

SAFETY FIRST

Palouse River & Coulee City Railroad



TIMETABLE NO. 105

**EFFECTIVE 0001
PACIFIC STANDARD TIME
FRIDAY, July 01, 2005**

**325 Mill Road
Lewiston, Idaho 83501
208-743-2559**

**Rob Thrall
General Manager**



A Watco Companies, Inc. Property

JOB BRIEFING

Prior to performing any task requiring the coordination of two or more employees, those employees involved must hold a “job briefing” to ensure all have a clear understanding of the task to be performed and their individual responsibility and must discuss the following:

- 1. The job(s) to be done or move(s) to be made.**
- 2. The responsibility of each employee.**
- 3. Any additional instructions due to an unusual condition.**
- 4. Any specific reminder due to a hazardous condition or unusual practice.**
- 5. When on or near track, discuss how you are protected, what your limits are, what type and time given.
If necessary, an additional briefing should be held as the work progresses or the situation changes.**

STATEMENT OF SAFETY POLICY

It is the policy of WATCO that its operations be conducted in a safe manner. As an integral part of this policy, the management of WATCO believes that:

- All injuries can be prevented.**
- We are committed to provide a safe work environment for all employees.**
- Employees of all levels are accountable for their own safety and the safety of their co-workers, preventing injuries and accidents, and displaying safe work behavior.**
- Remember: No job is so important, no service so urgent that we cannot take time to perform all work safely.**

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TIMETABLE CHARACTERS

- A** - Automatic Interlocking
- O** - General Orders, General Notices
- C** - Standard Clock
- B** - Radio Base Station
- T** - Wye (Turning Facility)
- Y** - Yard Limits
- X** - Railroad Crossing At Grade
- D** - Hot Box and Dragging Equipment
Detector equipped with verbal indicator
- M** - Manual Interlocking
- G** - Gate – Normal Position Against Conflicting Route
- g** - Gate – Normal Position Against This Route
- g*** - Gate – May be left as last used
- J** - Junction with another railroad
- R** – Restricted Limits

C W SUBDIVISION						
	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	
W E S T W A R D ↓		1.0	begin BNSF end PCC 9.6	RJ PC 00010	TRACK WARRANT CONTROL	↑ E A S T W A R D
		10.6	Medical lake 10.5	PC 00106		
		21.1	Hite 5.7	PC 00212		
		26.8	Reardan 7.3	PC 00268		
		34.1	Mondovi 7.6	PC 00342		
		41.7	Davenport 6.2	T PC 00417		
		47.9	Rocklyn 15.7	PC 00480		
		63.6	Webb 0.8	PC 00636		
		64.4	Creston 10.0	PC 00644		
		74.4	Wilber 6.5	PC 00744		
		80.9	Govan 6.8	PC 00810		
		87.7	Almira 3.6	PC 00877		
		91.3	Hanson 5.6	PC 00913		
		96.9	Hartline 6.7	PC 00969		
	103.6	Cement 3.1	Y PC 01036			
	106.7	Odair 2.1	Y PC 01067			
	108.8	Coulee City 0.2	YT PC 01088			
	109.0	end of track	Y			

**C W Subdivision
SPECIAL INSTRUCTIONS**

1. MAXIMUM AUTHORIZED SPEED

Entire Subdivision..... 25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 1.0 to MP 3.5	10 MPH
MP 5.1 to MP 5.7.....	10 MPH
MP 15.8 to MP 16.4	10 MPH
MP 22.0 to MP 23.0	10 MPH
MP 29.5 to MP 30.0	10 MPH
MP 34.3 to MP 34.7	10 MPH
MP 56.0 to MP 58.0	10 MPH
MP 60.0 to MP 67.3	10 MPH
MP 74.0 to MP 75.1	10 MPH

3. MAIN TRACK AUTHORIZATION

MP 1.0 to MP 3.5	Restricted Limits
MP 3.5 to MP 103.0	TWC
MP 103.0 to end of track	Yard Limits

4. JOINT OPERATIONS

PCC trains are permitted to operate on BNSF track from MP 1.0 to BNSF MP 0.0. PCC crews must attempt to contact the BNSF train crew on AAR channel 76 – 76 before entering.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

MP 1.0 – Junction with the BNSF inside Restricted Limits. BNSF timetable and Special Instructions apply. PCC movements must obtain BNSF track bulletins. PCC crews must contact the BNSF train dispatcher on AAR channel 76 – 76, tone 510 or phone number before entering to determine whether or not bulletins are required.

6. INDUSTRIAL SPURS

None.

7. FRA EXCEPTED TRACK

- The track between MP 1.0 to MP 3.6 is designated as FRA Excepted track.
- The track between MP 13.5 to MP 15.0 is designated as FRA Excepted track.
- The track between MP 36.0 to MP 37.0 is designated as FRA Excepted track.
- The track between MP 63.0 to MP 65.0 is designated as FRA Excepted track.
- The track between MP 96.0 to MP 97.0 is designated as FRA Excepted track.
- The track between MP 106.0 to MP 109.0 is designated as FRA Excepted track.

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	45 CHANNEL AAR #	DISPATCHER TONE
PCC RR	45 - 45	
BNSF	76 - 76	510
UPRR	42 - 42	*16

9. SPECIFIC SWITCH INSTRUCTIONS

None.

10. DEFECT DETECTOR LOCATIONS

None.

11. LOCATIONS NOT LISTED AS STATIONS

None.

12. OTHER SPECIFIC INSTRUCTIONS

A. Maximum gross weights:

Maximum weight is 134 tons unless authorized by the General Manager.

P & L SUBDIVISION						
	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	
W E S T W A R D ↓		1.0	begin BNSF end PCC 10.3	JR		↑ E A S T W A R D
		11.3	Spangle 8.4		PC 20113	
		19.7	Plaza 7.0		PC 20197	
		26.7	Rosalia 5.6		PC 20267	
		32.3	McCoy 2.6		PC 20323	
		34.9	Flaig 2.7		PC 20349	
		37.6	Oakesdale 5.3		PC 20376	
		42.9	Belmont 0.7		PC 20429	
		43.6	Farmington 3.6		PC 20436	
		47.2	Eden 2.2		PC 20472	
		49.4	Garfield 9.7		PC 20494	
		59.1	Palouse 6.4	YJ	PC 20591	
		65.5	Fallon 5.0		PC 20655	
		70.5	Whelan 5.1		PC 20705	
		75.6	Pullman 0.3	Y	PC 20756	
		75.9	P&L Junction 8.3	J		
		84.2	Wilson 1.7	Y	PC 20842	
	85.9	Moscow 1.0	Y	PC 20859		
	86.4	end of track	Y			

**P & L Subdivision
SPECIAL INSTRUCTIONS**

1. MAXIMUM AUTHORIZED SPEED

Entire Subdivision.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 27.6 to MP 27.8	10 MPH
MP 47.4 to MP 50.0.....	10 MPH
MP 53.5 to MP 53.6	10 MPH
MP 58.0 to MP 60.0	10 MPH
MP 73.5 to MP 78.0	10 MPH
MP 84.0 to MP 86.4	10 MPH

3. MAIN TRACK AUTHORIZATION

MP 1.0 to MP 58.0	TWC
MP 58.0 to MP 60.0	Yard Limits
MP 60.0 to MP 74.0	TWC
MP 74.0 to MP 77.0	Yard Limits
MP 77.0 to MP 84.0	TWC
MP 84.0 to MP 86.4	Yard Limits

4. JOINT OPERATIONS

PCC trains are permitted to operate on BNSF track from MP 1.0 to BNSF MP 0.0. PCC crews must attempt to contact the BNSF train crew on AAR channel 76 – 76 before entering.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

MP 1.0 – Junction with the BNSF inside Restricted Limits. BNSF timetable and Special Instructions apply. PCC movements must obtain BNSF track bulletins. PCC crews must contact the BNSF train dispatcher on AAR channel 76 – 76, tone 520 or phone number before entering to determine whether or not bulletins are required.

MP 59.1 – Junction with WIM Industrial Spur.

MP 75.9 – Junction with the Hooper Subdivision.

6. INDUSTRIAL SPURS

The section of track between MP 59.1 (MP 0.0 on WIM Industrial Spur) and end of track at MP 20.5 (on WIM Industrial Spur) is designated as the WIM Industrial Spur.

7. FRA EXCEPTED TRACK

The WIM Industrial Spur is designated as FRA Excepted Track in its entirety.

All tracks between MP 84.0 an MP 86.4 are designated as FRA Excepted track.

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	45 CHANNEL AAR #	DISPATCHER TONE
PCC RR	45 - 45	
BNSF	76 - 76	520

9. SPECIFIC SWITCH INSTRUCTIONS

The P&L Junction switch located at MP 75.9 may be left as last used. All movements approaching this switch must be prepared to stop unless it is known the switch is properly lined.

10. DEFECT DETECTOR LOCATIONS

None.

11. LOCATIONS NOT LISTED AS STATIONS

WIM INDUSTRIAL SPUR		
NAME	MILES-LOCATION	STATION NUMBER
Kennedy Ford	MP 8.7	PC40087
Potlatch	MP 11.2	PC 40112
Princeton	MP 15.1	PC 40151
Harvard	MP 20.2	PC 40202

12. OTHER SPECIFIC INSTRUCTIONS

- A. Maximum gross weight is 268,000 pounds (134 tons) unless authorized by the General Manager.

HOOPER SUBDIVISION						
	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	
E A S T W A R D ↓		24.3	UPRR Junction 1.3	JY		↑ W E S T W A R D
		25.6	Hooper Junction 1.2	TY		
		26.8	Hooper 6.0	Y	PC 10268	
		32.8	Blaze 4.3		PC 10328	
		37.1	Pampa 4.4		PC 10371	
		41.5	Lacrosse 6.5		PC 10415	
		48.0	Sutton 4.3		PC 10480	
		52.3	Winona 5.6	JTY	PC 10523	
		57.9	Endicott 6.9		PC 10579	
		64.8	Thera 3.7		PC 10648	
		68.5	Diamond 4.0		PC 10685	
		72.5	Mockonema 5.2		PC 10725	
		77.3	Colfax 4.9	JTY	PC 10777	
		82.2	Risbeek 3.3		PC 10822	
		85.5	Parvin 1.9		PC 10855	
		87.4	Shawnee 3.0		PC 10874	
		90.4	Albion 5.1		PC 10904	
	95.5	Pullman 0.5	Y	PC 10964		
	96.0	P&L Junction	JY			

**TRACK
WARRANT
CONTROL**

**Hooper Subdivision
SPECIAL INSTRUCTIONS**

1. MAXIMUM AUTHORIZED SPEED

Entire Subdivision.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 24.3 to MP 25.6	10 MPH
MP 33.8 to MP 34.5	10 MPH
MP 38.0 to MP 38.2	10 MPH
MP 41.0 to MP 41.8	10 MPH
MP 73.2 to MP 96.7	10 MPH

3. MAIN TRACK AUTHORIZATION

MP 24.3 to MP 28.0	Yard Limits
MP 28.0 to MP 51.0	TWC
MP 51.0 to MP 53.0	Yard Limits
MP 53.0 to MP 76.0	TWC
MP 76.0 to MP 79.2	Yard Limits
MP 79.2 to MP 95.0	TWC
MP 95.0 to MP 96.7	Yard Limits

4. JOINT OPERATIONS

PCC trains are permitted to operate on UPRR tracks from MP 24.3 (UPRR MP 285.0) to UPRR MP 213.5 (Wallula). UPRR Timetable, Special Instructions and track bulletins apply. UPRR train dispatcher must be contacted at 800-726-1056 for bulletins and UPRR track warrants. All PCC trains must be equipped with operative dynamic brakes and operative two-way end of train devices.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

MP 24.3, UPRR Junction – Junction with UPRR. PCC on-track movements must contact UPRR dispatcher by radio or at phone number 800-726-1056 to obtain permission to enter UPRR territory and receive track warrants and bulletins.

MP 77.7, Colfax – Junction with the Colfax Industrial Spur.

MP 52.3, Winona – Junction with the P V Subdivision.

MP 96.0, P&L Junction – Junction with the P&L Subdivision.

