

**BNSF**

**Burlington Northern Santa Fe**

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**Hazardous Material  
Instructions**

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**IN EFFECT AT 0001  
Central, Mountain, and  
Pacific Continental Time**

**Thursday August 1, 1996**

## I. HAZARDOUS MATERIAL – ACCIDENT

IN CASE OF ACCIDENT, your safety is the first consideration. The responsibility of a train crew is to determine the status of the incident and provide that information to all who need it.

PROTECT THE TRAIN AND MAKE AN EMERGENCY CALL BY RADIO. State the specific location of the incident and train status.

DETERMINE THE STATUS OF ALL CREW MEMBERS.

NOTIFY the Service Interruption Desk by the quickest means available. If railroad communications fail or are not available, call long distance collect.

**Service Interruption Desk, NOC—Fort Worth**

Company phone 234-6164      Bell Telephone 1-800-832-5452  
(Ask for SI Desk)

**Service Interruption Desk, SOC—Schaumburg**

Company phone 821-2911      Bell Telephone 1-800-285-2164

## A. Provide:

1. Your name and title.
2. Train identification symbol.
3. Specific location of the incident (station, mile post location, nearest street or highway crossing).
4. If you need fire or medical assistance.
5. Wind and weather conditions.

## B. IF FIRE OR VAPOR CLOUDS are visible:

1. TAKE all shipping papers such as waybills, train list and emergency response information with you.
2. EVACUATE to 1/2 mile upwind and uphill of vapor cloud or fire.
3. SELECT a safe location accessible to arriving emergency response personnel.
4. REEVALUATE the status of your train from this point. Provide the Service Interruption Desk with an update and your location.

## C. IF NO FIRE OR VAPOR CLOUDS are apparent:

1. EXTINGUISH ignition sources such as smoking materials and caboose stoves. Do not smoke in the vicinity. Do not light fusees.
2. CHECK the train list or shipping papers to determine what cars and commodities are likely involved, identify potential ignition sources such as operating refrigeration equipment and switch heaters.
3. INSPECT the train to determine the condition of cars involved.
  - a. Use a buddy system if possible.
  - b. Tell crew members what commodities may be involved.
  - c. Utilize emergency response information to determine what risk they may pose.
  - d. Approach from upwind (wind at your back) and uphill side.
  - e. Go no nearer than absolutely necessary to assess the condition of the cars.
  - f. Detect any fire, vapor or gas cloud, smoke, leak or unusual smells or noises. If you detect these conditions, **DO NOT GO NEAR THE CARS**. Evacuate all crew members to a safe distance.

## D. UPDATE THE SERVICE INTERRUPTION DESK with as much information as you have gathered from inspecting the train.

1. Initials and numbers of cars involved.
2. Location of hazardous materials involved.
3. Description of hazardous materials from shipping papers.
4. Condition of each car. Is it upright or turned over; intact; punctured or leaking; on fire or near a fire; producing a vapor or gas cloud; releasing an unusual odor or unusual noise?
5. Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
6. Location of any nearby storm sewer, stream, river, pond or lake.
7. Location of access roads.
8. Indicate the location where the train crew will meet the emergency responders and how the train crew can be identified.
9. Any other information that will help the Service Interruption Desk understand the situation.

**WARN PEOPLE TO STAY AWAY FROM THE EMERGENCY AREA.**

IDENTIFY yourself by name and title when police and fire personnel arrive.

PROVIDE ASSISTANCE by giving them a copy of the train list, emergency response information and any notes made. The conductor should give information from waybills and shipping papers, but must retain one copy of the train documents until delivered to a responding company officer.

HELP emergency personnel determine which cars and commodities are involved.

REMAIN at the scene, at a safe distance, until relieved by a company operating officer.

A company spokesperson will handle discussing the incident with the media or other persons.

These instructions should be followed as closely as possible, however, it is realized that on-the-scene judgement based on actual circumstances must be the final guide for protecting lives, property and the environment.

