



**WASHINGTON
CENTRAL
RAILROAD**

TIMETABLE

NO. 2

IN EFFECT AT 0001

PACIFIC CONTINENTAL TIME

SUNDAY, OCTOBER 30, 1994

(Revised August 1, 1995:

Pages 3,4,8,9,18,22,23,24,25,27,29,30)

PRESIDENT

NICHOLAS B. TEMPLE

GENERAL MANAGER

ROBERT J. BURKE

OPERATIONS MANAGER

JOHN E. HOOD

W.C.R.C.

WASHINGTON
CENTRAL
RAILROAD

INVEST

NO. 1

ISSUE TO ORDER OF

THE WASHINGTON CENTRAL RAILROAD

ISSUED OCTOBER 20, 1900

FOR THE PURPOSE OF

ISSUING BONDS TO THE AMOUNT OF

\$1,000,000

FOR THE PURPOSE OF

ISSUING BONDS TO THE AMOUNT OF

\$1,000,000

FOR THE PURPOSE OF

ISSUING BONDS TO THE AMOUNT OF

\$1,000,000

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3. Restrictions on Cars-(CONTD.)

Rotary snowplows, wedgeplows, dozers

Jordan spreaders

Rear end only cars.

Scale test cars EXCEPT BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in caboosless trains.

When pile drivers, crane derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving; wings must be properly secured.

The train crew must be notified when such equipment is in their train.

3A. Handling 80 Feet or Longer Cars-

During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty cars :

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions. Exception-Trains consisting entirely of cars 80 feet and longer, are not restricted by this provision.

Yard Operations-

80 feet or longer cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

Car Weight and Length Restrictions-

a. 177,000 lbs. or less must be at least 35 feet in length.

b. 177,001 to 220,000 lbs. must be at least 38 feet in length.

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Car Weight and Length Restrictions-(CONT'D.)

c. 220,001 to 268,000 lbs. must be at least 44 feet in length.

d. 268,001 to 315,000 lbs. must be at least 52 feet in length.

These restrictions must not be exceeded without authority of dispatcher.

Refer to Individual Subdivision Special Instruction Item 2 for exceptions.

4. Restrictions on Maintenance Track-

On tracks designated for mechanical forces to work under GCOR No. 5.13, the maximum allowable speed is 5 MPH.

5. Flagging Required for Crossing Protection-

49 CFR 234 (AMENDED) imposes minimum maintenance, inspections and testing standards for highway-rail grade crossing warning systems. It, also, prescribes standards for the reporting of failures of such systems and minimum actions railroads must take when systems malfunction.

Part 234.7: Every incident between on-track equipment and anything else at a highway-rail grade crossing involving activation failure shall be reported to the F.R.A. through the National Response Center 1-800-424-0201 within 24 hours of the occurrence.

Complete reports are to follow pursuant to CFR Part 234.9(a) (False Activation Report) and Part 225.11 (Accident/Incident Report).

EACH TELEPHONIC REPORT MUST CONTAIN:

1. NAME OF RAILROAD
2. NAME, TITLE, AND TELEPHONE NUMBER OF THE CALLER
3. TIME, DATE, AND LOCATION OF ACCIDENT
4. U.S.DOT GRADE CROSSING NUMBER
5. CIRCUMSTANCES OF ACCIDENT INCLUDING OPERATING DETAILS OF THE GRADE CROSSING WARNING DEVICE
6. NUMBER OF PERSONS KILLED OR INJURED, IF ANY
7. MAXIMUM AUTHORIZED TRAIN SPEED
8. POSTED HIGHWAY SPEED, IF KNOWN

49 CFR Part 234.9-Grade Crossing Signal System Failure Reports:

Report each highway-rail grade crossing warning system activation failure within 15 days on Form 6180-83.

REVISED-AUG. 1, 1995

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5. Flagging Required for Crossing Protection-(CONT'D.)

49 CFR Part 234.101-Employee Notification Rules:

All employees must notify the train dispatcher or duty personnel of any grade crossing warning system malfunction by the quickest means available.

