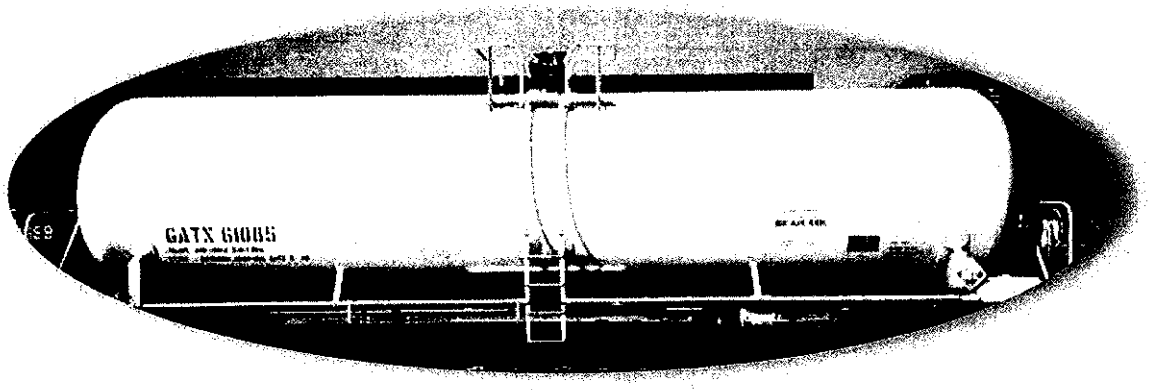
ILLINOIS COMMERCE COMMISSION



2001 ANNUAL REPORT ON ACCIDENTS/INCIDENTS

Involving Hazardous Materials on Railroads in Illinois

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STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

June 28, 2002

The Honorable George H. Ryan
Governor, State of Illinois

The Honorable James "Pate" Philip
President of the Senate

The Honorable Emil Jones, Jr.
Minority Leader of the Senate

The Honorable Michael J. Madigan
Speaker of the House

The Honorable Lee A. Daniels
Minority Leader of the House

Re: 2001 ICC Hazardous Materials Report

Dear Governor Ryan and Members of the Legislative Leadership:

The attached report by the staff of the Illinois Commerce Commission is hereby submitted to the General Assembly in response to 625 Illinois Compiled Statutes, 18c-1204. Section 18c-1204 directs the Commission to "prepare and distribute to the General Assembly... a report on railway accidents in Illinois which involve hazardous materials."

As required by Illinois law, this report includes the location, substance involved, amounts involved, and the suspected reason for each accident, which occurred in Illinois during calendar year 2001. The report also provides the rail line and point of origin of the hazardous material involved in each accident.

Additionally, the report contains the following related information:

- Details regarding events where hazardous material was involved but no release occurred;

- An overview of ICC activities relative to the transportation of hazardous materials by rail within the State; and,

- A history of the railroad hazardous materials program.

Should you have questions or need clarification about any of the information presented, please contact Margaret Barnabee, Director of Governmental Affairs, at 217/785-2449.

Sincerely,

Richard L. Mathias
Chairman

ILLINOIS COMMERCE COMMISSION'S 2001 ANNUAL REPORT ON ACCIDENTS/INCIDENTS INVOLVING HAZARDOUS MATERIALS ON RAILROADS IN ILLINOIS

Prepared by:
Transportation Division
Railroad Safety Section

Illinois Commerce Commission
527 East Capitol Avenue
Springfield, Illinois 62701

FORWARD

The following report by the staff of the Illinois Commerce Commission was prepared in accordance with the provisions of 625 ILCS 5/18c-1204, which directs the Commission to "prepare and distribute to the General Assembly... a report on railway accidents in Illinois which involve hazardous materials." The law also provides that the report shall include the location, substance involved, amounts involved, and the suspected reason for each accident, as well as the rail line and point or origin of the hazardous material involved in each accident."

Additionally, the report contains the following related information:

- Details regarding events where hazardous material was involved but no release occurred; and

- An overview of ICC activities relative to the transportation of hazardous materials by rail within the State; and,

BACKGROUND

Illinois is a key hub in the nation's transportation system. With nearly 8,000 miles of railroad track, Illinois' rail system is the country's second largest, with the Chicago and East St. Louis terminals being two of the country's busiest. Approximately three million tons of hazardous materials move by rail through Illinois each year, or about 10 percent of the total Illinois freight traffic.

There are approximately 3,500 materials classified as hazardous by the U. S. Department of Transportation ranging from mild irritants to poisonous and radioactive materials. The Association of American Railroads' Bureau of Explosives has identified approximately 125 hazardous materials which comprise 88 percent of railroad hazardous materials shipments (see Attachment 6 for a listing of hazardous materials commonly transported by rail in the United States and the hazard class of that commodity). Shipments range from packages as small as pint containers within trailers on flat cars to tank cars holding as much as 42,000 gallons.

In 2001, 16,523 hazardous materials rail cars were inspected in Illinois, up from 15,102 in 1999. Violations of hazardous materials regulations found by Commission inspectors decreased from 12 percent in 1981 to 5.1 percent in 2001. This reduction is due in large part to Commission initiated conferences with rail carriers and shippers to apprise them of the complex and evolving regulations and ICC follow-up inspections to assure compliance.

HAZARDOUS MATERIALS INSPECTION ACTIVITIES

The Commission's hazardous materials inspection program has four main components: (1) inspection, (2) technical assistance, (3) escort of nuclear materials, and (4) education.

Inspections

The four categories of inspections are as follows:

Railroad Equipment

Hazardous materials equipment inspections are performed on a stationary hazardous material rail car, normally in a railroad yard or on a shipping facility's loading and unloading tracks. This inspection ensures the cars are affixed with the proper placards identifying the hazardous material on board (see Attachment 1 for examples of

placards and information they provide, particularly to emergency response personnel). Inspectors also check the car's marking, stenciling, tank and valve test dates, and mechanical safety features.

Roll-By

A roll-by inspection involves monitoring an entire train while in motion. The location of loaded hazardous materials cars, as well as those which have been unloaded but still contain a residue of a hazardous material, is observed in relation to engines, occupied cabooses, other hazardous materials cars, and certain other types of cargo cars. If cars are improperly placed in the train, Commission inspectors stop the train and order proper placement.

