

## **SECTION 5**

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### **PASSENGER AND MIXED TRAINS**

#### **1.0 General**

- 1.1 Air brakes must be in service and automatic brake used when handling or switching passenger equipment occupied by passengers and when other than an engine is being coupled to passenger equipment occupied by passengers.
- 1.2 Before uncoupling passenger equipment it must be known that all trainlines, including those for public address systems and other electrical circuits, if any, and diaphragm curtains are disconnected.
- 1.3 Engines or cars being attached to passenger equipment occupied by passengers, or passenger equipment occupied by passengers being coupled to other equipment or being placed against stop block, must be brought to a stop from six to ten feet from the equipment to which they are to be coupled or from stop block. Upon the proper signal, coupling must be made carefully to avoid shock.
- 1.4 After a coupling has been made to passenger, freight, or any auxiliary equipment, it must be known that the locking blocks and pins of the couplers have dropped into place. Slack must be taken carefully to ensure that a proper coupling has been made before movement is made in either direction.
- 1.5 When trains carrying passengers encounter unusual delays enroute, conductors or trainmen should announce reason for such delays and expected duration in an effort to solicit whatever assistance might be available from experienced Company or other personnel on the train.

**2.0 Vestibule Doors, Platforms, Curtains, Guard Rails, Side and End Gates, Tail Gates, Chains and Bars**

**2.1 On Through and Local Trains, Two Tracks, Right-Hand Operation:**

When running, all vestibule doors and platforms are to be kept closed. When standing, those on right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.

**2.2 On Through and Local Trains, Two Tracks, Left-Hand Operation:**

When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.

**2.3 On Through and Local Trains, Single Track:**

When running, all vestibule doors and platforms are to be kept closed.

**2.4 On Suburban Trains, Two Tracks, Right-Hand Operation:**

Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

**2.5 On Suburban Trains, Two Tracks, Left-Hand Operation:**

Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side to be kept closed, except when necessary to open them to receive or discharge passengers.

**2.6 On Suburban Trains, Single Track:**

All vestibule doors and platforms may be kept open.

**Note:**

Through and local trains, when within commutation limits and carrying commuter traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in items 2.4, 2.5 and 2.6.

**2.7 Secure Vestibule Doors and Platforms:**

When permissible to have vestibule doors and platforms open when running, these must be securely fastened.

**2.8 Guard Rails or Side Gates:**

These appliances will be handled as prescribed for the handling of vestibule doors and platforms.

**2.9 Vestibule Curtains:**

These appliances will be kept drawn and securely fastened, except during switching operations.

**2.10 Tail Gates, Chains or Bars:**

The appliance at the rear of the last car on the train must be kept closed, and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger or caboose is immediately behind it. Rail diesel cars being used in multiple operation or being used as coaches in conventional trains must have the end vestibule doors closed and safety chains connected between the cars when in motion. Bars in vestibules of Budd passenger equipment must be in place, except when vestibules are open

- 2.11 When vestibule doors and platforms, side gates or guard rails (if required by these regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations are being complied with.
- 2.12 On passenger and mixed trains when the car immediately ahead of the first passenger carrying car is of the non-diaphragm type, the tail gate, chain or crossbar at the forward end of the passenger carrying car should be kept in closed position while the train is in motion.

## **SECTION 6**

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### **CONNIVANCE IN ILLEGAL TRANSPORTATION BY RAILWAY EMPLOYEES**

#### **1.0 Section 359 of The Criminal Code Reads**

- 1.1 Everyone who, by means of a false or misleading representation, knowingly obtains or attempts to obtain the carriage of anything by any person into a country, province, district or other place, whether or not within Canada, where the importation or transportation of it is, in the circumstances of the case, unlawful is guilty of an offense punishable on summary conviction.
- 1.2 Where a person is convicted of an offense under subsection (1), anything by means of or in relation to which the offense was committed, upon such conviction, in addition to any punishment that is imposed, is forfeited to Her Majesty and shall be disposed of as the Court may direct.
- 1.3 Your attention is also directed to Section 182 of the Customs Act of Canada, reading as follows:
  - a) If any goods are unlawfully imported on any railway, they shall be seized and forfeited, and the car in which such goods were so imported shall be seized and detached from the train and forfeited.
  - b) Every conductor, baggage-master, or officer or servant employed on any railway and every officer or servant employed by any express company, who is privy to or aids or abets in such unlawful importation, shall forfeit a sum equal to the value of the articles, and
    - (i) if the value for duty of the goods is under two hundred dollars, is further liable on