49 CFR Part 234.103-Timely Response to Report of Malfunction:

(a) Upon receipt of a credible report of a warning system malfunction, (a credible report of system malfunction is specific information regarding a malfunction at an identified highway-rail crossing, supplied by a railroad employee, law enforcement officer, highway traffic official, or other public agency acting in an official capacity.) The railroad having maintenance responsibility will promptly investigate the report, determine the nature of the malfunction, and take appropriate action (234.207).

(b) Until repaired, the railroad shall provide alternative means of warning highway traffic and railroad employees in accordance with CFR Parts 234.105 or 234.107.

49 CFR Part 234.105-Activation Failure:

Upon receipt of a credible report of activation failure, the railroad shall promptly initiate efforts to warn highway users and railroad employees at the crossing by notifying the crew of trains of the report of the activation failure. Notifying the law enforcement agency having jurisdiction over the crossing or railroad police capable of responding and controlling vehicular traffic and providing for alternative means of actively warning highway users of approaching trains consistent with:

1.(i) an appropriately equipped flagger (a person, other than a train crew member, who is equipped with an orange vest, shirt or jacket for daytime flagging, retroreflective similar type outer garments for nighttime...(see Part 234.5 Definition) provides warning for each direction of highway traffic, trains may proceed through the crossing at normal speed.

(ii) if at least one uniformed law enforcement officer (including a railroad police officer) provides warning to highway traffic at the crossing, trains may proceed through the crossing at normal speed.

2. If an appropriately equipped flagger provides warning for highway traffic, but there is not at least one flagger providing warning for each direction of highway traffic, trains may proceed with caution through the crossing at a speed not exceeding 15 miles per hour. Normal speed may be resumed after the locomotive has passed through the crossing.

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5. Flagging Required for Crossing Protection-(CONT'D.)

3. If there is not an appropriately equipped flagger or uniformed law enforcement officer providing warning to highway traffic at the crossing, each train must stop before entering the crossing and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may reboard the locomotive before the remainder of the train proceeds through the crossing.

A locomotive's audible warning device shall be activated in accordance with railroad rules regarding the approach to a grade crossing. (This includes all city limits.)

49 CFR Part 234.107-False Activation:

Upon receipt of a credible report of a false activation, a railroad having maintenance responsibility for the highway-rail grade crossing warning system shall promptly initiate efforts to warn highway users and railroad employees at the crossing by taking the following actions:

(a) Prior to a train's arrival at the crossing, notify the train crew of the report of false activation.

(b) Notify the law enforcement agency having jurisdiction over the crossing, or railroad police capable of responding and controlling vehicular traffic: and

(c) Provide for alternative means of actively warning highway users of approaching trains, consistent with the following requirement (see Appendix B for a summary chart of alternative means of warning):

(1)(i) If an appropriately equipped flagger is providing warning for each direction of highway traffic, trains may proceed through the crossing at normal speed.

(ii) If at least one uniformed law enforcement officer (including a railroad police officer) provides warning to highway traffic at the crossing, trains may proceed through the crossing at normal speed.

(2) If there is not an appropriately equipped flagger providing warning for each direction of highway traffic, or if there is not at least one uniformed law enforcement officer providing warning, trains with the locomotive or cab car leading, may proceed with caution through the crossing at a speed not exceeding 15 miles per hour. Normal speed may be resumed after the locomotive has passed through the crossing. In the case of a shoving move, a crew member shall be on the ground to flag the train through the crossing.

(3) In lieu of complying with paragraphs (c)(1) or (2) of this section, a railroad may temporarily take the warning system out of service if the railroad complies with all requirements of Part 234.105, "Activation Failure".

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5. Flagging Required for Crossing Protection-(CONT'D.)

(d) A locomotive's audible warning device shall be activated in accordance with railroad rules regarding the approach to a grade crossing. (This includes all city limits.)