Documentation

Documentation inspections involve checking for the proper preparation of shipping documents, including waybills and bills of lading, and are conducted at rail freight offices and private shipping facilities. A bill of lading is a document listing goods for shipment (see Attachment 5 for a typical bill of lading). A twenty-four hour emergency response telephone number must be on the bill of lading following the description of the hazardous material or on the waybill in a clearly visible location. Inspectors check for the proper shipping name, hazard class, 4-digit identification number, and weight. Hazardous materials regulations require all of the above. This is critical in the event of a mishap involving hazardous materials cars. Emergency response personnel can then get necessary and accurate information from the waybill to prepare an appropriate response to the incident.

Shipping Facilities

Shipping facilities inspections are conducted at privately owned facilities. The purpose of these inspections is to ensure that loading and unloading operations are being safely performed, and that all hazardous materials regulations have been met prior to such cars being released to rail carriers for shipment.

Inspectors also meet with shippers to discuss the regulations and check bills of lading. Inspectors met with 14 major shippers in 2001.

Technical Assistance

Commission inspectors respond to rail related collisions/incidents involving

hazardous materials. The Commission's role is to provide technical assistance to the emergency response personnel. Inspectors provide assistance by determining whether the product information provided by the rail carrier or shipper to the emergency response personnel is proper and adequate, by advising as to spill mitigation and clean-up techniques, by assisting in the identification of the cause of the event, and by checking for violations of hazardous materials regulations. Commission inspectors are available to respond to railroad hazardous materials incidents at any time of the day or night.

Escort Of Nuclear Material

The movement of nuclear material, in or through the state of Illinois by rail, occurs with minimal frequency. However, as spent nuclear fuel begins to move to a national repository, more of this type of rail movement is anticipated. The protocol for such movements requires that the train be stopped and inspected before it enters Illinois and that it be escorted it as it moves through the state. Inspection of the track ahead of the train is also required.

Radioactive material is probably the most controversial and misunderstood class of hazardous materials being transported by railroad. Although there has never been a transportation accident during which radioactive material was released, widespread concern remains regarding its safe transportation and thus careful planning and inspection are essential to building and maintaining public confidence.

Education

As provided by statute, Commission inspectors offer training for local enforcement and emergency response agencies. This training is designed to acquaint participants with rail car marking and placarding requirements and emergency response guide books. Another program is presented to fire departments concerning tank car structure and damage assessment. Commission inspectors also make presentations on the interpretation and application of the federal and state hazardous materials regulations to railroad company personnel. Since 1990, seventy presentations on hazardous materials have been made to approximately 1,570 persons affiliated with a variety of emergency planning and response teams.

Commission Inspection Program and Personnel

Under federal law (49 CFR, Part 212) individual states are authorized to participate in the Railroad Hazardous Materials Inspection Program. This program is under the

supervision of the FRA and grants state inspectors the same authority as federal inspectors in safety inspections and investigations, with respect to the transportation of hazardous materials.

The Commission employs two full time personnel trained in hazardous materials inspections. Both inspectors are certified by the Federal Railroad Administration. These employees spend the majority of their work time in the field conducting inspections at various railroad sites and industrial locations. They are also responsible for maintaining inspection data, responding to complaints, and providing information pertaining to hazardous materials movements to various state and federal agencies.

DATA REGARDING ACCIDENTS DURING 2001 REQUIRED BY LAW

Specific information required by 625 Illinois Compiled Statutes 18c-1204 is shown in tabular form on the following pages. The applicable Section states: "The staff shall prepare and distribute to the General Assembly, in April of each year, a report on railway accidents in Illinois which involve hazardous materials. The report shall include the location, substance involved, amounts involved, and the suspected reason for each accident. The report shall also reveal the rail line and point of origin of the hazardous material involved in each accident."

The report is divided into three categories.

Table A shows railroad derailments where hazardous materials were being transported in the derailed railroad equipment and a hazardous material release occurred.

Table B shows railroad derailments where hazardous materials were being transported in the train and railroad equipment derailed, but no hazardous material was released.

Table C shows hazardous material releases from railroad equipment where no derailment occurred.

The location column in Tables A, B, and C indicates the county where the accident/incident occurred and the nearest identifiable location. Information for all three tables was obtained from reports to the Commission from Illinois railroads and from the United States Department of Transportation, Research and Special Programs Administration.

Three categories of information not specifically requested by the General Assembly have been added to make the report more useful. The first category is

"Amount Released". This is important since the category "Amount Involved", ~~cited in the~~ required by statute, could easily be confused with the category of "Amount Released". Amount Involved is the amount of hazardous materials being transported at the time of the incident. Amount Released is the amount which was actually released to the environment. The second added category is the type of railroad equipment involved, and the third category, added to help identify the specific incident, is the date of the incident.

In the tables, railroad companies are designated by their initials. A listing of the complete names of each company follows Table C.

TABLE A

Hazardous Materials Physically Involved In Derailment And Hazardous Materials Release Occurred

Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Woodland Iroquois	UP	Diesel Fuel	Dolton, IL	Bad ordered cross over switch	8,000 gals.	4,000 gals.	E	4/12/01
Decatur Macon	NS	Denatured Alcohol	Decatur, IL	Gauge spread due to weak timbers	30,143 gals.	< 1 gal.	T	5/27/01
Lorenzo Will	BNSF	Diesel Fuel	Unknown	Human error	3,150 gals.	500 gals.	E	6/28/01
East St. Louis St. Clair	GWWR	Hydrochloric Acid	Flemington, NJ	Broken rail	22,916 gals.	300-400 gals.	T	8/6/01

T = Tank E = Engine CH = Covered Hopper R = Refrigerated Car COFC = Container on Flat Car

TABLE B

Hazardous Materials Physically Involved In Derailment Where No Hazardous Materials Release Occurred

Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Dolton Cook	UP	Diesel Fuel	Dolton, IL	Run through switch	Unknown	None	E	2/23/01
Goodwine Iroquois	UP	Ethyl Benzene	Sarnia, Ont.	Bad road crossing	Residue	None	T (2)	2/28/01
Cresent City Iroquois	TPW	Ammonium Nitrate	Catoosa, OK	Broken track	Load	None	CH	3/6/01
Cresent City Iroquois	TPW	Ammonium Nitrate	Lawrence, KS	Broken track	Load	None	CH (2)	3/6/01
East St. Louis St. Clair	GWWR	Denatured Alcohol	Kansas City, KS	Wide gauge	Residue	None	T	6/2/01
East St. Louis St. Clair	GWWR	Denatured Alcohol	Kansas City, KS	Wide gauge	192,834 lbs.	None	T	6/2/01
Wood River Madison	GWWR	Liquefied Petroleum Gas	Lemont, IL	Human error	Residue	None	T	6/27/01
Wood River Madison	GWWR	Liquefied Petroleum Gas	Mt. Belview, TX	Human error	Residue	None	T	6/27/01
Wood River	GWWR	Liquefied Petroleum Gas	Hutchison, KS		Residue	None	T	6/27/01

Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Madison				Human error				
Cicero Cook	BNSF	Liquefied Petroleum Gas	Sarnia, Ont	Improper train makeup	162,000 lbs.	None	T	7/19/01
Cicero Cook	BNSF	Benzene	Corunna, Ont	Improper train makeup	190,400 lbs.	None	T	7/19/01
Findlay Shelby	UP	Ethyl Acrylate	Lisle, IL	Spread Rail	Residue	None	T	9/23/01
East St. Louis St. Clair	UP	Allyl Alcohol	Channelview, TX	Inert retarders failed to hold the car	167,000 lbs.	None	T	12/16/01

T = Tank TOFC = Trailer on Flat Car

TABLE C

Hazardous Materials Released From Rail Cars Where No Derailment Occurred

Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Chicago Cook	UP	Tetrahydrofuran	Channelview, TX	Bad bottom outlet cap gasket	23,640 gals.	1 gal.	T	1/14/01
Urbana Champaign	CNIC	Potassium Hydroxide, Solution	Evans City, AL	Two manway bolts not in place and rest were loose	16,341 gals.	5 gals.	T	1/17/01
Chicago Cook	BNSF	Magnesium Granules, Coated	Los Angeles, CA	Package ripped by improper blocking and bracing	1,300 lbs.	20 lbs.	TOFC	1/18/01
Decatur Macon	NS	Denatured Alcohol	Decatur, IL	Manway cover bolts loose and gasket missing	30,143 gals.	< 1 gal.	T	1/22/01
Dolton Cook	UP	Freight All Kinds (FAK)	Chicago, IL	Improper blocking and bracing	Unknown	5 gals.	TOFC	1/22/01
Chicago Cook	NS	Ethylene, Refrigerated Liquid	Morris, IL	Vapor phase line broke	33,000 gals.	< 10 gals.	T	1/25/01
Bement Piatt	NS	Diesel Fuel	Decatur, IL	Blown fuel injector	4,600 gals.	50 gals.	E	1/29/01

N.O.S. = Not Otherwise Specified T = Tank E = Engine TOFC = Trailer on Flat Car COFC = Container on Flat Car PT = Portable Tank
CH = Covered Hopper

Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
East St. Louis St. Clair	UP	Styrene Monomer, Inhibited	Lisle, IL	Bottom outlet flange bolts loose	25,487 gals.	< 1 gal.	T	2/10/01
Urbana Champaign	CNIC	Hydrochloric Acid	Geismar, LA	Two of four eye bolts loose	29,709 gals.	Vapor	T	2/14/01
Chicago Cook	UP	Diesel Fuel	Chicago, IL	Fuel tank overfilled	Unknown	50 gals.	E	2/17/01
Galesburg Knox	BNSF	Environmentally Hazardous Substances, Liquid, N.O.S.	Cicero, IL	Safety relief valve component missing	20,381 gals.	3 lbs.	T	2/19/01
Riverdale Cook	CSX	Flammable Liquids, N.O.S.	Dryden, Ont	Four of six manway bolts loose	20,747 gals.	1 gal.	T	2/28/01
Gurnee Lake	UP	Diesel Fuel	Gurnee, IL	Overflowed retension tank	3,000 gals.	20 gals.	E	3/10/01
Galesburg Knox	BNSF	Hazardous Waste, Liquid, N.O.S.	Carneys Point, NJ	Bottom outlet cap loose	23,595 gals.	< 4 gals.	T	3/11/01
Chicago Cook	BNSF	Diesel Fuel	Chicago, IL	Vandalism	Unknown	125 gals.	E	3/12/01
East St. Louis St. Clair	GWWR	Hydrochloric Acid	Unknown	Faulty Valve	Residue	Minimal	T	3/21/01

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Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Chicago Cook	NS	Corrosive Liquid, Acidic, Inorganic, N.O.S.	Louisville, KY	Loose bung on top of drum	55 gals.	< 1 gal.	COFC	4/13/01
Chicago Cook	NS	Environmentally Hazardous Substances, Solid, N.O.S.	Columbus, OH	Bottom hopper door not closed properly	227,000 lbs.	100 lbs.	CH	4/13/01
Franklin Park Cook	CP	Diesel Fuel	Franklin Park, IL	Improper filling of locomotive	2,500 gals.	100 gals.	E	4/14/01
Homewood Cook	CNIC	Sulfuric Acid, Spent	Montreal East, QBC	Manway gasket misaligned and two bolts loose on cover	175,900 lbs.	1 gal.	T	4/14/01
Chicago Cook	NS	Environmentally Hazardous Substances, Solid, N.O.S.	Hammond, IN	Bottom hopper door not closed properly	200,000 lbs.	500 lbs.	CH	4/18/01
Milmine Piatt	NS	Diesel Fuel	Decatur, IL	Fuel cap came off	4,000 gals.	100 gals.	E	4/20/01
Chicago Cook	NS	Environmentally Hazardous Substances, Solid, N.O.S.	Lemont, IL	Bottom hopper door not closed properly	200,000 lbs.	40 lbs.	CH	4/22/01
North Lake Cook	UP	1-Chloro-3-Bromopropane	Long Beach, CA	Tank failure	32,000 lbs.	Pint	PT	4/27/01
Chicago Cook	BNSF	Resin Solution	Chicago, IL	Improper blocking and bracing	55 gals.	5 gals.	COFC	5/7/01

