

DCA13MR002  
Conrail - Shared Assets  
Derailment/Hazardous Material Release  
Paulsboro, New Jersey  
November 30, 2012

Excerpts Conrail  
United States Hazardous Materials  
Instructions for Rail  
1/1/12 (HM1)

The following are a summary of changes issued since the publication of the Conrail Hazardous Materials Instructions for Rail dated April 1, 2009.

PAGE	ITEM	CHANGES
5	Section 1 — General Information	Part 6 has been added to address Overweight Hazardous Material Cars.
7	Section 2 — Required Documentation	Part 3 was revised to reference the DOT Emergency Response Guidebook as the primary source of emergency response information.
8	Section 2 — Required Documentation	Part 6, Figure 1 was revised to show two options for the vertical or horizontal presentation of Hazardous Materials Shipping Description Entries. The location of the UN ID number in front of the Proper Shipping Name becomes mandatory Jan. 1, 2013 but is optional until then so train crews can see it either way. We have provided an example of each for clarity.
10	Section 2 — Required Documentation	Part 6(g) was revised to describe what the Emergency Response Telephone Number should consist of and to make employees aware that they may see Shipper Names and Contract Numbers in association with the Emergency Response Telephone Number.
13	Section 2 — Required Documentation	Figure 2 — Example of Radio Waybill was revised to add a line (#4) for Total Quantity Notation, as required by changes in the federal regulations. UN/NA number was relocated above Proper Shipping Name on the form as required by changes in the federal regulations effective 1/1/2013.
21	Section 4 — Placards and Markings	Figure 4 — Placards for Hazardous Materials By Hazard Class was revised to remove obsolete placards (old Organic Peroxide).
27	Section 4 — Placards and Markings	Figure 6 — Marine Pollutant Mark was revised to remove obsolete markings (old Marine Pollutant mark).
28	Section 4 — Placards and Markings	"Elevated Temperature" replaces "HOT" in the HM-1 in accordance with DOT definition.

<b>SECTION 8 — EMERGENCY RESPONSE</b>	
1. General Requirement.....	42
2. Reportable Incidents.....	42
3. When an Emergency Occurs.....	42
4. When a Fire or Vapor Cloud Is Visible .....	43
5. When No Fire or Vapor Cloud Is Visible .....	43-44
6. Cooperating with Local Emergency Responders .....	44
7. Handling Leaking Hazardous Material Shipments.....	45
<b>SECTION 9 — RAIL SECURITY SENSITIVE MATERIALS</b>	
1. General Requirement.....	46
2. Rail Security Sensitive Material Definition .....	46
3. Instructions for Receiving RSSM Shipments from a Shipper .....	46-47
4. Instructions for Delivering RSSM to a Consignee.....	47
5. Instructions for Interchanging RSSM Shipments .....	48-49
6. Chain-of-Custody Form .....	49
<b>GLOSSARY</b> .....	51-53
<b>APPENDIX A: Listing of Required Stenciled Shipping Names</b> .....	54
<b>APPENDIX B: CT-570 — Shipping Papers</b> .....	55-57
<b>APPENDIX C: Important Phone Numbers</b> .....	58
<b>LIST OF TABLES</b>	
Table 1 — Hazard Classes and Divisions.....	3
Table 2 — Time-Sensitive Shipments .....	3
Table 3 — Toxic Inhalation Hazard (TIH) Shipments .....	4
Placarding Table 1 .....	56
Placarding Table 2 .....	56
<b>INDEX OF FIGURES</b>	
Figure 1 — Shipping Description Entries.....	8
Figure 2 — Example of Radio Waybill.....	13
Figure 3 — Car Certificate .....	18
Figure 4 — Placard Chart.....	20-21
Figure 5 — Identification Numbers .....	26
Figure 6 — MARINE POLLUTANT Mark.....	27
Figure 7 — ELEVATED TEMPERATURE MATERIAL Mark .....	28
Figure 8 — LIMITED QUANTITIES Mark .....	29
Figure 9 — Tank Car Qualification Date.....	31
Figure 10 — FUMIGANT Mark.....	32
Figure 11 — Switching Chart.....	34-35
Figure 12 — Position-in-Train Chart.....	38-39
Figure 13 — Chain-of-Custody Form for RSSM Shipments.....	50

## CONSOLIDATED RAIL CORPORATION

### 1. GENERAL REQUIREMENT

These rules govern all employees of Consolidated Rail Corporation (CR). On the effective date all employees must transport and handle hazardous materials in compliance with the **United States Hazardous Materials Instructions for Rail (HM-1)**.

