



NATIONAL TRANSPORTATION SAFETY BOARD - **Public Hearing**

Conrail Derailment in Paulsboro, NJ with Vinyl Chloride Release

GROUP	2
EXHIBIT	
K	

Agency / Organization

CONRAIL

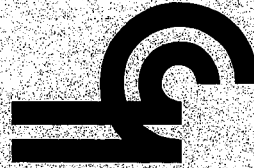
Title

Conrail Timetable No. 9 Excerpts

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

Excerpts
Conrail Timetable #9
June 20, 2011

CONRAIL®



DEDICATED TO SAFETY

Timetable Number

9

**CONTAINING STATION PAGES AND
SPECIAL INSTRUCTIONS FOR ALL CONRAIL OPERATIONS
EFFECTIVE 6:01 P.M., EASTERN STANDARD TIME
JUNE 20, 2011**

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SWITCHING **O**PERATIONS **F**ATALITY **A**NALYSIS

What are the five
Lifesaving
recommendations?

JOB BRIEFING GUIDELINES

Safety, Quality and Productivity are the result of well-planned and conducted job briefings.

STEP I. Plan the Job Briefing.

A. *Develop your own work plan by:*

1. Reviewing work or task to be accomplished.
2. Checking the job location and work area.
3. Breaking the work or task down into step-by-step procedures.
4. Determining tool, equipment, and material requirements.
5. Determining what safety rules or procedures are applicable.

B. *Consider existing and potential hazards that might be involved as a result of:*

1. Job and weather conditions.
2. The nature of the work to be done.
3. The job location.
4. The tools, equipment and materials used.
5. Equipment to be worked on.
6. Traffic conditions and visibility.
7. Time of day.
8. Safety or personal protective equipment required.

C. *Consider how work assignments will be made.*

1. Group assignments.
2. The nature of the work to be done.
3. Abilities and experience of individuals.

STEP II. Conduct the Job Briefing.

A. *Explain work or task to employees.*

1. What is to be done.
2. Why it is to be done.
3. When it is to be done.
4. Where it is to be done.
5. How it is to be done.
6. Who is to do it.
7. What safety precautions are necessary.

B. *Discuss existing or potential hazards and ways to eliminate or protect against them.*

C. *Make definite work assignments.*

1. Make sure employees understand assignments.
2. Ask questions of the "how" and "why" type.

D. *If special tools, materials, equipment, or methods are to be used, make sure employees know how to proceed safely.*

E. *Issue all instructions clearly and concisely; check to see that they are understood.*

STEP III. Job Briefing for Special Conditions.

A. *Complex jobs.*

1. Brief only a portion of the job.
2. Give additional briefing as the job progresses.

B. *Change in job conditions — when it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes. (As an example: the weather condition changes.)*

STEP IV. Follow-up by Supervisor.

It is important that frequent checks be made as the job progresses to be sure that:

A. *Your plans are being followed and correct work methods used.*

B. *Each person is carrying out the assigned responsibilities.*

C. *Any hidden hazards have been identified and action initiated to eliminate or what precautions are required.*

STEP V. Individual Responsibility.

All employees are responsible to see that the work plan is carried out according to the Job Briefing or modified when conditions change.

TIMETABLE LEGEND

The Conrail Timetable contains the following:

JOB BRIEFING GUIDELINES
CRITICAL SAFETY RULES
QUALIFICATION PAGES
TELEPHONE NUMBERS
TRAIN DISPATCHER TERRITORY
STATION PAGES
SPECIAL INSTRUCTIONS

GENERAL:

Unless otherwise noted on the Station Pages, the Train Dispatcher is in charge of all main tracks and controls all CP's, and Yard Limits. On the Station Pages the direction of the line from the point first named is indicated as (N) north, (S) south, (E) east, and (W) west.

The length of sidings is listed in feet and a Controlled Siding is indicated CS. A siding of assigned direction is preceded by a letter indicating that direction.

LEGEND:

(N) — north, (S) south, (E) east, (W) west — direction
Ⓜ — Manned Interlocking
Ⓐ — Automatic Interlocking
Ⓧ — DCS Station
⊗ — Interlocking
CS — Controlled Siding
I.T. — Industrial Track
ⒶⒶⒶ 64 — Radio Channel
S — Single Track
S.T. — Secondary Track
R — Remotely Controlled by other than Train Dispatcher
R.T. — Running Track
DS — Train Dispatcher

TRAIN INSPECTION DETECTORS:

DED — Dragging Equipment Detector
HBD — Hot Box Detector
HCD — High Car Detector
WID — Wheel Impact Detector

All train inspection detectors are listed on the Station Pages according to milepost location and unless otherwise indicated are Radio Alarm and operate in both directions on single or multiple track.

A radio symbol preceding a train inspection detector location indicates Channel Operation other than DS channel.