Appendix B to Part 234-Alternate Methods of Protection Under 49 CFR Sections 234.105(c) and 234.107(c)

	Flagger for each direction of traffic	Police officer present	Flagger present, but not one for each direction of traffic	No flagger/no police
False activation.....	Normal speed....		Proceed with caution-max. speed of 15 M.P.H.	Proceed with caution-max. speed of 15 M.P.H.
Activation failure.....	Normal speed....		Proceed with caution-max. speed of 15 M.P.H.	Stop: Crew member flag traffic and reboard.

6. Instructions to TSRS-

When setting out cars on line, the details of activity for each car must be recorded on a copy of the switch list or wheel report and submitted to a CSR at the end of each tour of duty. If information is faxed to the CSR, one of the TSRs must call the CSR to verify that switch list or wheel report have been received and that the documentation is correct.

The following information for switch lists or wheel reports is to include:

Exact location where cars are spotted or set out, including track name and location on track (E or W or position).

Time and date set out.

If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.

This information is necessary to maintain expedient service to our customers and proper records of car movements.

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6. Instructions to TSRS-(CONT'D.)

Switch Lists, Spot and Pull Lists-

In order to maintain an accurate record of all car movements essential to the proper billing of our customers, the following information must be recorded by one TSR on crew on switch list, spot list and pull list:

1. Exact location (track or industry) and spot time written on switch list for each car set out and/or spotted. The word "spot" circled to indicate that the car has been spotted.
2. Specific industry to which cars are set or for each station.
3. Location of cars set out at a station which are not spotted account customer's spot location unable to accept inbound cars. Document on switch list why car not spotted.
4. Document time car was pulled and circle word "pull" to indicate car was pulled. (If car not pulled, document reason. If industry supervisor gives instructions on not to pull car, document the supervisor's name on list).

7. Radio base stations.

WCRC Yakima yard office located at 6 E. Arlington, Yakima, Wa. operating on WCRC Channel 1 is attended from 0700 Monday until 2300 Friday and from 0730 until 1530 on Saturday.

The Yakima dispatcher has the capability of paging crews working on Channel #3 in all locations. The means of paging is a single tone transmitted over the repeater on Channel #3 frequency. This tone may be transmitted in three different audio frequencies, one of which will be assigned to each WCRC terminal location. The lowest of the three frequencies is assigned to crews working out of Yakima. The middle frequency is assigned out of Warden. The highest frequency is assigned to crews working out of Gibbon.

Maintenance of Way personnel and the train dispatcher will monitor Channel #1. When it is necessary to communicate with other Maintenance of Way personnel or when Maintenance of Way personnel need to communicate with the train dispatcher-they are to meet on Channel #6. Locomotive radios and TSR portable radios will not be equipped with Channel #6.

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8. Dimensional and Special Shipment Restrictions-

- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message.
- c. Before a dimensional or special shipment can be moved in a train, Crew Chief must obtain permission from the train dispatcher. This does not relieve TSRs from complying with Rule 1.47 of the GCOR.
- d. Before a dimensional shipment is picked up on line, Crew Chief must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, Crew Chief must notify train dispatcher as promptly as possible.
- e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.
- f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipment, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated:

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RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE
--

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 11 ft. 6 in. wide loads.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 12 ft. wide loads.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft track centers. Observe track center restrictions for 12 ft. 8 in. wide loads.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. wide loads.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 4 in. wide loads.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 8 in. wide loads.
HOTEL	Reduce speed 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.

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Rule 5.5-(CONT'D.):

The "Advance Warning Sign" will be placed two miles 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". In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

ADVANCED WARNING SIGN



SPEED SIGN



RESUME SPEED SIGN
(green in color)



These signs, as illustrated, apply to train and engine movements as follows:
Figures not preceded by a letter apply to all train movements.

Rule 6.20 Portion of Train Left on Main Track-following paragraph is added:
In non-sigaled territory, return movement must be made at restricted speed.

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Rule 6.32.2-Automatic Crossing Devices-is modified to read:

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

Movement has been delayed or stopped within 3,000 feet of the crossing.