summary conviction before two justices of the peace to a penalty not exceeding two hundred dollars and not less than fifty dollars, or to imprisonment for a term not exceeding one year and not less than one month, or to both fine and imprisonment; and

- (ii) if the value for duty of the goods is two hundred dollars or over, is guilty of an indictable offense and liable on conviction to a penalty not exceeding one thousand dollars and not less than two hundred dollars, or to imprisonment for a term not exceeding four years and not less than one year, or to both fine and imprisonment.

- 1.4 This is submitted for your information and guidance and you will note that the consent, connivance, aid or assistance of any railway employee in illegal transportation constitutes an offense for which a prison term is a penalty, in addition to carrying penalties by way of seizure and forfeiture. All employees will use their best efforts to prevent violation of the law and every facility should be given officers of the Government in their investigations.
- 1.5 If an agent, yardmaster or conductor (and particularly the latter in connection with cars loaded at flag stations and outlying sidings) has reason to believe that a shipment is falsely billed and contains contraband, although classified as some other commodity, he will immediately inform his superintendent by telegraph, giving full particulars, including car number.

## **SECTION 7**

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### **INSTRUCTIONS IN THE EVENT OF RAILWAY ACCIDENTS**

#### **1.0 Accident/Incident Reporting**

1.1 An initial report of all accidents/incidents must immediately be made to the Train Dispatcher or Yardmaster by radio, telephone, or personal contact, giving a brief description of the accident/incident and requesting medical and/or other assistance if required.

1.2 Following the initial report and, in the application of UCOR General Rule F, "Preliminary Report of Accident", Form 1409 must be submitted to the Superintendent at first opportunity covering such accidents/incidents as:

Persons injured or killed

Release of Dangerous Goods

Collisions

Derailments

Crossing Accidents

Slides

Washouts

Animals injured or killed

Damage to equipment or other company property

Defects to track, bridge, viaduct, tunnel, culvert, signals, etc.

Fire on locomotives

Any unusual conditions affecting the movement of trains or engines.

1.3 When reporting slides, include:

a) Dimension of slide or washout.

b) Where first sighted and if emergency application of brake made.

- c) How far up bank material commenced to move
  - d) General description of slide material.
- 1.4 In all cases of derailment or accident to cars in which propane or commercial acetylene is used, the supply must be shut off as quickly as possible. Shut-off valve is located at supply tank.

**Note:**

See Section 8 for instructions regarding report of accidents involving dangerous goods.

**2.0 Reporting to the Railway Transport Committee (RTC)**

- 2.1 Certain accidents occurring as a result of railway transportation must be reported to the RTC as required by Canadian Transport Commission General Order 0-1 as soon as possible after occurrence; where trains, engines, cars, or other rolling stock (including on-track machines) are involved and include:
- a) Any accident: collision, derailment, crossing accident, etc... attended with personal injury to any person using the railway, or to any employee of the railway.
  - b) Damage caused by any such accident to any bridge, culvert, viaduct or tunnel on the railway rendering the same impassable or unfit for immediate use.
- 2.2 Conductors, or other employees in charge of the train, engine, car or other rolling stock (including on-track machines), place or structures in connection with which such accident occurred shall advise the Train Dispatcher immediately.
- 2.3 The Chief Train Dispatcher shall telephone the report to System Operations Centre in Montreal as soon as possible for relay to the RTC.



- 2.4 The Division Superintendent shall, as soon as possible after such accidents occur, send a telex to the RTC containing the following information:

Date and place.

Name of Railway.

Number and description of train or trains, engine or engines concerned.

Number of passengers, employees or others killed or injured.

