

SAFETY FIRST



**THE ALTON & SOUTHERN
RAILWAY COMPANY**

**TIMETABLE
No. 3**

Effective 12:01 a.m. Sunday

AUGUST 15, 1993

**FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED**

**The Railway Company Reserves the Right to Vary
Therefrom as Circumstances May Require.**

**T. G. TODD, Vice President-General Manager
F. E. COOPER, Superintendent
C. E. MILLER, Assistant Superintendent
M. E. WORS, Trainmaster**

THE ALTON & SOUTHERN RY. CO.

Miles	South ↓	North ↑	CONNECTIONS	Siding (Feet)
	STATIONS			
21.0			LENNOX TOWER (X)N&S-UP(M)(B).....	
20.7	0.3		MITCHELL YARD.....	Yd.
16.7	4.0		AA SIDING.....	5510
14.7	2.0		(X)N&S-C&NW(A).....	
14.6	0.1		NKP SIDING.....	1900
14.2	0.4		
13.6	0.6		DOUBLE TRACK JCT.....	
10.5	3.1		LONG SIDING.....	3770
9.8	0.7		HN CABIN (X)CSXT-CR(M)(B).....	
6.8	3.0		
4.5	2.3		(X)N&S(A).....	
4.0	0.5		GATEWAY YARD (North End)(Y)....	Yd.
2.2	1.8		(X)VALLEY JCT. TRRA-GWR(M)(B).....	
1.8	0.4		VIA TRRA MP 2.2 TO MP 1.8.....	
0.8	1.0		(X)CONOLOGUE TRRA A.....	
0.0	0.8		RIVER YARD(Y).....	

*Gateway Yard to St. Louis 3.5 miles via McArthur Bridge.

Two main tracks between Gateway Yard MP 4.0 and Double Track Jct. MP 13.6.

East track designated as east track for normal northward movement; West track designated as west track for normal southward movement; Crest Yardmaster will designate train movement on east or west track.

Rule 10(D) is in effect on the Alton & Southern Railway.

Explanation of characters:

(A) Automatic Interlocking	(X) Railroad Crossing at Grade
(B) Radio Base Station	(S) Stop Sign
(M) Manual Interlocking	(C) Gate-Normal position against conflicting route
(Y) Yard Limits	

Maximum Speed 30 MPH Except	MPH	Location Hand throw Crossovers Between Main tracks:	MP
MP 0.0 to MP 1.6 Thru Valley Jct.	10	Forest Blvd.	9.1
Interlocking Limits	10	Hillbrick	7.0
MP 2.25 to MP 10.0	20	Lake Drive	5.8
MP 13.6 to MP 14.7	20		
MP 14.7 to MP 14.9	10		
MP 14.9 to MP 16.4	20		
Flagging Distance	1 Mile		

Other Restrictions:

1. Ten miles per hour when pulling cuts of cars into Gateway Yard when it is known that Yard Clerks are checking cars.

2. Block indicators located at MP 7.2—MP 9.0 No. 1-2-3-4. Aspect green—proceed. Aspect red—stop and proceed at restricted speed.

Through all main track Crossovers, Turnouts and Switches 10 MPH. Except Double Track Junction MP 13.6 20 MPH.

When entering absolute block, speed may be increased to 30 MPH once lead locomotive has entered absolute block.

SPECIAL INSTRUCTIONS

Item 1. The following switches are dual control, operated and controlled by Bowl Yardmaster.

- a. AB Crossover, 11 Crossover and 13 Crossover.
- b. West end of receiving yard tracks 129-006.
- c. Gateway Yard MP 3.4 west end of 119 track and Old Main Track are protected by switch indicator 119 and switch indicator OM. Switch indicator 119 governs facing point movement from 119 track to Old Main. Switch indicator OM governs facing point movement from Old Main to 119 track.
- d. MP 2.3 #1 and #2 Lead switch protected by switch indicator 1-2. Switch indicator 1-2 governs facing point movement from #1 Lead to #2 Lead.

