

***SAFETY FIRST***  
**GREAT NORTHWEST  
RAILROAD**



**TIMETABLE NO. 1**

EFFECTIVE 0001  
PACIFIC STANDARD TIME  
MONDAY, MARCH 8, 2004

ROB THRALL  
GENERAL MANAGER

GENERAL OFFICE  
325 MILL ROAD  
P O Box 1166  
LEWISTON, IDAHO 83501



***WATCO***  
**COMPANIES, INC.**  
*"Your Transportation Specialists"*

# **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

KOOSKIA SUBDIVISION						
	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	
<b>W E S T W A R D</b> 		61.0	end of track 1.5		<b>Track Warrant Control</b>	<b>E A S T W A R D</b> 
		59.5	KOOSKIA 8.0	731		
		51.5	KAMIAH 14.2	651		
		37.3	GREER 8.3	509		
		29.0	OROFINO      JBY 3.7	426		
		25.3	AHTAHKA 11.9	389		
		13.4	LENORE 13.9	270		
		124.0	ARROW 2.7	136		
		126.7	SPALDING      JTY 0.9	104		
		127.6	NORTH LAPWAI      Y 6.4	95		
		134.0	FOREBAY      Y 1.5	31		
		135.5	EAST LEWISTON      JOBT Y	16		

**KOOSKIA SUBDIVISION  
SPECIAL INSTRUCTIONS**

1. **MAXIMUM AUTHORIZED SPEED**  
 End of track to East Lewiston.....25 MPH
  
2. **PERMANENT SPEED RESTRICTIONS**
  - MP 2.6 to MP 3.8 .....15 MPH
  - MP 11.8 to MP 12.6.....15 MPH
  - MP 16.8 to MP 17.0 .....15 MPH
  - MP 18.4 to MP 18.8 .....15 MPH
  - MP 24.6 to MP 25.4 .....15 MPH
  - MP 33.0 to MP 33.2 .....15 MPH
  - MP 35.6 to MP 35.8 .....15 MPH
  - MP 39.9 to MP 40.2 .....15 MPH
  - MP 40.9 to MP 41.8 .....15 MPH
  - MP 45.2 to MP 45.4 .....15 MPH
  - MP 50.4 to MP 50.9 (over bridge) .....08 MPH
  - MP 51.8 to MP 52.0 .....10 MPH
  - MP 55.0 to MP 61.0 .....15 MPH
  - MP 123.6 to MP 00.2 .....15 MPH
  - MP 125.9 to MP 126.4 .....10 MPH
  - MP 136.4 to MP 136.7 .....10 MPH
  - MP 133.1 to MP 133.3 .....10 MPH
  - All curves East Lewiston and Kooskia posted at 12 MPH .....15 MPH

**3. MAIN TRACK AUTHORIZATION**

MP 61.0 to MP 30.4 ..... TWC  
MP 30.4 to MP 27.0 ..... Yard Limits  
MP 27.0 to MP 132.0 ..... TWC  
MP 132.0 to MP 137.0 ..... Yard Limits

**4. JOINT OPERATIONS**

Great Northern Crews are permitted to operate over BG&CM track between MP 1.0 and MP 7.0 on the Lapwai Industrial Spur.

**5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS**

Spalding, MP 126. 5– Junction with Lapwai Industrial Spur.  
East Lewiston, MP 135.5 – Junction with the Riparia Subdivision.

**6. INDUSTRIAL SPURS**

The section of track between MP 29.3 and end of track is designated as the Konkolville Industrial Spur.

The section of track between MP 126.5 and MP 7 (Lapwai Industrial Spur) is designated as the Lapwai Industrial Spur. Great Northwest must not operate past MP 7 on the Lapwai Industrial Spur.

**7. FRA EXCEPTED TRACK**

The Konkolville Industrial Spur is FRA Excepted Track in its entirety.