Movement is closely following another movement.

or

Movement is on other than the main track or siding.

Employees must observe all automatic crossing warning devices and report any that are not operating properly to the train dispatcher or proper authority by first available means of communication.

When a train has been notified that automatic warning devices are not operating properly, the train must be governed in accordance with 49 CFR Part 234.105 and Part 234.107 as appropriate.

Rule 7.1 Switching Safely and Efficiently- the following paragraph is added:
Do not leave cars or engines standing where they will foul equipment on adjacent tracks or cause injury to employees riding on a car or engine.

GENERAL CODE OF OPERATING RULES- RULE 8.3 MAIN TRACK SWITCHES IS MODIFIED IN THE FOLLOWING MANNER FOR OPERATION ON THE WASHINGTON CENTRAL RAILROAD:

Rule 8.3-

The normal position of a main track switch is for main track movement and it must be lined and locked in that position.

However, the main track switch may be left open:

- (1) In CTC territory within track and time limits.
- (2) When attended by a crew member or switch tender.
- (3) During switching operations when it is certain that no other train or engine will pass over the switch.
- (4) For another train or engine when the switch is attended by a member of that crew.
- (5) May be left lined for other than the main track upon notification and by permission of the dispatcher. Switch must be lined and locked for the main track and the dispatcher notified upon completion of the movement that required the switch to be left in other than the normal position.

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GENERAL CODE OF OPERATING RULES-RULE 8.11 SWITCHES IN SIDINGS IS
MODIFIED IN THE FOLLOWING MANNER:

Rule 8.11- The normal position of switches connecting any track, except main track, to a siding is lined for the last movement made through that switch.

11. Modification of Maintenance of Way General Code of Operating

Rules- The following Maintenance of Way Operating Rules apply only on Washington Central Railroad Co.:

MWOR RULE 5.4.5-THE LAST PARAGRAPH IS CHANGED TO READ:

"In addition, employees must place a green flag beyond the clearance point on unrestricted track that diverges from restricted track until track bulletin or track warrant has been issued."

GCOR and MWOR rules 5.4.8 Flag Placement do not require track flags on tracks not affected when a track warrant or track bulletin has been issued.

Rule 7.1 Switching Safely and Efficiently- the following paragraph is added:

Do not leave cars or engines standing where they will foul equipment on adjacent tracks or cause injury to employees riding on a car or engine.

12. YARD SERVICE RULES-

Rule Y-1.

The Train Dispatcher is responsible for and shall have direct supervision over train movements and all other employees working within the yard. Employees must comply with instructions from the Train Dispatcher and the Train Dispatcher must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the company.

Rule Y-2.

The Manager of Customer Service is responsible for and shall have direct supervision over switching instructions and matters that relate to car management. Employees in yard, train and engine service must comply with instructions from the Customer Service Representatives as to the make up of trains and the pulling and spotting of industries. Customer Service Representatives are charged with the prompt and regular movement of cars giving special attention to the needs of the shippers, the proper make up of trains and the efficient management of car inventory.

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13. INITIAL TERMINAL AIR BRAKE TESTS-

The following from the FRA: Effective immediately the following guidelines will prevail for inspection of various brake components during initial terminal air brake tests,

Inspections that are not conducted in compliance with these guidelines shall be considered to be in noncompliance with federal regulations and appropriate enforcement actions shall be initiated to ensure compliance.

CARS WITH EXPOSED BODY MOUNTED BRAKE RIGGING

Generally applies to hopper cars, covered hopper cars and tank cars where the brake cylinder and associated brake equipment can be clearly seen from either side of the car.

Inspections may be performed from only one side of the train.

A moving utility vehicle may be used for inspection when the brake cylinder piston indicator (if equipped) and associated movable brake equipment are clearly visible from the utility vehicle and only when operated adjacent to (about 10 feet from the side of) the trains and moving at a maximum of 5 MPH.

OTHER CARS WITH BODY MOUNTED BRAKES

Generally applies to cars with a center sill or car structure which obstructs a view of the brake cylinder and associated movable brake equipment from one side of the car.

