

# 2012 HAZMAT STUDY GUIDE RESOURCE



Jeffrey R. Ford, Engineer

Version **\*\*BETA 1.0\*\***

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# 2012 HAZMAT **\*\*BETA 1.0\*\*** STUDY GUIDE RESOURCE

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From the desk of Jeffrey R. Ford:

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**Disclaimer:** I make no guarantees that this is the definitive correct information; it is only offered as a learning tool that you may use at your own risk! When in doubt, always take the safe course: refer to official Union Pacific Railroad publications and/or Company Officer to provide the most accurate reference materials and guidance.

Please use as a reference tool; **your answers may be different!** While these answers do not completely exhaust all of the possibilities and/or interpretations of the rules, they should provide a good (and hopefully accurate) foundation in helping determine your own answers.

## How to Use This Document:

This is a user-friendly, "Living Document."

- Hovering the mouse-pointer over an underlined Rule Webpage link, will provide the option of being taken to the UPRR Website and reviewing the most up-to-date referenced rule in real time! No more wondering if you know the most recent revision of the rule. The last published update of the rule is located at the bottom of each Webpage.
- Suggested answers and information appear in *italicized text*.

This document was produced in Adobe PDF format so that you may use nearly any kind of computer operating system to read the document.

If you should discover inaccuracies, please drop me an email at: [LockHeartKey@msn.com](mailto:LockHeartKey@msn.com). While I can't promise I'll respond to each email, you can be sure that I will read your effort and constructive suggestions.

Stay safe,

Jeffrey R. Ford  
Engineer

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*Bounce the questions off your fellow brothers and sisters for their viewpoint and experiences! I've had some great discussions with my coworkers who have provided a greater understanding and application of the rules. After all, that's what it's all about: keeping ourselves and each other safe!*

*Jeffrey*

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## **HAZARDOUS MATERIALS**

1. List the documents that would be considered acceptable shipping papers.  
([Form 8620 Section II, 2. Table 3: Checking for Acceptable Shipping Papers](#)) Last U.P. update: 9/16/2008

*Any one of the following documents is acceptable as a shipping paper for a hazardous material shipment. The document must include the required shipping description entries **and** be legible and printed (manually or mechanically) in English.*

- *Railroad-produced documents.*
  - *Connecting carrier's documents.*
  - *Hand-printed document (printed, not cursive letters).*
    - *Note: This hand-printed document is **not** acceptable when pulling a hazardous material shipment at a customer's facility, interchange point, or other location; **however**, a hand-printed document is acceptable to correct a problem found during transportation.*
- Or**
- *United Parcel Service (UPS) produced document or a copy thereof.*

2. What documents are required when accepting or transporting a hazardous material shipment?  
([Form 8620 Section II, 1.: General Documentation Requirements](#)) Last U.P. update: 9/13/2008

*The following documents are required when accepting and/or transporting a hazardous material shipment by rail:*

- *Acceptable **shipping papers**;*
- *Appropriate **hazardous material response information**; and*
- *Current **position-in-train document**.*

*Notes:*

1. *This documentation provides railroad and emergency response personnel with accurate information about each hazardous material being transported, including its location in a train.*
2. *Update all documentation as soon as work assignments are completed. Be sure to keep all current hazardous material documents neat, orderly, and available on or near the train in case of an emergency or for inspection. Properly discard superseded documents to eliminate the possibility of confusing or inconsistent information.*

3. Who must have a copy of the Emergency Response Guidebook accessible while on duty when transporting hazardous materials?  
([SSI Item 7-A: Reference Documents](#)) Last U.P. update: 10/21/2011

*Conductors who transport hazardous materials must also have a copy of the current Emergency Response Guidebook (2008) readily accessible while on duty.*

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4. What is an I.E.D. and what would you do if you suspected one on a rail car?  
([Form 8620 Section III, 2.: Inspection Procedures](#)) Last U.P. update: 9/13/2008

*Answer #1: **Improvised explosive device (IED)** - is a device fabricated in an improvised manner incorporating explosives or destructive, lethal, noxious, pyrotechnic, or incendiary chemicals in its design. This device generally includes a power supply, a switch or timer, and a detonator or initiator.*

*Answer #2: Check for signs of tampering - such as suspicious items or items that do not belong, the presence of an "Improvised Explosive Device" (IED), and other signs that the security of the car may have been compromised.*