**ALWAYS CONSIDER YOUR SAFETY BEFORE ACTING**

**II. HAZARDOUS MATERIAL - INSTRUCTIONS****A. INSPECTION LOCATIONS**

In addition to designated mechanical inspection points, cars and shipments of hazardous materials must be inspected at any location when:

- Pulled from an industry
- Picked up at interchange points
- Placed in a train

**B. INSPECTION PROCEDURE**

1. Make a freight car safety and mechanical inspection as prescribed by GCOR 1.33.
2. In addition, the following inspection must be made from the ground:
  - inspect placarded car and adjacent cars
  - verify that loading and unloading fittings and connections are disconnected
  - determine that shipment has no obvious leaks
  - visually check that top and bottom fittings, doors, hatches and outlets are properly secured
  - verify that placards/markings are displayed on both sides and both ends of the equipment
  - ensure that each placard is visible:
    - is securely attached
    - reads horizontally from left to right
    - matches information on the shipping paper
    - is not missing, faded or torn (exception: if the car is other than Class 1 explosives and is located at an outlying point where personnel are not available to replace the missing faded or torn placards/markings, the car may be moved to the first available location where the placard/marking can be replaced. Train crew must make a report, by first available means, of any car found to be in this condition.)
  - ensure tank car test dates are within stenciled parameters.
3. For shipments placarded EXPLOSIVES 1.1 (N1) or (EXP) or EXPLOSIVES 1.2 (N2) or (EXP), an additional inspection procedure is required:
  - inspect exterior of car for signs of possible damage to lading
  - verify that the car certificates are in place near the doors on both sides of box car shipments and on both sides of car on intermodal shipments
4. Cars not in compliance with this inspection procedure must not be transported. Report the problem to the industry, designated company official or SOC or NOC (as appropriate) for correction.

**C. SWITCHING RESTRICTIONS**

1. Coupling speed of loaded placarded cars must not exceed 4 MPH.
2. Shipments placarded EXPLOSIVES 1.1 (N1) or (EXP) or EXPLOSIVES 1.2 (N2) or (EXP):
  - must be separated by at least one non-placarded car from the engine(s)
  - must be placed in a location away from probable danger of fire
  - must not be spotted in or alongside a passenger station or platform
  - must not be placed under a bridge or overhead crossing

3. For any of the following:
- a placarded intermodal shipment
  - a shipment with placards displayed on white square backgrounds (SCHI codes N1, N2, PA, PL, EXP, PGA, P1A)
  - loaded DOT specification 113 tank cars placarded FLAMMABLE GAS (FG) or (DAN)

the following restrictions apply to the shipment:

- must not be cut off in motion
  - must not be struck by any car cut off in motion
  - must not be coupled into with any more force than necessary
4. Shipments designated as key shipments must not be:
- cut off in motion in more than two car cuts
  - directly coupled into by cars cut off in motion in more than two car cuts

D SHIPPING PAPERS

1. A member of the crew must have a copy of the shipping paper for all hazardous materials shipments, whether placarded or not. The shipping paper should contain the following information:

DESCRIPTION	EXAMPLE
Car initials and number	CHCX 72989
Placard endorsement in one-half inch letters or within a box of asterisks (unless this is the initial movement from an industry and only switching is involved).  <i>NOTE: No worded endorsement will appear within the box of asterisks for loads or residue shipments of: "Class 9", "Combustible Liquids", "Keep Away From Food", "Explosives 1.6", "ORM-D", "When Shipments originate in Canada", and "When Placards are not required"</i>	***** * DANGEROUS * *****
Total Quantity (by weight or volume for bulk shipments, or by piece count and package type for non-bulk shipments). For residue shipments, no quantity is required.	1 TANK CAR 4 DRUMS, 854 LB.
The phrase "RESIDUE LAST CONTAINED" if the car is an empty car that has not been cleaned or purged. Optional for other than tank cars.	RESIDUE LAST CONTAINED
Proper shipping name.	FLAMMABLE LIQUIDS, NOS
Hazardous classification.	3
Identification number (UN or NA).	UN1993
Packing group (not required on ALL hazard classes).	PG II
Placard notation. If required to be placarded.	PLACARDED FLAMMABLE
Emergency contact telephone number.	1-123-456-7890
Emergency response information from the train list or Emergency Response Guidebook (ERG).	
Additional descriptive phrases may also be present such as "RQ", a technical name within parenthesis following the proper shipping name, "INHALATION HAZARD", "ZONE A", "POISON-INHALATION HAZARD", "TOXIC", or "POISON".	(CONTAINS XYLENE) RQ (XYLENE)

