

Union Pacific Railroad Company

Northwestern District



MOUNT HOOD RAILWAY

**EFFECTIVE FEBRUARY 1, 1981
AT 12:01 A.M. PACIFIC TIME**



Make
Your Move
Safely

**TIMETABLE AND SPECIAL
INSTRUCTIONS NO. 2**

FOR EMPLOYEES ONLY

F. BEALER, General Manager Albina, OR
P. C. Wyatt, Asst. Supt. Albina, OR
G. R. Marshall, Trainmaster Hinkle, OR
B. D. Nebeker, Manager Hood River, OR
C. D. Rhodig, Roadfrmn/Asst. Trnmstr. Albina, OR
D. L. Monson, Chief Engineer Albina, OR
G. D. Altenburg, General Rdmstr. Albina, OR
J. L. Slane, Manager of Safety Albina, OR
L. L. McCormick, Chief Dispatcher Albina, OR
R. L. Warner, Mech. Supt. West Albina, OR
D. K. Bies, Gen. Supt. of Transp. Portland, OR

SYMBOLS AND ABBREVIATIONS

Rule 6(A)

The following letters in timetable, placed in column with station name, indicate:

D—Day operator R—Train register
N—Night operator YL—Yard limits

Rule 6(B)

The following letters, placed in column provided in the timetable, indicate:

A—Automatic interlocking T—Turntable
F—Fueling station X—Cross-over
I—Manual interlocking Y—Wye
P—Dispatcher's telephone

WESTWARD TIMETABLE NO. 2 EASTWARD

Station Numbers	Length of Sidings	Stations	Mile Post	Rule 6(B)
1	5070	Hood River - YL, DR	0.0	P
		2.9		
	1430	Switchback - YL	2.9	
		2.7		
10	1236	Pinegrove - YL	5.6	
	1299	1.8		
20	1087	Lenz - YL		
		1.1		
20	911-E	Odell - YL	8.5	
		6.8		
40	760	Dee - YL	15.3	
	1247	5.8		
55	948	Parkdale - YL	21.1	

Yard Limits are continuous from Hood River to Parkdale (end of track).

SPEED RESTRICTIONS

LOCATION	MPH
MAXIMUM SPEED	20
Between Mile Posts 0.0 and 1.8	15
1.8 and 2.1	10
2.8 and 3.7	10
3.7 and 5.6	15
7.6 and 7.8	15
10.7 and 11.1	15
12.9 and 13.1	15
15.3 and 16.2	10
16.2 and end of track	15

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1'10"	51.4	2'	30.
1'11"	50.7	2'15"	26.6
1'12"	50.	2'30"	24.
1'15"	48.	2'45"	21.8
1'20"	45.	3'	20.
1'25"	42.3	2'30"	17.1
1'30"	40.	4'	15.
1'35"	37.9	5'	12.
1'40"	36.	6'	10.
1'45"	34.3	7'	8.6
1'50"	32.7	8'	7.5
1'55"	31.3	10'	6.

SPECIAL INSTRUCTIONS

The Mount Hood Railway will operate in accordance with operating rules as outlined in Union Pacific Railroad Company, Eastern and South-Central Districts and Idaho Division Operating Rules, effective May 1, 1972.

The following rules are also in effect on Mount Hood Railway for employees whose duties are affected:

"Union Pacific Railroad Company and Spokane International Railroad Company, Maintenance of Way and Signal Rules, effective May 1, 1972."

Form 7160. "Union Pacific Railroad Company Freight Car Safety Inspection Standards, effective May 31, 1974."

Form 7170. "Union Pacific Railroad Company-Spokane International Railroad Company, Rules and Instructions Governing Operation of Air Brakes, Communicating Signal System, Electric headlights, Heating, Air Conditioning, Water Systems and Lighting."

Form 7908. "Union Pacific Railroad Rules Governing Duties and Department of Employee's Safety Instructions and Use of Radio."

2(A) Operating Rule 2 is not in effect on the Mount Hood Railway.

ENGINE WHISTLE SIGNALS

14(R) In addition to locations listed in Union Pacific Operating Rule 14(I), engine whistle must be sounded and bell rung approaching private crossings when view of crossing is obscured, or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing.