**8. RADIO CHANNEL INSTRUCTIONS**

RAILROAD	99 CHANNEL AAR #	DISPATCHER TONE
Great Northwest	76 - 76	
Great Northwest Repeater	26 - 76	
BNSF	66 - 66	
UPRR	42 - 42	*19

**9. SPECIFIC SWITCH INSTRUCTIONS**

At East Lewiston, Forebay and Orofino main track switches inside Yard Limits may be left as last used.

**10. DEFECT DETECTOR LOCATIONS**

None

**11. LOCATIONS NOT LISTED AS STATIONS**

None

## 12. OTHER SPECIFIC INSTRUCTIONS

### A. Mileage Equation

Mileposts run consecutively from MP 135.5 at East Lewiston to MP 123.5 (just east of Arrow). At that location, mileposts are numbered eastward consecutively beginning with MP 0.0.

### B. Lewiston:

1. Track on Snake River Avenue from Twin City Foods switch to end of track restricted to five (5) MPH.
2. Potlatch Corporation:
  - a. Extreme caution must be exercised on movements over all crossings within Potlatch Corporation. The engine bell must be rung at all times when locomotive is moving while switching Potlatch.
  - b. Shoving movements over all Potlatch crossings must be protected by an employee until crossing is occupied: All crossings and crosswalks must be cut when switching is finished or when leaving the area temporarily.
  - c. Do not exceed 4 MPH over Track 7 switch.
  - d. Potlatch Corp. employees will be placing wheel chocks on the west end of cars spotted in the Tissue Mill Warehouse. These chocks will be placed on the north rail. This track has been shortened to hold only one car and there is minimal clearance between the west coupler and the overhead door. Potlatch Corp. employees will attempt to remove the wheel chocks prior to switching operation, however, if the car has moved at all, the chocks will be wedged under the wheels and it will be necessary to move the car slightly eastward to allow removal.
  - e. Potlatch Corp. control operator must be on site at all times while switching the chlorine facility.
  - f. Do not exceed 4 MPH when switching the Old Mill Dock and Tissue Mill Dock. During switching operations over the Saw Mill Lead crossing, flashing lights must be activated.
  - g. Except in specified smoking zones, all employees are prohibited from smoking while on Potlatch property.
  - h. Couplings must not be attempted on curvature between lead and tangents on tracks 7 & 8.
3. Tissue Mill lead and Old Mill Dock:
  - a. All movements into and out of this area must be protected by and employee preceding movement.
  - b. Manually operated red flashing lights must be activated and in operation during the entire time switching is being performed.
  - c. The engine bell must be rung at all times the engine is moving.
  - d. Warning sign advising that switching operations are being performed must be placed in walkway at Pedestrian Entrance "C" prior to occupying the area and sign must be removed upon leaving the area.
4. Paper Mill Docks:
  - a. A switch list is to be given to the switch crew before any switching commences.



- b. The Potlatch shipping or receiving crew will remove all dock plates from box cars and will inspect all chemical cars to ensure all hopper gates are closed, hoses have been removed and valves are tightened before cars are moved.
  - c. Before switching operations commence, it must be known that the area is secured, the dock doors are opened, and the blue light or other switch signal is turned off, and derails have been removed.
  - d. If possible, a designated Potlatch employee will be on hand during the switch to ensure safety is observed.
- 5. Tracks 13, 14, 15, 16 and 17 at East Lewiston Yard are designated as Mechanical Repair tracks and are under the control of the Mechanical Department when blue-flagged.
  - 6. The turntable at East Lewiston and all tracks West of the turntable are designated as a Locomotive Servicing Area and are under the control of the Mechanical Department.

C. Forebay:

- 1. The following procedures must be followed when operating over the Greenhouse crossing on other than the main track at milepost 133.35:
  - a. Trains or engines operating over this crossing must ensure that the crossing signals are operating prior to obstruction of crossing.
  - b. Crossing signals may be activated manually by depressing button on one of the posts set at each of the four corners of the crossing and when switching tracks 1 through 5, button must be depressed until movement is made into section of track marked with yellow paint.
  - c. Cars must not be left standing on tracks 1 through 5 inside of section denoted with yellow paint.
- 2. Approach middle crossing at Milepost 133.70 with caution account trucks operating over this crossing.