Statement of any damage to any bridge, culvert, viaduct or tunnel.

A short, concise statement of the apparent cause of the accident.

Name and title of person sending report.

- 2.5 Accidents reportable to the RTC do not include those occurring in railway shops, manufacturing establishments, or other places of the railway company in which the movement of trains, engines or cars is not involved.

**Note:**

Following instructions are intended to minimize train delay and protect the interests of crew members and of the company at inquests or in subsequent legal proceedings.

**3.0 Injuries and Fatalities**

- 3.1 When an accident involving serious personal injury has occurred, the local police and a doctor should be summoned to the scene. If circumstances warrant, and unless otherwise directed by the local police or doctor, the injured person may be taken on the train to the next station in the direction in which the train is going where medical assistance can be obtained.
- 3.2 When a fatality has occurred due to accident or

otherwise, crews should report the fact immediately to the local police and request that the coroner, medical examiner or investigator be notified and that a doctor be summoned to the scene.

- 3.3 If a Company's medical officer is available, he should be advised.
- 3.4 Unless directed otherwise by the local police or coroner, trains may leave the scene of fatal accidents provided that some responsible person (an employee where practicable) is left in charge; that person should inform the police, coroner, etc., particulars of the occurrence, including the number and direction of the train, the names and addresses of the crew and the direction in which any vehicle was moving at the time of impact.

When train crews have been directed to remain stationary following any fatal mishap, the crew will remain as long as it is necessary for the coroner or police to conduct their investigations.

- 3.5 Care should be taken not to disturb any wreckage more than is necessary to permit the starting of the train. If it is necessary to move a body, crews should attempt to advise police by radio or telephone of their intention in this regard and the reason for doing so, and the person left in charge must be able to advise the police, coroner, medical examiner or investigator of the original position in which it was found. If the accident occurs in a remote locality where it is impracticable to notify the police or coroner, or if the accident occurs in such circumstances that the police or coroner are not likely to arrive for a long time and if it is not practicable to leave a responsible person in charge, and unless otherwise directed by the local police or coroner, a body may be taken to and left at the next station in the direction in which the train is going, with a

responsible person left in charge to advise the police and the coroner of the facts.

- 3.6 To avoid delay to trains, arrangements should be made with police, coroner, medical examiner or investigator for any statements required, to be given on arrival at terminals in the presence of a railway officer.

#### **4.0 Statements**

- 4.1 The crew shall not provide written or signed statements other than for an officer of the Company. However, if requested by the coroner, medical examiner, investigator or a police officer to give information relating to the accident, crews may state such general facts as:

- Employees' names, addresses and occupations.
- Train number and direction of travel.
- Place and time of accident.
- Direction of travel of vehicle (or pedestrian, if observed by the employee).
- Was vehicle moving or stationary at time of impact.
- Was the train, vehicle or pedestrian at the point of impact first (eg. stalled/stopped vehicle).
- Location of engine when final stop made.
- Weather conditions.
- Was headlight on locomotive on and bell ringing.
- Were headlights on vehicle on.
- The actual location of employee in the train.

Employees will not be expected to provide to other than company officers, any opinion, assumption or impression as to the cause of or reasons for the accident, nor assume speeds or distances of the

train, vehicles or people involved in the occurrence.

## **5.0 Gathering of information**

- 5.1 Members of the train crews and other employees of the Company who may be on the scene or otherwise concerned in an accident, should note all relevant facts, so that they will be in a position to give detailed information when the matter is being investigated.
- 5.2 In the event of an accident to a passenger on a train, or to a passenger who is entraining or detraining, the names and addresses of those in the immediate vicinity should be procured at once. Train crews or other employees should examine and report on the condition of the premises or equipment where the accident occurred. Time of accident should be noted.

## **6.0 Crossing Mishaps**

- 6.1 In the event of public road crossing mishap, engine bell should be kept ringing after the train or engine has stopped, until the attention of the driver and any occupants of the vehicle and outside witnesses, if any, as well as of employees, is called to the fact that the engine bell had been ringing. Attention of driver, occupants and outside witnesses should also be drawn to fact that headlight is burning brightly, that ditch lights on engines so equipped are illuminated and that gyalite, if applied, is functioning.