2. Acceptable forms of shipping papers include:
- train consist

- waybill
  - track list (with entries described in Item 1 above)
  - radio waybill
  - UPS haz mat packet
  - Shippers switch order (with entries described in Item 1 above)
3. A member of the crew must have a document indicating the position in the train of each placarded hazardous material shipment, except when the crew has changed the position of the shipment or when a crew has picked up the shipment enroute. Any changes made enroute should be documented on the train consist or work order report.
- E. KEY SHIPMENT AND KEY TRAIN INSTRUCTIONS:
1. Key train designation:
- The "Key Train" designation applies to any train with:
- five (5) tank car loads of Zone A or Zone B poison-inhalation hazard (PIH) material (SCHI codes PA, PL and PO).
  - twenty (20) shipments (includes carloads, full intermodal containers, trailers and portable tank container loads in any combination) of the following hazardous materials:
    - Zone A or Zone B PIH material (SCHI codes PA, PL, and PO)
    - flammable gas (FG)
    - explosives 1.1 (N1) or 1.2 (N2)
    - environmentally sensitive chemicals.
2. Identifying Key Shipments:
- Crews will use generated documents to determine Key Shipments (Key Shipments may be loaded cars, intermodal portable tanks). Key Shipments may be identified by using SCHI codes on train lists, track lists, work orders and other appropriate documents. The statements:

>>>KEY SHIPMENT (FIVE)<<<

>>>KEY SHIPMENT (TWENTY)<<<

will identify loads which are designated Key Shipments. This designation will appear immediately above the hazardous manifest information for the shipment.

If the specified number from either group is present in a train, the train will be considered a KEY TRAIN and key train restrictions will apply.

When determining if a train is a Key Train, if fewer than five >>>KEY SHIPMENT (FIVE)<<< loads are in the train, they will be included in any count of >>>KEY SHIPMENT (TWENTY)<<< loads which may be in the train.

When a train is designated a Key Train at an initial terminal the notation, "KEY TRAIN" will appear at the top of the train list.

Note: When changing the train consist enroute by picking up or setting out Key Shipments, the Key Train designation may change. It is the responsibility of the conductor to make this determination and to notify the train dispatcher.

3. Operating Restrictions for Key Trains:
- Maximum authorized speed for Key Trains is 50 MPH (Refer to System Special Instructions All Subdivisions).
  - When practical, Key Trains will hold the main track at meeting or passing points.
  - When moving Key Trains experience an emergency application of the brakes, whether intentional or not, the crew must protect the train as prescribed by Rule 6.23 and as supplemented in the current System Special Instructions All Subdivisions.

In addition, the entire train must be inspected for derailed or defective cars. If the train is stopped at a location where it cannot be SAFELY inspected, (for example: on a bridge) the train may be moved, at the discretion of the appropriate supervisor or train dispatcher, to the nearest location where it can be SAFELY inspected.

- When a Key Train is stopped by a hot box detector (Refer to System Special Instructions all subdivisions): if no defect is found train may proceed, not exceeding 30 MPH, for the next 30 miles where it must stop for an identical inspection unless the train was checked by an intervening detector or is delivered to a terminal where a mechanical inspection is made.
- 4 Switching Restrictions for Key Shipments (Hazardous Material Instruction II(C):
- Key Shipments must not be:
- cut-off in motion in cuts of more than two cars
  - coupled into by cuts of more than two cars cut-off in motion
  - coupled into with any more force than necessary

F. DESIGNATED HAZ TRAINS

Effective immediately, the following instructions govern operation of Haz Trains.

Certain trains carrying quantities of hazardous material will be classified as Haz Trains. These trains will be identified as follows:

Compass with "04" preceding the train designation, for example, "04-110-20".

TSS with "4" following train designation, for example, "H-HOBA4-20".

