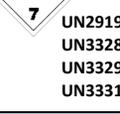
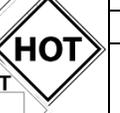


POSITION-IN-TRAIN CHART

Compliant with SP-20996

GROUP A	GROUP B			GROUP C			GROUP D	GROUP E	HOW TO USE THIS CHART				
     UN2919 UN3328 UN3329 UN3331	May be placed next to Explosives 1.1 or 1.2 (Special Permit DOT SP-9271)         Anhydrous Ammonia (US)        DANGER DANGEROUS Canada US			   Canada or International   *Anhydrous Ammonia (Canada)				      			<p>HOW TO USE THIS CHART</p> <p>Select the applicable column of the Position-in-Train chart. To do so:</p> <ol style="list-style-type: none"> 1. Identify the placards and/or markings applied to the car. 2. Use the shipping document to determine whether car is loaded or residue/empty. Note: The notation: "RESIDUE: LAST/CONTAINED" on the shipping document indicate a residue/empty shipment. 3. Identify the car type involved by observation (e.g. tank car, hopper car, gondola, etc.). 4. Find the applicable section on the chart, based on the placard or marking applied, the load/empty status, and the car type. 5. Follow the restrictions associated with the placard or marking as the "X"s in the columns indicate. <p style="color: red;">*Authorized only for U.S. to Canada or Canada to U.S. shipments.</p> <p style="color: red;">The Word "TOXIC" can be used in place of the word "POISON" on placards.</p> <p>Cars with placards displaying 4-digit identification numbers will be handled the same as cars with word description placards.</p> <p style="text-align: center;">EQUIVALENT PLACARDS</p> <div style="text-align: center;">  =  </div>		
Any Car	Loaded Tank Car	Residue Tank Car	Other Loaded Car	Loaded Tank Car	Residue Tank Car	Other Loaded Car	Any Car	Any Car	RESTRICTIONS				
X	X			X					<p>1) Must not be nearer than the 6th car from the head end engine consist (operating or dead-in-tow), occupied helper unit, 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 head end engine consist (operating or dead-in-tow), occupied helper unit, or occupied caboose/business car. The available buffer cars must be equally divided to protect both head end engine consist, occupied helper unit or occupied caboose/business car. Exception: In a loaded or empty bulk commodity unit train, only one buffer car is required to be placed between the placarded car and the head end engine consist and occupied helper unit.</p> <p>2) Engine (Head end engine consist, DP or dead-in-tow). Note: Engine (DP or dead-in-tow) must remain locked to prevent unintended occupancy during operation and no employee may deadhead.</p> <p>3) Occupied engine (head end engine consist or helper unit) or occupied caboose/business car.</p> <p>4) 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.</p> <p>5) 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.</p> <p>6) 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.</p> <p>7) Any placarded car in another placarding Group, except it may be next to any residue placarded car or any car placarded or marked as a Group E.</p>				
X				X									
X	X	X		X	X		X						
X	X			X									
X	X			X									
X	X			X									
X	X		X	X		X	X						

MUST NOT BE NEXT TO