Where possible, the following information should be recorded:

Time of accident.

Name and address of owner, driver and occupants of vehicle.

Position in vehicle of each passenger.  
Identification of casualties.  
Make, type and Provincial or State license number of vehicle.  
Direction of vehicle approaching and passing over crossing.  
Point of impact on train or vehicles.  
Damage to vehicle and railway equipment.  
Weather, road conditions and visibility.  
Position of vehicle after mishap, windows clean or dirty, open or closed, steamed or frosted, if glass broken out ascertain position of window mechanism; radio on or off.  
Evidence of intoxicants.  
Description of skid marks, if any, on road.  
Number of yards beyond crossing where train stopped.  
Type of protective appliance at crossing and whether functioning properly.  
Names and addresses of witnesses; car license numbers.  
Was whistle sounded approaching crossing.  
Was bell ringing approaching crossing.  
Name and address of coroner and doctor called

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## **SECTION 8**

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### **INSTRUCTIONS FOR ACCEPTING AND TRANSPORTING DANGEROUS GOODS**

The movement of Dangerous Goods is regulated by Transport Canada's "Regulations Respecting the Handling Offering for Transport and Transporting of Dangerous Goods" and the Canadian Transport Commission's "Regulations for the Transportation of Dangerous Commodities by Rail".

#### **1.0 Pick-Up, Inspection and Spotting of Cars**

- 1.1 Cars containing dangerous goods must not be picked up at origin or interchange unless:
  - a) properly placarded,
  - b) not leaking,
  - c) without evidence of defects,
  - d) with serviceable air and hand brakes, bearings and trucks,
  - e) accompanied by proper documentation including the Shipping Document and Emergency Response Form (when required),
  - f) cars containing Explosives 1.1 & 1.2 must have a Car Certificate attached to each side of car next to the placard, and
  - g) loaded tank cars have all inlet and outlet pipe caps secured.
- 1.2 Leaking cars must not be transported without authorization.
- 1.3 Empty cars which last contained a dangerous commodity and have not been cleaned or purged, must not be picked up at origin or interchange unless:
  - a) properly placarded,
  - b) not leaking,

- c) without evidence of defects,
- d) accompanied by proper documentation, and
- e) in the case of empty tank cars, must have man-way covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs and plugs or caps of other openings securely in their proper places; except that heater coil inlet and outlet pipes will be left open for drainage.

1.4 The following precautions apply to the spotting and pulling of tanks cars:

- a) handbrakes must be set,
- b) the party loading and unloading the tank car is responsible for blocking the wheels and for placing and removing the required caution signs. These signs must be so placed on the track or car as to give necessary warning to persons approaching car from open end or ends of track. Tank cars thus protected must not be coupled to or moved. In addition to the caution signs, Chlorine cars must be protected during unloading by locked derails or switches, and
- c) other cars must NOT be placed on the same track so as to obscure the view of caution signs without first notifying the party who placed the signs.

## **2.0 Documentation**

- 2.1 Each shipper in Canada must supply the initial carrier with a copy of a shipping document for each consignment or unit train. A Shipping Document may be a bill of lading, waybill, modified Emergency Response Form or any other form or copy containing information supplied by the shipper or other carrier. The information will include:
- a) the car initials and number,



- b) the shipping name,
  - c) the classification(s),
  - d) the product identification number (PIN, UN or NA),
  - e) the type and number of placards applied,
  - f) a 24-hour emergency telephone number.
- 2.2 Goods identified as "Limited Quantity" will have a shipping document but do not require placards.
  - 2.3 Empty tank cars which have not been cleaned or purged, must be accompanied by a shipping document endorsed "Empty-last contained".
  - 2.4 The CP Rail waybill for cars containing dangerous goods will show a brief description of the dangerous goods.
  - 2.5 The CP Rail waybill for an empty tank car which has not been cleaned or purged will show product name and classification for commodity last contained.
  - 2.6 Emergency Response Forms must accompany all full carloads, trailerloads and containerloads of dangerous goods except.
    - a) flammable liquids 3.3,
    - b) miscellaneous substances 9,
    - c) mixed loads,
    - d) U.S. combustible liquids, and
    - e) U.S. ORM's (Other Regulated Materials).
  - 2.7 Compartmentalized tank cars loaded with one or more dangerous goods must have an Emergency Response Form for each dangerous good.
  - 2.8 Emergency Response Forms accompanying shipments originating in Canada need not be signed unless used as a shipping document.
  - 2.9 Emergency Response Forms accompanying shipments originating in the United States or im-

