) and 616 of the General Code of Operating Rules. Train and engine service employees must familiarize themselves with the switching and train placement restrictions outlined in these instructions. If a placarded shipment of hazardous material is found to be improperly placed in a train, the placement error must be brought to the attention of the proper authority and corrective action shall be taken.

**NOTE: COMPASS SPECIAL HANDLING CODES**

The following codes shown in the special handling column of the train consist or switch list indicate loaded, placarded cars containing hazardous materials and correspond to the Placard Endorsements found near the upper left hand corner of the waybills:

- EXP - Explosives 1.1 or 1.2 (Explosives A)
- EPG - Explosives 1.1 or 1.2 and Poison Gas
- POG - Poison Gas
- RAM - Radioactive Material
- DAN - Dangerous
- Additional Codes:
  - COM - Indicates COMBUSTIBLE placards are required, but no Placard Endorsement is required.
  - NPR - Indicates a hazardous material which does not require placards or Placard Endorsement, but shipping papers are required.
  - ORM - Indicates an "Other Regulated Material" which does not require placards or a Placard Endorsement, but shipping papers are required.

**TIMETABLE NO. 3**