### 2. APPLICABILITY TO FOREIGN LINES

Foreign line carriers with trackage rights on CR are governed by the **United States Hazardous Materials Instructions for Rail**. If the foreign line railroad has adopted and issued a comparable document containing the **United States Hazardous Materials Instructions for Rail**, foreign line employees are not required to maintain and have accessible while on duty a current copy of the CR version of the document.

CR employees when operating on a foreign railroad are not required to have a copy of the foreign line hazardous materials manual if the foreign line carrier is governed by the **United States Hazardous Materials Instructions for Rail**.

### 3. EFFECTIVE DATE

These instructions take effect 12:01 AM, Eastern Standard Time, Sunday, January 1, 2012. They supersede all previous rules and instructions inconsistent herewith.

Further instructions may be issued by proper authority.

R. L. Batory  
President and Chief Operating Officer  
Consolidated Rail Corporation

## CONRAIL'S VISION

*Be the safest, most customer-focused and  
successful transportation company in the world.*

## 1. PURPOSE

One of the rail industry's primary focuses continues to be the safe transportation of hazardous materials. Rail employees interact regularly with employees of other railroads. If subscribing railroads implement and consistently apply a standard set of rules and regulations, we will significantly enhance both our employees' safety and the safety of the communities through which we operate. Those railroads involved in developing the **United States Hazardous Materials Instructions for Rail** worked together to create these instructions for employees who transport hazardous materials.

## 2. POLICY

To handle hazardous material shipments or incidents safely and efficiently, without delay, and in accord with local, state, and federal regulations, it is imperative that you familiarize yourself with the **United States Hazardous Materials Instructions for Rail**, in addition to other operating rules. These instructions provide guidance on how to perform your duties so that both you and the company will comply with Department of Transportation (DOT) regulations.

Conrail employees who inspect, transport or effect the transportation of hazardous materials by rail must have a copy of and comply with the **United States Hazardous Materials Instructions for Rail**.

Conrail employees must also have a copy of the current **Emergency Response Guidebook** (ERG) readily accessible while on duty.

The company will provide appropriate training to each employee who directly affects hazardous material transportation safety.

Always keep in mind that the company requires you to comply fully with the law. Compliance with the letter and spirit of our obligations is good corporate citizenship and is basic to achieving quality in all areas of our operations. Each of us has a duty to see that the railroad's actions are consistent with the highest legal and ethical standards.

## 3. QUESTIONS

For questions about the **United States Hazardous Materials Instructions for Rail**, contact your immediate supervisor.

## 1. DEFINITION OF HAZARDOUS MATERIALS

- a. Hazardous materials are defined by the Secretary of Transportation as hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and materials designated in the Hazardous Materials Table found in the U.S. Code of Federal Regulations (49 CFR 172.101).
- b. Hazardous materials are classified according to their chemical and/or physical properties. There are nine numeric classes, some of which may be divided into divisions and two worded classes. A hazardous material is assigned to only one class, even if it meets the definition of more than one hazard class. **Table 1** lists the hazard classes and divisions.

## 2. GENERAL DOT REQUIREMENT

- a. No person may offer, accept, or transport a hazardous material in commerce unless that material is properly classed, described, packaged, marked, labeled, and placarded and is in proper condition for transportation according to DOT and/or International regulations.
- b. No person may transport a hazardous material in commerce unless the hazardous material is handled and transported according to DOT regulations.

## 3. EXPEDITING HAZARDOUS MATERIAL SHIPMENTS

- a. All loaded hazardous material shipments and residue/empty time-sensitive hazardous material shipments (see **Table 2**) must be forwarded towards the destination serving yard or applicable interchange as follows:
  - (1) within 48 hours (excluding Saturdays, Sundays, and holidays) after accepting them at the shipper's facility or receiving them in any yard, intermediate (transfer) station, or interchange point;
  - or
  - (2) when less than 5 day week service is performed, on the first available train toward the destination.

**EXCEPTION:** The 48 hour rule does not apply to shipments that are constructively placed or set out for repair.
- b. All Toxic Inhalation Hazard (TIH) shipments must be delivered into the customer's facility at the next available switch after the TIH shipments have arrived in the railroad's yard at final destination. For ease of reference, TIH's commonly transported by CR include the commodities identified in **Table 3**.

If delivery cannot take place, the car(s) must be held at an attended yard and rescheduled for delivery at the earliest opportunity.