port containers do not have to be dated, signed or have the bottom portion filled out.

- 2.10 A copy of all documentation must accompany the shipment from the shipper's siding to the consignee's siding and be delivered to the consignee with the shipment. Documents, or copies, must be in the custody or control of:
  - a) the train crew when the shipment is part of a train,
  - b) the responsible yard office when the car is in a rail yard for other than repairs,
  - c) the person in charge of a repair track when the car is there, or
  - d) in all other cases, the documentation to be at a location designated by the train dispatcher or supervisor.
- 2.11 Consignments of dangerous goods must not be transported from a shipper's siding, interchange or terminal unless accompanied by the required documents. If documents are discovered missing enroute between terminals, the dangerous goods must not be moved beyond the next crew change point until appropriate documents are obtained.
- 2.12 At all locations where trains are made up by crews (other than the road crews accompanying the outbound movement of cars), an enhanced train consist or Form 1079A must be given to the conductor and engineman indicating the position in the train of each loaded placarded car.
- 2.13 When picking up or setting out cars enroute, train crews are responsible for amending train consist enhancements, or Form 1079A to identify exact location of dangerous goods cars on the train.
- 2.14 Loaded cars will have six card notation on train consists indicating the placard notation and 49

series STCC. Empty tank cars will be six carded showing the product last contained, its hazard class and 49 series STCC.

### **3.0 Placarding (See Placard Chart Appended)**

- 3.1 Cars, trailers and containers with dangerous goods must not be accepted for transport unless placarded by the shipper on each side and each end and be visible from any direction. Placards for containers/trailers loaded on flat cars need only be visible from two sides.
- 3.2 When required the shipper will display the product identification number on the placard or on a separate orange panel placed next to the placard.
- 3.3 Empty tank cars, not cleaned or purged after unloading, must be placarded by the shipper with the appropriate empty or residue placard.
- 3.4 Placards and Car Certificates found missing or unreadable must be replaced at designated points where trains are given standing train inspection by Mechanical Forces and prior to being interchanged to another carrier.

### **4.0 U.S. and International Shipments**

- 4.1 Movements of dangerous goods and empty tank cars last containing dangerous goods to the U.S. must be placarded and documented in the same manner as Canadian domestic shipments.
- 4.2 Dangerous goods shipments originating in the U.S. will be waybilled and placarded and must be accompanied by Emergency Response forms when required.
- 4.3 International consignments of import/export containers may be transported under International Maritime Dangerous Goods Code (IMDG) regula-

tions and, with the following exceptions, need only be accompanied by a waybill:

- a) must be accompanied by an Emergency Response form, when required
- b) consignments of explosives, compressed gases, radioactive materials and container tanks must be transported under Canadian regulations for classification, documentation and placarding.

## **5.0 Switching and Handling**

- 5.1 No placarded cars shall be stopped over open flame switch heaters unless unavoidable due to an emergency, in which case cars should be moved off promptly, or switch heaters extinguished.
- 5.2 Cars bearing placards with a square background, placarded flat cars and flat cars carrying placarded trailers or containers must not be:
  - a) Cut off in motion, or humped
  - b) Struck by a car moving under its own momentum and
  - c) Coupled onto with more force than is necessary to complete coupling.
- 5.3 When transporting a car bearing a placard with a square background in a terminal, yard or siding, the car must be separated from the engine by at least one non-placarded car.
- 5.4 Cars bearing a placard with a square background must neither be placed under bridges or overhead highway crossing, nor in or alongside passenger sheds and stations. Engines on parallel track must not stand opposite or near them.
- 5.5 Placarded loaded tank cars or a draft including such cars must not be cut off in switching operations until the preceding car or cars have cleared the lead track and cars must not be allowed to

follow placarded loaded tank cars until they, in turn, are clear of the lead. When placarded loaded tank cars are to be controlled by hand brakes, the brakes must be tested and determined to be in good order before cars are cut off.

