

This guide has been developed to provide law enforcement personnel with basic safety guidance when working on railroad property and to assist in obtaining pertinent information for investigation of train/vehicle and train/pedestrian incidents.

Better understanding of railroads and associated safety issues can assist law enforcement in responding to rail incidents, gathering information relating to those incidents, and providing first responders with a safe environment in which to work. Using this information to aid in performing law enforcement duties accurately and efficiently also can help to lessen rail transportation network delays that could slow or stop train service to communities and businesses and create potential hardships for the public and emergency responders along the network.



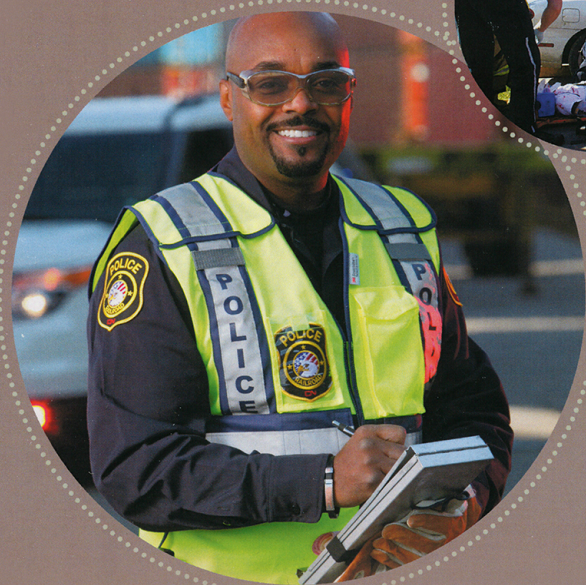
CN POLICE
1-800-465-9239



U.S. RAIL INCIDENT
INFORMATIONAL GUIDE

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The first priority for all responders at a rail incident scene is providing a safe work environment. The safety practices described in this guide include practices endorsed by Operation Lifesaver and the Railroad Police Section of the International Association of Chiefs of Police and are routinely utilized by railroad police and safety personnel. Following these guidelines will facilitate information gathering at an incident scene without jeopardizing the safety of law enforcement and other response personnel and allow timely resumption of normal ground and rail transportation.



1 SAFETY FIRST (Act safely and help make the scene safe for all responders)

- Watch for movement of trains and railcars at any time from either direction on all tracks. Also watch for close clearances, as the train is wider than the track by at least three feet on each side.
- Park emergency vehicles not actively involved in emergency response a safe distance from the rail. Keep non-emergency vehicles well clear of railroad tracks.
- Ensure that all responders on scene wear appropriate personal protective equipment ("PPE"), such as safety vests, boots, safety glasses and helmets.
- A stopped train or railcar can move unexpectedly at any time. Never crawl under or through a train or standing railcars.
- Never stand, sit or walk on the rail or between the rails. Always step over the rail. Do not place anything on the track or rail at any time.
- When walking around the end of a train or railcar, remain 25 feet away from the end of the car. Be aware that pressurized air hoses under any railcar may thrash about and present a danger if uncoupled. Always watch where you are walking, and remember that loose ballast can pose a slip hazard.
- Generally, you should not cross through a stopped train. If the situation requires you to do so, however, cross only through cars equipped with crossover platforms, ladders and hand holds. Use the side ladder, not an end ladder, when getting on and off the equipment. Maintain three points of contact (two feet and one hand, or one foot and two hands) at all times. Be prepared for sudden movement and maintain a firm grip. Never climb on the top of railcars or engines.
- Never step on the coupler, pin lifter or drawbar – the coupling equipment between two railcars – when crossing between railcars (or ever).
- You should not need to enter a locomotive engine. But, should an emergency in the cab require you to do so, always face the equipment and maintain three points of contact when getting on and off the locomotive.
- Always remember that one moment of inattention could cost you your life. Your personal safety is paramount.

2 NOTIFICATIONS

- If you are one of the first responders at the scene, ensure that appropriate emergency responders, such as fire and ambulance services, have been notified. You may be in a better position to contact these responders, as the train crew or other railroad personnel on scene likely will be focused on safety issues relating to the train.
- In the event of a fatality, the local coroner or medical examiner may have an established protocol for addressing body removal at rail incidents. CN Police can provide more details concerning any such protocol in your area.

3 INVESTIGATION

- The following information, which may be required for a law enforcement report, generally will be available from the railroad or observable at the incident scene:
 - The location, date and time of the incident.
 - For train crew members, name, address, and date of birth. **Note:** A train crew member does not need a driver's license to operate a train and is not required to carry or present a driver's license while on duty.
 - The train number, lead locomotive number (a locomotive does not have a serial number like a vehicle), involved railcar number, train length and the number of railcars in the train.
 - The direction in which the train was travelling, if it was moving at the time of the incident.
 - The location where the train came to stop after the incident, including distance from the lead locomotive stopping point to the point of impact.
 - Weather conditions and visibility at the time of the incident.
 - Whether the lead locomotive engine headlight was on, and whether the engine's bell, whistle and/or horn and ditch lights were activated at the time of the incident.
- While this information is being collected, other train traffic usually should be able to move safely through the area on unaffected tracks in consultation with railroad officials and while maintaining the safety of all emergency responders. When the foregoing information is collected, and the tracks are cleared of evidence relating to the incident, the train involved in the incident can be released.
- Other information that also may be required for a law enforcement report will be observable at the incident scene regardless of whether the train remains at the scene:
 - Existence and activation of crossing signals (crossbucks, lights, gate, bell, flagger) at the incident scene.
 - Existence and distance to nearest rail of advance warning signs.
 - Existence and location of multiple track sign, where applicable.
 - U.S. DOT crossing number.
 - Crossing surface/pavement type.
 - Markings on the pavement, either safety related or from vehicle involved in incident.
 - Width of the roadway.
 - Any citations given to motorist or pedestrian involved in incident.
- Some locomotives are equipped with a recording system that records video of the area directly in front of the lead locomotive engine and certain external sounds, such as the locomotive bell, horn and/or whistle. The video and audio information captured by the recording system are protected electronically. Special software and expertise are required to download the information from this device (not on scene). Where pertinent to an investigation, the railroad will facilitate investigating law enforcement review of recorded information as expeditiously as possible.