**Note:** *Where an indication of tampering or a foreign object is found, take the following actions:*

- (a) *Do not accept or move the rail car.*
- (b) *Immediately move yourself and others to a safe location away from the rail car before using radios and cell phones to make notifications.*
- (c) *For cars at a customer's facility, immediately contact local plant personnel. If local plant personnel are not available or cannot explain what you see, immediately contact the train dispatcher or the Response Management Communications Center (RMCC) at 1-888-877-7267 for instructions.*
- (d) *For cars on interchange tracks or in the yard, immediately contact the yardmaster, train dispatcher, or the RMCC at 1-888-877-7267 for instructions.*

5. You are with a crew that has a work order to pull 14 cars of radioactive material from Dirty Dirt Industry. The 2nd car in the track is not listed on their work order, what are they required to do?  
([Form 8620 Section II, 2.: Checking for Acceptable Shipping Papers](#)) Last U.P. update: 9/16/2008

*Leave the first shipment **not** listed on your work order **and all** following cars in that cut behind at the customer's facility or interchange point within a yard.*

**Note:** *This instruction does **not** apply to intraplant switching or to cars left off-spot by UPRR crews. It applies **only** to the cut of cars listed on the work order to be pulled.*

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6. What inspections are required when picking up cars with the following notation?  
([GCOR Rule 1.33: Inspection of Freight Cars](#)) Last U.P. update: 3/11/2010  
([Form 8620 Section III, 2.: Inspection Procedures](#)) Last U.P. update: 9/13/2008

FLAT YARD -DO NOT KICK

*****	1/TC
* DANGEROUS *	AMMONIA, ANHYDROUS
*****	2.2
EMERGENCY CONTACT:	UN1005
8004249300	RQ (AMMONIA)
	INHALATION HAZARD
	SHIPPER CONTACT
	CHEMTREC
	HAZMAT STCC = 4904210
FOR :BUREAU SERVIC	

*When personnel are not on duty primarily to inspect freight cars, each car placed in the train may be moved after it receives a safety inspection as follows:*

- *Cars must be checked for:*
  - *Leaning.*
  - *Sagging.*
  - *Improper position on the truck.*
  - *Objects hanging or dragging from the car or extending from the side.*
  - *Insecurely attached doors.*
  - *Broken or missing safety appliances.*
  - *Contents leaking from placarded hazardous material car.*
  - *Insecure coupling device.*
  - *Overheated wheel or journal.*
  - *Broken or cracked wheel.*
  - *Brake that fails to release.*
  - *Staff type brake not in fully raised position.*
  - *Any apparent hazard that could cause an accident*
- *Open top loads, including trailers and containers on flat cars, must be loaded safely.*
- *If width or height approaches clearance restrictions, movement must be cleared with the proper authority.*

*A freight car with any defect that makes movement unsafe must be corrected or set out of the train.*

*A freight car with three bad order tags indicating that the car is safe to move may be moved to the nearest car repair point. The conductor will remove one bad order tag from the side with two tags. The conductor will use the written information from the tag to inform other crew members of the restrictions.*

*System Special Instructions*

### **Application:**

1. *When a defect is discovered, note the type of defect on proper tag and attach a tag on each side of the car.*
2. *Open top rail equipment loaded with wood chips or bark must be covered with approved netting.*
3. *When applicable, inspections required by Hazardous Materials Instructions must be completed.*

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Question 6 continued...

### **Inspecting All Hazardous Material Shipments** (from ground level)

- (1) In addition to completing other inspection requirements in this section, make sure that the hazardous material shipment is not leaking.
  - (a) Look for leaking contents – drips, wetness, or material on the car or on the ground.
  - (b) Look for a vapor cloud.
  - (c) Listen for hissing sounds of the contents escaping.
  - (d) **Take these actions when there is any sign of leakage:**
    - (i) Follow the instructions in Section VIII - Emergency Response, pages 44-46.
    - (ii) **Do not** accept a hazardous material shipment or allow one to continue in transportation until the leak is controlled.

Note: Leaking hazardous material shipments may be moved without repair or approval, with proper railroad authority, **only** as far as necessary to reduce or eliminate the immediate threat of harm to human health, the environment, or railroad operations within a yard. If further movement of a leaking hazardous material shipment is required, a written Movement Approval must be obtained from DOT authorizing the conditions of the move.
    - (iii) When it is necessary to move a leaking hazardous material shipment, use an adequate number of buffer cars between the locomotive and the leaking car to prevent chemical exposure.
- (2) Make sure placards and markings are appropriate for the shipment and displayed correctly (see Section IV, Placards and Markings).
- (3) Before accepting a hazardous material shipment from the shipper, make sure that:
  - (a) All customer loading and unloading lines are disconnected;
  - (b) Derails, chocks, and blue flags are removed;
  - (c) All platforms are raised or are in the clear.