#### 4. INSTRUCTIONS FOR OPERATING KEY TRAINS

- a. The maximum authorized speed for Key Trains is 50 MPH, unless further restricted.

**NOTE:** Where lower speed restrictions are in effect, or when the train is restricted to a lower speed for other reasons, the lower speed governs.

- b. A Key Train will hold the main track, when practicable, unless a speed of greater than 10 MPH is authorized for the siding or auxiliary track.
- c. Only cars equipped with roller bearings will be allowed in a Key Train.
- d. When a defect in a Key Train is reported by a wayside/trackside warning detector but a visual inspection fails to confirm evidence of a defect, the train must not exceed 30 MPH until it has passed over the next wayside detector or is delivered to a terminal for a mechanical inspection. If the same car sets off the next detector or is found to be defective, it must be set out from the train.
- e. Unless relieved of the requirement to do so by the operating railroad's Train Dispatcher, the crew operating a Key Train on a foreign railroad must, at the earliest opportunity, notify the foreign railroad's Train Dispatcher that the train is a Key Train as defined by the operating railroad.

## 1. GENERAL REQUIREMENT

In case of a hazardous materials incident, safety is the first consideration. Your responsibility, when observing an incident, is to determine the status of the incident and to immediately report the incident to the Train Dispatcher or Yardmaster.

**NOTE:** Do not allow a leaking hazardous material shipment to continue in transportation until the leak is resolved (e.g., repaired, reconditioned, or overpacked).

## 2. REPORTABLE INCIDENTS

Reportable incidents include:

- a. All unintentional or accidental releases (including very minor leaks) of hazardous materials in transportation.
- b. All derailments and accidents involving rail cars containing either a hazardous material, substance, or waste, including residue shipments, in which the:
  - (1) packaging is damaged;
  - or
  - (2) car is derailed and not upright, regardless of damage, leaks, or releases.
- c. All releases of any petroleum product (including oil, diesel fuel, gasoline, etc.) or other materials that can cause environmental damage. For example, spills on shorelines next to water, or spills that cause a sheen on the water.

When in doubt, report all release incidents, regardless of the amount of material involved.

## 3. WHEN AN EMERGENCY OCCURS

### SAFETY IS OF FIRST IMPORTANCE.

Carry out the following actions as closely as possible; however, on-scene judgment based on actual circumstances must be the final guide for protecting people, property, and the environment.

- a. Make an emergency call, as radio rules require.
- b. Look for a fire or vapor cloud.
- c. Rescue the injured if qualified, without endangering yourself or others. Warn and keep everyone at a safe distance until it can be determined what, if any, chemicals are involved.



#### 4. WHEN A FIRE OR VAPOR CLOUD IS VISIBLE

- a. Take the shipping papers and ***Emergency Response Guidebook*** and move yourself and other crewmembers upwind to the farthest distance recommended in the Evacuation Section of the emergency response information accompanying the shipping papers or the ***Emergency Response Guidebook***'s green pages that provide initial isolation distances.
- b. Stay out of ditches and low areas.
- c. ***Do Not Smoke or use fusees.***
- d. Provide the Train Dispatcher or Yardmaster with as much of the following information as possible:
  - (1) specific location of the emergency (station, mile post location, nearest street or crossing);
  - (2) type of emergency;
  - (3) status of crewmembers;
  - (4) cars involved, including each car's initials and numbers and its extent of involvement (for example, leaking, derailed, or on fire);
  - (5) surroundings (for example, proximity to populated areas, local bodies of water or nearby drainage ditches or storm sewers; description of terrain; location of access roads; weather conditions);
  - (6) resources required to handle situation (for example, fire, ambulance, and law enforcement agencies); and
  - (7) location where a crewmember with shipping papers will meet arriving emergency response personnel.
- e. Once you are in a safe location, identify yourself and cooperate with the local emergency response personnel as noted in **Item 6** of this section.

#### 5. WHEN NO FIRE OR VAPOR CLOUD IS VISIBLE

- a. Review the shipping papers for hazardous material shipments.
- b. Take the shipping papers and ***Emergency Response Guidebook*** 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 a hazardous materials release, unusual smells, or noises during this inspection:
  - (1) avoid contact with the material and its vapors;
  - (2) move yourself and other crewmembers upwind to the farthest distance recommended in the Evacuation Section of the emergency response information accompanying the shipping papers, or the ***Emergency Response Guidebook***'s green pages that provide initial isolation distance;
  - (3) remove all possible ignition sources. ***Do Not Smoke;*** and
  - (4) warn all bystanders to stay away;
  - (5) stay out of ditches and low areas.