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Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Summit/Argo Cook	CNIC	Butyl Acetates	Kingsport, TN	Loose manway cover bolts	164,386 lbs.	5 gals.	T	5/8/01
Riverdale Cook	CSX	Butanols	Taft, LA	Liquid trapped between valve and cap	30,148 gals.	½ gal.	T	5/13/01
Chicago Cook	NS	Tars, Liquid	Chicago, IL	Manway cover gasket missing	42,000 gals.	< 1 gal.	PT	5/21/01
Beardstown Cass	BNSF	Diesel Fuel	Galesburg, IL	Leaked from top pipe above fuel cutoff	5,000 gals.	< 5 gals.	E	6/4/01
Urbana Champaign	CNIC	Hydrochloric Acid	Calvert City, KY	Manway gasket misaligned	20,867 gals.	Vapor	T	6/30/01
Homewood Cook	CNIC	Hydrochloric Acid	Lemont, IL	Sump weld failure	20,521 gals.	< 1 gal.	T	7/7/01
Joliet Will	EJE	Corrosive Liquid, Acidic, Organic, N.O.S.	Santa Fe Springs, CA	Rubber lining failure	153,100 lbs.	800 gals.	T	7/8/01
Chicago Cook	UP	Resin Solution	Los Angeles, CA	Two drums rubbed hole in one	55 gals.	3 gals.	COFC	7/10/01
Carbondale Jackson	CNIC	Coal Tar Distillates, Flammable	Granite City, IL	Manway bolts loose	20,596 gals.	1 gal.	T	7/15/01

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Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
East St. Louis St. Clair	UP	Flammable Liquid, N.O.S.	Cornwall, ONT	Bottom outlet valve defective	147,000 lbs.	Minimal	T	7/16/01
East St. Louis St. Clair	UP	Propylene	Saint John, NE	Overloaded	33,998 gals.	Vapor	T	7/19/01
Chicago Cook	BNSF	Diesel Fuel	Unknown	Human Failure – Locomotives side swiped each other	2,600 gals.	500 gals.	E	7/23/01
Cicero Cook	CNIC	Isopropanol	Corunna, ONT	Manway bolts loose	24,170 gals.	2 gals.	T	7/25/01
Urbana Champaign	CNIC	Hydrochloric Acid	Geismar, LA	Safety vent disc rupture	190,100 lbs.	1 cup	T	7/30/01
Decatur Macon	CNIC	Anhydrous Ammonia	Decatur, IL	Gauging device leaking	33,913 gals.	Vapor	T	8/11/01
Melrose Park Cook	UP	Denatured Alcohol	Sutherland, NE	Bottom outlet valve loose	29,947 gals.	40 gals.	T	8/12/01
Argo Cook	CNIC	Xylenes	Sarnia, ONT	Manway bolts loose	190,570 lbs.	1 gal.	T	8/21/01
East St. Louis St. Clair	CSX	Petroleum Distillates, N.O.S.	Roxana, IL	Manway bolts loose	25,785 gals.	1 gal.	T	8/23/01

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Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Centralia Marion	CNIC	Methyl Methacrylate Monomer, Uninhibited	Newark, NJ	Bottom outlet valve not secured	23,341 gals.	< 1 gal.	T	8/28/01
Dolton Cook	UP	Fluorosilicic Acid	Green Bay, FL	Safety vent disc rupture	20,689 gals.	Vapor	T	8/29/01
East St. Louis St. Clair	UP	Cresylic Acid	Houston, TX	Bottom outlet cap loose	23,563 gals.	< 1 gal.	T	9/07/01
Rockdale Will	CSX	Gasoline	Borger, TX	Top operated bottom outlet valve not secured	30,058 gals.	1 gal.	T	9/10/01
East St. Louis St. Clair	UP	Butyraldehyde	South Bay City, TX	Liquid valve bolts loose	30,672 gals.	3 gals.	T	9/15/01
Edwardsville Madison	NS	Diesel Fuel	Unknown	Bad gasket in crankcase inspection plate	5,000 gals.	2-3 gals.	E	9/15/01
Proviso Cook	UP	Oxidizing Solid, N.O.S.	Long Beach, CA	Tote had tear in left side of bag	2,000 lbs.	5 lbs.	COFC	9/26/01
East St. Louis St. Clair	GWWR	Methyl Isobutyl Carbinol	Sauget, IL	Bottom outlet valve bad	23,696 gals.	Approx. 1 gal.	T	9/28/01
Galesburg Knox	BNSF	Alcohols, N.O.S.	Clinton, IA	Bottom outlet cap loose	30,000 gals.	2 gals.	T	9/28/01

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CH = Covered Hopper

Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Decatur Macon	NS	Hydrochloric Acid	Wichita, KS	Fill hole locking bar loose	20,612 gals.	< 1 gal.	T	10/4/01
Urbana Champaign	CNIC	Methanol	Montreal, QB	Bottom outlet flange gasket leak	29,865 gals.	1 gal.	T	10/7/01
Stickney Cook	CNIC	Diesel Fuel	Unknown	Overfilled during refueling	4,500 gals.	Est. 50 gals.	E	10/7/01
Chicago Cook	BNSF	Azodicarbonamide	Los Angeles, CA	Boxes were punctured when dropped	2 – 50 lbs.	6 lbs.	Box	10/11/01
Chicago Cook	CSX	Isopropanol	Gloucester, NJ	Improper loading caused nail holes in four drums	4 – 55 gal. Drums	1 gal.	COFC	10/11/01
Nachusa Lee	UP	Diesel Fuel	Unknown	Leaking fuel line	Unknown	126 gals.	E	10/16/01
Chicago Cook	UP	Paint, Flammable, N.O.S.	Sparks, NV	Improper blocking and bracing	20,311 lbs.	¼ cup	TOFC	10/21/01
Galesburg Knox	BNSF	Corrosive Solid, Flammable, N.O.S.	Quebec, Canada	Improper blocking and bracing	155,800 lbs.	1 lb.	Box	10/29/01
Riverdale Cook	CSX	Hydrogen Peroxide	Theodore, AL	Safety vent disc rupture	19,598 gals.	< 1 gal.	T	11/1/01