- 5.6 Placarded cars which have been on fire due to hot journals or other cause, shall not be transported, except to the extent necessary to facilitate fire fighting, until it has been determined that there is no fire remaining within the car.
- 5.7 Specification 112 and 114 tank cars must not be coupled or coupled onto at a relative coupling speed in excess of 4 MPH.
- 5.8 Instructions Governing the Switching of Tank Cars Placarded Flammable Gas 2.
  - a) Flat Switching
    1. During all flat switching operations, unless otherwise directed all tank cars loaded with flammable gas must be shoved to a coupling or to rest.
    2. The first car following tank cars loaded with flammable gas into any track must be shoved to a coupling or to rest.
    3. If readily available, a loaded car rather than an empty car, should be placed next to a tank car loaded with flammable gas.
  - b) Alyth and St-Luc Hump Yards
    1. Loaded tank cars containing flammable gas must be released from the hump in single car cuts.
    2. The car immediately following a tank car containing flammable gas into a track must be released as a single car cut unless car or cut of cars is shoved to a coupling.

3. An empty or lightly loaded car is not to be switched next to a loaded tank car containing flammable gas, if it can be avoided.
- c) Winnipeg Hump Yard
1. Loaded tank cars containing flammable gas must be released from the hump in single car cuts unless located in other than the lead position in the cut or unless shoved to rest or shoved to a coupling.
  2. The car immediately following a tank car containing flammable gas into a track must be released as a single car cut unless car or cut of cars is shoved to a coupling.
  3. Yard crews must ensure that a tank car loaded with flammable gas runs or is moved far enough to couple to cars standing in a track. They must also ensure that the following car allowed into the track runs or is moved far enough to couple to the tank car loaded with flammable gas. Car or cut of cars may be shoved to a coupling.
  4. The foregoing restrictions in 1, 2 and 3 need not be observed when the hand brakes have been tested and found to be in good order before cars are cut off and the car or cars are controlled by hand brakes.
- d) Toronto Hump Yard
1. All tank cars loaded with flammable gas are to be flat switched out of inbound trains before those trains are humped.
  2. Such tank cars loaded with flammable gas that have been flat switched out of inbound trains must be flat switched into the pull-down end of classification tracks.

## **6.0 Train Marshalling**

- 6.1 Each placarded car shall be placed in the train in accordance with the Marshalling Chart. (Appended)
- 6.2 Enhanced train consists must be checked to ensure that the marshalling enhancement message on the consist does not highlight any marshalling violations. Verified violations must be corrected.

## **7.0 Gateway Inspections**

- 7.1 Full carloads, trailerloads and containerloads of certain dangerous commodities will be identified with a "SPECIAL COMMODITY" notation on the shipping document, Emergency Response form and waybill. This information is also shown on enhanced train consists under the heading: "SPECIAL DANGEROUS COMMODITIES ON TRAIN".
- 7.2 This information is intended to alert all concerned that a Special Commodity is being handled and that Canadian Transport Commission Regulations relating to train inspections and maximum authorized speeds apply.
- 7.3 Timetable footnotes will advise at what points train inspections must be made and the maximum authorized speeds through populated areas.
- 7.4 Inspection at designated points must be made by a hot box and dragging equipment detector. If not so inspected, a train or terminal transfer carrying one or more full carloads, trailerloads or containerloads of SPECIAL dangerous commodities must, within one mile of mileage shown by subdivision footnote at which this instruction applies, arrange a pull-by or standing inspection from the front of the train to, and including, the second car

behind the last full carload, trailerload or containerload of a SPECIAL dangerous commodity.