D. North Lapwai:

- 1. Do not exceed five (5) MPH on stock track.

E. Konkolville Industrial Spur:

- 1. Cars 85 feet or longer are not permitted east of Konkolville.
- 2. The track is out of service between MP 3.0 and end of track

F. Orofino:

- 1. Leading movement over Johnson Street Crossing must not exceed five (5) MPH.

<b>RIPARIA SUBDIVISION</b>						
	<b>LENGTH OF SIDING IN FEET</b>	<b>MILE POST LOCATION</b>	<b>STATION</b>	<b>STATION NUMBER</b>	<b>METHOD OF OPERATION</b>	
<b>W E S T W A R D ↓</b>		135.5	<b>EAST LEWISTON</b> BJOY 66.4	16	<b>Track Warrant Control</b>	<b>E A S T W A R D ↑</b>
		69.1	<b>TRANSFER</b> Y 23.6	10024		
		45.5	<b>CRUM</b> 10.5	10260		
		35.0	<b>ALMOTA</b> 12.7	10365		
		22.3	<b>PENAWAWA</b> 6.5	10492		
		15.8	<b>CENTRAL FERRY</b> 15.8	10557		
		0.0	<b>RIPARIA</b> JY	10715		

**RIPARIA SUBDIVISION  
SPECIAL INSTRUCTIONS**

**1. MAXIMUM AUTHORIZED SPEED**

East Lewiston to Riparia.....40 MPH

**2. PERMANENT SPEED RESTRICTIONS**

MP 0.0 to MP 0.2 ..... 10 MPH  
 MP 69.6 to MP 70.0 ..... 10 MPH

**3. MAIN TRACK AUTHORIZATION**

MP 137.0 to MP 67.0 ..... Yard Limits  
 MP 67.0 to MP 1.0 ..... TWC  
 MP 1.0 to MP 0.0 ..... Yard Limits

**4. JOINT OPERATIONS**

Between Riparia and Ayer (UPRR), Great Northwest crews operate on UPRR tracks and are governed by UPRR timetable and Special Instructions.

UPRR crews are permitted to operate on Great Northwest tracks inside yard limits at Riparia. UPRR crews are required to obtain current Great Northwest track bulletins before entering Great Northwest tracks.

**5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS**

MP 0.0 – Riparia, Junction with UPRR.  
 MP 135.5 – East Lewiston, Junction with the Kooskia Subdivision

**6. INDUSTRIAL SPURS**

That section of track from MP 136.5 to end of track is designated as the Snake River Industrial Spur.

**7. FRA EXCEPTED TRACK**

None.

**8. RADIO CHANNEL INSTRUCTIONS**

<b>RAILROAD</b>	<b>99 CHANNEL AAR #</b>
GREAT NORTHWEST	42 - 42
UPRR	42 - 42

**9. SPECIFIC SWITCH INSTRUCTIONS**

None

**10. DEFECT DETECTOR LOCATIONS**

None

**11. LOCATIONS NOT LISTED AS STATIONS**

None listed.

**12. OTHER SPECIFIC INSTRUCTIONS**

A. Clearwater River Bridge at Milepost 69.87:

1. Interlocking signals are located as follows:

- Eastward Distant Signal - MP 69.21
- Eastward Absolute Signal - MP 69.77
- Westward Distant Signal – MP 137.08
- Westward Absolute Signal – MP 69.90.

Crews operating over the Clearwater Lift Bridge must know or be trained on it's operation and use. Instructions and training are available at the East Lewiston Yard office.