6. INDUSTRIAL SPURS

The section of track between MP 77.7 (MP 0.0 on Colfax Industrial Spur) and end of track at MP 2.1 is designated as the Colfax Industrial Spur.

7. FRA EXCEPTED TRACK

All tracks other than main track at Sutton are designated as FRA Excepted Tracks.

The Colfax Industrial Spur is designated as FRA Excepted Track in its entirety.

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	45 CHANNEL AAR #	DISPATCHER TONE
PCC RR	45 - 45	
UPRR	42 - 42	*16

9. SPECIFIC SWITCH INSTRUCTIONS

Both main track switches at Winona may be left lined as last used. All movements approaching these switches must be prepared to stop unless it is known the switches are properly lined. .

10. DEFECT DETECTOR LOCATIONS

None.

11. LOCATIONS NOT LISTED AS STATIONS

None.

12. OTHER SPECIFIC INSTRUCTIONS

- A. Maximum gross weight is 134 tons unless authorized by the General Manager.
- B. Between MP 31.0 and MP 32.0 is a known rock slide area. All movements are to proceed prepared to stop short of obstructions.
- C. Between MP 50.5 and MP 52.0 is a known rock slide area. All movements are to proceed prepared to stop short of obstructions.
- D. The bridge walkways are out of service at the following locations:
 1. MP 36.91.
 2. MP 37.32
 3. MP 52.0

P V SUBDIVISION						
	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION		STATION NUMBER	METHOD OF OPERATION
E A S T W A R D ↓		0.0	Winona 11.5	JTY	PC 30000	TRACK WARRANT CONTROL
		11.5	Willada 6.8		PC 30115	
		18.3	St John 2.5		PC 30183	
		20.8	Juno 4.6		PC 30208	
		25.4	Sunset 4.5		PC 30254	
		29.9	Thornton end of main track 1.8		PC 30312	
		31.7	end of track			
						↑ W E S T W A R D

**P V Subdivision
SPECIAL INSTRUCTIONS**

1. MAXIMUM AUTHORIZED SPEED

Entire Subdivision.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 0.0 to MP 12.910 MPH
 MP 14.3 to MP 22.0.....10 MPH
 MP 23.2 to MP 26.110 MPH
 MP 26.1 to MP 27.820 MPH
 MP 27.8 to MP 29.910 MPH

3. MAIN TRACK AUTHORIZATION

MP 0.0 to MP 1.0 Yard Limits
 MP 1.0 to MP 29.9 TWC

4. JOINT OPERATIONS

None.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

MP 0.0, Winona – Junction with the Hooper Subdivision.

6. INDUSTRIAL SPURS

None.

7. FRA EXCEPTED TRACK

The track between MP 0.0 to MP 12.9 is designated as FRA Excepted track.

The track between MP 14.3 to MP 22.0 is designated as FRA Excepted track.

The track between MP 23.2 to MP 26.1 is designated as FRA Excepted track.

The track between MP 27.8 to end of track is designated as FRA Excepted track.

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	45 CHANNEL AAR #	DISPATCHER TONE
PCC RR	45 - 45	

9. SPECIFIC SWITCH INSTRUCTIONS

The main track switch (Whitman County Grain Growers) at MP 31.1 may be left lined as last used. All movements must approach this switch prepared to stop unless it is know the switch is properly lined.

10. DEFECT DETECTOR LOCATIONS

None.

11. LOCATIONS NOT LISTED AS STATIONS

None.

12. OTHER SPECIFIC INSTRUCTIONS

A. Whitman County Grain Growers are permitted to operate on other than main track between MP 29.9 and MP 31.7. A derail is installed at MP 30.0.

B. Maximum gross weights:

1. Entire Subdivision134 tons

WALLULA SUBDIVISION							
	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION		
E A S T W A R D ↓		0.1	end UPRR begin PCC 15.4	JY		TRACK WARRANT CONTROL	↑ W E S T W A R D
		15.5	Touchet 3.9		BL 00155		
		19.4	Lowden 4.6		BL 00194		
		24.0	Whitman 6.8		BL 00240		
		30.8	Walla Walla 7.8	OJTY	BL 00308		
		38.6	Valley Grove 7.3		BL 00376		
		45.9	Ennis 5.8		BL 00449		
		51.7	Prescott 4.6		BL 00507		
		56.3	Bolles 3.1		BL 00553		
		59.4	Waitsburg 2.3		BL 00588		
		61.7	Huntsville 4.3		BL 00611		
		66.0	Long 2.4		BL 00660		
		68.4	Dayton 1.0	Y	BL 00684		
		69.4	end of main track 0.7	Y			
	70.1	end of track					

**Wallula Subdivision
SPECIAL INSTRUCTIONS**

1. MAXIMUM AUTHORIZED SPEED

Entire Subdivision.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

- MP 1.0 to MP 2.910 MPH
- MP 4.0 to MP 5.3.....20 MPH
- MP 5.3 to MP 12.910 MPH
- MP 14.3 to MP 19.610 MPH
- MP 29.0 to MP 52.710 MPH
- MP 56.0 to MP 70.110 MPH

3. MAIN TRACK AUTHORIZATION

MP 0.1 to MP 1.0	Yard Limits
MP 1.0 to MP 29.0	TWC
MP 29.0 to MP 33.0	Yard Limits
MP 33.0 to MP 66.5	TWC
MP 66.5 to MP 69.4	Yard Limits

4. JOINT OPERATIONS

PCC trains are permitted to operate on UPRR tracks from MP 0.1 (UPRR MP 286.0) to UPRR MP 203.4 (Wallula). UPRR Timetable, Special Instructions and track bulletins apply. UPRR train dispatcher must be contacted at 800-726-1056 for bulletins and on radio AAR 42 – 42 *16 for authority to enter UPRR CTC territory. All PCC trains must be equipped with operative dynamic brakes and operative two-way end of train devices.

PCC trains are permitted to operate on UPRR tracks between MP 0.0, Condon Industrial Spur (UPRR CP S-138) to UPRR CP S-140 (Condon). UPRR Timetable, Special Instructions and track bulletins apply. UPRR train dispatcher must be contacted at 800-726-1050 for bulletins and by radio AAR channel 27 – 27, *06 for authority to enter UPRR tracks.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

- MP 0.1, Wallula – Junction with UPRR.
- MP 30.8, Walla Walla – Junction with the Milton-Freewater Industrial Spur.
- MP 31.0, Walla Walla – Junction with the Wal-Air Industrial Spur.
- MP 0.0, Condon Industrial Spur – Junction with the UPRR.

6. INDUSTRIAL SPURS

The section of track between MP 30.8 (MP 46.8 on the Milton Freewater Industrial Spur) and end of track at MP 20.1 is designated as the Milton Freewater Industrial Spur.

The section of track between MP 31.0 (MP 32.1 on the Wal-Air Industrial Spur) and end of track at MP 36.7 is designated as the Wal-Air Industrial Spur.

The section of track between the UPRR main track (UPRR CP S-138) at Condon and end of track is designated as the Condon Industrial Spur. The Condon Industrial Spur has mile posts numbering from 0.0 (junction with the UPRR) to MP 11.5 (end of track). Maximum authorized speed is as follows:

Between MP 0.0 and MP 0.4	10 MPH
Between MP 0.4 and MP 10.5.....	20 MPH
All other tracks or sections of track.....	10 MPH

GCOR 6.28 applies on the entire Condon Industrial Spur.

7. FRA EXCEPTED TRACK

The track between MP 1.0 and MP 2.9 is designated as FRA Excepted track.

The track between MP 29.0 and MP 52.7 is designated as FRA Excepted track.

The track between MP 56.0 to end of track is designated as FRA Excepted track.

All tracks other than main track at Walla Walla are designated as FRA Excepted Track.

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	45 CHANNEL AAR #	DISPATCHER TONE
PCC RR	45 - 45	
UPRR	42 - 42	*16

9. SPECIFIC SWITCH INSTRUCTIONS

All main track switches inside Yard Limits at Walla Walla may be left as last used. All movements must approach these switches prepared to stop unless it is known they are properly lined.

10. DEFECT DETECTOR LOCATIONS

None.

11. LOCATIONS NOT LISTED AS STATIONS

MILTON FREEWATER INDUSTRIAL SPUR		
Name	Mile Post Location	Station Number
Walla Walla	MP 46.8	BL 10468
Spofford	MP 39.9	BL 10399
Milton-Freewater	MP 36.1	BL 10361
Weston	MP 20.8	BL 10208

WAL-AIR INDUSTRIAL SPUR		
Name	Mile Post Location	Station Number
Walla Walla	MP 32.1	BL 20468
Wallair	MP 35.4	BL 20678

12. OTHER SPECIFIC INSTRUCTIONS

A. Maximum gross weights:.....134 tons

RAILROAD SPECIFIC INSTRUCTIONS

1. COMPANY OFFICERS

Company Officers	
Name	Title
Rob Thrall	General Manager
Brad Smith	Assistant General Manager
Larry Smith	Trainmaster
Robert McKinney	Trainmaster
Mike Balls	Roadmaster
William Ward	Roadmaster
Eric McDonald	Chief Mechanical Officer

2. EMERGENCY TELEPHONE NUMBERS

All Subdivisions		
Location	Contact	Phone number
Moscow	Fire	911
	Police	208-882-5551
Potlatch	Fire	208-875-0111
	Police	208-832-2216
Deary	Fire	208-877-1582
	Police	208-882-2216
Bovill	Fire	911
	Police	208-826-2216
Latah County	Fire/Police	911 or 208-882-8580
Idaho State Police	Police	208-743-9546
Ephrata	Police	509-754-3571
Washington State Patrol	Police	800-283-7804
Cheney	Fire	509-235-7291
	Police	509-235-7220
Medical Lake	Fire	509-299-3333
	Police	509-299-5122
Reardon	Fire	509-796-2121
	Police	509-796-2626

Davenport	Fire	509-725-3636
	Police	509-725-3501
Creston	Fire	509-636-2881
	Police	911
Wilbur	Fire	509-647-5302
	Police	911
Almira	Fire	509-639-2881
	Police	911
Hartline	Fire	800-562-6010
	Police	911
Coulee City	Fire/Police	509-632-5331
Pullman	Fire	509-334-1515
	Police	509-332-2521
LaCrosse	Fire	509-549-3422
	Police	509-549-3422
Paluose	Fire	509-878-1331
	Police	509-878-1611
Tekoa	Fire	509-284-3473
	Police	509-284-2761
St John	Fire	509-648-3311
	Police	509-648-3661
Endicott	Fire	509-657-3636
	Police	509-657-3630
Garfield	Fire	509-635-1122
	Police	509-635-1133
Thornton	Fire	509-523-3551
	Police	509-397-4341
Oakesdale	Fire	509-285-5001
	Police	509-285-5333
Rosalia	Fire	509-523-3551
	Police	509-523-3541

Spangle	Fire	509-245-3260
	Police	911
Colfax	Fire	509-397-3415
	Police	509-397-4615
Whitman County Sheriff	Police	509-397-4341
Spokane County Fire	Fire	911
Spokane County Sheriff	Police	509-456-4204
Spokane Co. Emergency Dispatcher	Fire/Police	509-456-3855
Poison Control Center	Poison Control	800-732-7685
Walla Walla	Fire	911
	Emergency Dispatcher	509-527-1960
Walla Walla Valley	Emerg. Management	509-527-3223
	Emergency medical	509-527-4490
	Police	911
Milton Freewater	Fire/Police	911
	State Police	541-938-6544
Dayton	Fire/Police	509-382-2518
Prescott	Fire/Police	509-849-2262

3. RAILROAD CONTACT NUMBERS

PCC Railroad Office	Office: 208-743-2559 Fax: 208-743-4647
General Manager	Office: 208-743-2559 Fax: 208-743-4647
Assistant General Manager	Office: 208-743-2559 Fax: 208-743-4647
Train Dispatcher	Office: 877-926-9663 Fax: 208-733-1720
Customer Service	Office: 877-926-9663 Fax: 208-733-1720

4. ALL SUBDIVISIONS

A. TIME ZONE IN EFFECT

PCC Railroad employees will use Pacific Standard Time shown in Continental (military) Time format on all switch lists and records. Common Daylight savings Time procedures will be followed.