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route
Red	Stop and proceed— be governed by Rule 315(A).

- e. MP 2.2 Perimeter Lead Switch protected by Switch indicator #3A governs facing point movement from #3 Lead to #1 Perimeter.

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route
Red	Stop and proceed— be governed by Rule 315(A).

- f. 3 Lead to Cotton Belt Horn.

Item 2. The following switches are dual control, operated and controlled by Crest Yardmaster.

- a. East end of Receiving Yard Tracks 133 through 136 and 001 through 006.
- b. Inbound.
- c. Crossovers Golden Dipt MP 4.
- d. East End of Old Main.
- e. Madison Lead, inbound, Hump Crossover, and St. Louis Connection switches.
- f. MP 4 switches are protected by switch indicators as follows:
Switch Indicator Number 9 governs the facing point movement from Number 4 Lead to the St. Louis Connection.
Switch Indicator Number 10 governs the facing point movement from Number 4 Lead to Number 2 Lead.
Switch Indicator Number 11 governs the facing point movement from Number 4 Lead to Number 3 Lead.
Switch Indicator Number 12 governs the facing point movement from Number 2 Lead to Number 4 Lead.
- g. Norfolk & Southern Connection MP 4.5.
- h. Double Track Jct. MP 13.6.

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route
Red	Stop and proceed— be governed by Rule 315(A).

Item 3. Train and engine movements between stations on main tracks north of Gateway Yard must not be made until authorized by Crest Yardmaster at Gateway Yard, who will issue instructions for the performance of work and for the safe and efficient movement of trains and engines.

- Item 4.** Yard Limits—MP 0.0 to MP 10.0
MP 13.6 to MP 16.4

- Item 5.** Absolute Blocks in effect:
Mitchell Yard MP 20.9 (absolute signal to Lennox Interlocking) and MP 16.4
Double Track Jct. MP 13.6 East Track and HN Cabin
MP 10.0 East Track
Double Track Jct. MP 13.6 West Track and HN Cabin
MP 10.0 West Track

Trains or engines must not enter these blocks without authority of Crest Yardmaster. Crews must report promptly to Crest Yardmaster when entire train has cleared any of these absolute blocks, or when in clear on siding and switches restored to normal position. Proper identification of trains is required.

Item 6. ABSOLUTE BLOCK: Absolute blocks will be designated in timetable or by General Order specifying exact limits and the employee who is authorized to grant occupancy.

Absolute block may be occupied only upon authority of the designated employee in words, "(Train, engine or employee) at (location) granted block on (track) between (limits of block, or blocks) A.B.C."

Authority must be repeated including the initials of employee who grants authority and "OK" received. Movement may then be made within the block without timetable or train order authority or flag protection.

No following or opposing movements may be permitted through the block or authorized to enter the block, except that track car or maintenance of way employee may be authorized within the block behind the train or engine when such train or engine has been notified. When so notified, train or engine must not make reverse movement without protecting against track car or maintenance of way employee.

When a block is not occupied by a train or engine, more than one track car or maintenance of way employee may be granted authority to occupy the block.

Before granting authority for movement into the block the designated employee must know that no other following or opposing movements are in the block or authorized to enter the block.

In the event a train or engine which has been granted occupancy of a block becomes disabled and it is necessary to operate a relief train or engine, the relief crew may be granted permission to enter the block after they have reached an understanding with the conductor or with permission from the Crest Yardmaster of the location of the disabled train and as to the movement to be made. Movements by either crew must be made at Restricted Speed until one crew has given notice that they are clear of the block.

Item 7. Conductors of crews delayed outside Gateway Yard more than five minutes must call crest yardmaster and will show delay on time slip.

Item 8. Switching of industries must be done by switch list or switch order and list turned in with time slip.

Item 9. Conductor must show time all cars are placed on and pulled from connections.

Item 10. Trains moving over public crossings where there are two main tracks will not move over crossing as the rear of the opposite train clears crossing, but will wait until street traffic is clear. It will be permissible for the train to proceed providing the opposing train has crossing obstructed.