### **Inspecting Placarded/Marked Tank Cars** (from ground level)

In addition to completing other inspection requirements in this section, check placarded tank cars or tank cars marked with an identification number to see that:

- (1) Protective housing covers are closed;
- (2) Manway cover swing bolts are up and in place;
- (3) All valves and fittings appear to be closed and secure;
- (4) Visible plugs or caps (including bottom outlet caps) or other fittings are securely in place;

Note: When heater coil caps are provided and the shipment is a load, the heater coil caps must be applied.
- (5) Each car is equipped with “double shelf couplers” and roller bearings.

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7. Cars are being humped at Ft. Worth. What are the requirements before allowing the tank cars listed below to go over the hump?

[\(Form 8620, Section V 4.: Figure 10: Switching Chart\)](#) Last U.P. update: 12/09/2011

029 PSPX022152 LT22 129 LIVO NKPN APOISN TB028	MFWLI 25	LIVO
** DANGEROUS	**	
030 PSPX022109 LT22 129 LIVO NKPN APOISN TB028	MFWLI 25	LIVO
** DANGEROUS	**	
031 CPCX105054 LT22 131 LIVO NKPN APOISN TB028	MFWLI 25	LIVO
** DANGEROUS	**	
032 CPCX105070 LT22 131 LIVO NKPN APOISN TB028	MFWLI 25	LIVO
** DANGEROUS	**	
033 CPCX105064 LT22 131 LIVO NKPN APOISN TB028	MFWLI 25	LIVO
** DANGEROUS	**	
034 PSPX022102 LT22 129 LIVO NKPN APOISN TB028	MFWLI 25	LIVO
** DANGEROUS	**	

**When moving over a hump,**

- a. Release any loaded placarded cars (not subject to the restrictions in C of the Switching Chart) to roll free only in cuts of two cars or less.
- b. Release any rail cars to be coupled into a loaded placarded car only in cuts of two cars or less.
- c. For loaded TIH/PIH tank cars shown on a switch list as "NK," "FLAT YARD DO NOT KICK" or displaying INHALATION HAZARD placards or markings:
  - (1) Release these tank cars **only** when any preceding cars are clear of the track these cars will enter **and** the switch is lined for that track.
  - (2) Release any cars to follow into a different track or group only after these tank cars have cleared the lead and the switch is lined for the next move.

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8. A crew is flat switching at Longview Yard. What precautions must be taken when switching the loaded tank cars listed as Toxic-Inhalation Hazard (TIH) or Poison Inhalation Hazard (PIH)?

([Form 8620, Section V 4.: Figure 10: Switching Chart](#)) Last U.P. update: 12/09/2011



*Class 3 Combustible Liquid Tank Car:*

- No switching restrictions.

*Class 6 Poison Inhalation Hazard Tank Car:*

- Do not kick or hump these rail cars.
- Do not cut off these rail cars in motion.
- Do not couple into these cars with any more force than necessary to make the coupling.
- Do not allow a rail car moving under its own momentum to strike these rail cars.

*Class 2 Poison Gas Tank Car:*

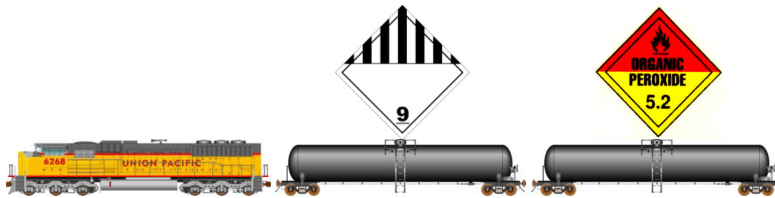
- **Except when moving over a hump**, shove to rest any loaded TIH/PIH tank cars shown on the switch list as "NK", "FLAT YARD - DO NOT KICK" or displaying INHALATION HAZARD placards or markings - do not kick these cars or cut them off in motion.

*Class 2 Poison Gas Tank Car:*

- Do not kick or hump these rail cars.
- Do not cut off these rail cars in motion.
- Do not couple into these cars with any more force than necessary to make the coupling.
- Do not allow a rail car moving under its own momentum to strike these rail cars.