B. TRAIN MOVEMENTS:

It is permissible to operate a locomotive(s) or trains of any size or make up with only a certified locomotive engineer controlling the movement. It is not required for a conductor to be on or with the train.

C. EQUIPMENT RESTRICTIONS:

Except in work train service, empty CWR equipment, pile drivers, Jordan spreaders, and locomotive cranes must be handled at the rear of trains.

Cranes, derricks, or similar equipment moving on their own wheels or on rail equipment must be properly secured and when practical, boom must be in the trailing position. Such equipment must be inspected before it is moved and movements must not exceed 25 MPH.

All loads with over-dimensional widths or heights must be inspected by the Mechanical department prior to being moved from origin or interchange points.

The following equipment must be placed next car ahead of a caboose or at the rear of caboose-less trains, except in work trains, unless otherwise indicated in the individual subdivisions:

- Pile Drivers
- Locomotive Cranes
- Empty ribbon rail cars
- Rear end only cars
- Jordan spreaders
- Wedge plows
- Dozers

Scale test cars must be placed ahead of the last car on caboose-less trains. Exception: BN 979019 --- 979024 and BN 979026 --- 979036 may be placed anywhere in train.

A potential safety hazard exists when applying hand brakes on DODX flatcar numbers 40000 through 40100. When the handbrake handle is lifted, it can strike the left leg of a person standing on the sill step. Before the brake is applied, the car must be stopped and the employee standing on the ground.

D. Speed Restrictions (Equipment) – All Trains and Engines:

Rotary Snow Plow	20 MPH
When handling pile driver, wrecker pile driver, ditcher or similar equipment.....	15 MPH
Scale Test car.....	35 MPH

E. Testing Bearing Temperature

A heat indicating crayon or hand held infrared device must be used to test bearing temperature. Test the bearing temperature by stroking the heat-indicating crayon on the bearing cup. A liquid smear will remain on an overheated bearing. When ambient temperature is 32 degrees Fahrenheit or above, use a 200 degree Fahrenheit heat indicating crayon to test bearing temperature. When ambient temperature is below 32 degrees Fahrenheit, use a 163-degree Fahrenheit heat-indicating crayon to test bearing temperature.

If a heat indicating crayon or a hand held infrared device is not available, carefully pass your hand near the bearing without touching it. If a bearing is radiating more heat than the others, it is overheated. Use crayon marker to write date and letter "X" above each journal indicated or found to be overheated and the date and letter "W" above each wheel indicated or found to be defective or overheated if the car is set out or remains in the train. Set out equipment with overheated bearing, and notify the Trainmaster. If it is safe to move equipment, set out any car with an overheated bearing at a location accessible to repair personnel.

F. Crossing Accidents Grade:

The following information is designed to serve as post grade crossing accident guidelines. It is designed to provide the utmost in safety for you and your crew.

After the accident has occurred and the train is stopped:

Ensure the safety of crew members, accident victims, and the public.

- a. Meet the requirements of rule 6.23.
- b. Contact a qualified employee and advise:
 1. exact location and
 2. What emergency services are needed? Be sure to include alternate routes for the emergency vehicles if your train is blocking road crossings.
- c. Assess the damage to the vehicle and train to determine if there is any danger to your crew or the public.
- d. Assign a crew member to monitor a radio to provide further information for emergency assistance.
- e. If it is safe, render assistance to accident victims. It is important not to move the victim unless a life-threatening situation exists.
- f. Turn off the vehicles' ignition and inform the investigating officer you did so. Otherwise, do not disturb the accident scene.
- g. Only give information to:
 1. The investigating officer, or,
 2. Authorized company managers. Cooperate with the investigating officer. Answer the officer's questions and provide as much information as you can recall.

Record the badge number and name of the investigating police officer at the scene. Witness with the officer that the headlight is on, and that the whistle and bell on lead unit are in proper working order. Also, note that the crossing warning devices are functioning.
- h. Assign a crew member to verify the accuracy of the train list. Save all train lists, track warrants, track condition messages, and other pertinent documents for the proper PCC Railroad managers.

- i. Ascertain that no part of your train is derailed and that it will be safe to proceed once released by the investigating officer.
- j. Personal counseling will be available to any crew member who might experience post-accident trauma.
- k. Take pictures of the scene, including the crossing and surrounding area.

G. Tornado and Earthquake Instructions

If a train or yard assignment has an occupied caboose, upon being notified of a tornado watch, the occupants of the caboose should immediately move to the locomotive consist.

While in the process of moving to the locomotive, if the tornado watch turns into a tornado warning”, or a funnel cloud is spotted, those affected should seek shelter in a nearby ditch, ravine, culvert, under a bridge or in a depression. If none of these are available, lie face down on the ground with hands over the head away from the caboose or cars in the train.

A “tornado warning” means a tornado has been sighted or verified by the National Weather Service or by persons associated with official weather spotters. Train crews are to follow instructions as follows:

During a tornado warning, all train movements and yard activities must stop. Any train in route will stop and employees should seek appropriate shelter consistent with the safety of all involved, avoiding the stopping of a train on a high bridge, across railroad and highway crossings at grade, or anywhere the presence of a train could be a hindrance.

After the tornado warning has been cleared and such information has reached the train crews, if the path of the tornado crossed the tracks at their location or in the immediate vicinity, crew members must inspect their train before moving to determine if any damage or derailment has occurred to the train or if the track structure has been damaged. After inspecting the train and track, and a qualified employee has relayed the limits of the tornado’s path, the train may proceed, prepared to stop when approaching bridges, culverts, or other points likely to be affected. The qualified employee must be advised immediately of such conditions.

Earthquake Instructions:

When an earthquake is reported, a qualified employee will do the following:

1. Instruct all trains within 150 miles of the reporting location to “proceed at restricted speed due to earthquake conditions.” An acknowledgement must be obtained from each train or engine receiving these instructions.
2. Once magnitude and epicenter are known, the following inspection criteria will apply:
 - If magnitude is 5.5 to 4.9:
 - ◆ No inspection is required
 - If magnitude is 5.5 to 5.9:
 - ◆ Track inspection for a 30 mile radius during daylight hours
 - ◆ Inspect bridges on 30 mile radius during daylight hours
 - ◆ Trains proceed at restricted speed until track inspections are completed

If magnitude is 6.0 to 6.4:

- ◆ Track and bridge inspection for 50 mile radius
- ◆ Trains stop until all inspections are complete

If magnitude is 6.5 to 6.9:

- ◆ Track and bridge inspection for a 70 mile radius
- ◆ Trains stop until all inspections are complete

If magnitude is 7.0 to 7.4:

- ◆ Track and bridge inspection for a 100 mile radius
- ◆ Trains stop until all inspections are complete

If magnitude is 7.5 and above:

- ◆ Inspection radius at the discretion of the General Manager
- ◆ Trains stop until instructed to proceed

H. Blocking Road Crossings

A train stopped on a road crossing for more than 10 minutes must immediately cut the crossing unless otherwise instructed by a supervisor or the train dispatcher. If a train blocks any crossing more than 10 minutes, the train crew must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

I. Equipment Handling Instructions

1. Trains having 50% or more of their cars loaded will be considered as loaded trains; those having less than 50% loads will be considered as empty trains.
2. Unit coal trains equipped with an air dump system for automatic unloading must be operated from the unloading location with the locomotive main reservoir end cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the system to become devoid of air and eliminate any possibility of these cars dumping enroute. Upon arriving at the location to begin charging the dumping system, the locomotive-to-auxiliary hose must be reapplied and the end cock on the locomotive opened to permit recharging the system for unloading. At the loading facility where these train have been loaded, they must be inspected to determine:
 - a. The locomotive-to-auxiliary train line has been removed, and;
 - b. All hoses are coupled and angle cock properly positioned. If for any reason it becomes necessary to charge the rapid discharge dumping system, extreme caution must be used.
 - c. If these cars are uncoupled and re-coupled at any time, the auxiliary dump hoses must be reconnected.
3. Ditcher spreader cars when plowing snow must not:
 - a. Have the short hood of the locomotive against the ditcher spreader.
 - b. Be shoved by a locomotive consist exceeding two units.
 - c. Handle more than 5 cars, including the ditcher spreader and caboose.
 - d. Exceed track speed and will be governed by the instructions of the supervisor accompanying the movement as to further speed restrictions.
5. When operating a rail-bound test car as a train, they must be considered as a single light locomotive. When operating these vehicles as on-track equipment, WATCO MofW Rule 812 applies.
6. Back up or shoving movements with more than 50 cars is limited to a maximum of 18 powered axles.

7. When it is necessary to start a heavy train under conditions in which engine wheel slippage may occur, a crewmember will place him/herself in a position to observe the entire locomotive consist. While the train is being started, the crew member so positioned will be attentive to the possibility of engine wheel slippage and arrange to immediately notify the engineer if excessive wheel slippage on any locomotive in the consist is evident. This is especially crucial while the engines are loading and just before the train is brought into motion. It should be watched, however, until the entire train is underway. Engineers must be on the lookout for a response from the crew member on the ground and promptly take necessary action to prevent rail burn.
8. When supplying or setting off empty coal cars, the automatic brake should not be used when the same results can be accomplished by use of dynamic or independent brake. If the descending grade is to the extent that dynamic brake is insufficient, the automatic brake may be used in conjunction with the dynamic or independent brake to control movement. After the stop is made, slack may be bunched by applying a sufficient number of hand brakes.
9. Following an undesired application of the automatic brake system on grades of 1% or greater, a minimum of 20 minutes charging time of the brake system is required. During cold or inclement weather, additional charging time may be required.
10. During periods of snowfall accumulation in excess of 24 inches, track where heavy descending grades are three miles or longer and 1.5% or greater should be plowed with a spreader or other plow when possible. Snowplows on locomotives should only be used as a last resort as they do not move snow away from the track structure sufficiently to protect freight car braking systems. This plowing should be done at least 10 miles prior to and include the heavy descending grade when possible. This is done ahead of the grade so that the brake system can be warmed with a train brake application without re-icing prior to grade descent. When snow accumulations have exceeded 24 inches, no train, except light engines may descend these grades until the following:
 - a. The grade and track 5 miles preceding the grade have been traversed not more than one hour previous to additional train movements, or
 - b. It has been determined that roadbed snow level does not exceed 24 inches.

J. Grade Charts

Specific subdivision or industrial spur grade charts are available at railroad headquarters for application of the hand brake chart and end of train device usage. Employees whose duties are in any way affected by these items must obtain a copy.

<p>Watco Companies, Inc. SYSTEM SPECIAL INSTRUCTIONS</p>

ITEM 1. RULE BOOKS AND PUBLICATIONS IN EFFECT

Where applicable, employees must provide themselves with and have available for reference:

<i>General Code of Operating Rules, 5th Edition</i>	Effective April 3, 2005
<i>WATCO Air Brake and Train Handling Rules</i>	Effective December 1, 2003
<i>United States Hazardous Material Instructions for Rail</i>	Effective November 10, 2003
<i>WATCO Transportation Safety Rules (T&E employees)</i>	Effective December 1, 2003
<i>WATCO Transportation Safety Procedures (T&E employees)</i>	Effective December 1, 2003
<i>Emergency Response Guidebook</i>	Dated 2000 or 2004
<i>Roadway Worker Protection Rules</i>	Effective March 8, 2004
<i>WATCO Maintenance of Way Rules</i>	Effective March 8, 2004
<i>WATCO Engineering Safety Rules (MOW employees)</i>	Effective March 8, 2004
<i>WATCO Mechanical Safety Rules (MOE employees)</i>	Effective January 1, 2004
<i>WATCO Rules Governing Train Dispatchers</i>	Effective February 15, 2003
<i>WATCO Rules For Operations Of Remote Control Units</i>	Effective October 15, 2004

ITEM 2. MAXIMUM SPEEDS

Train and equipment speeds specified by rules, Special Instructions, signal indications, track bulletins or other means must be maintained to the extent feasible, consistent with safety, but must not be exceeded. Where there is a difference in speeds, the lowest speed will govern.