Item 11. Standard clock, General Order and General Notice Books are located in Crew Dispatcher's office, Crest, Bowl Yardmasters' Towers, and General Yardmasters office.

Item 12. Crossing gate position indicators located approximately 50 feet north and south of State Street crossing display the following indications.

When train comes on approach located approximately 800 feet north and south of State Street crossing, the low yellow indicator will illuminate to indicate that the crossing warning devices are activated.

When crossing gates have dropped to their lower position, the high yellow indicator will illuminate.

Both yellow indicators must be lit before train occupies crossing. Failure of these lights will require member of train crew to protect crossing, unless it is ascertained that crossing gates are functioning properly.

Item 13. When engines are moved from mechanical facility to train or vice versa, the controls will be handled from the lead unit when practicable. This will not apply when making short backup movements.

Item 14. All train crews will notify the bowl yardmaster when signal is received at Valley Junction for movement into the Alton and Southern yard. Train movements from Valley Junction into the Alton and Southern yard will not be made unless authorized by the bowl yardmaster.

Bowl yardmaster will not authorize train movements from Valley Junction into the Alton and Southern yard if yard movements will conflict with yarding of trains from Valley Junction.

Item 15. Before releasing trains from Bunkum Road or Route 111, Crest yardmasters will ascertain from HN Cabin operator that power switches controlled by HN Cabin are lined for the proper route.

Item 16. When using St. Louis Horn, Engineers must use minimum throttle position to move entire train around the St. Louis Horn, at below ten (10) mph.

If necessary to increase throttle in order to move train around the St. Louis Horn, the throttle must not be increased more than one (1) notch at a time, since abrupt increases of draft forces in a curve may generate excessive inward lateral forces and result in "stringlining" of the curve.

Throttle must not be decreased more than one (1) notch at a time, in order to avoid slack from running in, generating excessive lateral forces causing a derailment.

A twenty (20) second delay between throttle changes should be sufficient for slack to adjust.

Yardmasters will not give trains permission to enter the St. Louis Horn until switches are lined for route to be used.

Item 17. The Norfolk & Southern track, formerly known as the siding at Coapman, is no longer designated as a siding, and will now be known as the outbound track. Permission from the Norfolk & Southern operator at Luther Yard will be required before entering Coapman Yard, including use of the outbound track.

The normal position of the switch connecting the outbound track and the Alton & Southern connection track east of the Norfolk & Southern crossing is lined and locked for movement from the outbound track to the Alton & Southern connection track.

The normal position of the switch connecting the outbound track and the Alton & Southern connection track west of the Norfolk & Southern crossing is lined and locked for straight movement on the outbound track.

Item 18. When pulling Norfolk & Southern train at Mitchell, after lining hand throw crossover switches crew member will wait five (5) minutes to establish block signal protection.

After expiration of five (5) minutes and if no movement is seen or heard approaching, train may proceed.

Item 19. The following train make up restrictions will apply to trains operating on the MacArthur Bridge between South Approach Junction and Carroll Street:

1. All trains operating over the South Approach to and from Carroll Street will be restricted to not more than fifty (50) cars, not to exceed a maximum of 3,500 trailing tons.
2. All empty cars to be entrained at the rear of the train.
3. Pusher locomotives will not be used when any portion of the train is on the MacArthur Bridge.

It will be the conductor's responsibility to check the outbound train consist for proper train make up and tonnage.

Item 20. Hold indicating signs have been placed 500 ft. south of Bend Road crossing to the left of the West Track and to the right of the East Track as viewed from a Northbound movement.

All Northbound trains required to stop at Double Track Junction, Mile Post 13.6, will stop before passing these signs and will not proceed until authorized by the Crest Yardmaster.

Item 21. Grade Crossing warning signals are in service at Mile Post 1.5 (Falling Springs Road).

Do not exceed 4 MPH from approach signs, located 140 feet North and South of Falling Springs Road, until entire grade crossing is occupied.