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9. When making a pick up of loaded hazardous material tank cars to be placed in a train, can the two cars shown below be used as buffer cars?  
[\(Form 8620, Section VI, 3.: How to Use the Placement in Train Chart, Figure 12: Placement in Train Chart\)](#) Last U.P. update: 12/09/2011



**Ask these questions:**

1. Which placard or marking?	Miscellaneous 9	ORGANIC PEROXIDE 5.2
2. Loaded or empty?	Loaded	Loaded
3. What type of car?	Tank	Tank
4. What color and column?	Green "A"	Purple "D"

Based on the answers to these four questions, the first car, "[Miscellaneous] 9" loaded, tank car, green "A", may be used as a buffer car. The second car, "ORGANIC PEROXIDE 5.2", loaded, tank car, purple "D", may not be used as a buffer car as it does not meet the requirements of the Placement in Train Chart, Column "D", Restriction 2.

If the train does have other buffer cars, place buffer cars in front of the "ORGANIC PEROXIDE 5.2", loaded, tank car, purple "D", to create a minimum of five buffer cars between the locomotive and the "ORGANIC PEROXIDE 5.2", loaded, tank car, purple "D".

However, if the train does not have at least five buffer cars to place behind the engine, the available buffer cars must be placed to protect the engine (working or not), provided all of the cars in the resulting train, comply with the Placement in Train Chart.

10. The loaded tank car and mechanical refrigerated car shown below are next to each other in the middle of an 80 car manifest train. Would these cars meet train placement requirements? Explain fully, why or why not.  
[\(Form 8620, Section VI, Form 8620, Section VI, 3.: How to Use the Placement in Train Chart, Figure 12: Placement in Train Chart\)](#) Last U.P. update: 12/09/2011



Mechanical refrigerator car in Protective Service

**Ask these questions:**

1. Which placard or marking?	INHALATION HAZARD 2	[none] [none]
2. Loaded or empty?	Loaded	Loaded
3. What type of car?	Tank	Box
4. What color and column?	Purple "D"	[none]

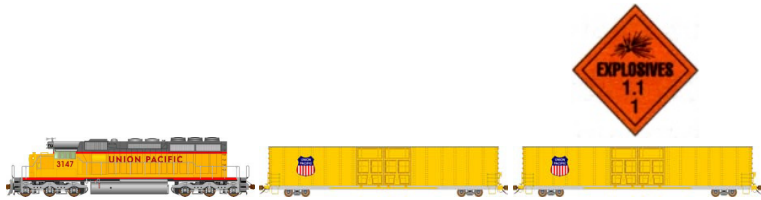
No. The "INHALATION HAZARD 2", loaded, tank car, purple "D", does not meet the requirements of the Placement in Train Chart, Column "D", Restriction 6. This mechanical reefer box car has an internal combustion engine operating in Protective Service.

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11. Could a switch crew couple the locomotive to the cut of cars diagrammed below? In a switching operation, would they have to shove them to rest or could they kick this cut?

([Form 8620, Section V 4.: How to Use the Switching Chart, Figure 10 Switching Chart](#)) Last U.P. update: 12/09/2011



*Answer #1: Yes. The crew may couple the locomotive to this cut of cars.*

- *Separate this rail car from an engine by at least one buffer car, either
  - A non-placarded rail car; or
  - A rail car with a placard or marking shown in Column A.*

*Answer #2: The crew is required to shove the cut to rest.*

*Follow these restrictions:*

- *Do not kick or hump these rail cars.*
- *Do not cut off these rail cars in motion.*
- *Do not couple into these cars with any more force than necessary to make the coupling.*
- *Do not allow a rail car moving under its own momentum to strike these rail cars.*

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12. A train is required to pick up 3 non-placarded cars. How would they switch the cars in this train to comply with train placement requirements?  
 ([Form 8620, Section VI, 3.: How to Use the Placement in Train Chart, Figure 12: Placement in Train Chart](#)) Last U.P. update: 12/09/2011



Ask these questions:

1. Which placard or marking?	EXPLOSIVES 1.6*	INHALATION HAZARD 6	FLAMMABLE LIQUID* 3, 1197
2. Loaded or empty?	Loaded	Loaded	Loaded
3. What type of car?	Box	Tank	TOFC
4. What color and column?	Green "A"	Blue "F"	Purple "B"

**\*IMPORTANT NOTES!:**

The first placard in the train is not a properly colored placard, which makes this an invalid displayed placard.



