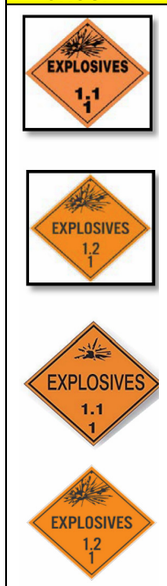
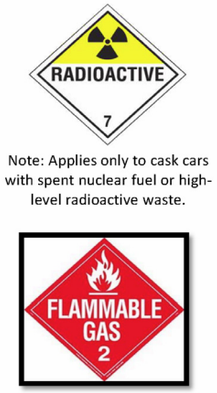
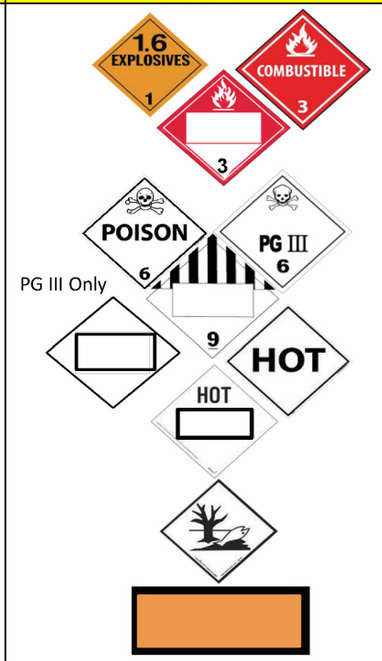
SWITCHING CHART

GROUP A	GROUP B		GROUP C	GROUP D	GROUP E		GROUP F
							
Any Car	Loaded Tank Car	Other Loaded Car	Any Loaded Car	Any Car	Loaded Tank Car	Other Loaded Car	Any Car
X							
X		X**	X	X		X**	
					X		
	X				X		

HOW TO USE THIS CHART

A. Select the applicable column and row of the Switching Chart. To do so:

1) Identify the placards and/or markings applied to the car, either from information on the shipping papers or from observation.
Note: when placards are displayed but are not required by regulation (permissive placarding), the rail car must be switched as required for the placard displayed.

2) Determined whether car is loaded or residue/empty.
Note: Residue/empty tank cars are identified on switch lists, track lists, and track inquiries with an "E" or "DE" in the appropriate field. The notation "RESIDUE: LAST CONTAINED" on the shipping papers indicates a residue/empty shipment.

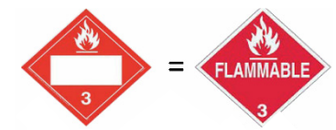
3) Identify the car type involved by observation (e.g. tank car, hopper car, gondola, etc.)

B. Find the applicable section on the chart, based on the placard or marking applied, the load/empty status, and the car type.

C. Follow the instructions associated with the placard or marking as the "X"s in the columns indicate.

EQUIVALENT PLACARDS

Cars with placards displaying 4-digit identification numbers will be handled the same as cars with word description placards.

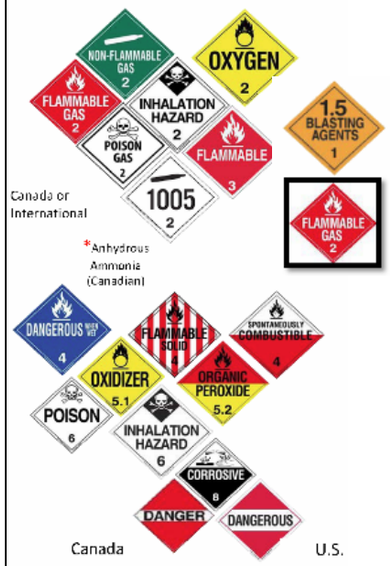
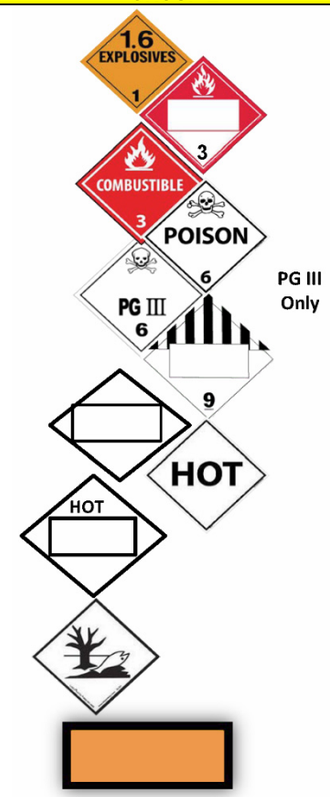