Detectors on Single Track — Track will not be shown.

Detectors both directions — Direction will not be shown.

TIMETABLE LEGEND (CONT.)

RULES IN EFFECT:

CSS — Cab Signal System Except Rules 562 and 563.

DCS — Form D Control System.

Rules 251 and 261 — include Automatic Block Signal System Rules 500 to 509 inclusive, and when Rule 251 is in effect the current of traffic is listed.

PAGE REFERENCES:

All instructions have reference to a NORAC Operating Rule and are numbered or lettered as follows:

C-1 — Refers to General Rule C.

97-1 — Refers to Rule 97 Running Tracks.

550-1 — Refers to Rule 550 Cab Signals.

940-1 — Refers to Rule 940 concerning Train Service Employees.

950-1 — Refers to Rule 950 concerning Engine Service Employees.

MAXIMUM WEIGHT OF CARS AND LADING:

Unless otherwise noted on the Station Pages, the following will apply to Maximum Weight of Cars and Lading:

263,000 lbs. for general freight

270,000 lbs. for coal, ore, and grain

Cars having a combined weight car and lading in excess of 270,000 lbs. for coal, ore, and grain and 263,000 lbs. for all other freight must not be handled unless authorized by the Timetable, the Overload Policy for Open-Top Hoppers and GT-Type Gondolas dated July 11, 1997, or when authorized by the Superintendent.

Exception: Cars that are loaded with nonhazardous material less than 5,000 lbs. In excess of the 263,000 lbs., stenciled load limit may operate to final destination.

PENNS GROVE SECONDARY (PENS)					
SOUTH ↓	SIDINGS IN FEET	MP	SOUTH JERSEY DISTRICT STATION	NOTE	
VINS			SOUTH JERSEY DS AAR 64		
		8.5	DP WOODBURY (Vineland Sec.)		
			9.0	WOODBURY (Salem R.T.)	
			10.4	SHELL	
		3500	11.2	DED (Thorofare)	
		4845	11.6	THOROFARE	
			13.7	PAULSBORO MOVEABLE BRIDGE.....	4
			13.8	PAUL	
		2350	14.3	PAULSBORO	2
		2250	17.2	GIBB	
			20.7	BRIDGEPORT	
		1700	20.8	BRIDGEPORT MOVEABLE BRIDGE.....	3
			24.0	JUMBO BRIDGE	
			25.9	RICK	
			26.0	PEDRICKTOWN	
			28.7	PENNS GROVE	1
I.T.		29.0	DEEP (Deepwater Point I.T.)		

STATION PAGE INFORMATION

- NOTE 1:** Obstructed Public Crossing: Trains that stop between MP 28.09 and MP 29.07 on the Penns Grove Secondary will immediately make a cut at the nearest road crossing from the head end for the use of emergency vehicles. After opening the crossing, the crew must notify the Train Dispatcher, advising the name of the crossing that has been opened. After being advised by the Train Dispatcher that no emergency vehicles need to utilize the crossing, the crossing will be closed and the reason for the stoppage investigated.
- NOTE 2:** In the application of NORAC Rule 93, the leading end of passenger trains must operate at Restricted Speed not exceeding 15 MPH within Yard Limits between PAUL and GIBB.
- NOTE 3:** Radio Controlled bridge. Close request code is 208*. Refer to District Instructions.
- NOTE 4:** Radio Controlled bridge. Close request code is 137*. Refer to District Instructions.

PENNS GROVE SECONDARY (PENS)			
1. RULES IN EFFECT			
Between			Single Track
CP-Woodbury and Deep			Rules
			DCS
Paul and Gibb			YARD LIMITS
			93
2. MAXIMUM SPEEDS			
Between			Single Track
			MPH
CP-Woodbury and MP 9.1			15
MP 9.1 and Paulsboro Moveable Bridge			30
Paulsboro Moveable Bridge			10
Paulsboro Moveable Bridge and Bridgeport Moveable Bridge			30
Bridgeport Moveable Bridge			10
Bridgeport Moveable Bridge and MP 28.3			30
MP 28.3 and Deep			15
3. CHECKING LOCOMOTIVE SPEED INDICATOR			
None.			
4. DIESEL UNIT RATINGS			
None.			
5. LOCOMOTIVE AND CAR RESTRICTIONS			
WEIGHT RESTRICTIONS			
Maximum Weight of Cars and Lading			
286,000 lbs. authorized.			
6. SWITCHES AND DERAILS			
NORMAL POSITION OF HAND-OPERATED SWITCHES			
Switch Located at	Connecting	With	Normal Position is for Movement to
Woodbury	Penns Grove Secondary Track	Salem Running Track	Penns Grove Secondary Track
In the application of TTSI 104-2, derails may be left in the non-derailing position only when not needed for roll out protection.			
7. RADIO BASE STATIONS			
Base Station	AAR Channel	Touch Tone Access	
Paulsboro — Yard	49	None	
Paulsboro — Road	64	6#	
Deepwater	64	1#	
8. DETECTOR INSTRUCTIONS			
None.			