26(R-1). Workmen may not work on, under or between rolling equipment on any track unless:

- (1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or
- (2) A derail capable of restricting access to the portion of track where work will be performed is locked in derailing position with an effective locking device, and:
 - Positioned at least 150 feet from the rolling equipment to be protected; or
 - Positioned at least 50 feet from the end of an engine on an engine servicing track where speed does not exceed 5 MPH.

A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or by a workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

BLUE SIGNAL PROTECTION OF WORKMAN

As used in Special Rule 26(R), 26(R-1), 26(R-2), 26(R-3) and 26(R-4) following definitions apply:

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling Equipment" means engines and railroad cars.

"Blue Signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night: blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by craft or group of employees applying that lock.

26(R). A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

SWITCH LIGHTS

27(RNW). Switch lights will not be used on branch lines. Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

CALLING SIGNALS

34(R). Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner, the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the operating compartment of the engine maintain a constant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine including operating the emergency valve.

YARD LIMITS

93(R-1). Union Pacific Operating Rule 93 is revised as follows:

Yard limits will be designated in timetable and the yard limits indicated by "Yard Limit" signs.

Within yard limits the main track may be used without authority conferred by timetable, train order or clearance.

Within yard limits all trains and engines must move prepared to stop short of train, engine or cars and prepared to stop within one-half the range of vision but not exceeding 20 MPH except when main track is known to be clear by block signal indication.

SWITCHES AND DERAILS

104(L). Switches and Derails. Main track derails are located at the following points:

Milepost 7.4 and Milepost 20.75.

104(M). If cars are left on tail of switch-back, milepost 2.9 switch must be left lined for ascending grade towards Parkdale.

FIREARMS

701(R). UP Rule 701(E) and Consolidated Code Rule 708 are changed to read as follows:

Employees are prohibited from having loaded or unloaded firearms in their possession while on duty or on Company property, except those employees authorized to do so in the performance of their duties or those given special permission by the Superintendent.

HANDLING HAZARDOUS MATERIAL

713(R-1). Referring to UP Rule 713 and Consolidated Code Rule 729, when switching or handling cars containing explosives or other hazardous materials, Section 174.589 of DOT Hazardous Materials regulations must be complied with. Placards outlining these regulations are posted in Yard Offices, Yardmaster Offices and in UP cabooses.

713(R-2). The following excerpts from Department of Transportation regulations govern handling of hazardous materials.

DEFINITION

For the purpose of DOT regulations the definition of a train is: "One or more engines with one or more cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a rail yard for the purpose of making up or breaking up trains."

POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVE AND OTHER HAZARDOUS MATERIALS

Cars must be positioned in freight and mixed trains as indicated in chart printed on inside back cover of timetable titled "Position in Train of Cars Containing Explosives and Other Hazardous Commodities".

SWITCHING OPERATIONS — SPECIAL HANDLING

Cars must be switched as indicated on chart "Switching Special Handling," effective January 1, 1977.

The following cars must not be cut off while in motion or coupled into with more force than is necessary to complete the coupling. Also, no car or cars moving under their own momentum must be allowed to strike any of the following placarded cars:

- (1) Cars placarded "EXPLOSIVES A".
- (2) Cars placarded "POISON GAS".
- (3) Loaded tank cars placarded "FLAMMABLE GAS". (In D.O.T. 112A-114A Tank Cars)
- (4) Placarded flat cars or flat cars carrying placarded trailers or freight containers.

In switching, a car placarded "EXPLOSIVES A" must be separated from the engine by at least one non-placarded car. The doors must be closed and securely fastened and the lading securely braced before it is moved.

While in a yard, on a siding or on a side track, cars placarded "EXPLOSIVES A" must be placed so that they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing or passenger station except for loading.

In switching operations where the use of hand brakes is necessary, a loaded placarded tank car, or a cut of cars which includes a loaded placarded tank car, must not be cut off until the preceding car or cars have cleared the track. The cut of cars containing the loaded placarded tank car must clear the lead track before other cars are allowed to follow.

In switching operations where hand breaks are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a cut of cars containing a placarded car, has its hand brakes in proper working condition before it is cut off.