Haz Trains will be governed by the following instructions:

- Train must not exceed 50 MPH.
- When practical, Haz Trains will hold the main track at meeting or passing points. If a Haz Train is required to operate on a siding, it will do so at no more than 10 MPH. Opposing or passing trains meeting a Haz Train which has taken the siding must not proceed until it is known the Haz Train is stopped on the siding.
- When a moving Haz Train experiences an emergency application of the brakes, whether engineer induced or not, the crew must protect the train as prescribed by Rule 6.23, as supplemented and amended in Timetable or General Order. In addition, the entire train must be inspected for derailed or defective cars. If the train is stopped at a location where it cannot be safely inspected, for example on a bridge, the train may be moved at the discretion of the appropriate supervisor or train dispatcher to the nearest location where it can be safely inspected, at no more than 5 MPH.
- When a Haz Train is stopped by a Trackside Warning Detector or Failed Equipment Detector and no defect is found, the indicated car must be set out.
- When a Trackside Warning Detector or Failed Equipment Detector reports "System Failure", "Integrity Failure", or "Train Too Slow", train may proceed while being closely observed and not exceeding 30 MPH for 30 miles unless inspected by another detector, or delivered to a terminal where mechanical inspection will be made.

G. HAZARDOUS MATERIAL RELEASE

Upon discovery of an unintentional release of product from a shipment of hazardous material, follow the procedures described in Hazardous Materials I for assessing the incident. Notify the Service Interruption Desk, SOC or NOC, or local company official by the first available means of communication.

Provide the following information:

- your name and title
- location of the leaking car
- car initials and number
- contents of the car
- location of leak from car
- rate of leak from the car

H. TRAIN PLACEMENT AND SEGREGATION

The charts on pages 8 through 13 describe restrictions on train placement and segregation.

**HAZARDOUS MATERIAL INSTRUCTION  
SCHI CODES/SPECIAL HANDLING CODES**

CODE		DESCRIPTION (HAZARDOUS)
<b>COMPASS</b>	<b>TSS</b>	
DAN	CH	Chlorine
NPE	CL	Combustible Liquid
DAN	CM	Corrosive
DAN	DA	Dangerous
DAN	DW	Dangerous When Wet
DAN	FG	Flammable Gas
DAN	FL	Flammable
DAN	FS	Flammable Solid
NPR	MA	Marked with ID Number
NPE	NF	Keep Away From Food
DAN	NG	Non-Flammable Gas
DAN	NS	Spontaneously Combustible
EXP	N1	Explosives 1.1 (Placard on SQ)
EXP	N2	Explosives 1.2 (Placard on SQ)
DAN	N3	Explosives 1.3
DAN	N4	Explosives 1.4
DAN	N5	Explosives 1.5
NPE	N6	Explosives 1.6
NPE	N9	Class 9 Material
DAN	OM	Oxidizer
DAN	OP	Organic Peroxide
ORM	OR	Other Regulated Material
DAN	OX	Oxygen
PGA	PA	Poison Gas (Placard on SQ)
DAN	PB	Poison
P1A	PL	Poison (Placard on SQ)
DAN	PO	Poison Gas
RAM	RM	Radioactive Material

# HAZARDOUS MATERIALS TRAIN PLACEMENT CHART

Position in train of placarded cars containing hazardous materials.

**HOW TO USE THIS CHART:**

To determine where a placarded car or marked car can be placed in a train, follow these steps:

- Determine the car kind.
  - Determine the type of placard applied or use the SCHI code/special handling codes beside each placard or marking.
  - Follow vertically down the chart and note which lines apply.
  - The symbol X indicates that the wording at the left side applies.
- See footnotes for explanation.

**Placards displaying blank center rectangles must also display 4 digit UN or NA identification numbers within rectangle corresponding to train documents.**

**NOTES:**

**Restrictions for intermodal vehicles (trailers, containers and tank containers) are found in the "OTHER THAN TANK CARS" and "ANY CARS" charts.**

**Cars and intermodal vehicles with the same placards or placards from the same column, may be placed next to each other.**

**A placarded rail car, tank car, transport vehicle or freight container may not be transported in a passenger train.**

**The words "TOXIC" and "POISON" can be used interchangeably on Hazard Class 2 and Hazard Class 6 placards.**

**Each unit of an articulated IM car will be equal to one car.**




**RESTRICTIONS:**

Must not be nearer than the sixth car from an engine or occupied caboose.