Item 22. The West Track between Mile Post 1.2 and Falling Springs Road, Mile Post 1.6, has been leased to Monsanto Chemical Company and will not be used by A&S trains or engines unless blue flag protection has been removed by Monsanto personnel.

Item 23. All movements between Gateway yard and the River yard Mile Post 0.0 will use the TRRA Railroad Oil Works Lead from Valley Junction to the Alton and Southern Main track at Mile Post 1.8. Do not exceed five (5) mph when using the connection from TRRA Railroad Oil Works Lead to the Alton and Southern Main track. Permission must be received from the TRRA Dispatcher before occupying TRRA track. The TRRA Dispatcher must be notified when clear of TRRA track.

Item 24. Employees must provide themselves with the following Rules and Instructions:

- a. General Code of Operating Rules.
- b. Safety, Radio and General Rules for all employees.
- c. Air Brake and Train Handling Instructions.
- d. Form 8620—Instructions for handling hazardous materials.
- e. All books must contain current rules and latest revised pages in proper page sequence.

Item 25. Reference rules contained in Safety, Radio and General Rules for all employees and General Code of Operating Rules.

When Train Dispatcher is referred to in the above rule books, employees are to refer to the Crest Yardmaster when operating on the Alton & Southern Railway Company.

Item 26. General Code of Operating Rules dated October 29, 1989 and Safety, Radio and General Rules for All Employees dated October 29, 1989 are in effect.

Air Brake and Train Handling Rules dated April 28, 1985 is in effect.

Safe Work Practices for employees in the Transportation Department dated November, 1988 is in effect.

Item 27. GENERAL CODE OF OPERATING RULE CHANGES

(1) Rule 1005 of the Air Brake and Train Handling Rule is revised by deleting Rule 1005(A)3.

(2) Rule 102 of the General Code of Operating Rules is revised by deleting (1)(C), (2); and Rule 1109(A) of the Air Brake and Train Handling Rules is deleted.

(3) Rule 312(3) (Automatic Interlocking). In absence of favorable signal indication and illuminated indicator light after working time release, it may be determined that signals on the conflicting route indicate stop as follows:

Crew member will observe absolute signals on conflicting routes and after determining that protection is afforded on conflicting routes, may return to crossing and give proceed signal directly to Engineer, and will remain at crossing until conflicting route is fouled by their train.

If signals or derails are not known to be in position to provide protection on conflicting routes, flag protection per Rule 99 must be provided on such routes.

(4) RULE 607—Add

Add the following paragraph to Rule 607 of the General Code of Operating Rules, effective October 29, 1989

The conduct of any employee leading to conviction of any misdemeanor involving moral turpitude (including without limitation, the unlawful use, possession, manufacture, distribution, dispensation or transportation of any illegal drug or controlled substance) or of any felony is prohibited. Any employee convicted of any such misdemeanor or felony must notify his or her supervisor of the conviction no later than five days after such conviction.

(5) **RULE 620—Add:**

That portion of General Code of Operating Rule 620 that reads:

“When the conductor is riding the head end, he will ride in the control compartment,” is changed to read:

“When the conductor is riding the head end, he will ride in the control compartment, except when an engineer trainee is present, if an adequate number of seats are not available on the lead unit, the conductor will ride in the second unit.”

(6) Rule 631 General Code of Operating Rule 631 does not apply to trains received in interchange.

Item 28. Safety, Radios and General Rules for all Employees Changes. Rules 4010 Changed to Read:

Employees must wear clothing that allows them to perform their duties efficiently and safely. Clothing must not interfere with the employee's vision, hearing, and the free use of hands and feet.

Employees must wear waist-length shirts with sleeves and ankle-length pants.

Appropriate Footwear:

Employees who routinely work in the field must wear footwear that provides ankle support and a defined heel.

Employees who must get on or off standing or moving equipment, except in paved area, must wear lace-up footwear not less than six inches in height.