The correct color format should look like this for a "DIVISION 1.6 EXPLOSIVES 1":

The last placard in the train most closely resembles a "COMBUSTIBLE LIQUID 3" placard but is not properly colored which makes this an invalid displayed placard.



The correct color format should look like this for a "COMBUSTIBLE LIQUID 3" commodity:

To further complicate matters, the identification number (4-digit ID) comes back as a "**FLAMMABLE LIQUID 3**" product; not a "COMBUSTIBLE LIQUID 3" product. If the commodity is in fact, "**1197**", then the correct placard should



look like this for a "**FLAMMABLE LIQUID 3**" commodity:

This placard is found in the purple "B" group, which has an impact upon the Placement in Train configuration.

The first thing to do is to confirm the contents of the hazmat and then have the correct placards applied to the containers. Hazardous material shipments, whether loaded or residue/empty, must **not** be accepted for transportation or transported unless they are properly placarded and marked. Not all hazardous material shipments require placards.

If the hazmat is in fact, a "**FLAMMABLE LIQUID 3**", loaded, TOFC, purple "B", then to comply with train placement requirements, switch the "INHALATION HAZARD 6", loaded, tank, blue "F" to the end of the drag. The remaining two hazmat cars and the three non-placarded cars are placed behind the locomotive in any order, as long as the "FLAMMABLE LIQUID 3", loaded, TOFC, purple "B" is **NOT** placed next to the "INHALATION HAZARD 6", loaded, tank, blue "F". This lineup will comply with all of the restrictions as noted in the Placement in Train Chart.

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13. Will the car placement shown below meet the Placement in Train requirements? Explain why or why not.  
**(Form 8620, Section VI, 3.: How to Use the Placement in Train Chart, Figure 12: Placement in Train Chart)** Last U.P. update: 12/09/2011



Ask these questions:

1. Which placard or marking?	<b>BLASTING AGENTS 1.5</b> 1	<b>EXPLOSIVES 1.2</b> 1	<b>SPONTANEOUSLY COMBUSTIBLE</b> 4	(none)	<b>FLAMMABLE GAS</b> 2
2. Loaded or empty?	Loaded	Loaded	Loaded	Loaded	Loaded
3. What type of car?	TOFC	COFC	Tank	Gon	Box
4. What color and column?	Purple "B"	Red "G"	Purple "D"	(none)	Purple "B"

**No.** The car placement as shown above does not meet the Placement in Train requirements.

The first car can't be next to the second car. Restriction 1: Do not place a placarded car next to any loaded rail car displaying a placard found in the columns with color indicated by the squares.

The second car can't be next to the third car. Restriction 1: Do not place a placarded car next to any loaded rail car displaying a placard found in the columns with color indicated by the squares.

The third car can't be next to the fourth car. Restriction 5: Do not place a placarded car next to a loaded bulkhead flatcar or open top car when any of the lading protrudes beyond the car ends or, if shifted, would protrude beyond the car ends.

The three cars that qualify as buffer cars can be rearranged to protect the engine, but the remaining two cars are not compatible next to each other.

There is not a way to rearrange these cars to meet the Placement in Train requirements.

14. What is RMCC's phone number?  
**(Security Awareness Video)**

1-888-877-7267 is the RMCC's phone number.  
 1-888-UPR-RCOP

15. What do IEDs look like?  
**(Security Awareness Video)**

**Improvised explosive device (IED)** - is a device fabricated in an improvised manner incorporating explosives or destructive, lethal, noxious, pyrotechnic, or incendiary chemicals in its design. This device generally includes a power supply, a switch or timer, and a detonator or initiator.

Bottom line is that an IED can be manufactured to look like any ordinary item. Be vigilant!

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16. If you suspect someone acting suspicious, what would be things to remember when reporting?  
(Security Awareness Video, PB-20950)

*If possible and if safe to do so, take note of specific information regarding location, physical description of involved parties, direction of movement, vehicles involved and actual use of threat of a weapon. Consider the possibility of additional associates of the attackers in the area. Note the person's gender, race, approximate age, height, weight, hair color, and clothing from head to toe.*

17. Can the ground inspection for a Rail Security Material pick-up be done from a moving vehicle?  
(Security Awareness Video)

(Form 8620, Section III, 2.: Inspection Procedures) Last U.P. update: 9/13/2008

*No. The required inspection procedure makes no provision for the use of a moving vehicle.*

18. You have a Hazmat car on your work-order. How many placards are required on the car?  
(Form 8620, Section IV, 2.: Placard Requirements) Last U.P. update: 9/19/2008