TABLE OF TRAIN SPEEDS

Min.	Sec.	MPH	Min.	Sec.	MPH	Min.	Sec.	MPH
1	00	60.0	1	28	40.9	1	56	31.0
1	02	58.0	1	30	40.0	1	58	30.5
1	04	56.2	1	32	39.1	2	00	30.0
1	06	54.2	1	34	38.3	2	05	28.8
1	08	52.9	1	36	37.5	2	10	27.7
1	10	51.4	1	38	36.8	2	15	26.7
1	12	50.0	1	40	36.0	2	24	25.0
1	14	48.6	1	42	35.3	2	30	24.0
1	16	47.4	1	44	34.6	2	45	21.8
1	18	46.1	1	46	34.0	3	00	20.0
1	20	45.0	1	48	33.3	3	30	17.1
1	22	43.9	1	50	32.7	4	00	15.0
1	24	42.9	1	52	32.1	5	00	12.0
1	26	41.9	1	54	32.6	6	00	10.0

SYSTEM SPEED RESTRICTIONS

Movement on all tracks other than main track and through turnouts (unless otherwise specified)	10MPH
Trains or engines with lead units not equipped with event recorders	30MPH
A controlling locomotive unit with a defective speed recorder	20MPH
Within Mechanical Department limits	05MPH
Balloon tracks & wye tracks	05MPH
Movements on live rails of track scales	05MPH

ITEM 3. TRAIN MAKEUP AND EQUIPMENT RESTRICTIONS

1. When trailing tonnage exceeds 5000 actual tons, the first five cars behind the locomotive must weigh 50 tons or more provided the train contains 5 cars weighing 50 tons or more, for application of this restriction, two consecutively loaded platforms of an articulated car are to be considered the equivalent of one car weighing 50 tons.
2. The following cars must be entrained with no more than 4000 trailing tons:
 - Empty tank cars less than 35 feet in length
 - Other cars measuring less than 42 feet in length and they must not be coupled to a car longer than 75 feet in length.
3. Two axle intermodal cars weighing less than 25 tons must be entrained with no more than 1500 trailing tons.
4. Scale test cars and other cars designated as required to be on the rear end of trains must be entrained within the rear 5 cars of the train. Unless equipped with operative air brakes, scale test cars must not be handled as the rear car in a train.
5. Loaded continuous welded rail (CWR) trains must be handled separately from other trains.
6. When making up trains, the following will govern:
 - Loaded cars should be placed toward the head end of trains, with empties placed near the rear.
 - Loaded multi-platform double stack cars should be entrained on the head end of trains.
 - Blocks of ten or more cars having an average weight over 100 tons per car must be placed near the head end of trains.
 - Any block of 20 or more conventional TOFC / COFC or multilevel cars must be placed as close to the rear as good train make-up will permit i.e., loads ahead of empties.

PREVENTION OF HARMONIC ROCK

The critical speed range for harmonic rock is between 13 and 19 MPH. Every effort must be made to operate trains at speeds above or below these limits except when:

1. An engine is operating at its maximum.
2. Train is operating on ascending grades.
3. When automatic brakes are applied.

Trains operated in a draft condition are less susceptible to harmonic rock. While in the critical speed range, the engineer, and conductor should make a constant and careful observation of as much of their train as possible to determine if any cars are rocking excessively.

ITEM 4. INSTRUCTIONS FOR WINTER TRAIN OPERATIONS

1. Extreme caution should be used in setting out cars. Use the locomotives to go into back tracks and sidings first, then, and only then, shove in with loaded or empty rail cars, as tracks which are used on less than a daily basis have the possibility of the crossing and tracks freezing over and causing a possible derailment.
2. Train crews must be cautious throughout winter months about not riding cars into sidings and back tracks on the building side of the track, due to the danger of snow sliding from the tops of the buildings, creating additional hazards. Again, the possibility of a rail car derailing and resulting in injury to switching personnel is preventable if we follow the above instructions and use a little extra care and judgment in the winter months.
3. Snow removal for switching operations will be the joint responsibility of the entire train crew including the locomotive engineers and the maintenance of way. This will truly require a team effort to provide our valued customers with the excellent service that our company demands. All locomotives used in our heavy snow areas will be equipped with snow plows and will be set no higher than 5" above the top of the rail. If the setting is higher, it will cause ice problems, and should it become necessary to use the wedge, there is a higher potential for a derailment. If plow settings are not correct, please notify the Mechanical Department immediately
4. In heavy snow or blowing snow or ice storms and conditions where accumulation of snow exists, layers of ice can build up on brake shoes and may reduce brake efficiency. Under these conditions, engineers should begin brake pipe reductions earlier than usual. Initial brake pipe reductions should be made sufficiently in advance to allow accumulated ice to melt from the brake shoes before braking is necessary. Must take extra precautions to ensure hand brakes are sufficient to hold cars.
5. In heavy snow conditions, Trains must approach grade crossing prepared to stop if rail is not visible over the crossings. A member of crew on the ground must watch train over crossing. Do not shove cars through drifts of snow or on crossings packed with snow and ice.
6. In extreme cold, supervisors and crew members must make determinations for each train whether or not to limit train length, especially on heavy grades. Supervisors must also determine whether or not to reduce train speeds account the possibility of broken rail at extremely low temperatures.

ITEM 5. LOCOMOTIVE INSTRUCTIONS

FUEL CONSERVATION

Locomotive engineers must comply with fuel conservation instructions and employ train handling techniques consistent with efforts to reduce fuel costs. Always isolate unneeded locomotives within a locomotive consist.

OPERATING CONDITIONS

1. Equalizing leakage in all locomotives must be zero on all controlling locomotives of a train, unless it develops enroute, in which case the locomotive can be moved to the nearest forward point where the link can be repaired.
2. Using the WATCO Train Profile Information Sheet, locomotive engineers must know (by previous Train Profile Information Sheet or by testing) the operation status of the dynamic brakes of each locomotive in the consist at the initial terminal or anywhere the engineer first begins operation of any train. This status must be recorded on the WATCO Train Profile Information Sheet and kept on the controlling locomotive.
3. If the dynamic brakes of any locomotive are inoperative, the locomotive shall have a tag bearing the words "INOPERATIVE DYNAMIC BRAKE" securely attached and displayed in a conspicuous location in the cab of the locomotive. If dynamic brakes are found to be inoperative during the daily inspection or become inoperative enroute, the locomotive engineer shall apply this tag. The tag shall include the following information:
 - The locomotive initial and number
 - The name of the discovering railroad
 - The location and date where the condition was discovered
 - The signature of the person who discovered the conditionIf the dynamic brakes have been deactivated, the locomotive must be clearly marked (stencil, sticker or tag) with the words "DYNAMIC BRAKE DEACTIVATED" and the locomotive must be incapable of utilizing the dynamic brakes.
4. Any train when descending a section of track with an average grade of one percent or greater over a distance of three continuous miles shall be immediately brought to a stop, by an emergency brake application if necessary, when the train's speed exceeds the maximum authorized speed by more than 5 mile per hour.

ITEM 6. MISCELLANEOUS

HIGHWAY / RAIL GRADE CROSSING SIGNAL BOXES

An illuminated white light above the door of a signal box at highway/rail grade crossings indicates the AC power is being used for an active device(s) at that location. When the light is not illuminated, AC power is not being used and the crossing warning device(s) is operating on battery power only. Extended battery operation of crossing warning devices can affect the safety of the crossing. Contact the train dispatcher if the light on the signal box is not illuminated.

OPERATIONAL TESTING

When performing operational testing, stop signal appliances such as unattended burning fusees, red flags, red lights or banners displaying the words “STOP” or “STOP OBSTRUCTION” may be used to test for compliance with GCOR 6.27 and 6.28. When unattended fusees are used for this purpose, the officer may allow the movement to depart the testing site without complying with restricted speed as required by GCOR 5.6.

CONSIST VERIFICATION

All crews receiving trains or picking up cars on foreign railroads must verify that the cars received are part of the train by comparing at least six (6) cars of each track to the train list furnished by the delivering road.

AUTHORIZED PROTECTION BY YELLOW OR YELLOW –RED FLAG

GCOR 5.4.4 is in effect for all WATCO properties.

FOLLOWING TRAINS

Flagging for following trains is not required on all WATCO properties.

WATCO TRAIN PROFILE INFORMATION SHEET

The Watco Train Profile Information Sheet is available at all crew reporting points. Train and engine crews are responsible to ensure that all appropriate information is filled out on the form and the form be kept accurate at all times while the crew is on duty. The form is to be kept on the controlling locomotive. If train profile changes are made, the Train Profile Information Sheet must also be changed to keep the sheet accurate at all times. If being relieved, the form must stay on the controlling locomotive and the information included in the job briefing with the relieving crew. If the train or locomotive consist remains intact, the sheet must stay on the controlling locomotive as information for the next crew.

TORPEDOES

The use of railroad torpedoes is not allowed on Watco properties. Employees that discover torpedoes must report that fact to their supervisor, who will arrange for collection and disposal.

ITEM 7. CHANGES AND REVISIONS TO THE *GENERAL CODE OF OPERATING RULES* (and M of W rules as applicable)

1.3.1 RULES, REGULATIONS AND INSTRUCTIONS

Add: Roadway Worker Protection Rules and Maintenance of Way Rules:

Employees whose duties include the inspection, construction, maintenance or repair of track, bridges, roadway, signals, and machinery or provides protection for other employees or themselves must be qualified on these rules and have access to these rules while on duty.

1.33 INSPECTION OF FREIGHT CARS

Add: Tie Down Chains/Cable - Cars equipped with tie down chains and/or cables must not be moved until the chains and/or cables are properly secured.

5.9.2 HEADLIGHT OFF CHANGE ITEM #2 TO READ:

The train is left unattended on the Main Track

6.13 YARD LIMITS

Second paragraph is changed to read:

All movements entering or moving within Yard Limits must be made at restricted speed regardless of signal indications.

6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

Add: Inspection of Cars and Units. The entire train must be inspected for derailed cars, shifted loads, or other conditions affecting safe train movement. Promptly report results on the inspection to the train dispatcher or proper authority.

7.7 KICKING OR DROPPING CARS

Add: The dropping of cars is prohibited when movement is initiated by a locomotive except in specified areas.

7.14 SAFETY STOP

Add New Rule:

When shoving in spur tracks containing other car(s), stop must be made approximately 1 car length before making coupling.

8.16 DAMAGED OR DEFECTIVE SWITCH

Add: When switches are spiked they will be identified by a tag or colored tape attached to the switch stand or handle. This does not relieve the requirements of additional protection as required.

8.20 DERAIL LOCATION AND POSITION

Add: Crewmembers must communicate when derails have been placed in the non-derailing position before proceeding with movement.

RWP Rules: PROTECTING MEN AND EQUIPMENT

Add:

When applicable, all trains authorized are notified of the men or equipment using track warrant line 12 or line 18 and the track warrant identifies the employee in charge by name. Trains must not enter the limits of the track warrant held by men or equipment unless verbally authorized by the employee in charge named. Also, a track warrant must inform the employee in charge about the trains using track warrant line 11. Employee in charge must not authorize train movement into the limits unless all men and equipment are clear of the main track and the track is safe for train movement. When so authorized, trains may move as specified by the employee in charge. When so authorized, trains may move as specified by the employee in charge. Restricted speed as indicated by line 12 does not apply.

Add: *Roadway Worker Protection Rules*, page 10, Add a fourth bullet after the sentence: "The method that a Lookout will use to warn roadway workers will consist of:" That reads:

- A visual means of warning that is discussed and agreed upon in a job briefing prior to establishing on-track protection.

Add: *Roadway Worker Protection Rules*, page 10, under the chart identifying the minimum distance required for the maximum authorized speed... "NOTE: ADDITIONAL TIME MUST BE ADDED FOR THE TIME REQUIRED TO CLEAR THE TRACK

WATCO Transportation Safety Rules & Recommended Work Guidelines; Rule T-9 WATCO Mechanical Safety Rules; Rule M-16:

Add fourth bullet under item a. to read as follows:

- After work in the Red Zone is complete, Red Zone Protection must be released only by the person who requested it before the engineer can release Three-Step Protection.