- d. After completing the inspection, notify the Train Dispatcher or Yardmaster with as much of the following information as possible:
- (1) status of crewmembers;
  - (2) cars involved, including each car's initials and numbers and its extent of involvement (for example, leaking, derailed, or on fire);
  - (3) surroundings (for example, proximity to populated areas, local bodies of water or nearby drainage ditches or storm sewers; description of terrain; location of access roads; weather conditions);
  - (4) resources required to handle situation (for example, fire, ambulance, and law enforcement agencies); and
  - (5) location where a crewmember with shipping papers will meet arriving emergency response personnel.
- e. Once you are in a safe location, identify yourself and cooperate with the local emergency response personnel as noted in **Item 6** of this section.

## 6. COOPERATING WITH LOCAL EMERGENCY RESPONDERS

- a. Share any requested information from the shipping papers with emergency response personnel.
- (1) Provide an extra copy of the train consist/list, when available.  
**NOTE:** Retain any waybills and a copy of the train consist/Train List until you can deliver them to the first railroad manager on the scene.
  - (2) Provide the **Emergency Response Guidebook** along with a copy of the emergency response information provided with the shipment.
  - (3) Note the time, along with the name and title of the person provided with this information.
- b. Help emergency response personnel identify cars and the commodities involved. Use shipping papers or observations from a safe location to accomplish this task.
- c. Remain at the scene, at a safe distance, until a railroad manager relieves you.
- d. Give the first railroad manager on the scene an oral description of the incident and indicate any assistance you provided emergency responders.
- e. A railroad spokesperson will handle discussing the incident with the media or other non-emergency response personnel.

## **7. HANDLING LEAKING HAZARDOUS MATERIAL SHIPMENTS**

Do not move a leaking rail car containing a hazardous material unless it is necessary to reduce or eliminate an immediate threat of harm to human health or the environment.

- a. An adequate number of buffer cars must be used between the locomotive and the leaking car to prevent chemical exposure.
- b. Short movements may be made if a receptacle is attached under the leak to prevent the spread of product.
- c. If safe to do so, switch cars containing leaking hazardous materials to a location distant from habitation, waterways, and highways.



## 1. GENERAL REQUIREMENT

Loaded rail cars, trailers, or containers carrying any Rail Security Sensitive Materials (RSSM) must be handled in accordance with the rules in this section.

## 2. RAIL SECURITY SENSITIVE MATERIAL DEFINITION

A "Rail Security Sensitive Material" or RSSM is described in either a, b, or c below:

- a. A rail car, trailer, or container containing more than 5,000 lbs. of a Division 1.1, 1.2, or 1.3 explosive material.
- b. A loaded tank car containing a Toxic Inhalation Hazard (TIH), including Anhydrous Ammonia, Division 2.3 gases such as Chlorine, or Division 6.1 poison liquids. A list of all TIH materials is included in **Section 1, Table 3**.
- c. A rail car containing a highway-route controlled quantity of Class 7 (radioactive) material shipped under any of the following HazMat STCCs or Hazardous Materials Response Codes — 4929142, 4929143, 4929144, 4929147.

## 3. INSTRUCTIONS FOR RECEIVING RSSM SHIPMENTS FROM A SHIPPER

- a. Loaded rail cars, trailers or containers of RSSM shipments may only be picked up from a Rail Secure Area in a customer's facility. A Rail Secure Area is a pre-designated physically secure location identified by a rail hazardous materials shipper or receiver for the purpose of inspecting, preparing, loading, storing, and/or unloading RSSM shipments.
- b. When picking up a loaded Rail Security Sensitive Material from a shipper:
  - (1) A hazardous materials and security inspection must be performed as instructed in **Section 3 — Car Inspection**.
  - (2) The shipper must have a representative physically present at the car when the railroad pulls the car so that "Positive Control" is maintained at all times.
  - (3) The shipper representative and the Conductor must both complete a Chain-of-Custody form.
  - (4) The shipper will be supplied the Chain-of-Custody form by NS or CSXT, or may use its own form with the same required information. The Conductor must ensure that any time RSSM is picked up, the crew completes a Chain-of-Custody form, and the Conductor must fax the completed form to Conrail's Risk Management Department at (856) 231-2347 at the end of their shift but prior to the Hours of Service limit.