INSTRUCTIONS
1. Separate these cars from an engine by at least one non-placarded car or by one Group F placarded or marked car. – Do not place where there is any probable danger of fire (ex. switch heaters). – Do not place under bridges, under overpasses or along passenger stations.
2. These cars must not be: – Cut off in motion, – Struck by any free rolling car; or – Coupled into with more force than needed to make the coupling.
3. These cars must not be cut off in more than two car cuts. No more than two car cuts can couple into these cars.
4. When a person must ride a rail car to operate the hand brake: – Verify the hand brake is working properly. – Do not cut cars off until all preceding cars are clear of the lead. – Do not cut off any cars to follow until the lead is clear.

* Authorized only for U.S. to Canada or Canada to U.S. shipments.
** Applies only to placarded flatcars, freight containers, trailers, portable tanks, tote bins, intermodal portable tanks, or U.N. portable tanks.

NOTE: The word "toxic" can be used in place of the word "poison" on placards displayed in Group B and Group F.

POSITION-IN-TRAIN CHART

GROUP A	GROUP B			GROUP C			GROUP D	GROUP E
	Must be placed next to Explosives 1.1 or 1.2 (Special Permit DOT SP-9271) 			E.			Note: Applies only to cask cars with spent nuclear fuel or high-level radioactive waste.	
Any Car	Loaded Tank Car	Residue Tank Car	Other Loaded Car	Loaded Tank Car	Residue Tank Car	Other Loaded Car	Any Car	Any Car
X	X			X				
X	X	X		X	X		X	
X	X			X				
X	X			X				
X	X			X				
X	X		X	X		X	X	

HOW TO USE THIS CHART

A. Select the applicable column of the Position-in-Train chart. To do so:

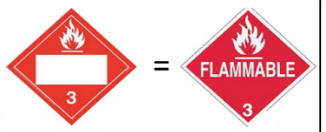
1) Identify the placards and/or markings applied to the car, either from the shipping papers or from observation.
NOTE: When placards are displayed but are not required by regulation (permissive placarding), the car must be switched as required for the placard displayed.
2) Determine whether car is loaded or residue/empty.
Note: the notation "RESIDUE: LAST CONTAINED" on the shipping papers indicates a residue/empty shipment.
3) Identify the car type involved by observation (e.g. tank car, hopper car, gondola, etc.)

B. Find the applicable section on the chart, based on the placard or marking applied, the load/empty status, and the car type.

C. Follow the instructions associated with the placard or marking as the "X's" in the columns indicate.

EQUIVALENT PLACARDS

Cars with placards displaying 4-digit identification numbers will be handled the same as cars with word description placards.



INSTRUCTIONS

1. A placarded car must not be nearer than the 6th car from the engine (working or not working and regardless of placement in train) or occupied caboose/business car. If the train does not have at least five buffer cars, then all available buffer cars must be placed between the placarded car and the engine (working or not working and regardless of placement in train). When an occupied caboose/business car is in the train, the available buffer cars must be equally divided to protect both the engine (working or not working and regardless of placement in train) and occupied caboose/business car from the hazardous material shipment.

MUST NOT BE NEXT TO

2. Engine (working or not working and regardless of placement in train), occupied caboose or business car.
3. Open top cars (including bulkhead flats), when any of the contents protrude beyond the car ends or, if shifted, would protrude beyond the car ends.
4. Loaded flat cars, except closed TOFC/COFC equipment, multi-levels, and other specially-equipped cars with tie-down devices for handling vehicles. Railroad wheels loaded on wheel car flats, in gondolas with no ends, or loaded with the axles above the top of the car.
5. Any rail cars, transport vehicles, or freight containers with temperature control equipment or internal combustion engine whether running or not. Note: Does not apply to cryogenic refrigerated equipment.
6. Any placarded car in another placarding Group, except it may be next to any residue placarded car or any car placarded or marked as in Group E.

* Authorized only for U.S. to Canada or Canada to U.S. shipments.

NOTE: The word "toxic" can be used in place of the word "poison" on placards displayed in Group B and Group E.