WATCO Air Brake and Train Handling Rules; Rule 102.1.2

Add item 3a. between items 3 and 4 to read as follows:

- 3a.** After air stops exhausting at the automatic brake valve, secure the cars to be left unattended with a sufficient number of hand brakes using chart in rule 104.14.

GLOSSARY

Add: DAILY OPERATING BULLETIN (DOB)

Instructions regarding track conditions, restrictions, and other information, which affect the safety and movement of a train or engine. All track bulletin rules apply to DOBs.

ITEM 8. ADDITION TO WATCO'S EMPLOYEE HANDBOOK

Add to the policy concerning Drugs and Alcohol:

"In addition, no employee who performs covered service may use a controlled substance at any time, whether on duty or off duty, except as prescribed by a medical practitioner."

ITEM 9. TRAIN AIR BRAKE TESTS

1. WATCO railroads perform only Class I (Initial Terminal), Class III (Application and Release) and Transfer Train Movement air brake tests.
2. At initial terminals (where the train is originally made up), no defective cars may depart the initial terminal in any train. Trains that require a Class I (Initial Terminal) air brake test on the entire train must not move defective cars. Trains that require a Transfer Train movement air test on the entire train may not move defective cars.

3. During a Class I (Initial Terminal) air brake test, in addition to the inspection requirements listed in the WATCO Air Brake and Train Handling rulebook, the train must be inspected on BOTH sides during the application of the brakes. Each piston on each car must be inspected to ensure it is within allowable limits. Allowable limits for standard 10" X 12" body-mounted brake cylinders are between 7 and 9 inches at the initial terminal and up to 10 ½ inches at outlying points. Allowable limits for standard 12" X 10" body-mounted brake cylinders are between 5 and 7 inches at the initial terminal and up to 8 ½ inches at outlying points. Allowable limits for standard 7 5/8" X 12" body-mounted brake cylinders are between 5 and 6 inches at the initial terminal and up to 7 ½ inches at outlying points. Cars with non-standard mounted brake cylinders (truck mounted) will have the allowable piston travel on the badge plate, stencil, or sticker applied to the car. A record of the test is to be recorded on the WATCO Train Profile Information Sheet and kept on the controlling locomotive of the train.
4. While enroute, if a car is determined to be defective for air brakes or safety appliances and must be moved in the train, in addition to the requirements in the WATCO Air Brake and Train Handling rulebook, the railcar must be bad-order tagged on both sides of the car by the conductor, if no mechanical forces are present, and the defective car information recorded on the WATCO Train Profile Information Sheet. The conductor must determine from a supervisor or train dispatcher if the car can be moved forward to the nearest repair point or must be left for movement in the opposite direction. In cases of these defects, the car must be moved to the nearest repair point which may not necessarily be forward in the direction of train movement. The conductor shall determine if the car(s) is safe to move, maximum speed and any other movement restrictions. If in doubt, contact your supervisor or the Mechanical department.
 - a. The bad order tag applied to the defective car must contain the following information:
 - Car initial and number
 - Name of the railroad
 - Name and position of the inspector
 - Inspection location and date
 - Nature of the defect
 - Movement restriction descriptions
 - Destination where the repairs will be made
 - Signature of the inspector
5. All trains must have a minimum of 85% operative brakes at all times (100% when at the initial terminal). To determine this percentage, divide the number of operative control valves in the train by the total number of control valves in the train. Count all locomotives and railcars.
6. All air brake tests require an accurate gauge at the rear of the train to determine air pressures.
7. Railcars cannot be moved any distance over one mile without performing the required air brake test.

Item 10. Verification of Main Track Switch Position

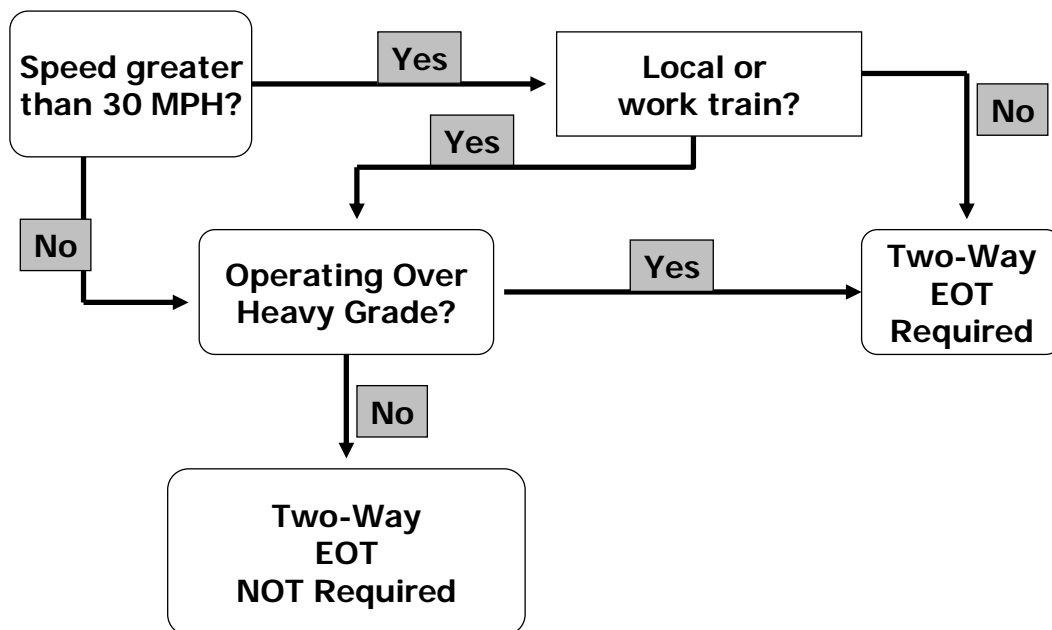
In Track Warrant Control Territory, before reporting clear of a track warrant, the track warrant is made void, or a portion of the track warrant limits are released, crewmembers must:

- ⊗ Restore all hand operated main track switches to the correct position.
- ⊗ Discuss in a job briefing with other crewmembers the position of all hand operated main track switches that were operated within the limits being released to verify they have been restored to the correct position.
- ⊗ Discuss in a job briefing with the train dispatcher the position of all hand operated main track switches that were operated within the limits being released to verify they have been restored to the correct position.
- ⊗ All Train Dispatchers will verify that any main track switches are restored to correct position before releasing or voiding any track warrant.
- ⊗ All field supervisors are to increase and document efficiency testing regarding this General Order and the operating rules governing main track switches to ensure strict compliance.

ITEM 11. TWO-WAY END OF TRAIN DEVICES:

1. Heavy grade is:
 - A train with 4,000 trailing tons or less operating on a section of track with an average grade of two percent (2%) or greater over a distance of two continuous miles.
 - A train with more than 4,000 trailing tons operating on a section of track with an average grade of one percent (1%) or greater over a distance of three continuous miles.
2. A local is a train assigned to perform switching enroute which operates with 4,000 trailing tons or less and travels from origin point to destination in a crew's typical single tour of duty.
3. A work train is a non-revenue train of 4,000 trailing tons or less used for the administration and upkeep service of the railroad.
4. Use the following flow chart to determine whether or not a two-way end of train device is required:

Two-Way End of Train Devices



ITEM 12. COMPANY OWNED BUSINESS CARS

All company owned or operated passenger or business equipment including cabooses, will be handled only in freight trains of 25 total cars or less. The above noted cars are to be handled on the rear of the train only. Due to the brake equipment, the brakes on these cars may slide the wheels if excessive brake pipe reductions are made. Allow extra time for the brakes on these passenger cars to release before moving them.

The company owned passenger cars are to be moved with all doors and vestibules locked and closed at all times. All electrical lockers and generator compartment lockers must also be locked.

Cars SKOL 9201, 9202, 9203, and EIRR 29 each have a hand brake that must be released in transit and are located in the vestibule of these cars. The Chicago 401 has one hand brake on the open vestibule end. The Business caboose, Good Times 100, has two hand brakes, one on each end and the brakes must both be released before moving the car. In all cases when the cars are detached from other equipment all hand brakes must be applied and wheels blocked with wood blocks to prevent movement.

After each and every trip with any of these cars, clean up all trash, and clean floors and bathrooms and unload trash bags off the equipment before releasing to return to storage location.

If bathroom holding tanks need dumping or service, have this done prior to release. Use a licensed septic tank company to dispose of wastes from bathrooms. Prior to winter, all water tanks and bathroom holding tanks must be drained of water to prevent freezing of water lines and holding tanks. Add RV anti-freeze to all drain traps for winter storage. If cars are used in freezing weather add 1 gallon RV anti-freeze to holding tanks and drain when done using the cars and follow winter storage.

When cars are taken from normal storage they must be placed in a secure location where they will not be vandalized.


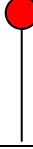
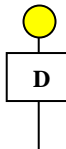
ITEM 13. FIELD ACCIDENT/INCIDENT REPORTING PROTOCOL

When any incident, accident or injury occurs in the field, the crew members/employees must immediately report the incident to the Twin Falls WATCO dispatching center for further handling. The following information is the minimum that must be provided to properly handle any situation and contact the appropriate personnel:

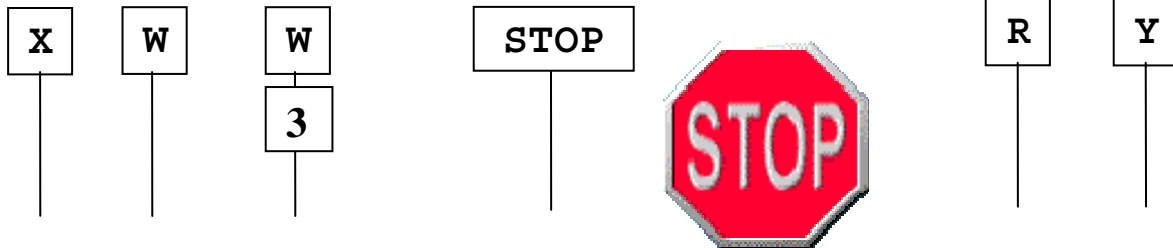
Dispatch phone number: 877-926-9663 or 208-733-4686, ext 15.

- Time of incident.
- Type of incident/accident (example: derailment, struck vehicle, fire injury..)
- Subdivision and mile post location, if incident occurs on or near a roadway, the location, road name/number must be provided.
- Extent and description of the incident/accident and type of equipment involved (example: derailment-5 cars derailed-loads or empties-leaking/not leaking-upright-tipped over and car numbers involved).
- Leave a phone number where you can be reached to receive further instructions as determined.

ITEM 14. SIGNAL ASPECTS AND INDICATIONS

ASPECT	NAME	INDICATION
	CLEAR	Proceed.
	STOP	Stop before any part of train or engine passes the signal.
	DISTANT SIGNAL APPROACH	Proceed prepared to stop before any part of train or engine passes the next signal. The maximum speed is 20 mph within interlocking limits for which "Distant Signal Approach" is displayed.

ITEM 15. ROADWAY SIGNS



Crossing Whistle Rule 5.8.2

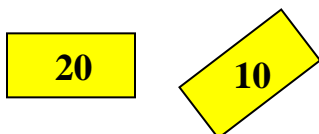
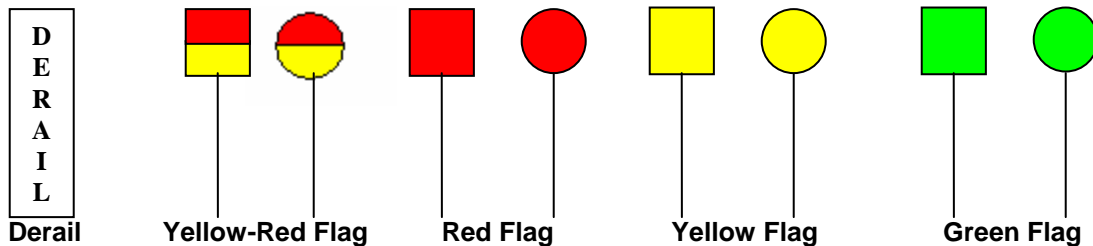
When numeral is attached, denotes number of crossings less than 1,320 feet apart.