# RAILROAD SPECIFIC INSTRUCTIONS

## 1. COMPANY OFFICERS

Company Officers	
Name	Title
Rob Thrall	General Manager
Brad Smith	Assistant General Manager

## 2. EMERGENCY TELEPHONE NUMBERS

Kooskia Subdivision First Response Telephone Numbers		
MP	Contact	Phone number
End of track To MP 52.4	Idaho County Sheriff	911
	Idaho State Patrol	911
MP 52.4 To MP 50.5	Lewis County Sheriff	911
	Idaho State Patrol	911
MP 50.5 to MP 38.8	Idaho County Sheriff	911
	Idaho State Patrol	911
MP 38.8 to MP 18.9	Clearwater County Sheriff	911
	Idaho State Patrol	911
MP 18.9 to end of track	Nez Perce County Sheriff	911
	Idaho State Patrol	911

Riparia Subdivision First Response Telephone Numbers		
MP	Contact	Phone number
MP 2.25 To MP 69.1	Whitman County Sheriff	911
	Washington State Police	911
MP 69.1 To MP 69.9	Nez Perce County Sheriff	911
	Idaho State Patrol	911

Snake River Ind Spur First Response Telephone Numbers		
MP	Contact	Phone number
MP 136.5 To end of track	Nez Perce County Sheriff	911
	Idaho State Patrol	911

Lapwai Ind Spur First Response Telephone Numbers		
MP	Contact	Phone number
MP 126.5 To MP 7.0	Nez Perce County Sheriff	911
	Idaho State Patrol	911

Konkolville First Response Telephone Numbers		
MP	Contact	Phone number
MP 29.3 To end of track	Clearwater County Sheriff	911
	Idaho State Patrol	911

### 3. RAILROAD CONTACT NUMBERS

Great Northwest Office	Office	208-743-2559
	Fax	208-743-4647
General Manager	Office	208-798-8395
	Fax	208-743-4647
Train Dispatcher	Office	877-926-9663
	Fax	208-733-1720
Customer Service	Office	866-889-2826
	Fax	866-413-5160

### 4. GREAT NORTHWEST SPECIAL INSTRUCTIONS (ALL SUBDIVISIONS)

#### TIME ZONE IN EFFECT

Great Northwest 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.

#### 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.

Cars heavier than 263,000 lbs are not permitted on the Kooskia and all Industrial Spurs without authority of the General Manager:

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 caboosie or at the rear of caboosieless 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 caboosieless trains. Exception: BN 979019 --- 979024 and BN 979026 --- 979036 may be placed anywhere in train.

Car Restrictions:

Six or eight axle cars and over-dimensional cars may not move on Great Northwest trackage without prior approval of the General Manager.

## **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

**Rule 5.5 Permanent Speed Signs** – following paragraphs are added: Reduced speed limits may be designated by Advance Warning Sign (diagonally upward), Reduce speed sign (rectangle) and Resume Speed Sign (vertical).

The Advance Warning Sign will be placed approximately 3000 feet in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a Resume Speed Sign or another Speed Sign is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign, which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

## **Grade Crossing Accidents**

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:

- a. Ensure the safety of crew members, accident victims, and the public.
- b. Meet the requirements of rule 6.23.
- c. 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.
- d. Assess the damage to the vehicle and train to determine if there is any danger to your crew or the public.
- e. Assign a crew member to monitor a radio to provide further information for emergency assistance.
- f. If it is safe, render assistance to accident victims. It is important not to move the victim unless a life-threatening situation exists.
- g. Turn off the vehicles' ignition and inform the investigating officer you did so. Otherwise, do not disturb the accident scene.
- h. 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.
- i. 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. 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. If instructed by a company officer, take pictures of the scene, including the crossing and surrounding area.