INSPECTION:

Each loaded placarded car received in interchange or accepted at origin point must be inspected to see that the car is not leaking, and the air and hand brakes, journal boxes and trucks are in proper condition for service.

At any point where train is required to be inspected, each loaded placarded rail car and each car immediately adjacent thereto must be inspected. These cars may continue in transit only when the inspection indicated that the cars are in a safe condition for transportation.

Cars placarded "EXPLOSIVES A" must be visually inspected externally before accepting at interchange. If the car shows evidence of, or if there is any reason to suspect the car has received rough treatment, the lading must be inspected and put into proper condition before the car is allowed to proceed.

Empty placarded tank cars must have all manhole (dome) covers, all outlet valve caps or plugs, or other openings securely in their proper place, except that heater coil inlet and outlet pipes must be left open for drainage.

DOCUMENTS REQUIRED FOR TRAIN SERVICE:

A member of the crew must have:

- (1) A waybill or document used in lieu of a waybill for each placarded rail car in his train.
- (2) A document (train consist) indicating the position in train of each loaded placarded rail car, except when such cars are added or car position is changed by the train crew.

At locations where trains are made up by other than the train crew accompanying the outbound movement, the train and engine crew must receive notice showing the location in train of each rail car placarded "EXPLOSIVES A" or "POISON GAS". At crew-changing points, the notice must be transferred to the relieving crew.

DOCUMENTS REQUIRED FOR INITIAL MOVEMENT OF PLACARDED CARS:

When crews are picking up placarded cars loaded with hazardous materials, a member of the crew must have or obtain a switch list, switch order, waybill or some other document which includes the shipping name, hazard class, total quantity (by volume, weight or as appropriate), and placard notation for each carload of hazardous materials received. The shipper may provide the crew with the required document, which may be a copy of the bill of lading or switch order, when this occurs, this document must include the shipper's certification unless a certified bill of lading has already been delivered to the railroad.

PLACARDS:

Rail cars containing hazardous materials may not be accepted for transportation unless placard notations as indicated on shipping papers and corresponding placards are affixed.

Empty tank cars previously containing hazardous materials (except combustibles) require "EMPTY" placards corresponding with the load placard, unless the car has been sufficiently cleaned to remove residue or vapors.

CABOOSES

714(R-1). At points where freezing temperatures occur, stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714(R-2). Doors and windows of cabooses must be locked at all times when caboose is unattended at terminals or enroute.

714(R-3). Employees seated in caboose cupola or at conductor's desk must use seat belts and restricting harness when caboose is so equipped.

INSPECTION OF TRAINS

715(R-1). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employees.

715(R-2). On trains provided with bay window type cabooses, trainmen may remain in bay when passing depots and towers.

Employees must not remain in bay on side next to an adjacent track when meeting or passing another train on that track.

Inspection of such train must be made from rear platform of caboose.

ACCIDENTS

716(R). In the event of an oil or hazardous material spill from any source that will contaminate the ground or a waterway, it is the responsibility of the employee who discovers the spill to immediately notify the Chief Dispatcher, advising him of the location of spill, amount spilled, material spilled, and distance to nearest public waters, and any other information that may be pertinent.

If possible, the spillage must be stopped as quickly as possible, exercising necessary safety precautions.

716(R-1). Whenever there is a derailment or fire involving or affecting hazardous materials, the conductor must notify dispatcher's office by the quickest means of communication, advising:

- a. the nature and circumstances of the incident;
- b. car number, commodity, location in train and the manner in which the car or cars containing the hazardous material(s) is involved or affected; and
- c. whether emergency services should be requested.

SPOTTING CARS

734(R). Bulkhead flat cars with longitudinal center beam (or partition) extending entire length of car must be spotted on tracks where they can be loaded or unloaded on both sides and after being spotted, cars must not be moved until they are completely loaded or unloaded. The following are among cars of this type in service:

UP 217000 through 217075
BN 615750 through 615849
BN 624100 through 624299
MILW 63000 through 63099

MAINTENANCE OF WAY PROTECTION

757(R). Foremen or others in charge of employees working on or about the tracks must instruct their men to be alert, watchful, and to keep out of danger and must take necessary precautions to see that men working under their supervision receive warning of approaching trains in time to reach a place of safety.