Stop Sign

White letters on red background, or Black letters on white background
Stop rules 6.16 and 6.18

Restricted Limits

Rule 6.14
Yard Limits
Rule 6.13



Permanent Speed Restriction

APPENDIX A

Subdivision Crossings

CW SUBDIVISION						
MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT
1.30	CHENEY	Cheney - Spokane	FL	066316U	SPOKANE	509-235-6233
1.90	CHENEY	SR 904	CNT	066317B	SPOKANE	
2.00	CHENEY	Betz Rd	CNT	066318H	SPOKANE	
2.30	CHENEY	Paradise Rd	XB	066319P	SPOKANE	
3.50	CHENEY	Jensen Rd	XB	066321R	SPOKANE	
4.70	CHENEY	Meadow Lk Br Rd	XB	066322X	SPOKANE	
6.00	CHENEY	Med Lk 4 Lk Rd	XB	066323E	SPOKANE	
6.30	CHENEY	SR 90 OC EB	XB	066224G	SPOKANE	
6.70	CHENEY	Craig Rd	GT	066325T	SPOKANE	
7.70	CHENEY	White Rd	XB	066326A	SPOKANE	
8.30	CHENEY	Welcome Rd	XB	066327G	SPOKANE	
10.10	MEDICAL LAKE	Keene Rd	XB	066329V	SPOKANE	
10.60	MEDICAL LAKE	Stanley Street	CNT	066330P	SPOKANE	
10.70	MEDICAL LAKE	ST 902	CNT	066331W	SPOKANE	
12.00	MEDICAL LAKE	Brooks Rd	CNT	066335Y	SPOKANE	
12.20	MEDICAL LAKE	Hallet Rd	XB	066336F	SPOKANE	
13.50	MEDICAL LAKE	Ritchey Rd	XB	066337M	SPOKANE	
14.10	MEDICAL LAKE	Thorpe Rd	XB	066339B	SPOKANE	
15.00	MEDICAL LAKE	McFarlane Rd	XB	066341C	SPOKANE	
17.20	MEDICAL LAKE	Espanola Rd	XB	066344X	SPOKANE	
17.50	MEDICAL LAKE	Private Xing	PVT	066345E	SPOKANE	
18.50	MEDICAL LAKE	Sprague Road	XB	066347T	SPOKANE	
19.80	HITE	Ladd Rd	XB	066349G	SPOKANE	
21.10	HITE	Coulee Hite Rd	XB	066351H	SPOKANE	
22.20	HITE	Stroup Rd	XB	066353W	SPOKANE	
23.00	HITE	Mission RD	XB	066354D	SPOKANE	
24.80	REARDAN	Co Rd	XB	066357Y	LINCOLN	509-796-2626
26.60	REARDAN	SR 231	GT	066358F	LINCOLN	
26.70	REARDAN	Laurel St	XB	066359M	LINCOLN	
26.80	REARDAN	Lake St	XB	066360G	LINCOLN	
27.80	REARDAN	Co Rd 6831(Rife Road)	XB	066361N	LINCOLN	
30.50	REARDAN	Co Rd 6605	XB	066364J	LINCOLN	
31.60	REARDAN	Co Rd 6595	XB	066013K	LINCOLN	
32.90	REARDAN	Co Rd 6577	XB	066014S	LINCOLN	
34.20	MONDOVI	Co Rd 9631	GT	066016F	LINCOLN	
34.80	MONDOVI	Co Rd 6572	XB	066017M	LINCOLN	
35.60	MONDOVI	Co Rd 6572	XB	066018U	LINCOLN	
36.30	MONDOVI	Co Rd 6265	XB	066019B	LINCOLN	
38.00	MONDOVI	Co Rd 6300	XB	066020V	LINCOLN	
38.50	MONDOVI	Co Rd 6255	XB	066021C	LINCOLN	
40.50	MONDOVI	Private Xing	PVT	066023R	LINCOLN	
41.30	DAVENPORT	3rd St	XB	066024X	LINCOLN	509-725-2255
41.50	DAVENPORT	4th St	XB	066025E	LINCOLN	
41.70	DAVENPORT	8th St	XB	066027T	LINCOLN	
41.80	DAVENPORT	10th St	XB	066028A	LINCOLN	
41.90	DAVENPORT	SR 28	CNT	066029G	LINCOLN	
42.50	DAVENPORT	Co Rd 2988	XB	066030B	LINCOLN	
43.60	DAVENPORT	Co Rd 2977	XB	066031H	LINCOLN	
44.10	DAVENPORT	Co Rd 2966	XB	066032P	LINCOLN	
45.90	DAVENPORT	Co Rd 2966	XB	066035K	LINCOLN	
48.00	ROCKLYN	Co Rd 9255	GT	066036S	LINCOLN	

51.30	ROCKLYN	Co Rd 5002	XB	066039M	LINCOLN	509-725-2255
56.70	ROCKLYN	Co Rd 5037	XB	066042V	LINCOLN	
61.00	ROCKLYN	Co Rd 4670	XB	066047E	LINCOLN	
63.40	WEBB	Co Rd 4580	XB	066050M	LINCOLN	
64.20	CRESTON	F St	XB	066051U	LINCOLN	
64.30	CRESTON	E St	XB	066052B	LINCOLN	
64.40	CRESTON	Creston Ave	GT	066053H	LINCOLN	
64.50	CRESTON	C St	XB	066054P	LINCOLN	
64.60	CRESTON	B St	XB	066055W	LINCOLN	
64.70	CRESTON	A St	XB	066056D	LINCOLN	
64.90	CRESTON	Co Rd 4638	XB	066057K	LINCOLN	
65.10	CRESTON	A St	XB	000112X	LINCOLN	509-725-3501
65.81	CRESTON	F St	XB	066058S	LINCOLN	
66.80	CRESTON	Co Rd 4661	XB	066060T	LINCOLN	
67.31	CRESTON	Hills Rd	XB	066061A	LINCOLN	
69.30	CRESTON	Co Rd 4617	XB	066064V	LINCOLN	
69.60	CRESTON	Co Rd 4565	XB	066065C	LINCOLN	
70.60	CRESTON	Co Rd 4296	XB	066067R	LINCOLN	
71.20	CRESTON	County Rd	XB	066068X	LINCOLN	
74.10	WILBUR	Bell St	GT	066071F	LINCOLN	
74.20	WILBUR	Brace St	FL	066072M	LINCOLN	
74.30	WILBUR	Anne St	XB	066073U	LINCOLN	
74.40	WILBUR	Division St	FL	066074B	LINCOLN	509-647-5300
74.50	WILBUR	Broadway St	XB	066075H	LINCOLN	
74.60	WILBUR	SR 21-Front St	XB	066076P	LINCOLN	
77.40	WILBUR	Co Rd 4282	XB	066077W	LINCOLN	
80.90	GOVAN	Co Rd 1911	XB	066079K	LINCOLN	
81.20	GOVAN	Govan Rd	GT	066080E	LINCOLN	
82.20	GOVAN	Private Xing	PVT	066082T	LINCOLN	
85.30	GOVAN	Co Rd 4061	XB	066083A	LINCOLN	
87.80	ALMIRA	2nd or Elm St	XB	066085N	LINCOLN	
87.90	ALMIRA	3rd Ave	GT	066086V	LINCOLN	
88.00	ALMIRA	4th Ave	XB	066087C	LINCOLN	
88.90	ALMIRA	Co Rd 4025	XB	066090K	LINCOLN	509-725-3501
89.80	ALMIRA	Co Rd 4001	XB	066091S	LINCOLN	
90.80	HANSON	W NE Rd	XB	066092Y	GRA	
93.40	HANSON	U NE Rd	XB	066095U	GRA	
95.10	HANSON	42 NE UC	PVT	066220E	GRA	
95.60	HARTLINE	S NE Rd	XB	066098P	GRA	
96.70	HARTLINE	Range St	FL	066099W	GRA	
96.80	HARTLINE	Chelan St-Main	FL	066100N	GRA	888-431-9911
97.80	HARTLINE	O NE Rd	XB	066102C	GRA	
98.90	HARTLINE	P.N.E. Rd	XB	066103J	GRA	
101.10	HARTLINE	SR 2	GT	066106E	GRA	
103.20	CEMENT	L NE Rd	XB	066108T	GRA	
105.10	ODAIR	Douglas at 5th	XB	066217W	GRA	
106.50	ODAIR	J NE Rd	XB	066214B	GRA	
106.70	ODAIR	36 NE	XB	066113P	GRA	509-632-5331
107.73	COULEE CITY	Pinto Ridge Road	XB	066215H	GRA	
108.05	COULEE CITY	Arch St	XB	066216P	GRA	
108.50	COULEE CITY	6th St	XB	066218D	GRA	

HOOPER SUBDIVISION

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT
26.95	HOOPER	SR26 7205	XB	816241V	WHITMAN	509-549-3500
33.35	HOOPER	Rock Springs Rd	XB	816239U	WHITMAN	
37.35	HOOPER	Flemming Rd.	XB	816236Y	WHITMAN	
38.10	HOOPER	SR 26 OC	XB	816235S	WHITMAN	
41.40	HOOPER	3rd St	XB	807990A	WHITMAN	
41.50	HOOPER	Old Hwy	XB	816232W	WHITMAN	
41.70	HOOPER	A St	XB	807989F	WHITMAN	
44.50	HOOPER	Union Flat Crk	XB	807986K	WHITMAN	
48.80	HOOPER	City Rd	XB	807981B	WHITMAN	
52.10	ENDICOTT	Winona So	XB	808069G	WHITMAN	
56.20	ENDICOTT	Swent Rd	XB	808065E	WHITMAN	
57.90	ENDICOTT	3rd Street	XB	808061C	WHITMAN	
58.10	ENDICOTT	5th Street	XB	808060V	WHITMAN	
59.20	ENDICOTT	Repp Road	XB	808058U	WHITMAN	
66.60	ENDICOTT	Ed Hamilton Rd	XB	808049V	WHITMAN	
67.50	ENDICOTT	Huntley Rd	XB	808048N	WHITMAN	
68.40	ENDICOTT	?	XB	808847C	WHITMAN	
68.70	ENDICOTT	Endicott E	XB	808046A	WHITMAN	
71.10	ENDICOTT	Morley Rd	XB	808042X	WHITMAN	
72.50	ENDICOTT	McGregor	XB	808038H	WHITMAN	
75.90	ENDICOTT	SR 26 UC	PVT	808035M	WHITMAN	
76.30	ENDICOTT	Summit Rd	XB	808034F	WHITMAN	
77.20	COLFAX	Perkins Street	XB	810210B	WHITMAN	509-397-4615
77.20	COLFAX	Last St	XB	807782Y	WHITMAN	
77.30	COLFAX	North St	XB	807783F	WHITMAN	
77.40	COLFAX	SR 19 Main St	CNT	810209G	WHITMAN	
77.40	COLFAX	Island St	XB	807785U	WHITMAN	
77.50	COLFAX	Wall St	XB	807786B	WHITMAN	
77.70	COLFAX	3rd St	XB	810207T	WHITMAN	
77.90	COLFAX	Cooper St	XB	807788P	WHITMAN	
77.94	COLFAX	SR 195/Main St	CNT	807797N	WHITMAN	
77.97	COLFAX	Mill St	XB	807796G	WHITMAN	
78.00	COLFAX	East St	XB	807795A	WHITMAN	
78.05	COLFAX	Cooper St	XB	807794T	WHITMAN	
78.10	COLFAX	Cooper St	XB	807792E	WHITMAN	
84.80	COLFAX	Parvin Rd	XB	807798V	WHITMAN	
86.50	COLFAX	Shawnee	XB	807799C	WHITMAN	
89.60	COLFAX	Albion Rd	XB	807804W	WHITMAN	
92.60	COLFAX	Armstrong Rd	XB	807807S	WHITMAN	
94.70	COLFAX	Hayward Rd	XB	808006C	WHITMAN	
95.50	PULLMAN	Benewah J50E	XB	808073W	WHITMAN	
95.68	PULLMAN	State Street	FL		WHITMAN	
95.70	PULLMAN	State St	GT	808009X	WHITMAN	
95.73	PULLMAN	Grand Street	GL		WHITMAN	
95.80	PULLMAN	Grand St	CNT	808010S	WHITMAN	
95.90	PULLMAN	Kamiaken St	WG	808011Y	WHITMAN	
	PULLMAN	Johnson Ave	FL / GT	808075K	WHITMAN	