NOTE: Safety footwear, lace-type, with safety toes, is recommended.

Unless employees work in the office, they must not wear:

- Thin-soled or high heeled shoes or boots.
- Sandals.
- Athletic (sports) shoes
- Similar footwear.

Office employees whose duties require them to inspect yard tracks, transport crews, load trailers onto flat cars, or similar outside duties, must wear appropriate footwear.

Item 29. When delivering CSXT Trains on connection at HN Cabin do not take engines past CS-Sign located West of signal in B&O Connection.

Item 30. Dual Control Switches governing movement into CSXT Connection, CR-Exermont Yard, and crossovers between main tracks immediately south of HN Cabin are controlled by Operator at HN Cabin. Switch position indicator Nos. 91, 92, 94, 95, 96 and 98 govern movements and are equipped to display the following aspects:

ASPECT	INDICATION
Yellow	Proceed
Lunar	Proceed—via diverging route.
Red	Stop and proceed—

be governed by Rule 315(A).

Item 31. When delivering trains to ConRail at Exermont, Alton and Southern crews will not pass ConRail signals displaying a stop indication. If it is necessary for an Alton and Southern crew to double a train at the east end of Exermont yard, the Crest Yardmaster will ascertain from the Operator at HN Cabin that the ConRail signals are functioning properly and that the Alton and Southern will be able to receive a proceed indication at the east end of Exermont for the purpose of yarding their train.

If the Operator at HN Cabin notifies the Alton and Southern train crew or Crest Yardmaster that a proceed indication cannot be displayed on ConRail signals at the east end of Exermont, then train will be yarded by making a cut south of Forest Boulevard and splitting train into Exermont.

If the Alton and Southern is instructed to yard their train on ConRail's Controlled Siding or Main Line, a proceed indication must be displayed by ConRail signals before entering these tracks from the west end.

Under no circumstances will an Alton and Southern crew pass a ConRail signal displaying a stop indication on verbal authority from the Operator at HN Cabin.

This Item will not apply when doubling trains out of Exermont.

Item 32. Crossover at Conrail Exermont Yard from CR Main to Controlled Siding and Controlled Siding switch are power switches. The following signals govern movement to and from Conrail Exermont Yard:

Absolute signal controlling northward movement over CXST main track, located 390 feet south of crossing. Signal is of color light type equipped to display the following aspects:

ASPECT	INDICATION
Red over Red	Stop - per CR Rule 292
Red over Yellow	Proceed at restricted speed per CR Rule 290
Red over Green	Proceed, slow speed within Interlocking limits per CR Rule 287

Absolute signal controlling southward movement from Exermont Yard Tracks No. 1, 2 and 3 is of position type equipped to display the following aspects:

Aspects governing A&S Movement	Indication
Two lunar lights - horizontal	Stop - per CR Rule 292
Two lunar lights - diagonal Top left - lower right	Proceed at restricted speed per CR Rule 290

Aspects governing CR Movement	Indication
Two lunar lights - diagonal Top rights - lower left	Slow - approach
Two lunar lights - vertical	Slow - clear

Absolute signal controlling southward movement from Controlled Siding, Conrail Exermont, is of position type equipped to display the following aspects:

Aspects governing A&S Movement	Indication
Two red lights - horizontal	Stop - per CR Rule 292
Two red lights - horizontal and	Proceed at Restricted Speed - per CR Rule 292

Three yellow lights - diagonal Top left to bottom right	Approach
Aspect governing CR Movement	Indication
Three yellow lights - diagonal Top right - bottom left	Approach
Three yellow lights - diagonal Top right - bottom left and three yellow lights - vertical	Approach medium

Three yellow lights - vertical
Clear
Absolute signal controlling southward movement from Conrail Eastward Main, Exermont, is of position type equipped to display the following aspects:

Aspect governing A&S Movement	Indication
Two lunar lights - horizontal	Stop - per CR Rule 292
Two lunar lights - diagonal Top left - lower right	Proceed at Restricted Speed - per CR Rule 290

Aspect governing CR Movement	Indication
Two lunar lights - diagonal Top right - lower left	Slow - approach
Two lunar lights - vertical	Slow - clear

Conrail definition of Restricted Speed:

Proceed prepared to stop short of train, obstruction or switch not properly lined, looking out for broken rail, not exceeding 15 miles per hour.