## **8.0 Emergency Information and Procedures**

### **8.1 Crew Responsibility**

- a) Protect train in accordance with U.C.O.R. and/or Special Instructions.
- b) Rescue injured and remove to a safe place if it can be done safely. Apply first aid or secure medical assistance.
- c) Keep public well away from the scene. If necessary secure help from police forces.
- d) Keep all open flames, cigarettes, pipes, etc., away from the accident scene. If fire is present use extreme care.
- e) Avoid unnecessary exposure to smoke or fumes.
- f) If necessary to approach cars containing dangerous commodities do so from upwind and from as high a level as possible.
- g) If engine is not directly involved in the accident, the train should be cut as close as safely possible and cars removed a safe distance.
- h) A member of the train crew will actively seek to contact the public security official on his arrival at the scene and on making contact should make available for examination by that official the following:
  - 1. The shipping document and waybill.
  - 2. Train consist.
  - 3. Emergency Response Forms.

ALL DOCUMENTS MUST BE RETAINED IN THE POSSESSION OF THE TRAIN CREW OR RESPONSIBLE CP RAIL OFFICER.

IT IS IMPORTANT THAT THE PUBLIC SECURITY FORCES BE INFORMED AS QUICKLY AS



POSSIBLE ABOUT THE DANGEROUS  
GOODS THAT MAY BE INVOLVED.

- i) Train crews must notify train dispatcher as quickly as possible and provide the following information:
1. Number of cars involved and condition,
  2. Location (Subdivision and mileage),
  3. Car initials and numbers,
  4. Shipping names and classifications of the dangerous goods (must be spelled out to the dispatcher),
  5. "49" Series Standard Transportation Commodity Code Number from the waybill or consist,
  6. Product Identification Number (PIN, UN or NA),
  7. Shipper and origin,
  8. Consignee and destination,
  9. When listed on the shipping document, the Emergency Response Plan (ERP) number and the telephone number indicated to activate it, and
  10. The 24 hour emergency telephone number.

The above information to be obtained from the shipping document, Emergency Response Form or waybill.

Billing information on an empty tank car which is described as last containing a dangerous commodity must also be given to the dispatcher because of the potential hazard of the residue.

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Position in Freight Train of Cars Containing Dangerous Goods

Placards	1	Canada to/from United States	2	3	4	5	Must NOT be placed next to				Cars in Placard Groups			
							6	7	8	9	10	11	12	
Canada			Any Car	●	●	●	●	● (a)	●		●	●	●	
			Any Car	●	●	●	●	● (a)	●		●	●	●	
			Tank Car & Cargo Tank	● (b)	● (b)	● (b)	● (b)	● (a) (c)	●	●	●	●	●	
			Other Than Tank Car							●	●		●	
			Any Car	●	●	●				●	●	●	●	
			Tank Car				● (b)							
Footnotes: (a) Except trailer or flat car, container on flat car, 11' level and 11' level cars, cars specially equipped with tie-down devices for handling vehicles (b) Except when train consists only of placarded tank cars (c) Except: packaged lumber on bulkhead flat car Flat cars equipped with permanent end bulkheads are considered same as open top cars Tank cars placarded Flammable Gas 2 must be separated in a train from tank car shipments of chlorine, anhydrous ammonia and sulphur Excludes by at least five cars			6	Any Car			No Marshalling Restrictions				Office of Chief of Transportation November 1978			

**Footnotes**  
 (a) Except trailer-on flat car, container on flat car, in level and bi-level cars, cars specially equipped with tie-down devices for handling vehicles  
 (b) Except when train consists only of placarded tank cars  
 (c) Except packaged lumber on bulkhead flat car  
 Flat cars equipped with permanent end bulk heads are considered same as open top cars  
 Tank cars placarded Flammable Gas 2 must be separated in a train from tank car shipments of chlorine, anhydrous ammonia and sulfur dioxide by at least five cars

# Placard Chart

Canada to/from  
United States



Canada	Explosive 1.1	Explosive 1.2	Explosive 1.3	Explosive 1.4	Explosive 1.5	
			</			