A. If total number of cars in train does not permit:

- must be placed as near the middle of train as possible, and
- must not be nearer than the second car from an engine or occupied caboose.

**MUST NOT BE NEXT TO**

	Loaded cars placarded:  	Loaded cars placarded: 
B. Engine or occupied caboose	X	X
C. Car occupied by guard or escort	X (1)	
D. Loaded plain flat car or loaded system wheel car	X	
E. Loaded bulkhead flat car	X (2)	
F. Open top car with shiftable load	X (2)	
G. Loaded TOFC/COFC flat car	X (3) (4)	
H. Flat Car loaded with vehicles	X (5)	
I. Any rail car, transport vehicle or freight container with temperature control equipment or an internal combustion engine in operation	X	
J. Car with square background displaying EXPLOSIVES 1.1 (N1) (EXP) or 1.2 (N2) (EXP) placards		X
K. Car with square background displaying POISON GAS, 2.3, (PA), (PG1) or Poison 6.1 (PL) (P1A) placards	X	X
L. Car placarded RADIOACTIVE, 7 (RM) (RAM)	X	
M. Any loaded placarded car UNLESS THE OTHER CAR IS: • placarded with the same placard • placarded with a placard from the same column • placarded with COMBUSTIBLE (CL), (NPE), KEEP AWAY FROM FOOD (NF), (NPE) or CLASS 9 (N9), (NPE) • only marked (MA) (NPR) with an identification number on an orange panel or white square-on-point configuration	X (3)	X

(1) The placarded rail car must be next to and ahead of any occupied escort car. However, if the occupied escort has temperature control equipment in operation, it must be the fourth car behind any car placarded explosives 1.1 or 1.2.

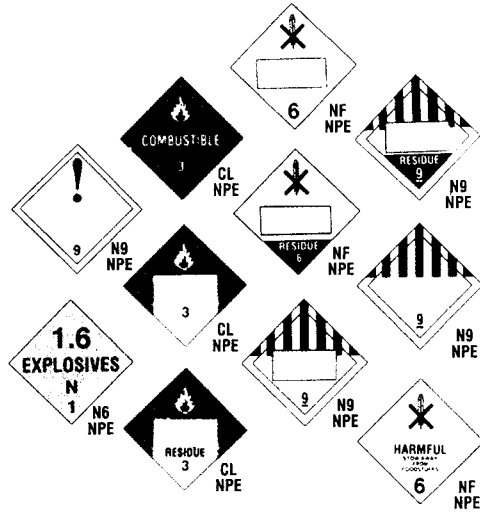
(2) Restriction applies to an open top car when any lading protrudes beyond the car ends or if shifted would protrude beyond the car ends. This does not apply to cradle cars for steel coils.



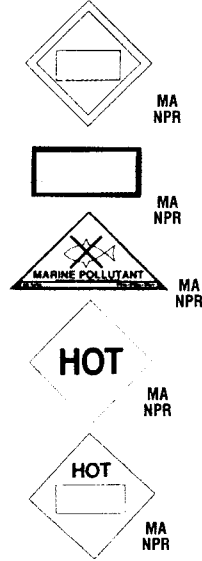
# HAZARDOUS MATERIALS TRAIN PLACEMENT CHART

## ANY CARS

Any cars placarded:



Any cars marked:



## NO TRAIN PLACEMENT RESTRICTIONS

(3) Cars placarded explosives 1.1 or 1.2 may be placed next to each other.  
 (4) Restrictions apply only to loaded flat bed or opentop trucks and trailers and to loaded trucks and trailers without

securely closed doors.  
 (5) This restriction does not apply to auto carriers (enclosed or open).  
 (6) Must not be placed next to car of undeveloped film.

# HAZARDOUS MATERIALS TRAIN PLACEMENT CHART

Position in train of placarded cars containing hazardous materials.

**HOW TO USE THIS CHART:**

To determine where a placarded car or marked car can be placed in a train, follow these steps:

- Determine the car kind.
- Determine the type of placard applied or use the SCHI code/special handling codes beside each placard or marking.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates that the wording at the left side applies.

See footnotes for explanation.