Brake inspection must be conducted on each side of the train.

14. CONTROL OF HARMONIC ROCKING-

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletins, the following restrictions will apply:

Trains which cannot maintain speed of 21 miles per hour, must reduce speed not to exceed 13 miles per hour until movement can again exceed 21 miles per hour.

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WASHINGTON CENTRAL DRUG TEST SPECIMEN COLLECTION FACILITIES

YAKIMA, WA.

DAYTIME - Every day - 0730 until 1830
Valley Medi-Center
2 East Valley Mall Blvd.
Union Gap, WA. 98903
PH (509) 452-1773 (Ask for Ellen Thomas)

KENNEWICK, WA.

DAYTIME - Monday thru Friday - 0830 until 1230 and 1300 until 1700
Kadlec Clinic
888 Swift Blvd.
Richland, WA. 99352
PH. (509) 946-2645 (Ask for Sue Brown or Cindy West)

SUNNYSIDE, WA.

DAYTIME-Monday thru Friday
Occupational Health Services
802 Miller Ave. Suite B
Sunnyside, WA. 98944
PH. (509) 839-4191 (Ask for Betty Jo Leija)

WARDEN, WA.

DAYTIME - Monday thru Friday
Samaritan Hospital
801 E. Wheeler Road
Moses Lake, Wa. 98837
PH. (509) 488-6644 (Ask for Susan Russ)(Call ahead and bring picture I.D.)

NOTES

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14. Roadway Signs - Except as shown, the following roadway signs have white background and black letters and/or numbers

N
O
C
L
E
A
R
A
N
C
E

NO
CLEARANCE

No Clearance

1 MILE
S

One Mile Switch

CROSSING
SIGNAL
START

Crossing Signal Start
Rule 6.32.2

W

Crossing Whistle
Rule 5.8.2

W
3

Numeral when attached, de-
notes the number of cross-
ings less than 1,320 feet
apart.

D
E
R
A
I
L

Derail
Rule 8.20

TEST
MILE

END
TEST

Begin Test Mile and End Test Mile

WESTWARD
SIDING

Westward Siding or
Eastward Siding
Rule 6.28.1

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TWC in effect SP & S Jct. to Cle Elum

WCRC Radio Channel No. 1 and 3 in service on this subdivision.

BN Radio Channel No. 2 in service on this subdivision at SP & S Jct. only to contact BN operator.

All engine and portable radios will operate on WCRC Radio Ch. 3 when working within yard limits at Yakima. This limitation does not extend beyond Sixteenth Avenue on the Naches Industrial Track or beyond the Yakima River Bridge on the Moxee Industrial Track.

Locations Designated as Industrial Tracks between:

Yakima Bridge 1 MP 1.5 and Moxee MP 8.2

Yakima MP 3.2 and Naches MP 13.1

Rule 6.28 and Rule 15.1 apply. These tracks are designated for the use of track bulletins without TWC authority.

1. Speed Restrictions Between	Maximum Speeds Permitted
SP & S Jct.. and Cle Elum	40 MPH
DOE RR Richland Jct. & N.Richland	25 MPH
Prosser	35 MPH
Toppenish-within city limits	35 MPH
Wapato-within city limits	30 MPH
UP Yakima-all tracks	10 MPH
Selah-within city limits	40 MPH
Ellensburg-within city limits	25 MPH
Moxee Industrial Track	20 MPH
Naches Industrial Track	10 MPH

Excepted Track- All trackage- within yard limits Kennewick, Vista, Badger, within yard limits Gibbon, Prosser, Mabton, Toppenish, Wapato, Parker, within yard limits Yakima (includes U.P. yard), on Moxee Industrial Track industry tracks between MP 1.5 and Moxee MP 8.2 (end of track)(see exceptions in MOW Track Classifications Pg. 27), Pomona, Wymer, Thrall, Ellensburg, Thorp, and Cle Elum-that is located over 30 feet from the Main Track and/or Industrial Track; Moxee Industrial Track from MP

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Excepted Track-(CONT'D.)