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Location	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amounts Involved	Amounts Released	Type of Equip.	Date
Decatur Macon	NS	Propylene	Deer Park, TX	Packing nut loose on gauging device	33,427 gals.	Vapor	T	11/2/01
Chicago Cook	CNIC	Denatured Alcohol	Argo, IL	Manway bolts loose	190,375 lbs.	1 gal.	T	11/11/01
East St. Louis St. Clair	UP	Toluene	Texas City, TX	Top operated bottom outlet valve and cap loose	29,301 gals.	2 gals.	T	11/21/01
Riverdale Cook	CSX	Anhydrous Ammonia	Metcalf, IL	Angle valve and plugs loose	33,609 gals.	1 lb.	T	12/1/01

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RAILROAD COMPANIES CITED IN THE PRECEDING TABLES

BNSF	The Burlington Northern and Santa Fe Railway Company
CNIC	Canadian National/Illinois Central Railroad Company
CP	Canadian Pacific
CR	Consolidated Rail Corporation
CSX	CSX Transportation, Inc.
EJE	Elgin, Joliet & Eastern Railway Co.
GWWR	Gateway Western Railway Company
IAIS	Iowa Interstate Railroad, Ltd.
IHB	Indiana Harbor Belt Railroad Co.
KBSR	Kankakee, Beaverville and Southern Railroad Company
NS	Norfolk Southern Railway Company
TRRA	Terminal Railroad Association of St. Louis
UP	Union Pacific Railroad Company
WC	Wisconsin Central Railroad

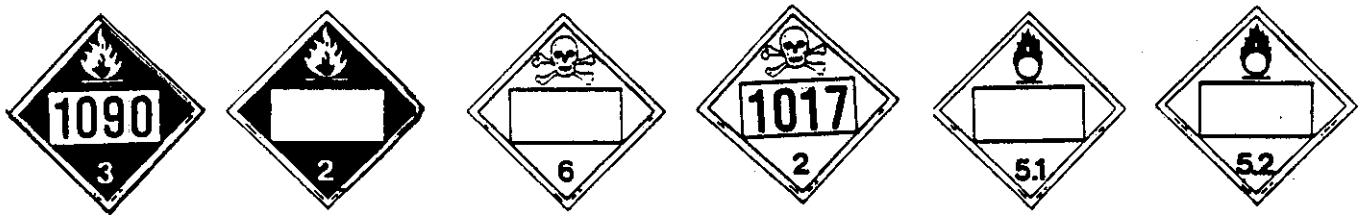
LIST OF ATTACHMENTS

PLACARD AND LABEL NOTES

Placards are diamond shaped — 10¾ inches square. The placard provides recognition information in a number of ways:

1. the colored background;
2. the symbol at the top;
3. The United Nations hazard class number at the bottom; and
4. the hazard class wording or the identification number in the center.
   a. Color:
      - orange indicates explosive;
      - red indicates flammable;
      - green indicates nonflammable;
      - yellow indicates oxidizing material;
      - white indicates poisonous material;
      - white with vertical red stripes indicates flammable solid;
      - yellow over white indicates radioactive material; and
      - white over black indicates corrosive material.
   b. Symbols:
      - the bursting ball symbol indicates explosive;
      - the flame symbol indicates flammable;
      - the slash W (W) indicates dangerous when wet:
      - the skull and crossbones indicates poisonous material;
      - the circle with the flame indicates oxidizing material;
      - the cylinder indicates nonflammable gas;
      - the propeller indicates radioactive;
      - the test tube/hand/metal symbol indicates corrosive; and
      - the word Empty indicates that the product has been removed, but a harmful residue may still be present.
   c. United Nations Hazard Class Numbers:
      1 — Explosives
      2 — Gases
      3 — Flammable Liquids
      4 — Flammable Solids
      5 — Oxidizing Substances
      6 — Poisonous and Infectious Substances
      7 — Radioactive Substances
      8 — Corrosive Substances
      9 — Miscellaneous Dangerous Substances
   d. Hazard Class or Identification Number

Below are some examples of placards.



SAMPLE WAYBILL

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* *
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RTMX 21065 T/C

#123456 03 06 01

St. Louis MO. 1212 St. Louis, MO.
12 S. Street
John Doe Inc.

John Doe Inc.
Chicago, IL.

1/TC Residue: Last Contained
Acetone, 3, UN 1090, II, RQ (Acetone)

STCC 4908105

CHEMTREC EMERGENCY CONTACT 1-800-424-9300

SAMPLE WAYBILL

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GAPX 6075 T/C

#123457 03 06 01

St. Louis MO. 1212 St. Louis, MO.
12 S. Street
John Doe Inc.

John Doe Inc.
Chicago, IL.

1/TC Phenol, Molten, 6.1, UN 2312, II,RQ (Phenol) 20,000 GAL.