Conrail definition of Slow Speed:

Not exceeding 15 miles per hour.

Track assignments, Exermont, will be received from Operator at HN Cabin.

Item 33. NOTICE REQUIRED BY FEDERAL RAILROAD ADMINISTRATION:

NOTICE

TO ALL HOURS OF SERVICE EMPLOYEES

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. If you refuse to take this test, the Company will initiate a disciplinary investigation against you.

If you take the test and it is positive for drugs, you may be subject to discipline under Rule G of General Code of Operating Rules, Maintenance of Way Rules or Safety, Radio and General Rules for all Employees which prohibits the illegal use of any drug, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

If you take the urine test, because of its sensitivity, the 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 is collected). 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 on the job from a positive urine test.

If you have used any drug off the job (other than a medication that you can prove that you possessed lawfully and that would not in any way adversely affect your alertness, coordination, reaction, response or safety on the job) 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 should be aware that the Company may initiate a disciplinary investigation if your urine or blood tests positive for illegal drugs, even if a blood sample shows that illegal drugs were used off-duty but not on-duty.

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 requirements (49 C.F.R. Part 219, Subpart C).

A complete copy of this Federal Regulation is available for your review at the Superintendent's office.

Business Tracks Located At

ADM — MP-18.25
Roberts Dybal — MP-20.7

ROADWAY SIGNS


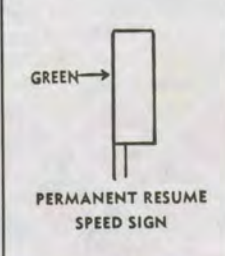
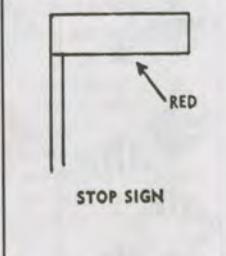
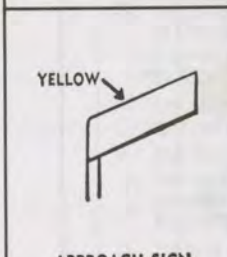

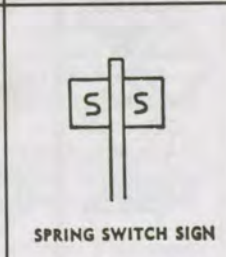
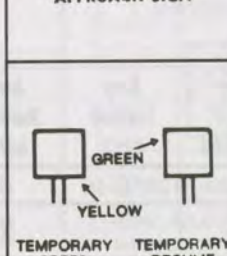
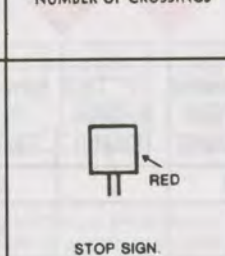
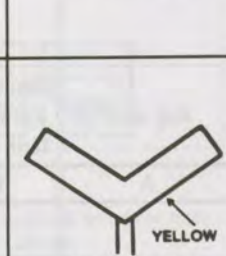

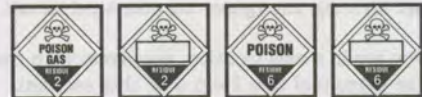
 <p>YELLOW</p> <p>PERMANENT SPEED RESTRICTION SIGN</p>	 <p>GREEN</p> <p>PERMANENT RESUME SPEED SIGN</p>	 <p>RED</p> <p>STOP SIGN</p>
 <p>YELLOW</p> <p>APPROACH SIGN</p>	 <p>WHISTLE SIGN NUMERAL, WHEN ATTACHED, DENOTES NUMBER OF CROSSINGS</p>	 <p>SPRING SWITCH SIGN</p>
 <p>YELLOW</p> <p>TEMPORARY SPEED RESTRICTION SIGN.</p>	 <p>GREEN</p> <p>TEMPORARY RESUME SPEED SIGN.</p>	 <p>RED</p> <p>STOP SIGN. PER RULE 10</p>
		 <p>YELLOW</p> <p>YARD LIMIT SIGN.</p>