*Each rail car, freight container, trailer, transport vehicle, or bulk packaging containing a hazardous material must be placarded on each side and each end; a total of four placards.*

19. Do you use the switching chart when making setouts?

(Form 8620, Section V, 3.: When to Use the Switching Chart) Last U.P. update: 9/14/2008

*Yes. Refer to the Switching Chart:*

- a. when moving a placarded hazardous material shipment in a yard to place it in a train or on a classification, repair, or storage track;*
- b. when making pickups or setouts of a placarded hazardous material shipment at a customer's facility, interchange point, or other setout point.*

20. When do you use the placement in train chart?

(Form 8620, Section VI, 2.: When to Use the Placement in Train Chart) Last U.P. update: 9/14/2008

*Use the chart to make sure hazardous material train placement is correct:*

- a. before a train departs the initial terminal;*
- b. before a train departs a location where pickups and setouts were made en route;*
- c. when delivering cars to or picking cars up at interchange tracks owned and operated by another railroad.*

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21. Your “Key Train” is going to run over a foreign railroad. Define a “Key Train” and describe what is required before going on that foreign territory?

[\(Form 8620, Section VII, 2.: Operating Key Trains\)](#) Last U.P. update: 4/5/2010

*Answer #1: A "Key Train" is any train that meets one or more of the following conditions:*

(1) One (1) or more car loads of:

- a) Spent nuclear fuel (SNF) or high level radioactive waste (HLRW) moving under the following Hazardous Materials Response Codes - 4929142, 4929143, 4929144, and 4929147;  
Or
- b) Hazardous material shipments that require the phrase "Poison/Toxic-Inhalation Hazard" (PIH or TIH) (Hazard Zone A, B, C, or D) on the shipping papers;  
Or
- c) Shipments of anhydrous ammonia (Identification Number 1005) listed as "Inhalation Hazard" on the shipping papers.  
Or

(2) Twenty (20) or more car loads or intermodal portable tank loads of hazardous materials.

**Exception:** Do not count shipments carrying mixed loads of hazardous materials (MXHAZD) in box cars, trailers, or containers when determining key train status.

*Answer #2: When operating a Key Train or a train transporting one or more PIH/TIH shipments on a foreign road, the crew operating the train must notify the foreign road's Train Dispatcher that their train is a Key Train as defined by UPRR's **Instructions for Handling Hazardous Materials** or is a train transporting one or more PIH/TIH shipments.*

**Note:** This notification must occur at the earliest opportunity, unless relieved of the requirement to do so by the UPRR Train Dispatcher.

22. When may a DP locomotive be attached next to a placarded car?

[\(Form 8620, Section VII, 3.: Helper Units\)](#) Last U.P. update: 9/14/2008

- a. A train with distributed power (DP) or a manned helper must comply with Restriction 2 on Figure 12: Placement In Train Chart.
- b. In an emergency, a train with a placarded rail car on the rear of the train may be helped as long as one buffer car is placed between the placarded rail car and the helper unit.

**Note:** A buffer car is not required if the placarded rail car on the rear is from one of the following columns in Figure 12: Placement in Train Chart.

- (1) Column A,
- (2) Column B,
- (3) Column F and is “other than a tank car.”

23. What happens to your planned pick up of a Rail Security-Sensitive Material if no one is at the plant?

[\(Form 8620, Section I, 6.: Making and Documenting a Positive Hand-off of Rail Security-Sensitive Materials \(RSSM\)\)](#) Last U.P. update: 3/23/2010

*If the representative of the shipper/receiver is not present or refuses to provide the required information,*

- (1) notify the train dispatcher or your immediate supervisor, as appropriate;
- (2) do not pull or spot the RSSM shipment;
- (3) retain possession of the non-delivered RSSM shipment until completion of assignment;  
and
- (4) report the non-delivered shipment as work not done on the work order.

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24. Where do you go if a vapor cloud is seen back in your train?

[\(Form 8620, Section VIII, 2.: Actions to Take When a Fire or Vapor Cloud is Visible\)](#) Last U.P. update: 9/16/2008

*Take the shipping papers (including the emergency response information) and move yourself and other crew members uphill and upwind (in the direction from which the wind is blowing) at least one half mile. Stay out of ditches and low areas.*

*If necessary, move to the farthest distance recommended in:*

- a) the Evacuation Section of the emergency response information accompanying the shipping papers; or*
- b) information from the Emergency Response Guidebook.*