STCC 4921220

CHEMTREC EMERGENCY CONTACT 1-800-424-9300

SAMPLE CONSIST ATTACHMENT 3

TRAIN/JOB CONDUCTOR

NAME CATAGORY—SECONDARY MANIFEST TYPE—THRU

ENGINE - IDENT	HORSEPOWER	LENGTH	WEIGHT	STATUS
6142	3000	69	200E	
1001	3000	74	200E	
ENG 1005	3000	74	200E	
TOTAL	9000 HP	217 FEET	600 TONS	

TRAIN/JOB

SEQ EQPMNT ID KND GWT COMDTY DESTN ZTS/CARR NXBLK CITY/STATE CONSIGNEE

BLOCK --

1 BJOX 278 LC4T 131 CORN 7MT018 214H MEMPHIS TN
NOTIFY SHIPPER IF DELAYED IF BAD ORDERED NOTIFY SHIPPER

2 BJOX 109 LC4T 131 CORN 7MT018 214H MEMPHIS TN
NOTIFY SHIPPER IF DELAYED IF BAD ORDERED NOTIFY SHIPPER

3 BJOX 110 LC4T 131 CORN 7MT018 214H MEMPHIS TN
NOTIFY SHIPPER IF DELAYED IF BAD ORDERED NOTIFY SHIPPER

4 CRDX 7227 LC4T 131 CORN 7MT018 214H MEMPHIS TN
NOTIFY SHIPPER IF DELAYED IF BAD ORDERED NOTIFY SHIPPER

5 RTMX 21065 ET29 35 12ZA003 CR CHICAGO IL
R50 SPEED RESTRICTED CAR

1/TK
RESIDUE: LAST CONTAINED
ACETONE
3
UN 1090
II
RQ (ACETONE)
HAZMAT STCC = 4908105

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EMERGENCY CONTACT:
1-800-424-9300

6 GAPX 6075 LT19 36 POIS B 12ZA003 00 BRC CHICAGO IL
R50 SPEED RESTRICTED CAR

1/TC
PHENOL, MOLTEN
6.1
UN 2312
II
RQ (PHENOL)
HAZMAT STCC = 4921220

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EMERGENCY CONTACT:
1-800-424-9300

EMERGENCY RESPONSE INFORMATION

POTENTIAL HAZARDS

FIRE OR EXPLOSION

- **HIGHLY FLAMMABLE: Will be easily ignited by heat, sparks or flames.**
- Vapors may form explosive mixtures with air.
- Vapors may travel to source of ignition and flash back.
- Most vapors are heavier than air. They will spread along ground and collect in low or confined areas (sewers, basements, tanks).
- Vapor explosion hazard indoors, outdoors or in sewers.
- Those substances designated with a **"P"** may polymerize explosively when heated or involved in a fire.
- Runoff to sewer may create fire or explosion hazard.
- Containers may explode when heated.
- Many liquids are lighter than water.

HEALTH

- Inhalation or contact with material may irritate or burn skin and eyes.
- Fire may produce irritating, corrosive and/or toxic gases.
- Vapors may cause dizziness or suffocation.
- Runoff from fire control may cause pollution.

PUBLIC SAFETY

- **CALL Emergency Response Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer, refer to appropriate telephone number listed on the inside back cover.**
- Isolate spill or leak area immediately for at least 25 to 50 meters (80 to 160 feet) in all directions.
- Keep unauthorized personnel away.
- Stay upwind.
- Keep out of low areas.
- Ventilate closed spaces before entering.

PROTECTIVE CLOTHING

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Structural firefighters' protective clothing will only provide limited protection.

EVACUATION

Large Spill

- Consider initial downwind evacuation for at least 300 meters (1000 feet).

Fire

- If tank, rail car or tank truck is involved in a fire, ISOLATE for 800 meters (1/2 mile) in all directions; also, consider initial evacuation for 800 meters (1/2 mile) in all directions.

EMERGENCY RESPONSE

FIRE

CAUTION: All these products have a very low flash point: Use of water spray when fighting fire may be inefficient.

Small Fires

- Dry chemical, CO_2, water spray or alcohol-resistant foam.

Large Fires

- Water spray, fog or alcohol-resistant foam.
- Use water spray or fog; do not use straight streams.
- Move containers from fire area if you can do it without risk.

Fire involving Tanks or Car/Trailer Loads

- Fight fire from maximum distance or use unmanned hose holders or monitor nozzles.
- Cool containers with flooding quantities of water until well after fire is out.
- Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank.
- ALWAYS stay away from tanks engulfed in fire.
- For massive fire, use unmanned hose holders or monitor nozzles; if this is impossible, withdraw from area and let fire burn.

SPILL OR LEAK

- ELIMINATE all ignition sources (no smoking, flares, sparks or flames in immediate area).
- All equipment used when handling the product must be grounded.
- Do not touch or walk through spilled material.
- Stop leak if you can do it without risk.
- Prevent entry into waterways, sewers, basements or confined areas.
- A vapor suppressing foam may be used to reduce vapors.
- Absorb or cover with dry earth, sand or other non-combustible material and transfer to containers.
- Use clean non-sparking tools to collect absorbed material.

Large Spills

- Dike far ahead of liquid spill for later disposal.
- Water spray may reduce vapor; but may not prevent ignition in closed spaces.

FIRST AID

- Move victim to fresh air.
- Call 911 or emergency medical service.
- Apply artificial respiration if victim is not breathing.
- Administer oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.
- Wash skin with soap and water.
- Keep victim warm and quiet.
- Ensure that medical personnel are aware of the material(s) involved, and take precautions to protect themselves.

POTENTIAL HAZARDS

HEALTH

- **TOXIC**; inhalation, ingestion, or skin contact with material may cause severe injury or death.
- Contact with molten substance may cause severe burns to skin and eyes.
- Avoid any skin contact.
- Effects of contact or inhalation may be delayed.
- Fire may produce irritating, corrosive and/or toxic gases.
- Runoff from fire control or dilution water may be corrosive and/or toxic and cause pollution.

FIRE OR EXPLOSION

- Combustible material: may burn but does not ignite readily.
- When heated, vapors may form explosive mixtures with air: indoors, outdoors, and sewers explosion hazards.
- Those substances designated with a **"P"** may polymerize explosively when heated or involved in a fire.
- Contact with metals may evolve flammable hydrogen gas.
- Containers may explode when heated.
- Runoff may pollute waterways.
- Substance may be transported in a molten form.

PUBLIC SAFETY

- **CALL Emergency Response Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer, refer to appropriate telephone number listed on the inside back cover.**
- Isolate spill or leak area immediately for at least 25 to 50 meters (80 to 160 feet) in all directions.
- Keep unauthorized personnel away.
- Stay upwind.
- Keep out of low areas.
- Ventilate enclosed areas.

PROTECTIVE CLOTHING

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Wear chemical protective clothing which is specifically recommended by the manufacturer. It may provide little or no thermal protection.
- Structural firefighters' protective clothing provides limited protection in fire situations ONLY; it is not effective in spill situations.