P & L SUBDIVISION

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT
2.60	MARSHALL	Goss Rd	XB	058982N	SPOKANE	509-456-2240
3.70	MARSHALL	Anderson Rd	XB	058983V	SPOKANE	
7.50	SPANGLE	Parker Rd	XB	058989L	SPOKANE	
8.60	SPANGLE	Cameron Rd	XB	058991M	SPOKANE	
9.60	SPANGLE	SR 195 OC SB	PVT	058993B	SPOKANE	
9.70	SPANGLE	SR 195 NB	PVT	058994H	SPOKANE	
10.10	SPANGLE	Cornwall Rd	XB	058995P	SPOKANE	
10.70	SPANGLE	Watt Rd	XB	058996W	SPOKANE	
10.90	SPANGLE	N Spangle Rd	XB	058997D	SPOKANE	
11.20	SPANGLE	7th St	XB	058998K	SPOKANE	
11.50	SPANGLE	3rd St	XB	059001Y	SPOKANE	
11.60	SPANGLE	2nd St	XB	059002F	SPOKANE	
11.70	SPANGLE	1st St	XB	059003M	SPOKANE	
12.30	SPANGLE	Keevey Rd	XB	059004U	SPOKANE	
12.80	SPANGLE	Spangle/Waverly	XB	059005B	SPOKANE	
14.40	SPANGLE	Bradshaw Rd UC	PVT	059008W	SPOKANE	
15.40	SPANGLE	Davis Rd	XB	059009D	SPOKANE	
16.80	SPANGLE	Whittier Rd	XB	059011E	SPOKANE	
19.40	PLAZA	Plaza Rd	XB	059015G	SPOKANE	
22.30	ROSALIA	N Pine Creek Rd	XB	059017V	SPOKANE	
23.00	ROSALIA	Old SR 195 OC	PVT	059018C	SPOKANE	
23.40	ROSALIA	Babb Rd	XB	059019J	SPOKANE	
25.24	ROSALIA	SR 195 UC	XB	096042C	SPOKANE	
25.30	ROSALIA	Kelsey Rd	XB	059021K	WHITMAN	
26.50	ROSALIA	1st St	FL	059023Y	WHITMAN	
26.54	ROSALIA	S Park St	XB	000114X	WHITMAN	
26.64	ROSALIA	3rd St	XB	059024F	WHITMAN	
26.70	ROSALIA	4th St	XB	059025M	WHITMAN	
26.80	ROSALIA	5th St	XB	059026U	WHITMAN	
26.81	ROSALIA	S Park St	XB	000115X	WHITMAN	
26.90	ROSALIA	7th St	FL	059027B	WHITMAN	
27.00	ROSALIA	8th St	XB	059028H	WHITMAN	
27.10	ROSALIA	9th St	XB	059029P	WHITMAN	
27.50	ROSALIA	SR 195 OC/Business	PVT	058896S	WHITMAN	
28.58	ROSALIA	SR 195 OC	PVT	096041V	WHITMAN	
28.90	ROSALIA	LD Johnson	XB	058897Y	WHITMAN	
32.40	McCOY	SR 271	CNT	058905N	WHITMAN	
33.80	McCOY	Shanan Rd UC	PVT	058910K	WHITMAN	
35.10	FLAIG	Flaig		058911S	WHITMAN	
36.19	FLAIG	Hodges Rd	XB	058912Y	WHITMAN	
37.30	OAKESDALE	Williams St	XB	058579M	WHITMAN	
37.40	OAKESDALE	SR 27-1st St	FL	058580G	WHITMAN	
37.50	OAKESDALE	Bartlett St	XB	058581N	WHITMAN	
37.60	OAKESDALE	Steptoe St	XB	058582V	WHITMAN	
37.61	OAKESDALE	Alley	XB	058583C	WHITMAN	
38.10	OAKESDALE	SR 27	XB	058585R	WHITMAN	
38.20	OAKESDALE	Gardener Rd	XB	808027V	WHITMAN	
38.23	OAKESDALE	Hume Rd	XB	808028C	WHITMAN	
42.90	BELMONT	Black Rd	XB	058592B	WHITMAN	
43.70	FARMINGTON	Peringer Rd	XB	058594P	WHITMAN	
43.71	FARMINGTON	SR 27	XB	058593H	WHITMAN	
44.30	FARMINGTON	Robertson	XB	058595W	WHITMAN	
47.00	EDEN	Dry Creek Rd	XB	058601X	WHITMAN	
48.20	GARFIELD	SR 27 OC	PVT	058604T	WHITMAN	
48.90	GARFIELD	Cty Rd UC	PVT	058605A	WHITMAN	

509-285-5333

509-635-1133

49.10	GARFIELD	3rd St	XB	058606G	WHITMAN	
49.20	GARFIELD	2nd St	XB	058607N	WHITMAN	
49.50	GARFIELD	California St	FL	058608V	WHITMAN	
49.60	GARFIELD	SR 27	XB	058609C	WHITMAN	
49.90	GARFIELD	3rd St	XB	058611D	WHITMAN	
49.90	GARFIELD	B Street	XB	058612K	WHITMAN	
50.70	GARFIELD	Sunrise Rd	XB	066164A	WHITMAN	
53.50	GARFIELD	Altergott	XB	066173Y	WHITMAN	
58.50	PALOUSE	SR 272	FL	066181R	WHITMAN	
59.10	PALOUSE	Spokane St	FL	066182X	WHITMAN	
59.30	PALOUSE	SR 27	XB	066183E	WHITMAN	
59.45	PALOUSE	Peterson Rd		066184L	WHITMAN	509-878-1611
59.70	PALOUSE	SR 272	PVT	066119F	WHITMAN	
62.00	PALOUSE	Mader Rd	XB	101349C	WHITMAN	
62.50	PALOUSE	L West	XB	066188N	WHITMAN	
65.20	FALLON	Sand Rd	PVT	066194S	WHITMAN	
65.30	FALLON	Hall Rd	XB	066195Y	WHITMAN	
66.10	FALLON	Estes Rd	XB	066197M	WHITMAN	
66.90	FALLON	McGreevy	XB	066199B	WHITMAN	
69.10	WHELAN	Gates Rd	XB	066202G	WHITMAN	
70.80	WHELAN	McGreevy	XB	066204V	WHITMAN	
71.80	WHELAN	Whelan Rd	XB	066155B	WHITMAN	
73.90	WHELAN	Kitzmilller	XB	066159D	WHITMAN	
74.20	WHELAN	Terri View	PVT	096040N	WHITMAN	
75.00	PULLMAN	Stadium Way	GT	066162L	WHITMAN	
75.60	PULLMAN	Whitman St	GT	066265L	WHITMAN	
75.70	PULLMAN	Kamiaken St	FL	066266T	WHITMAN	509-332-2521
76.00	PULLMAN	Pearl St	GT	066267A	WHITMAN	
76.10	PULLMAN	College Ave	XB	066268G	WHITMAN	
76.20	PULLMAN	SR 270 OC	PVT	066270H	WHITMAN	
76.50	PULLMAN	Benewah St	XB	066272W	WHITMAN	
76.90	PULLMAN	Bishop Blvd	XB	066273D	WHITMAN	
77.00	PULLMAN	Bishop Blvd	GT	066274K	WHITMAN	
77.30	PULLMAN	Johnson Rd	XB	066275S	WHITMAN	
79.60	PULLMAN	Old Moscow Rd	XB	066283J	WHITMAN	
84.76	WILSON	Perimeter Rd	XB	066292H	LATAH	208-882-5551
85.21	MOSCOW	Rayburn St	XB	066293P	LATAH	
85.36	MOSCOW	Line St	GT	066294W	LATAH	
85.38	MOSCOW	Line St	XB	066295D	LATAH	
85.48	MOSCOW	3rd St	XB	066296K	LATAH	
85.72	MOSCOW	6th St	XB	066297S	LATAH	
85.90	MOSCOW	Asbury St	XB	066149X	LATAH	
85.91	MOSCOW	8th St	GT	066301E	LATAH	
86.11	MOSCOW	Main St	XB	066302L	LATAH	
86.45	MOSCOW	Main St	XB	066304A	LATAH	
86.46	MOSCOW	8th St	XB	066305G	LATAH	

WIM INDUSTRIAL SPUR

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT
0.10	PALOUSE	Mill St	XB	857867M	LATAH	208-832-2216
0.15	PALOUSE	Bridge St	XB	857869B	LATAH	
0.30	PALOUSE	Hall St	XB	857871C	LATAH	
0.40	PALOUSE	H St	XB	857872J	LATAH	
0.41	PALOUSE	SR 272	XB	859334J	LATAH	
0.70	PALOUSE	Beach St	XB	857870V	LATAH	
4.93	PALOUSE	N River Rd	XB	859337E	LATAH	
9.89	PALOUSE	Flanigan Rd	XB	859342B	LATAH	
11.00	PALOUSE	Mill Rd	XB	859343H	LATAH	
11.64	PALOUSE	Rock Creek Rd	XB	859345W	LATAH	
14.99	PALOUSE	Hatter	XB	859353N	LATAH	
18.20	PALOUSE	Bennetts	XB	859359E	LATAH	
18.35	PALOUSE	Morrissey Rd	XB	859360Y	LATAH	
19.65	PALOUSE	Wagon Rd	XB	859361F	LATAH	

PLEASANT VALLEY SUBDIVISION

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT	
0.01	WINONA	NA	None	808152H	WHITMAN	509-657-3522	
0.20	WINONA	Old Hwy	XB	816232W	WHITMAN		
0.80	WINONA	Endicott W Rd	XB	808153P	WHITMAN		
1.20	WINONA	Chichen Rd	XB	808150U	WHITMAN		
4.10	WINONA	Endicott W Rd	XB	808154W	WHITMAN		
8.00	WILLADA	Kackman Rd	XB	808141V	WHITMAN		
11.50	WILLADA	Lancaster	XB	808136Y	WHITMAN		
12.30	WILLADA	Harry Pierce	XB	808135S	WHITMAN		
12.90	WILLADA	Pierson Rd	XB	808134K	WHITMAN		
14.40	WILLADA	Lancaster	XB	809301K	WHITMAN		
15.50	WILLADA	Stubbes	XB	809297X	WHITMAN		
17.70	ST JOHN	S Park St	WG	809294C	WHITMAN		509-397-6266
17.80	ST JOHN	Main Street	XB	809293V	WHITMAN		
18.20	ST JOHN	SR 23 Front St	FL	809292N	WHITMAN		
18.40	ST JOHN	N Park St	XB	809291G	WHITMAN		
22.30	SUNSET	Howard W	XB	809288Y	WHITMAN		
25.60	SUNSET	Sunset Rd	XB	809282H	WHITMAN		
30.00	THORNTON	Washboard	XB	809279A	WHITMAN		
31.10	THORNTON	Sunset Rd	XB	809276E	WHITMAN		
31.20	THORNTON	Old Thornton Rd	XB	809275X	WHITMAN		