Placards displaying blank center rectangles must also display 4 digit UN or NA identification numbers within rectangle corresponding to train documents.

**NOTES:**

Restrictions for intermodal vehicles (trailers, containers and tank containers) are found in the "OTHER THAN TANK CARS" and "ANY CARS" charts.

Cars and intermodal vehicles with the same placards or placards from the same column, may be placed next to each other.

A placarded rail car, tank car, transport vehicle or freight container may not be transported in a passenger train.

The words "TOXIC" and "POISON" can be used interchangeably on Hazard Class 2 and Hazard Class 6 placards.

Each unit of an articulated IM car will be equal to one car.





**RESTRICTIONS:**

Must not be nearer than the sixth car from an engine or occupied caboose.

A. If total number of cars in train does not permit:

- must be placed as near the middle of train as possible, and
- must not be nearer than the second car from an engine or occupied caboose.

Loaded cars other than tank cars placarded:

	PA PGA
	PL P1A
	PA PGA
	PL P1A

<b>MUST NOT BE NEXT TO</b>	B. Engine or occupied caboose	
	C. Car occupied by guard or escort	X (1)
	D. Loaded plain flat car or loaded system wheel car	
	E. Loaded bulkhead flat car	
	F. Open top car with shiftable load	
	G. Loaded TOFC/COFC flat car	
	H. Flat Car loaded with vehicles	
	I. Any rail car, transport vehicle or freight container with temperature control equipment or an internal combustion engine in operation	
	J. Car with square background displaying EXPLOSIVES 1.1 (N1) (EXP) or 1.2 (N2) (EXP) placards	X
	K. Car with square background displaying POISON GAS, 2.3, (PA), (PG1) or Poison 6.1 (PL) (P1A) placards	
	L. Car placarded RADIOACTIVE, 7 (RM) (RAM)	X
	M. Any loaded placarded car UNLESS THE OTHER CAR IS:	
	• placarded with the same placard	
	• placarded with a placard from the same column	
	• placarded with COMBUSTIBLE (CL), (NPE), KEEP AWAY FROM FOOD (NF), (NPE) or CLASS 9 (N9), (NPE)	X
	• only marked (MA) (NPR) with an identification number on an orange panel or white square-on-point configuration	

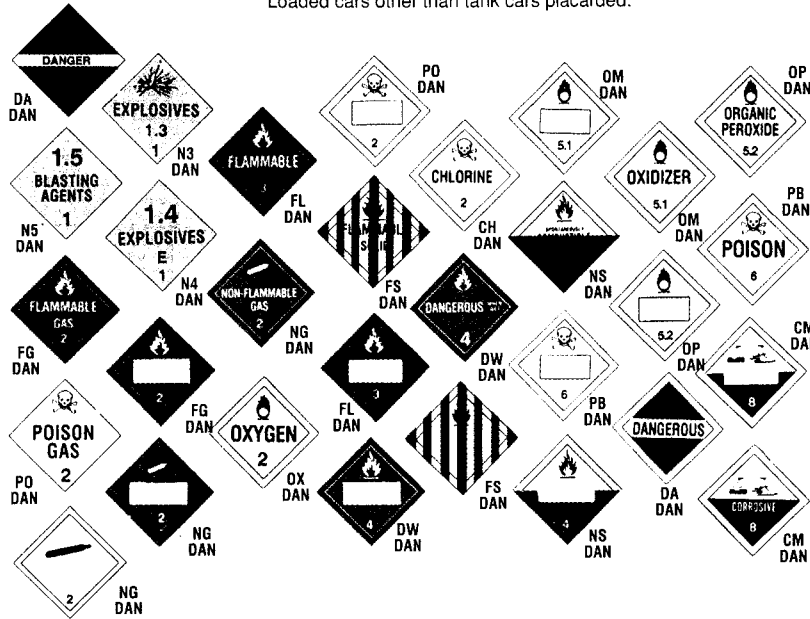
(1) The placarded rail car must be next to and ahead of any occupied escort car. However, if the occupied escort has temperature control equipment in operation, it must be the fourth car behind any car placarded explosives 1.1 or 1.2.

(2) Restriction applies to an open top car when any lading protrudes beyond the car ends or if shifted would protrude beyond the car ends. This does not apply to cradle cars for steel coils.