EVACUATION

Spill

- See the Table of Initial Isolation and Protective Action Distances for highlighted substances. For non-highlighted substances, increase, in the downwind direction, as necessary, the isolation distance shown under "PUBLIC SAFETY".

Fire

- If tank, rail car or tank truck is involved in a fire, ISOLATE for 800 meters (1/2 mile) in all directions; also, consider initial evacuation for 800 meters (1/2 mile) in all directions.

EMERGENCY RESPONSE

FIRE

Small Fires

- Dry chemical, CO_2 or water spray.

Large Fires

- Dry chemical, CO_2, alcohol-resistant foam or water spray.
- Move containers from fire area if you can do it without risk.
- Dike fire control water for later disposal; do not scatter the material.

Fire involving Tanks or Car/Trailer Loads

- Fight fire from maximum distance or use unmanned hose holders or monitor nozzles.
- Do not get water inside containers.
- Cool containers with flooding quantities of water until well after fire is out.
- Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank.
- ALWAYS stay away from tanks engulfed in fire.

SPILL OR LEAK

- ELIMINATE all ignition sources (no smoking, flares, sparks or flames in immediate area).
- Do not touch damaged containers or spilled material unless wearing appropriate protective clothing.
- Stop leak if you can do it without risk.
- Prevent entry into waterways, sewers, basements or confined areas.
- Absorb or cover with dry earth, sand or other non-combustible material and transfer to containers.
- DO NOT GET WATER INSIDE CONTAINERS.

FIRST AID

- Move victim to fresh air. • Call 911 or emergency medical service.
- Apply artificial respiration if victim is not breathing.
- **Do not use mouth-to-mouth method if victim ingested or inhaled the substance; induce artificial respiration with the aid of a pocket mask equipped with a one-way valve or other proper respiratory medical device.**
- Administer oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.
- For minor skin contact, avoid spreading material on unaffected skin.
- Keep victim warm and quiet.
- Effects of exposure (inhalation, ingestion or skin contact) to substance may be delayed.
- Ensure that medical personnel are aware of the material(s) involved, and take precautions to protect themselves.

********** STRAIGHT BILL OF LADING — SHORT FORM — Original — Not Negotiable

* * (SAMPLE) Company

****

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

CUST. NUMBER 5	S.D. NUMBER 7	CAR OR TRAILER INITIAL AND NUMBER 15	DATE SHIPPED 8	MC OO DD EE	ROUTE CODE 5	SHP. PLT. 1
		RTMX 21065				

NET WEIGHT 8		GROSS WEIGHT 8		NO. OF UNIT 4	UNIT CODE 3	PROD. CODE 3	PROD. PLT. 2

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination.

It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNEE	DESTINATION	STATE OF	COUNTY OF
John Doe, Inc.	Chicago, IL		Cook

FROM	AT
John Doe, Inc. Permanent Postoffice Address of Shipper St. Louis, MO	

ROUTE	DELIVERING CARRIER	AGENT
ABC Railroad	ABC	ABC PER

NO. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (Sub. to Corr.)	RATE
1 T/C	Residue: Last Contained Acetone 3 UN 1090 II RQ (Acetone) EMERGENCY CONTACT 1-800-424-9300 HAZ MAT STCC = 4908105	Residue	

This shipment is correctly described:

CORRECT WEIGHT IS LBS.
subject to verification by the Eastern, Southern or Western Weighing and Inspection Bureau, whichever applicable. 18943

John Doe, Inc. SHIPPER

THE TOTAL WEIGHT OF THE PALLETS USED ON THE SHIPMENT IS SHOWN ABOVE.

TRANSPORTATION FREE PER ABOVE

PURCHASE ORDER NO.	SEAL NUMBERS	THIS CAR LEASED TO:	LIGHT TARE WEIGHT IS
		John Doe, Inc.	

IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE "TO BE PREPAID"

Prepaid

Subject to section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

SIGNATURE OF CONSIGNOR

SHIPPER

PER John Doe, Inc.

PLANT COPY

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* *
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STRAIGHT BILL OF LADING — SHORT FORM — Original — Not Negotiable

Company

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

CUST. NUMBER 5	S.D. NUMBER 7	CAR OR TRAILER INITIAL AND NUMBER 15	DATE SHIPPED 8	MC QQ DD EE	ROUTE CODE 5	SHP. PLT. 1
		GAPX 6075				

NET WEIGHT 8		GROSS WEIGHT 8		NO. OF UNIT 4	UNIT CODE 3	PROD. CODE 3	PROD. PLT. 2

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination.

It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNEE	DESTINATION	STATE OF	COUNTY OF
John Doe, Inc.	Chicago, IL		Cook

FROM	AT
Permanent Postoffice Address of Shipper: John Doe, Inc. St. Louis, MO	

ROUTE	DELIVERING CARRIER	AGENT
ABC Railroad	ABC	ABC PER

NO. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	WEIGHT (Sub. to Corr.)	RATE
1 T/C	Phenol, Molten 6.1 UN 2312 II RQ (Phenol) EMERGENCY CONTACT 1-800-424-9300 HAZ MAT STCC = 4921220	20,000 Gals.	

This shipment is correctly described:

CORRECT WEIGHT IS LBS. subject to verification by the Eastern, Southern or Western Weighing and Inspection Bureau, whichever applicable. 18943

John Doe, Inc. SHIPPER

THE TOTAL WEIGHT OF THE PALLETS USED ON THE SHIPMENT IS SHOWN ABOVE.

TRANSPORTATION FREE PER ABOVE

PURCHASE ORDER NO.	SEAL NUMBERS	THIS CAR LEASED TO:	LIGHT-TARE WEIGHT IS
		John Doe, Inc.	

IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE "TO BE PREPAID"

Prepaid

Subject to section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

SIGNATURE OF CONSIGNOR

SHIPPER

John Doe, Inc.