Table V-1 — Placement in Train Chart

 	 	 See Table Note IV	 See Table Note II	 See Table Note II
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Table Notes

- I. General
 - (1) Each platform of an articulated intermodal rail car is considered as one car for train placement purposes.
 - (2) A business car is considered an occupied caboose for train placement purposes.
 - (3) There are no train placement restrictions with regard to end-of-train devices.
 - (4) A buffer car can be either:
 - A non-placarded rail car; or
 - A rail car with a placard or marking shown in Column A.
 - (5) An engine (working or not working) must **not** be used as a buffer car.
- II. Any rail car placarded EXPLOSIVES 1.1, EXPLOSIVES 1.2, EXPLOSIVES A, POISON GAS, or POISON (placards with square white backgrounds) must be next to and ahead of any rail car occupied by guards or technical escorts accompanying the car. Rail cars occupied by guards or technical escorts and equipped with a lighted heater or stove must be the fourth car behind any rail car placarded EXPLOSIVES 1.1, EXPLOSIVES 1.2, or EXPLOSIVES A.
- III. See Item 8 of the Appendix for the text of the U.S. Department of Transportation Exemption DOT-E 9271 regarding separation requirements for rail cars, trailers, or containers placarded EXPLOSIVES 1.1, EXPLOSIVES 1.2, and EXPLOSIVES A.
- IV. Any rail car placarded RADIOACTIVE must not be placed next to a rail car carrying undeveloped film.
- V. The Xs in columns C and D for Restriction 10 **apply only** to tank cars placarded CORROSIVE or CORROSIVE-RESIDUE when placed next to a loaded rail car, other than a tank car, placarded POISON.
- VI. For tank cars placarded as follows, use Column C placement restrictions.



	Any cars		Other loaded cars (not tank cars)		Tank cars		Any loaded cars	Any loaded cars	Any loaded cars
	A	B	Residue (Empty)	Loaded	C	D			
NO RESTRICTIONS				X			X		X
				X			X		X
			X	X		X	X		X
				X			X		X(III)
				X			X		X
				X			X		X
		X(III)		X		X	X		X
		X		X			X		X
		X		X		X	X		X
			X(V)	X(V)		X	X		X

MUST NOT BE PLACED NEXT TO:	RESTRICTIONS
	1. When the train permits, a placarded car must not be nearer than the sixth car from an engine or occupied caboose.
	2. When the train length does not permit, a placarded car must be not be nearer than the second car from an engine or occupied caboose.
	3. An engine or occupied caboose.
	4. A loaded flatcar except closed TOFC/COFC equipment, auto carriers, and other specially-equipped cars with tie-down devices for handling vehicles.
	5. A loaded bulkhead flatcar or open top car when any of the lading protrudes beyond the car ends or, if shifted, would protrude beyond the car ends.
	6. Any rail car, trailer, or container, with temperature control equipment or internal combustion engine in operation.
	7. Any rail car placarded EXPLOSIVES 1.1, EXPLOSIVES 1.2, or EXPLOSIVES A.
	8. Any rail car placarded RADIOACTIVE.
	9. Any rail car placarded POISON GAS <i>on the square white background</i> or POISON <i>on the square white backgrounds</i> .
	10. Any loaded placarded rail car other than a car with the same placard or with a placard or marking shown in Column A.

Emergency Response

1. Policy

- a. When an emergency occurs, make an emergency call as the radio rules require.
- b. Look for a fire or vapor cloud.