### **Tornado 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 enroute 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

<b>WATCO</b> <b>SYSTEM SPECIAL INSTRUCTIONS</b>
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## **ITEM 1. RULE BOOKS AND PUBLICATIONS IN EFFECT**

Employees must provide themselves with and have available for reference:

<i>General Code of Operating Rules, 4<sup>th</sup> Edition</i>	Effective April 2, 2000
<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&amp;E employees)</i>	Effective December 1, 2003
<i>WATCO Transportation Safety Procedures (T&amp;E employees)</i>	Effective December 1, 2003
<i>Emergency Response Guidebook</i>	Dated 2000
<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



## 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.

### SYSTEM SPEED RESTRICTIONS

Movement on all tracks other than main track and through turnouts.....10 MPH  
 Trains or engines with lead units not equipped with event recorders.....30 MPH  
 A controlling locomotive unit with a defective speed recorder.....20 MPH  
 Within Mechanical department limits.....05 MPH

### 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

## ITEM 3. TRAIN MAKEUP AND EQUIPMENT RESTRICTIONS

- 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.
- 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.
- Two axle intermodal cars weighing less than 25 tons must be entrained with no more than 1500 trailing tons.
- 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. At speeds between 13 and 19 MPH watch for excessive rocking action of cars on jointed rail. If speeds of 19 MPH or higher cannot be maintained for 1.5 miles, reduce speed to 12 MPH. Avoid operating trains between 13 and 19 MPH for extended periods and observe train closely for signs of excessive rocking. Inspect train frequently, especially when rounding curves.

## **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

3. 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.
4. 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.

## **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 consist.

## **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.

### **RAIL HEAT STRESS**

Reduce all maximum authorized speeds of greater than 20 MPH by 5 MPH when the ambient temperature is 90 degrees Fahrenheit or above. Train crew personnel, if uncertain of the temperature, should contact the train dispatcher or a supervisor for clarification. This restriction applies only to trains that exceed 850 feet in length or have greater than 62 axles. Trains may operate at up to maximum authorized track speed with permission of the Maintenance of Way Supervisor.

### **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 WATCO properties.

## **FOLLOWING TRAINS**

Flagging for following trains is not required on WATCO properties.

## **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:

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.

## **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."

# APPENDIX A

## Subdivision Crossings

Kooskia Subdivision Crossings					
MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING No.	COUNTY
60.80	Kooskia	CFI Loading	None	910829W	Idaho
60.50	Kooskia	CFI West	None	910830R	Idaho
60.10	Kooskia		None	910831X	Idaho
59.95	Kooskia		None	910832E	Idaho
59.65	Kooskia	Bennett's	XB	863824H	Idaho
59.60	Kooskia	W Bennett	XB	863823B	Idaho
59.40	Kooskia	Pole Yard	None	863822U	Idaho
54.50	Kamiah	County Road	XB	863821M	Idaho
54.30	Kamiah	County Road	XB	863820F	Idaho
52.40	Kamiah	Just East Br 52	None	863819L	Idaho
52.13	Kamiah	Kamiah City	None	915722L	Idaho
52.08	Kamiah	Kamiah Mills	None	910833L	Idaho
51.90	Kamiah	US 12	XB	863818E	Idaho
51.70	Kamiah	Section House	XB	863817X	Idaho
51.30	Kamiah	West of Chip Plant	None	863816R	Idaho
50.60	Kamiah	East End Triple R	None	863814C	Idaho
50.55	Kamiah	Triple R Ped xing	None	910834T	Idaho
50.50	Kamiah	Center of Triple R	None	863813V	Idaho
37.10	Greer	St Hwy 11	XB	863811G	Clearwater
29.61	Orofino	City Waterworks	XB	863810A	Clearwater
29.40	Orofino	Fairgrounds	XB	863833G	Clearwater
29.20	Orofino	RR Over	None	910835A	Clearwater
29.16	Orofino	Main Crossing	XB	863834N	Clearwater
29.10	Orofino	Builders Supply	XB	863835V	Clearwater
26.10	Ahahka	East of Pole Yard	None	863836C	Clearwater
25.90	Ahahka	Fish & Game	XB	910836G	Clearwater
25.80	Ahahka	Fish & Game	XB	910837N	Clearwater
25.64	Ahahka	RR Under	None	863839X	Clearwater
25.50	Ahahka	Hatchery Ped under	None	913669V	Clearwater
25.21	Ahahka	Fish Hatchery	XB	863842F	Clearwater
24.72	Ahahka	West Yard	None	863840S	Clearwater
23.60	Ahahka		None		Clearwater
16.10	Lenore	Forest Service	None	915721E	Nez Perce
13.40	Lenore	Co Rd off bridge	XB	863658T	Nez Perce
11.60	Lenore	Agatha	None	863657L	Nez Perce
7.30	Lenore		None	863656E	Nez Perce
7.25	Lenore	Fish Hatchery	None	872040E	Nez Perce
5.90	Arrow	Cherrylane	XB	863655X	Nez Perce
2.40	Arrow	Kress	None	915720X	Nez Perce
0.70	Arrow	Breakheart Pass	None	863654R	Nez Perce
0.60	Arrow	Kress	None	915719D	Nez Perce
123.80	Arrow	Hwy 12 over	None	863653J	Nez Perce
124.65	Arrow	Idaho State	None	863652C	Nez Perce
124.80	Arrow	Just E Bridge 124	None	863651V	Nez Perce
125.20	Spalding	Larry Carson	None	863650N	Nez Perce
125.40	Spalding	Melon Patch	None	863649U	Nez Perce
125.90	Spalding	Gibbs	None	863648M	Nez Perce
126.15	Spalding	RR over old US 12	None	863647F	Nez Perce
<b>126.60</b>	Spalding	<b>Spalding Park</b>	<b>XB</b>	<b>863675J</b>	<b>Nez Perce</b>
<b>127.20</b>	North Lapwai	<b>E End N. Lap</b>	<b>XB</b>	<b>863674C</b>	Nez Perce