MILTON FREEWATER INDUSTRIAL SPUR

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT
21.80	Weston	Johnson Rd		807686W	UMATILLA	
26.99	Weston	Blue Mtn Sta Rd			UMATILLA	
28.47	Weston	Steen Rd			UMATILLA	
28.90	Weston	Lower Dryer Rd		807577I	UMATILLA	
29.30	Weston	Lower Dryer Rd		807578A	UMATILLA	
30.50	Weston	13th Ave		810025G	UMATILLA	
30.75	Weston	Cherry St		808499S	UMATILLA	
31.60	Weston	Pine St UC		808500J	UMATILLA	
32.60	Weston	Lower Dryer Rd		807564D	UMATILLA	
34.23	Weston	Stephen's Rd.		807587Y	UMATILLA	
34.66	Spofford	Stephen's Rd.		807587Y5	UMATILLA	
35.05	Spofford	Chuckhole Rd.		807591N	UMATILLA	
35.70	Spofford	S Tera St			UMATILLA	
35.95	Spofford	Poplar		807599T	UMATILLA	
36.23	Milton-Freewater	Main & Robbins	GT / FL / B	807601S	UMATILLA	
36.30	Milton-Freewater	N E 5th Ave			UMATILLA	
36.60	Milton-Freewater	N Elizabeth St	GT / FL / B	807603F	UMATILLA	
36.90	Spofford	Nursery Farm		808606B	Walla Walla	
37.48	Spofford	La Fore Rd.		807609W	Walla Walla	
37.53	Spofford	Grant Rd.		807608P	Walla Walla	
37.78	Spofford	Nursery Annex Rd.		807609W	Walla Walla	
40.15	Walla Walla	Birch Cr Rd		807614T	Walla Walla	
41.10	Walla Walla	State Line Rd		807614T	Walla Walla	
42.30	Walla Walla	Stateline Rd. E		844526G	Walla Walla	
43.60	Walla Walla	Langdon Rd		808938Y	Walla Walla	
44.30	Walla Walla	Prospect Ave	GT / FL / B	808939F	Walla Walla	
44.60	Walla Walla	Whitney Rd		808940A	Walla Walla	
45.20	Walla Walla	Tietan St	FL / GT / B	808941G	Walla Walla	
45.40	Walla Walla	S 9TH ST	FL / CNT	808942N	Walla Walla	
45.50	Walla Walla	Private Xing		844529C	Walla Walla	
45.78	Walla Walla	13th & Chestnut	GT / FL / CNT	808943V	Walla Walla	
45.80	Walla Walla	Willow St		808944C	Walla Walla	
45.90	Walla Walla	Poplar St	GT / FL / CNT	808487X	Walla Walla	
46.21	Walla Walla	13th & Rose	GT / FL / CNT	808488E	Walla Walla	

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WALLULA SUBDIVISION

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT
7.50	Touchet	Nine Mile Rd	XB	810074D	Walla Walla	509-527-1960
7.50	Touchet	SR 125 OC	XB	810075K	Walla Walla	
10.20	Touchet	Byrnes Rd OC	XB	810076S	Walla Walla	
13.10	Touchet	NcDole RD	XB	810078P	Walla Walla	
14.00	Touchet	Maiden Rd	XB	810080G	Walla Walla	
14.90	Touchet	Balm St Main TR	XB	810081N	Walla Walla	
14.90	Touchet	Balm St Siding	XB	810081N	Walla Walla	
15.10	Touchet	Walnut Rd	XB	810082V	Walla Walla	
15.10	Touchet	Walnut Rd	XB	810082V	Walla Walla	
15.60	Touchet	Balm St Track McKay	XB	810081N	Walla Walla	
15.60	Touchet	McKay Rd	XB	810083C	Walla Walla	
19.10	Lowden	Lowden Rd	XB	810091U	Walla Walla	
20.85	Lowden	McDonald Rd.	XB	810096D	Walla Walla	
23.31	Whitman	Baker Ranch Rd	XB		Walla Walla	
23.98	Whitman	Detour Rd	XB	810104T	Walla Walla	
24.90	Whitman	Swegle Rd	XB	810105A	Walla Walla	
25.91	Whitman	Last Chance Rd	FL / GT / B	810106B	Walla Walla	
27.65	Whitman	McKinney Rd	XB	810107N	Walla Walla	
28.20	Whitman	Campbell Rd	XB	810108V	Walla Walla	
28.40	Walla Walla	Hussy St	XB	810109C	Walla Walla	
28.60	Walla Walla	Evans Ave NW	XB	810010S	Walla Walla	
29.00	Walla Walla	N College Ave	FL / GT / B	810011Y	Walla Walla	
29.20	Walla Walla	Damson St	XB	810014U	Walla Walla	
29.55	Walla Walla	Wallula & Rose	FL / GT / B	810015B	Walla Walla	
29.79	Walla Walla	Hatch St	XB	810016H	Walla Walla	
29.85	Walla Walla	Kenwood St	XB	810017P	Walla Walla	
29.98	Walla Walla	Wildwood St	XB	810018W	Walla Walla	
30.10	Walla Walla	Offner Rd	XB	810019D	Walla Walla	
30.24	Walla Walla	Cruthers St	XB	810021E	Walla Walla	
30.27	Walla Walla	Bennett St	XB	810022L	Walla Walla	
30.50	Walla Walla	Avery St	XB	810023T	Walla Walla	
30.50	Walla Walla	N Woodland Ave	XB	810024A	Walla Walla	
30.80	Walla Walla	N 13th Ave	XB	810026N	Walla Walla	
31.20	Walla Walla	W Cherry	XB		Walla Walla	
31.70	Walla Walla	SR 12 OC	XB	097108D	Walla Walla	
32.15	Walla Walla	Mountain Lead #1	XB		Walla Walla	
32.10	Walla Walla	May & N 13th	XB		Walla Walla	
32.10	Walla Walla	Crown Cork 13th	XB		Walla Walla	
32.15	Walla Walla	Rees Ave @ 9th	XB		Walla Walla	
36.90	Valley Grove	Bergevin Spgs	XB		Walla Walla	
37.30	Valley Grove	Private	XB		Walla Walla	
38.96	Valley Grove	Van Ausdle Rd	XB	808635P	Walla Walla	
41.65	Valley Grove	Springvalley Rd	XB	808633B	Walla Walla	
41.90	Valley Grove	Valley Grove UG	XB	808634M	Walla Walla	
42.80	Valley Grove	Berryman	FL	808632U	Walla Walla	
44.90	Prescott	Pettyjohn Rd	XB	808631M	Walla Walla	
45.99	Prescott	Ennis Elv	XB		Walla Walla	
49.90	Prescott	SR 125 UC	XB	808630F	Walla Walla	
51.70	Prescott	C St	XB	808628E	Walla Walla	
51.80	Prescott	D St	XB	808627X	Walla Walla	
51.80	Prescott	McInroe	XB		Walla Walla	
52.03	Prescott	G St	XB	808625J	Walla Walla	
52.23	Prescott	Rogers Rd	XB	808624C	Walla Walla	
52.23	Prescott	Hart Rd	XB	808623V	Walla Walla	

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53.80	Prescott	Turnagain Rd	XB	808622N	Walla Walla
55.25	Prescott	Private	XB	844867A	Walla Walla
55.80	WAITSBURG	Bolles Elv	FL / CNT / B	808621G	Walla Walla
56.17	WAITSBURG		XB		Walla Walla
57.25	WAITSBURG		XB	808615D	Walla Walla
58.50	WAITSBURG		XB	844520R	Walla Walla
58.80	WAITSBURG		XB	Private	Walla Walla
59.01	WAITSBURG		XB	Private	Walla Walla
59.15	WAITSBURG	Menoken Rd	XB	808614W	Walla Walla
59.40	WAITSBURG	Waitsburg Elevator Rd	XB	808613P	Walla Walla
59.60	WAITSBURG	Millrace Rd	XB	808612H	Walla Walla
59.90	WAITSBURG	Garden	XB	808611B	Walla Walla
60.40	Huntsville	Taggert Rd	XB	808610U	Walla Walla
60.65	Huntsville	Dewitt Rd	XB	808609A	Walla Walla
61.80	Huntsville	Main Rd	XB	097021M	Walla Walla
61.90	Huntsville	Sorghm Hol	XB	097020F	Walla Walla
62.05	Huntsville	Wilbur Elles	XB	Private	Walla Walla
62.05	Huntsville	Wilbur Elles	XB	Private	Walla Walla
62.48	Huntsville	Wingair	XB	private	Walla Walla
63.30	Huntsville		XB	private	Walla Walla
63.70	Huntsville	State Park Rd	XB	096998M	Walla Walla
64.30	Huntsville		XB	Private	Walla Walla
64.60	Huntsville		XB	Private	Walla Walla
64.70	Huntsville		XB	Private	Walla Walla
65.20	Long	Rose Gutch	XB	097009P	Walla Walla
56.90	Long	Ward Rd	XB	097002H	Walla Walla
67.40	Long	Chandler	XB	000090X	Walla Walla
68.01	Dayton	Pittman St	XB	096997F	Walla Walla
68.10	Dayton	Stedman Rd	XB	096996Y	Walla Walla
68.25	Dayton	Bulk Plant Rd	XB	096995S	Walla Walla
68.40	Dayton	Pine St	XB	096993D	Walla Walla
68.53	Dayton	Cherry St	XB	096992W	Walla Walla
68.70	Dayton	Willow St	XB	096991P	Walla Walla
68.80	Dayton	Cottonwood St	XB	096990H	Walla Walla
68.90	Dayton	Front St	XB	808608T	Walla Walla
68.99	Dayton	1st Street	XB	808607L	Walla Walla
69.10	Dayton	2nd Street	XB	808606E	Walla Walla
69.12	Dayton	Courthouse Alley	XB	808605X	Walla Walla
69.14	Dayton	3rd Street	XB	808604R	Walla Walla
69.20	Dayton	4th Street	XB	808603J	Walla Walla
69.30	Dayton	5th Street	XB	808602C	Walla Walla
69.30	Dayton	5th Street	XB	808602C	Walla Walla
69.30	Dayton	5th Street	XB	808602C	Walla Walla
69.50	Dayton	SR 12 OC	XB	808681V	Walla Walla
69.50	Dayton	4th Ave N	XB	868637D	Walla Walla
70.05	Dayton	Gumsey St	XB	808600N	Walla Walla

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WALAIR INDUSTRIAL SPUR

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT
32.15	Walla Walla	9th Ave N	XB		Walla Walla	509-527-1960
32.30	Walla Walla	8th @ Reese	XB	097104B	Walla Walla	
33.40	Walla Walla	7th Ave	XB	097103U	Walla Walla	
33.50	Walla Walla	6th Ave	XB	097102M	Walla Walla	
33.53	Walla Walla	Alley Betw 6 & 4	XB	097101F	Walla Walla	
33.57	Walla Walla	N 4th Ave	XB	097100Y	Walla Walla	
33.60	Walla Walla	E Moore St	XB	097098A	Walla Walla	
33.70	Walla Walla	SR 12 OC	XB	097097T	Walla Walla	
33.94	Walla Walla	E Cherry St	XB	097096L	Walla Walla	
34.00	Walla Walla	E Sumach St	XB	097095E	Walla Walla	
34.02	Walla Walla	N Spokane St	XB	097094X	Walla Walla	
34.08	Walla Walla	Rose & Spokane	FL / CNT / B	097093R	Walla Walla	
34.15	Walla Walla	Main at Palouse	XB	097092J	Walla Walla	
34.16	Walla Walla	Palouse at Main	XB	097087M	Walla Walla	
34.32	Walla Walla	Touchet Baker	XB	097085Y	Walla Walla	
34.39	Walla Walla	Park St	XB	097084S	Walla Walla	
34.52	Walla Walla	Isaacs	FL / CNT	097083K	Walla Walla	
34.65	Walla Walla	Alvarado St	XB	097082D	Walla Walla	
34.79	Walla Walla	Figueroa St	XB	097081W	Walla Walla	
34.80	Walla Walla	Valencia St	XB	097080P	Walla Walla	
34.97	Walla Walla	Melrose @ Clinton	XB	097079V	Walla Walla	
35.80	Walla Walla	Wellington St	FL / CNT	097078N	Walla Walla	
36.00	Walla Walla	Wilbur Ave	FL	097077G	Walla Walla	
36.10	Walla Walla	Airport Rd	XB	097074L	Walla Walla	
36.40	Walla Walla	Interchange	XB	097071	Walla Walla	
36.90	Walla Walla	G @ Port WW	XB	097070J	Walla Walla	

CONDON

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING NO.	COUNTY	NON EMERGENCY CONTACT
0.58	Arlington	Beech Street	XB	807657L		509-527-1960
0.73	Arlington	Locust St, ST 19	XB	807658T		
1.36	Arlington	Shane Drive	XB	807659A		
2.32	Arlington	Rattlesnake Road	XB	807669F		
7.95	Arlington	Cedar Springs Road	XB	807668Y		
9.55	Arlington	Berthpold Road	XB	808295F		
	Arlington		XB	2600935C		
	Arlington		XB	2E-009.35C		