2. When a Fire or Vapor Cloud is Visible

- a. Take the shipping papers (including the emergency response information) and move yourself and other crew members upwind to the farthest distance recommended in the *Evacuation Section* of the emergency response information accompanying the shipping papers.
- b. provide the train dispatcher or yardmaster with as much of the following information as is available:
 - (1) Status of crew members;
 - (2) Cars involved, including each car's initials and numbers and extent of involvement (for example, leaking, derailed, or on fire);
 - (3) Surroundings (for example, proximity to populated areas, terrain, local bodies of water, and weather conditions);
 - (4) Resources required to handle the situation (for example, fire, ambulance, and law enforcement agencies); and
 - (5) Location where a crew member, with the shipping papers, will meet arriving emergency response personnel.
- c. Once you are in a safe location, cooperate with the local emergency response personnel (see Item 4 of this section).

3. When No Fire or Vapor Cloud is Visible

- a. Review the shipping papers for hazardous material shipments.
- b. Take the shipping papers (including emergency response information) and inspect the train to identify the rail cars, trailers, or containers involved, and look for indications of the release of hazardous materials.
- c. When you encounter released hazardous materials during this inspection:
 - (1) Avoid contact with the material.
 - (2) Move yourself and other crew members upwind to the farthest distance recommended in the *Evacuation Section* of the emergency response information accompanying the shipping papers.
- d. After completing the inspection, notify the train dispatcher or yardmaster and provide them with as much of the following information as is available:
 - (1) Status of the crew members;

- (2) Cars involved, including each car's initials and numbers and the extent of involvement (for example, leaking or derailed);
- (3) Surroundings (for example, proximity to populated areas, terrain, local bodies of water, and weather conditions);
- (4) Resources required to handle the situation (for example, fire, ambulance, and law enforcement agencies); and
- (5) Location where a crew member, with the shipping papers, will meet arriving emergency response personnel.

- e. Once you are in a safe location, cooperate with the local emergency response personnel (see Item 4 of this section).

4. Cooperating with Local Emergency Response Personnel

- a. Share any requested information from the shipping papers.
- b. Provide a copy of the emergency response information.
- c. Retain any waybills and a copy of the train consist until you can deliver them to the first railroad manager on the scene.

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(2) Cars involved, including each car's initials and number and the extent of involvement (for example, leaking or derailed).

(3) Surroundings (for example, proximity to populated areas, terrain, local bodies of water, and weather conditions).

(4) Resources required to handle the situation (for example, fire, ambulances, and law enforcement agencies); and

(5) Location where a crew member, with the shipping papers, will meet arriving emergency response personnel.

2. When a Fire or Vapor Cloud is Visible

a. Once you are in a safe location, cooperate with the local emergency response personnel (see Item 4 of this section) and the railroad crew members who are handling the train.

b. If possible, the train dispatcher or yardmaster, with a copy of the shipping papers, should provide a copy of the emergency response information to the local emergency response personnel.

c. Retain any waybills and a copy of the train consist until you can deliver them to the first railroad manager on the scene.

(1) Cars involved, including each car's initials and number and extent of involvement (for example, leaking, derailed, or derailed).

(2) Surroundings (for example, proximity to populated areas, terrain, local bodies of water, and weather conditions).

(3) Resources required to handle the situation (for example, fire, ambulances, and law enforcement agencies); and

(4) Location where a crew member, with the shipping papers, will meet arriving emergency response personnel.

c. Once you are in a safe location, cooperate with the local emergency response personnel (see Item 4 of this section).

3. When No Fire or Vapor Cloud is Visible

a. Review the shipping papers for hazardous material shipments.

b. Take the shipping papers (including emergency response information) and inspect the train to identify the rail cars, trailers, or containers involved, and look for indications of the release of hazardous materials.

c. When you encounter released hazardous materials during this inspection:

(1) Avoid contact with the material.

(2) Move yourself and other crew members upwind to the farthest distance recommended in the Emergency Section of the emergency response information accompanying the shipping papers.

d. After completing the inspection, notify the train dispatcher or yardmaster and provide them with as much of the following information as is available:

(1) Status of the crew members

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