127.80	North Lapwai	US 95 Over	None	913670P	Nez Perce
130.45	Forebay	McCann	None	863672N	Nez Perce
132.28	Forebay	Fish & Game	None	913671W	Nez Perce
133.20	Forebay	Greenhouse	XB	863671G	Nez Perce
133.80	Forebay	Log Truck	None	863670A	Nez Perce
134.30	Forebay	Log Yard	None	913673K	Nez Perce
134.90	Lewiston	Potlatch Main Gate	G, L, B	872015W	Nez Perce
135.98	Lewiston	Waterworks	XB	872022G	Nez Perce
136.00	Lewiston	US 12 Over	None	872032M	Nez Perce
136.17	Lewiston	Hahn Plumbing	XB	872021A	Nez Perce
136.20	Lewiston	Lee's Welding East	XB	872017K	Nez Perce
136.23	Lewiston	Lee's Welding West	XB	872018S	Nez Perce
136.26	Lewiston	Rucker	XB	872019Y	Nez Perce
136.31	Lewiston	Texaco	XB	872020T	Nez Perce
136.39	Lewiston	18 <sup>th</sup> Street	G,L, B	872016D	Nez Perce

### Konkolville Industrial Spur Crossings

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING No.	COUNTY
29.9	Revling	Potlatch	None	863801B	Clearwater
28.4	Jaype	PFI Main	L	863745W	Clearwater
28.2	Jaype	Musselshell	None	913675Y	Clearwater
27.5	Nelson	RR over	None	863743H	Clearwater
27.2	Nelson	Forest Svc	XB	863741U	Clearwater
26.1	Nelson	RR over	None	863744P	Clearwater
21.6	Poorman	Poorman	None	863740M	Clearwater
19.03	O'Mill	O'Mill	XB	863739T	Clearwater
18.9	Cow Creek	Cow Creek	XB	863738L	Clearwater
11.3	Lime Mtn	Lime Mtn	None		Clearwater
4.75	Konkolville	Harmony Hi=eights	XB	863737E	Clearwater
3.25	Orofino	Hwy Under		913674S	Clearwater
3.15	Konkolville	Konkolville	XB	863736X	Clearwater
2.60	Konkolville	Diag. (Adams)	XB	863735R	Clearwater
2.45	Konkolville	Konkolville	XB	863734J	Clearwater
1.60	Orofino		XB	863733C	Clearwater
1.50	Orofino	Gum Street	XB	863732V	Clearwater
1.28	Orofino		XB	863731M	Clearwater
1.22	Orofino	Elm Street	XB	863730G	Clearwater
1.20	Orofino	Michigan Ave	XB	863729M	Clearwater
0.80	Orofino	Bartlett	XB	863727Y	Clearwater
0.54	Orofino	West New Yard	XB	863726S	Clearwater
0.15	Orofino	Johnson Street	XB	863725K	Clearwater
0.1	Orofino	Main Street	XB	863724D	Clearwater