If an employee, located at the point where men are working on or about tracks, is assigned the sole duty of warning workmen when trains are approaching, such employee must maintain a continuous watch for trains and for any signals from other employees indicating a train's approach and must not perform any other function without first notifying all men working at that location. When so notified, all workmen must immediately move clear of tracks and remain clear of tracks until the employee resumes his assignment, unless another employee is designated to take his place.

RESTRICTED CARS

800(R). When conductor takes charge of train, he must determine if any cars or units are restricted as to speed and promptly advise engineer and dispatcher of any such speed restriction.

SWITCHING CARS

804(R-1). Caboose, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

804(R-2). Any movement into spur tracks, inside buildings and at end of spur which ends at buildings or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

804(R-3). When placing cars at rail trailer facilities or auto ramps, cars must be coupled and sufficient hand brakes must be applied on cars on both ends of track to prevent movement.

804(R-4). When road engines are to be coupled to a train, whether in a yard or on line, the movement must be stopped 150 feet from the train and further movement must be preceded by a member of the crew when it can be safely done.

804(R-5). On tracks equipped with Rabbit System Car Puller, all movements on track must be made in normal line of direction. At loading facilities equipped with car puller look out for cable lying along track, and cars must not be moved if cable is attached to car.

804(R-6). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling.

These cars must be handled with air brakes cut in and operative.

INSPECTION OF TRAINS

811(R-1). In addition to making inspection of train as often as practicable as per UP Rule 811, when visibility does not permit close observation of train, or when, for any reason in judgement of conductor or engineer, additional inspection of train is necessary, such inspection must be made.

811(R-2). When picking up cars which have been set out for storage, trainmen will make walking inspection of cars to know journal brasses have not been removed. Roll-by inspection must be made when cars are being placed in train. After cars are in train, close inspection must be made enroute for hot journals and brakes sticking.

871(R-2). Diesel locomotives left standing for a period of four or more hours shall be shut down. This will apply any time the outside temperature is 40 degrees or above. This includes all units which are set out on line, local units, and units used within yards which will not be used within yards which will not be used within this time restriction.

INSPECTION OF CARS

858 (R). A car set out on line in defective condition must not be moved until inspected by a qualified inspector.

When the inspector has inspected the defective car and determined it is safe to move, he will attach two bad order cards to each side of the car.

The cards will bear the notation MOVEMENT RESTRICTIONS, stating defect, shop car will move to, and movement restrictions, including miles per hour restriction, if necessary to handle on rear end only, and any other applicable restrictions.

The train dispatcher will be notified when car is ready for movement and given precise information as to the movement restrictions applied to the car.

If the conductor in charge of the train in which the defective car is to move does not receive prior written information relative to movement restrictions applicable to the car, then he must remove one of the bad order cards from the car so that he will have written information relative to the restrictions. In either case, the conductor must inform all other crew members of the presence of the defective car in the train and of all restrictions applying to the car.

CLOSE CLEARANCES

900(R). There are close side clearances for personnel riding cars or locomotives along main track at Milepost 0.40 (Bridge). Additional close clearances may be expected at platforms, buildings and other structures along any side, industry or other track.

AIR BRAKE RULES

1001(R). Before moving an engine in engine house or from spot track, it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made, and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

At locations where units are cut into or out of an engine consist, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

The following additional rules and instructions also apply to movement of light engines, particularly around engine houses and servicing facilities:

1. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
2. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce engine speed to idle.

1005(R). That part of Air Brake Rule 1005 regarding compressor governors is changed as follows:

Compressor governor—Road and switch locomotives—
Maintain reservoir pressure:

Low pressure	120 pounds
High pressure	130 pounds

1011(R). Cut-out cocks to safety control feature and to overspeed control removed from all locomotives. Exception: Safety control cut-out cocks have not been removed from remote RCS units.

1039(R). Some Union Pacific GP-9 class units and certain foreign line units are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with these GP-9 units or with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, arrange to keep locomotive brakes released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

RETAINING VALVES

1042(R-1). The following will govern the use of retaining valves:

When, in the judgment of the conductor or engineer the use of retaining valves is necessary to control the train properly, retaining valves must be used at any point.