0.0 and Bridge 1 (MP 1.5), on Naches Industrial Track Yakima MP 3.2 and Naches MP 13.1, track known as "H" Street Line (Boise Cascade Lumber Company Spur) from survey station 1+75 to end of track are designated as excepted track under 49 CFR, Part 213 "Track Safety Standards, Subpart A, Section 213.4 "Excepted Track".

No train shall be operated at speeds in excess of 10 miles per hour, and no freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172) on excepted track.

M of W-see end of 1st Sub. section for other track classifications.

2. Bridge, Engine and Heavy Car Restrictions-

Between Yakima and Moxee City, over Bridge 1 at MP 1.5: 150-ton wrecking derricks must be preceded and followed by a car weighing less than 90,000 lbs. Locomotive cranes must have boom resting on idler car and be preceded by a car weighing less than 90,000 lbs. Item 3A(d) not permitted on Naches and Moxee Industrial Tracks.

Handling 80 Feet or Longer Cars-

On Moxee and Naches Industrial Tracks, regardless of tonnage of train, all cars 80 feet or longer must be handled on rear of train.

3. Rule 6.19(D)- When flagging is required, distance will be 1.5 miles between SP&S Jct. and Cle Elum, 1 mile on Moxee Industrial Tracks and 1/2 mile on Naches Industrial Track.

4. Rule 6.13- Yard limits in effect between-
Kennewick- E. MP 1.9 and W. MP 4.8
Gibbon- E. MP 33.2 and W. MP 35.6
Union Gap/Selah E. MP 85.5 and W. MP 95.25
UP - UP MP 94.5 to End of Track Yakima
Moxee Industrial Track-MP 0 and Bridge 1 (MP 1.5)
Naches Industrial Track-MP 0 and MP 3.2

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5. 1st Subdivision Restrictions-

a. Following sidings and/or switches are out of service or retired:

- Badger- East switch lined and spiked for main track.
Byron- East and West switches lined and spiked for main track.
Mabton- East and West switches lined and spiked for main track.
Wapato- Eastward siding-East switch lined and spiked for main track
Wymer- East and West switches lined and spiked for main track.
Thrall- Eastward siding-East and West switches lined and spiked for main track.
Bristol- East switch lined and spiked for main track. West switch removed.

b. Following industrial tracks and other tracks not shown as stations in timetable are out of service or retired:

- Wapato- "Old" Seneca track is out of service and switch is spiked.
Yakima- On Naches Industrial Track, Gleed industry track is retired from East switch to N. Gleed crossing.
Yakima- On Naches Industrial Track, track to "Old" Orchard Rite has been removed West of Eschbach Road crossing. Red flag placed East of this crossing.
Yakima- Dump Track is out of service from red flag (under Nob Hill overpass) East to end of track.
Yakima-UP-Yard tracks 2, 3, 5, 6 and 10 can be used from East end of track only to either the end of track or red flag.
Yakima-UP-Track to Arctic Ice is out of service. Crews will have to switch A&B Plastics from east end of track 10.
Yakima-UP-The following tracks in UP yard have been retired: TOFC pocket, Storage tracks, YVT west leg of wye, Young Distrs., and Thrifty Supply.
Ellensburg-Old Woolen Mill track is out of service between 3rd and 5th Avenues.
Ellensburg-Hide track is out of service and switch is lined and spiked for Twin City Foods.
Cle Elum-Tail track of Wye has been removed from service.

c. Following restrictions apply:

Kennewick-

1. Do not exceed 5 MPH on all Port of Kennewick tracks.

2. AUTHORIZATION FOR ENTRY TO HANFORD RAIL SYSTEM-Access to the Hanford Site Rail System will be obtained in accordance with existing General Code of

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AUTHORIZATION FOR ENTRY TO HANDFORD RAIL SYSTEM (CONTD.)

