SAFETY FIRST AND ALWAYS FOR EVERYONE'S PROTECTION!



SYSTEM
Timetable No. 2
Effective 12:01 A.M. Wednesday
December 2, 1992

FOR THE GOVERNMENT OF EMPLOYEES CONCERNED

MR. MARK BLAZER - PRESIDENT

PALOUSE RIVER RAILROAD COMPANY EXPLANATION OF CHARACTERS

- A Automatic Interlocking .
- B General Orders/Circulars/Notices
- g Gate, normal position against conflicting route
- G Gate, normal position against this subdivision
- & Gate, left lined in position last used
- M Manual Interlocking
- MT- Main Track
- P Telephone
- R Radio Communication
- S RR Crossing protected by permanent stop sign
- T Turning Facility
- X Crossover (DT)
- Y Yard Limits

EXPLANATION OF ROADWAY SIGNS

Temporary Restrictions - Red, Yellow and Green flags or discs

Permanent Speed Sign - Square or Rectangular in shape, Yellow with numerals or Green

Permanent Stop Sign - Rectangular in shape, Red

Whistle Sign - Square in shape, White with letter "W"

PLEASANT VALLEY BRANCH

Radio Display 4242

| | WEST | V | | | | EAST |
|---|-----------|------------|------------------|-----|--------------|--------------|
| - | Mile Post | 4 | STATIONS | | Station Nos. | Sidings Feet |
| , | 31.2 | | THORNTON 13.4 | | OT431 | 0.00 0.00 |
| | 18.3 | b . | ST. JOHN 18.3 | | OT418 | 1455 |
| | 0.0 | 9 | WINONA | ⊙ T | OT052 | 3260 |

317

| BUSINESS TRACKS | Mile Post | Station Nos |
|---|-----------|-------------|
| Thornton | 31.2 | OT431 |
| Sunset | 25.4 | OT425 |
| Juno | 208 | OT421 |
| Willada | 11.5 | OT412 |
| Maximum Speed (Except as below) Between Mile Posts: | | MPH 25 |
| 27.8 and 25.7 | | 15 |
| 14.3 and 12.5 | | 20 |
| 0.2 and 0.0 | | 15 |

MOSCOW BRANCH

Radio Display 4242

| WEST ' | * | The state of | | | EAST |
|-----------|---|----------------|------------|--------------|--------------|
| Mile Post | | STATIONS | | Station Nos. | Sidings Feet |
| 28.1 | | MOSCOW 8.8 | () | OT228 | |
| 19.3 | | ⊗ BN ® | | | |
| 18.7 | 4 | PULLMAN 6.0 | | OT219 | 1225 |
| 12.7 | b | ALBION 12.7 | | OT213 | 1155 |
| 0.0 | T | COLFAX | ⊕ T | OT077 | |

28.5

| BUSINESS TRACKS | Mile | e Post | Station Nos. |
|---|------|--------|--------------|
| Willson | | 25.8 | OT226 |
| Whitlow | | | OT221 |
| Shawnee | | | |
| | | | OT210 |
| | | | OT208 |
| | | 4.5 | OT205 |
| Maximum Speed (Except as below) | | | MPH |
| Between Mile Posts: | | | 25 |
| 28.5 and 26.5 | | | 12 |
| 25.4 and 24.6 | | | |
| 20.0 and 19.5 | | | |
| 10.5 | | | |
| 10.0 | | | |
| | | | |
| | | | |
| 15.0 and 12.2 | | | 15 |
| 11.3 and 10.6 | | | 15 |
| 10.6 and 9.9 | | | |
| 8.8 and 8.4 | | | |
| 7.5 and 5.5 | | | |
| 4.2 and 3.9 | | | |
| 2. | | | |
| 11 and 00 | | | |
| and o.o | | | 12 |
| Yard Limits: MP 28.5 to 27.0; MP 1.0 to 0 | 0.0 | | |

TEKOA BRANCH

| WEST ' | * | | | | EAST |
|-----------|-----------|----------------|-----|--------------|--------------|
| Mile Post | | STATIONS | | Station Nos. | Sidings Feet |
| 77.7 | d | COLFAX 25.4 | ⊕ T | OT077 | 1600 |
| 52.3 | \forall | WINONA 4.3 | Т | OT052 | 3260 |
| 48.0 | d | SUTTON 22.4 | | OT048 | 2320 |
| 25.6 | 1 | HOOPER JCT. | ⊕ T | OK103 | 1585 |

52.7

| | RUCINEC | TRACKS | | |
|--------------------------|----------------|------------------|------------|--------------|
| | DOSINES | INACKS | Mile Post | Station Nos. |
| Mockonema | | | 72.5 | OT072 |
| Diamond | | | | OT068 |
| Thera | | | | OT065 |
| | | | | OT058 |
| LaCrosse | | | 41.5 | OT041 |
| Pampa | | | 37.1 | OT305 |
| Gordon | | | 33.4 | OT308 |
| Hooper | | | 26.8 | OT315 |
| Maximum Speed (Except | ot as below) | | | MPH |
| Between Mile Posts: | | | | 25 |
| 78.5 and 77.1 | | | | |
| 77.1 and 73.2 | | | | |
| 41.8 and 41.0 | | | | |
| 41.6 (over switch on wyo | | | | |
| | | | | |
| 35.0 and 33.8 | | | | |
| | | | | |
| | | | | |
| | | | | |
| Yard Limits MP 163.3 to | o MP 158.0; MP | 78.0 to MP 76.0; | MP 28.0 to | MP 25.6 |

SPECIAL INSTRUCTIONS

The General Code of Operating Rules & Revisions effective Oct. 29, 1989, is in effect.

The Safety, Radio and General Rules for All Employees & Revisions effective Oct. 29, 1989, is in effect.

General orders located at the main office at Colfax, Washington.

EMPLOYEES MUST NOT RELY ENTIRELY UPON OTHERS, BUT MUST PROTECT THEMSELVES WHEN THEIR OWN SAFETY IS AFFECTED

Notes

| <i>(</i> 75) |
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| <i>(**)</i> |
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| RULE | NAME | INDICATION | | |
|------|-------------------------------|--|--|--|
| 230 | CLEAR | Proceed . | | |
| 231 | APPROACH LIMITED | Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route. | | |
| 232 | ADVANCE APPROACH | Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route. | | |
| 233 | | | | |
| 234 | APPROACH MEDIUM | Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed. | | |
| 235 | APPROACH RESTRICTING | Proceed prepared to pass next signal at restricted speed. | | |
| 236 | APPROACH | Proceed prepared to stop at next signal, trains exceeding 40 MPH immediatly reduce to that speed. | | |
| 237 | DIVERGING CLEAR | Proceed on diverging route not exceeding prescribed speed through turnout. | | |
| 238 | DIVERGING APPROACH | Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, If exceeding 40 MPH immediatly reduce to that speed | | |
| 239 | | | | |
| 240 | RESTRICTING | Proceed at restricted speed. | | |
| 241 | STOP AND PROCEED | Stop, then proceed at restricted speed. | | |
| 242 | STOP | Stop. | | |
| 243 | DISTANT SIGNAL APPROACH | Approach next signal prepared to stop short of next signal or switch point indicator | | |