Unless otherwise specified, when use of retaining valves is required, they must be used on all cars in train, with retaining valves on all loads in heavy holding position.

1042(R). Trains being handled on descending grades from Parkdale to Dee and from Pinegrove to switch-back must have retaining valves placed in heavy holding positions on all cars in train.

NOTES

PRESSURE MAINTAINING BRAKING

1043(R). In territory where pressure maintaining braking is being used for extended periods, brake valve cut-off valve may be placed in Passenger position. Position of brake valve cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position, extreme care must be used, as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

MECHANICAL INSTRUCTIONS

1090(R-2). If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine should be isolated, then restored to power.

Proper report must be made.

1090(R-3). Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on work report.

1090(R-4). A locomotive must not be operated at speeds in excess of that prescribed for the unit having the lowest maximum speed as shown on chart in unit.

When applying continuous or short-time rating as shown on the chart, the unit consist must not be operated lower than the highest minimum speed for any unit and unit consist must not be operated higher than the lowest amperage for any unit.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short time ratings are not continuous; that is, a unit cannot be operated for 15 minutes at the ¼ hour rating, then for 30 minutes at the ½ hour rating, etc.

If unable to proceed with the limits prescribed, train must be stopped, and facts reported to train dispatcher, who will instruct as to reducing tonnage or providing additional power.

APPENDIX 1 — POSITION IN TRAIN OF PLACARDED

1	PLACARD APPLIED ON CAR	EXPLOSIVES A	POISON GAS
2	TYPE OF CAR	ANY CAR carrying tanks or containers	TANK CAR OTHER THAN TANK CAR

RESTRICTIONS

3	When Train Length Permits	Must not be nearer than 6th car from engine, occupied caboose or passenger car	X	X		
4	When Train Length Does Not Permit	Must be near middle of train but not nearer than 2nd car from engine or occupied caboose	X	X		

MUST NOT BE PLACED NEXT TO

5	Loaded flat car. A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.	X ^①	X	X		
6	An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends	X	X	X		
7	ENGINE	X	X	X	X	
8	Except as provided in lines 9 and 10, a car occupied by any person or a passenger car or combination car that may be occupied.	X ^③	X ^③	X ^③	X	
9	OCCUPIED CABOOSE	X ^③	X ^③	X ^③	X	
10	OCCUPIED GUARD CAR	X ^③	X ^③	X ^③		
11	UNDEVELOPED FILM				X	
12	A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation.	X	X	X		
13	A car containing lighted heaters, stoves, or lanterns.	X	X	X		
14	EXPLOSIVES A		X	X	X	
15	POISON GAS	X			X	
16	Loaded placarded car, other than a car placarded with the same placard or the "COMBUSTIBLE" placard.	X	X	X	X	
17	RADIOACTIVE	X	X	X		

UNION PACIFIC RAILROAD RULE

18	Tank cars of Phosphorus placarded "FLAMMABLE SOLID."	X	X	X	X	
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CARS CONTAINING HAZARDOUS MATERIALS

POISON GAS	RADIOACTIVE	Any Placarded Tank Car Other Than POISON GAS or PHOSPHORUS	Other Than Placarded Tank Car EXCEPT "POISON GAS" or "COMBUSTIBLE"	PLACARDED EMPTY	COMBUSTIBLE	COMBUSTIBLE	FLAMMABLE SOLID (Containing Phosphorus)
ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	TANK CAR	TANK CAR	
X					X		
X					X		
X ^②					X		
X					X		
X		X			X		
X	X ^④	X			X		
X		X			X		
X					X		
X					X		
X	X				X ^⑤		
X	X				X ^⑤		
					X ^⑤		
X	X				X ^⑤		
X	X				X ^⑤		

FOOTNOTES:

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps.

- Determine type of placard applied to car.
- Determine type of car to which placard is applied.
- Read across to determine correct placement.
- See footnotes for explanation.

① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

④ Applies only in mixed train service.

⑤ UNION PACIFIC RAILROAD SPECIAL RULES:

Tank cars containing phosphorus placarded "FLAMMABLE SOLID" must be separated from each other and from any other loaded placarded car except one placarded "COMBUSTIBLE" in the train by 15 cars.