Operating Rule Block System Territory-(Rule 6.15) requirements. Access to the Hanford Site Rail System by offsite railroads will be limited to one train at any given time. Authorization must be secured through the appropriate ICF Kaiser Hanford Company (ICF KH) Dispatcher on duty. Any unusual occurrence while on the Hanford Site Rail System must be reported to the Hanford Dispatcher (fire, damage, etc.).

This modification is being initiated to insure continued safe and controlled entry and departure to the Hanford Site Rail System.

Also, a copy of the current Hanford Railroad Operations General Order will be on file in the WCRC Dispatcher's office. When the General Order changes, ICF KH will forward a copy. If any questions or problems contact Railroad Operations at 376-6753 or 376-9624.

The following procedures must be followed:

1. Obtain the staff key from the key house at Richland Junction prior to entry.
2. Contact the dispatcher via the phone at Richland Junction or by use of onboard phone to obtain permission to enter.
3. Return the key to the key house when they depart and notify the dispatcher via the phone at Columbia Center (or their phone) they are clear of the Hanford Rail System at Richland Junction.

3. Do not exceed 20 MPH over the SP&S Jct. switch connecting the WCRC and the BN R.R.

Kiona- A skate, with chain and lock attached, has been put in place where ballast cars are to spot. After spotting ballast cars make sure that skate has been put on rail to prevent cars from getting away. After ballast cars are pulled, please make sure the skate is locked near rail.

Toppenish-

1. Do not exceed 5 MPH on "Old" Pacific Aqua Tech tracks. Tracks have been stubbed.
2. The interchange point to and from the Toppenish, Simcoe, and Western R.R. (TSWR) will be made on their (TSWR) track immediately west of derail (their side). Derail will be maintained by WCRC and will have a WCRC lock.

Yakima-

1. In East yard and U.P. yard, a minimum of two hand brakes must be applied on the East end of all cuts of cars in yard tracks.
2. Normal position of switch leading to siding extension at East end of Yakima yard is for siding extension. Switch to spur track leading off of this extension must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.

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c. Following restrictions apply: Yakima (CONT'D.)

3. When not in use, the switch at Steiners located on sand trap track must be lined for the sand trap.
4. The normal position of the W. main track switch in the East yard will be lined for the yard tracks.
5. Do not pass "No Admittance" sign located at the cement silo at Yakima Precast. Low overhead clearance will not clear a person on a high ladder.
6. On the Naches Industrial Track, railroad crossing with the Yakima Trolley Association (formerly YVT) must be protected per Rule 6.18. All employees must stop and protect movement over this crossing.
7. On EY11-need to leave at least 2 car lengths of room between the derail on the West end and the West car. If too many cars, put them to another track. **Do not foul East end of Track.**

Yakima-UP-

1. The normal position of the switch on the old UP interchange track will be lined and locked for the WCRC movement and do not exceed 5 MPH from Walnut St. West to end of track.

Moxee Industrial Track-

1. Do not exceed 10 MPH between Bridge 1 (MP 1.5) and over Butterfield Road (MP 2.5).
2. Do not exceed 10 MPH between Keys Road (MP 3.9) and over Gun Club Road (MP 4.3).
3. Do not exceed 10 MPH over Birchfield Road (MP 5.64).
4. Do not exceed 10 MPH between Beaudry Road (MP 7.41) and End of Track Moxee (MP 8.2).

Pomona -Do not exceed 10 MPH over East switch on Westward siding.

Between Wymer and Thrall-Watch out for rocks on right-of-way between MP 113 and MP 118.

Between Ellensburg and Cle Elum-Main track, sidings and yard tracks between MP 1.5 and MP 26.8 are removed from service. Prior to use, a track inspection must be made by a qualified track inspector to determine that the track structure complies with 49 CFR, Part 213 "Track Safety Standards."

Ellensburg-At Smith Kem, a stop sign and rail stops have been installed approximately 20 feet in advance of where tank cars spot at the pump station located at the end of the Smith Kem track. Tank cars may not be spotted without Smith Kem authority. Train crews must not ride cars beyond stop sign location at wheel stops and do not exceed 5 MPH on Smith Kem track.