# HAZARDOUS MATERIALS TRAIN PLACEMENT CHART

## OTHER THAN TANK CARS

Loaded cars other than tank cars placarded:



A.	
B.	
C.	
D.	
E.	
F.	
G.	
H.	
I.	
J.	X
K.	X
L.	X
M.	

(3) Cars placarded explosives 1.1 or 1.2 may be placed next to each other.  
 (4) Restrictions apply only to loaded flat bed or open-top trucks and trailers and to loaded trucks and trailers without

securely closed doors.  
 (5) This restriction does not apply to auto carriers (enclosed or open).  
 (6) Must not be placed next to car of undeveloped film.

# HAZARDOUS MATERIALS TRAIN PLACEMENT CHART

Position in train of placarded cars containing hazardous materials.

**HOW TO USE THIS CHART:**

To determine where a placarded car or marked car can be placed in a train, follow these steps:

- Determine the car kind.
- Determine the type of placard applied or use the SCHI code/special handling codes beside each placard or marking.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates that the wording at the left side applies.

See footnotes for explanation.

Placards displaying blank center rectangles must also display 4 digit UN or NA identification numbers within rectangle corresponding to train documents.

**NOTES:**

Restrictions for intermodal vehicles (trailers, containers and tank containers) are found in the "OTHER THAN TANK CARS" and "ANY CARS" charts.

Cars and intermodal vehicles with the same placards or placards from the same column, may be placed next to each other.

A placarded rail car, tank car, transport vehicle or freight container may not be transported in a passenger train.

The words "TOXIC" and "POISON" can be used interchangeably on Hazard Class 2 and Hazard Class 6 placards.

Each unit of an articulated IM car will be equal to one car.

**RESTRICTIONS:**

Must not be nearer than the sixth car from an engine or occupied caboose.

A. If total number of cars in train does not permit:

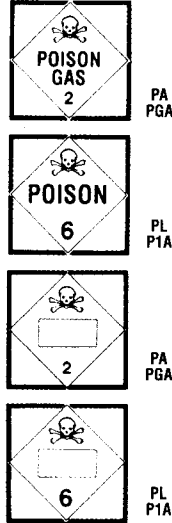
- must be placed as near the middle of train as possible, and
- must not be nearer than the second car from an engine or occupied caboose.

	X
B. Engine or occupied caboose	X
C. Car occupied by guard or escort	X (1)
D. Loaded plain flat car or loaded system wheel car	X
E. Loaded bulkhead flat car	X (2)
F. Open top car with shiftable load	X (2)
G. Loaded TOFC/COFC flat car	X (4)
H. Flat Car loaded with vehicles	X (5)
I. Any rail car, transport vehicle or freight container with temperature control equipment or an internal combustion engine in operation	X
J. Car with square background displaying EXPLOSIVES 1.1 (N1) (EXP) 1.2 (N2) (EXP) placards	X
K. Car with square background displaying POISON GAS, 2.3, (PG1), (PA) or Poison 6.1 (PL), (P1A) placards	X
L. Car placarded RADIOACTIVE, 7 (RM) (RAM)	X
M. Any loaded placarded car UNLESS THE OTHER CAR IS:	
• placarded with the same placard	
• placarded with a placard from the same column	
• placarded with COMBUSTIBLE (CL), (NPE), KEEP AWAY FROM FOOD (NF), (NPE) or CLASS 9 (N9), (NPE)	X
• only marked (MA) (NPR) with an identification number on an orange panel or white square-on-point configuration	

(1) The placarded rail car must be next to and ahead of any occupied escort car. However, if the occupied escort has temperature control equipment in operation, it must be the fourth car behind any car placarded explosives 1.1 or 1.2.

(2) Restriction applies to an open top car when any lading protrudes beyond the car ends or if shifted would protrude beyond the car ends. This does not apply to cradle cars for steel coils.