PER

PLANT COPY

TOP 125 HAZARDOUS COMMODITY MOVEMENTS
BY TANK CAR ORIGINATION

RANK	COMMODITY NAME	**HAZ CLASS
1	Freight All Kinds - Hazardous Materials	
2	Freight All Kinds - Hazardous Materials	
3	Sodium Hydroxide Solution	C
4	Petroleum Gases, Liquefied	CG
5	Sulfuric Acid	C
6	Elevated Temperature Liquid, N.O.S.	ORM
7	Ammonia, Anhydrous, Liquefied	CG
8	Chlorine	CG
9	Sulfur, Molten	ORM
10	Sulfur, Molten	FS
11	Vinyl Chloride, Inhibited	CG
12	Propane	CG
13	Fuel Oil	FL
14	Denatured Alcohol	FL
15	Methanol	FL
16	Gasoline	FL
17	Phosphoric Acid	C
18	Hydrochloric Acid	C
19	Styrene Monomer, Inhibited	FL
20	Carbon Dioxide, Refrigerated Liquid	CG
21	Ammonium Nitrate	O
22	Gasoline	FL
23	Sodium Chlorate	O
24	Diesel Fuel	CL
25	Butane	CG
26	Petroleum Crude Oil	FL
27	Phenol, Molten	P
28	Fuel Oil	FL
29	Butadienes, Inhibited	CG
30	Fuel Oil	CL
31	Ethylene Oxide	CG
32	Methyl Tert Butyl Ether	FL
33	Fuel, Aviation, Turbine Engine	FL

RANK	COMMODITY NAME	**HAZ CLASS
34	Isobutane	CG
35	Environ. Hazardous Substances, Liquid	ORM
36	Environ. Hazardous Substances, Liquid	ORM
37	Environ. Hazardous Substances, Liquid	ORM
38	Propylene	CG
39	Propylene Oxide	FL
40	Vinyl Acetate, Inhibited	FL
41	Environ. Hazardous Substances, Solid, N.O.S.	ORM
42	Environ. Hazardous Substances, Solid, N.O.S.	ORM
43	Petroleum Crude Oil	CL
44	Xylenes	FL
45	Other Regulated Substances, Liquid	ORM
46	Cyclohexane	FL
47	Hydrogen Peroxide, Stabilized	O
48	Hexamethylenediamine, Solid	C
49	Acrylic Acid, Inhibited	C
50	Sulfuric Acid, Spent	C
51	Methyl Methacrylate Monomer, Inhibited	FL
52	Environ. Hazardous Substances, Solid, N.O.S.	ORM
53	Potassium Hydroxide, Solution	C
54	Toluene Diisocyanate	P
55	Phosphoric Acid	C
56	Acetic Acid, Glacial	C
57	Formaldehyde Solutions	C
58	Butyl Acrylates, Inhibited	FL
59	Environ. Hazardous Substances, Liquid, N.O.S.	ORM
60	Petroleum Distillates, N.O.S.	CL
61	Acetone	FL
62	Compounds, Cleaning Liquid	FL
63	Toluene	FL
64	Environ. Hazardous Substances, Solid, N.O.S.	ORM
65	Ammonium Nitrate Fertilizers	O
66	Ethanol	FL
67	White Asbestos	ORM
68	Elevated Temperature Liquid, N.O.S.	ORM

RANK	COMMODITY NAME	**HAZ CLASS
69	Liquefied Petroleum Gas	CG
70	Acrylonitrile, Inhibited	FL
71	Liquefied Petroleum Gas	CG
72	Petroleum Distillates, N.O.S.	FL
73	Environ. Hazardous Substances, Liquid	ORM
74	Hazardous Waste, Solid, N.O.S.	ORM
75	Benzene	FL
76	Fuel Oil	FL
77	Ethylene Dichloride	FL
78	Hydrogen Flouride, Anhydrous	C
79	Liquefied Petroleum Gas	CG
80	Sulfer Dioxide	CG
81	Elevated Temperature Liquid, N.O.S.	ORM
82	Elevated Temperature Liquid, Flammable, N.O.S.	FL
83	Elevated Temperature Liquid, N.O.S.	ORM
84	Diesel Fuel	CL
85	Waste Flammable Liquids	FL
86	Other Regulated Substances, Liquid, N.O.S.	ORM
87	Isobutane	CG
88	Isopropanol	FL
89	Sodium Chlorate, Aqueous Solution	O
90	Other Regulated Substances, N.O.S.	ORM
91	Phosphorus, White, Dry	FS
92	Ferrous Chloride, Solution	C
93	Elevated Temperature Liquid, N.O.S.	ORM
94	Methanol	FL
95	Petroleum Distillates, N.O.S.	FL
96	Elevated Temperature Liquid, N.O.S.	ORM
97	Propylene	CG
98	Flammable Liquids, N.O.S.	FL
99	Environ. Hazardous Substances, Solid, N.O.S.	ORM
100	Butanols	FL
101	Nitric Acid	C
102	Polymeric Beads, Expandable	ORM
103	Combustible Liquids, N.O.S.	CL

RANK	COMMODITY NAME	**HAZ CLASS
104	Acetic Anhydride	C
105	Fuel Oil	CL
106	Liquefied Petroleum Gas	CG
107	Fuel Oil	CL
108	Butylene	CG
109	Ferric Chloride, Solution	C
110	Freight All Kinds - Hazardous Materials	
111	Acetaldehyde	FL
112	Other Regulated Substances, Liquid	ORM
113	Batteries, Wet, Filled with Acid	C
114	Maleic Anhydride	C
115	Hydrocarbons, Liquid, N.O.S.	FL
116	Sulfuric Acid, Fuming	C
117	Ammonium Nitrate, Liquid	O
118	Methyl Chloride	CG
119	Alcoholic Beverages	FL
120	Elevated Temperature Liquid, N.O.S.	ORM
121	Combustible Liquid, N.O.S.	CL
122	Ethyl Acetate	FL
123	Ethyl Acrylate, Inhibited	FL
124	Kerosene	FL
125	Other Regulated Substances, Liquid, N.O.S.	ORM

**CG - Compressed Gas
FL - Flammable Liquid
FS - Flammable Solid
CL - Combustible Liquid
O - Oxidizer
P - Poison
C - Corrosive
ORM - Other Regulated Material