### Lapwai Industrial Spur (BG&CM)

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING No.	COUNTY
0.60	Spalding	Albright's	XB	863676R	Nez Perce
1.65	Spalding	Red Duck Lane	XB	863677X	Nez Perce
2.40	Lapwai	Tom Beall	XB	863678E	Nez Perce
3.80	Lapwai		None	863680F	Nez Perce
3.90	Lapwai	Garden Gulch	XB	863681M	Nez Perce
5.20	Sweetwater	Game Farm	XB	863682U	Nez Perce
5.50	Sweetwater	Warehouse	XB	863683B	Nez Perce
6.40	Sweetwater	Lutes	None	863684H	Nez Perce

## Riparia Subdivision Crossings

Milepost	Nearest Station	Crossing Name	Crossing Protection	Crossing No.	County
69.90	Lewiston	Dike Bypass under	None	913677M	Nez Perce
69.75	Transfer	Chip Plant	None	872046V	Nez Perce
69.55	Transfer	Tool House	None	872023N	Nez Perce
67.30	Transfer	Red Wolf Bridge	None	913682J	Whitman
66.75	Wilma	Port of Wilma	L	872035H	Whitman
65.51	Transfer	Wilma Secondary	XB	872037W	Whitman
56.90	Crum	Downriver Road	L	872011U	Whitman
55.40	Crum		None	872010M	Whitman
54.12	Crum		None	872008L	Whitman
52.23	Crum		None	872033U	Whitman
50.46	Crum		None	872006X	Whitman
48.73	Crum		None	872005R	Whitman
48.22	Crum		None	872004J	Whitman
46.39	Crum		None	872003C	Whitman
44.53	Crum	County Pit	None	872034B	Whitman
42.1	Crum	Downriver Road	L	872001N	Whitman
37.89	Almota	Greg May	None		Whitman
35.25	Almota	RR over	None	871998A	Whitman
27.3	Penawawa	Swift Bar	None	913680V	Whitman
15.28	Central Ferry	Tool House	None		Whitman
15.2	Central Ferry	Hwy over	None	871997T	Whitman
8.9	Central Ferry	Corp of Engineers	None	913681C	Whitman
2.25	Riparia	E End Yard	None	871996L	Whitman

## Snake River Industrial Spur Crossings

MILEPOST	NEAREST STATION	CROSSING NAME	CROSSING PROTECTION	CROSSING No.	COUNTY
137.46	Lewiston	Fifth Street	G, L, B	872025C	Nez Perce
137.50	Lewiston	Twin City Foods	None	910815N	Nez Perce
137.53	Lewiston	Twin City Foods	None	913676F	Nez Perce
137.55	Lewiston	RR Avenue	XB	872026J	Nez Perce
137.76	Lewiston	D Street Bypass	XB	872038D	Nez Perce
137.89	Lewiston	Interstate Bridge	G, L, B	872028X	Nez Perce
137.96	Lewiston	Dike Bypass	XB	872042T	Nez Perce
138.11	Lewiston	North Kiwanis	XB	910808D	Nez Perce
138.14	Lewiston	Kiwanis park	XB	910809K	Nez Perce
138.23	Lewiston	H Street	None	910811L	Nez Perce
138.25	Lewiston	Snake River Ave	XB	910810E	Nez Perce
138.30	Lewiston	Speer Park	XB	910814G	Nez Perce