PENNS GROVE SECONDARY (PENS)

9. DISTRICT INSTRUCTIONS

A. LOCATIONS OF RUNNING TRACKS

Unless otherwise indicated, maximum speed on Running Tracks is Restricted Speed not exceeding the speed indicated below.

Running Track	Between	Controlled by	Restricted Speed not exceeding
Salem	Woodbury and Swede	South Jersey Dispatcher	10 MPH

B. MOVEABLE BRIDGES — NOT PART OF AN INTERLOCKING RADIO CONTROLLED OPERATION

Bridge	Location	Request Code
Paulsboro	MP 13.7	137
Bridgeport	MP 20.8	208

Instructions Governing the Operation of Moveable Bridges shown

Normal position of moveable bridge is **OPEN**.

1. Trains must approach moveable bridge prepared to stop.
2. Verify river traffic is clear of moveable bridge.
3. To close moveable bridge for rail traffic, key in request code and * using the keypad of the locomotive or portable radio.
4. Warning message will be broadcast over radio and loudspeakers on bridge announcing closing of bridge.
5. When moveable bridge is completely closed, message will be broadcast over radio and loudspeakers confirming closing. A signal to proceed will then be displayed.
6. To stop the bridge at anytime, key in the request code and #. A message will be broadcast over the radio and loudspeakers indicating process has been halted. To restart the closing sequence, again key in the request code and *.
7. After train proceeds and is clear of bridge circuit, the moveable bridge will automatically open. A message will be broadcast over radio and loudspeakers confirming the opening.

NOTE: Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.

Failure of Moveable Bridge to close when requested by Radio Command:

1. Open control panel case marked T/E using switch key. Control panel case is located on west side of track on both sides of bridge.
2. Press the "CLOSE" button; radio and loudspeaker warning broadcast will commence.
3. To stop the bridge, press the "CLOSE" button. A message will be broadcast over the radio and loudspeakers indicating process has been halted. To restart the closing sequence, again press the "CLOSE" button.
4. Once bridge is closed, close and lock case.
5. When signal indication to proceed is displayed, train may proceed across moveable bridge.
6. After train proceeds and is clear of bridge circuit, the moveable bridge will automatically open. A message will be broadcast over the radio and loudspeakers confirming the opening.

NOTE: Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.

PENNS GROVE SECONDARY (PENS)

9. DISTRICT INSTRUCTIONS (CONT.)

B. MOVEABLE BRIDGES — NOT PART OF AN INTERLOCKING RADIO CONTROLLED OPERATION (CONT.)

Operation of Moveable Bridge for track cars and other equipment that may not shunt:

1. Approach moveable bridge prepared to stop.
2. Verify that river traffic is clear of moveable bridge.
3. Open control panel case marked M/W. Control panel case is located on west side of track on both sides of bridge.
4. Press the "CLOSE" button; radio and loudspeaker warning broadcast will commence.
5. To stop the bridge, press the "OPEN" button. A message will be broadcast over the radio and loudspeakers indicating bridge opening. To restart the closing sequence, again press the "CLOSE" button.
6. Once bridge is closed, close and lock case.
7. When signal indication is displayed, track car or equipment may proceed across moveable bridge.
8. After track car or equipment proceeds and is clear of bridge, open control panel case marked M/W and press "OPEN" button. The moveable bridge will automatically open. A message will be broadcast over the radio and loudspeakers confirming the opening.

NOTE: Failure to display a proceed indication or failure of system to broadcast messages announcing bridge opening must be reported immediately to the South Jersey Train Dispatcher.

C. DEEPWATER INDUSTRIAL TRACK

Railcars are not to be left unattended under the two bridge spans of the Delaware Memorial Bridge. "CONNECTIVE" signs have been placed along the right of way on both sides of the bridge as a guide for making cuts to clear the bridge.

D. PAULSBORO INDUSTRIAL TRACK

Beacon Avenue (MP 13.89) — Close Clearance

Close clearance exists where the Paulsboro Industrial Track parallels the Penns Grove Secondary Single Track just north and south of Beacon Avenue. Trains and engines must not occupy the Paulsboro Industrial Track between a point 500 feet south of Beacon Avenue and 100 feet north of the same crossing with a train or locomotive approaching or occupying the Penns Grove Secondary Single Track in this same area.

E. POWER OFF INDICATOR LIGHTS

All highway grade crossings with automatic warning devices are equipped with a power off indicator light. The power off indicator light is a steady lit Lunar White light located trackside at the equipment enclosure at each crossing. **Train crew MUST notify the Train Dispatcher if this power off indicator light is not steady lit.**