Loaded tank cars placarded:



**MUST NOT BE NEXT TO**

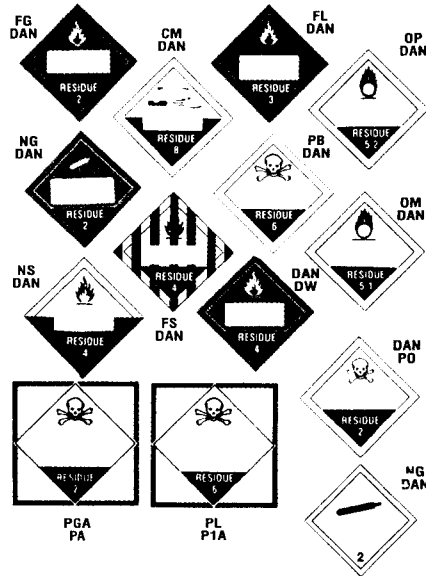
# HAZARDOUS MATERIALS TRAIN PLACEMENT CHART

## TANK CARS

Loaded tank cars placarded:



Residue (empty) tank cars placarded:



A.	X	A.	
B.	X	B.	X
C.		C.	
D.	X	D.	
E.	X (2)	E.	
F.	X (2)	F.	
G.	X (4)	G.	
H.	X (5)	H.	
I.		I.	
	X		
J.	X	J.	
K.		K.	
	X		
L.	X	L.	
M.		M.	

(3) Cars placarded explosives 1.1 or 1.2 may be placed next to each other.  
 (4) Restrictions apply only to loaded flat bed or open-top trucks and trailers and to loaded trucks and trailers without

securely closed doors.  
 (5) This restriction does not apply to auto carriers (enclosed or open).  
 (6) Must not be placed next to car of undeveloped film.



**BNSF FORM 1463 STD.  
INSTRUCTIONS FOR HAZARDOUS  
MATERIALS RADIO WAYBILL**

NOTE: Boxes numbered and labeled with asterisk are **MUST** fields.

BOX: \*1) Placard Endorsement — Within the box of asterisks the following words must appear in conjunction with the designated hazard class which is listed at BOX 10:

Hazard Class:

1.1 & 1.2 .....	Explosives
1.1, 1.2 & 2.3 .....	Explosives & Poison Gas
1.3, 1.4, 1.5 & 1.6 .....	Dangerous
2.1 & 2.2 .....	Dangerous
2.3 .....	Poison Gas, Zone A
3 .....	Dangerous
Combustible Liquid .....	(None)
4.1, 4.2 & 4.3 .....	Dangerous
5.1 & 5.2 .....	Dangerous
6.1, PG I Zone A .....	Poison PG I Zone A
6.1, (Not Zone A) .....	Dangerous
6.1 PG III .....	(None)
7 .....	Radioactive Material
8 .....	Dangerous
9 .....	(None)

Mixed Loads — DANGEROUS ... DANGEROUS

The same rules apply for RESIDUE Shipments.

2) Date and Time.

\*3) Car identification letters and numbers.

4) Car type. (ie: Tank car, box car, etc.)

5) Origin: (city or station number)

6) Destination: (city or station number)

\*7) Haz Mat Shipment Total Weight: (pounds, kilograms, etc.)

\*8) Package/Car: (ie: CLD, TLD, TNK, DRMS, BOX, etc.)

\*9) Proper Shipping Name: (include N.O.S. and hazardous substance name in parenthesis)

\*10) Hazard Class: (number and division if applicable)

\*11) UN or NA number:

\*12) Packing Group: (I, II or III) if provided.

\*13) Reportable Quantity: (a technical name in parenthesis)

\*14) Any additional warning in billing information: (ie: DANGEROUS WHEN WET, POISON INHALATION HAZARD ZONE A, MARINE POLLUTANT, HOT) preceding the proper shipping name.

\*15) DOT Exemption: (if listed)

\*16) Placarded or Marked: (Verify with train crew how car, trailer or container is physically placarded and make waybill description match.)

17) Haz Mat STCC number.

\*18) Emergency Contact Telephone Number.

CSS, NOC and SOC personnel should consult these instructions and fill out a blank BNSF Form 1463 Std., prior to transmitting a radio waybill to a train crew. These steps will help insure that all D.O.T. required hazardous materials information is available for the shipment.

For questions regarding the use of the 1463 Standard or other hazardous materials questions, call 820-3570, Topeka, Kansas or 234-4221, Fort Worth, Texas.