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c. Following restrictions apply: (CONT'D.)

Between Ellensburg and Bristol-Do not exceed 10 MPH between MP 5.3 and MP 5.5, over Bridge 6 located at MP 6.2 and between MP 12.7 and MP 12.9.

Between Bristol and Cle Elum-Do not exceed 25 MPH between MP 18 and MP 19.5.

Cle Elum-West end of siding out of service between S. Cle Elum Road MP 25.4 and West switch.

6. Crossing Restrictions-

Toppenish-When switching LSI, leave train clear of Buena Way crossing. Do not leave train on main track at Toppenish Ave. account crossing signals are continuously activated.

Yakima-

1. When switching industries off of the Hiline, stop and wait for signals to activate before crossing crossings.
2. Cars must not be left between main track switch at Hansen Fruit and road crossing at Haas on the Hansen Spur because they will not clear Washington St. road crossing circuit and will shorten the approach to the road crossing on the main track at Washington St.
3. When switching or stopping on the main track between Yakima Ave. and "I" St. flagging must be provided until gates have completely lowered.

Between Ellensburg and Cle Elum-Stop and flag all crossings.

7. General Signal Instructions-

a. The following signals are in service on 1st Subdivision:

At MP 2.6 approach to SP&S Jct.

Signals Eastbound at MP 31.6 and Westbound at MP 30.1 will cover slide fence at MP 31






Signals Eastbound at MP 37.8 and Westbound at MP 35.2 will cover slide fence at MP 36

b. Slide Fence Radio Frequency-Detector is in service between MP 106 and MP 108.5. On entering limits a series of three "beeps" should be heard on WCRC Channel

1. This indicates Slide Fence Area is clear. If no signal is heard, immediately reduce speed to restricted speed, proceed through the limits, prepare to stop short of obstruction. If no obstruction is found, resume speed at MP 108.5 Westbound or MP 106 Eastbound.

Page 26 - SIGNAL ASPECTS-1st Sub.

THE FOLLOWING SIGNAL ASPECTS AND INDICATIONS WILL APPLY ON YAKIMA VALLEY DIVISION 1ST SUBDIVISION:

SIGNAL ASPECTS AND INDICATIONS			
DISTANT SIGNALS			
Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name
9.1.1	Green 		DISTANT SIGNAL CLEAR
9.1.2	Yellow 		DISTANT SIGNAL APPROACH
			Indication
			Proceed. If delayed as per Rule 9.9 or Rule 9.11 between this signal and block or interlocking signal, proceed prepared to stop short of the next signal.
			Approach next signal prepared to stop short of signal.
SPECIAL ASPECTS WHICH ARE NOT PART OF AUTOMATIC BLOCK CTC AND INTERLOCKING SYSTEMS (Cont.)			
Rule	Aspects	Name	Indication
9.1.21		SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
9.1.22	LUNAR 	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
9.1.23		RESUME SPEED	End of slide fence restriction; resume speed.

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INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE				
Name	Miles-Location	Capacity Cars	Switch Opens	
1st Subdivision				
64915	N.Richland	18.7 from Kennewick	Yard	Both
65201	Blake, Moffit, & Town	1.8 West of Yakima	8	West
65202	Jack Frost Fruit	2.4 West of Yakima	6	East
65203	Fruitvale	2.7 West of Yakima	7	Both
65208	Eschbach	7.6 West of Yakima	7	East
65209	Kershaw	8.0 West of Yakima	3	East
65210	Rowe	10.4 West of Yakima	3	East
65214	Naches	13.1 West of Yakima	10	Both
65402	National Can	2.6 West of Yakima	8	West
65403	Terrace Heights	3.1 West of Yakima	19	Both
65404	Valley Junk	3.4 West of Yakima	7	East
65409	Moxee City	8.1 West of Yakima	8	West
1st Subdivision-U.P.				
33496	Union Gap	4.1 East of Yakima	-	
33498	Yakima		Yard	

MAINTENANCE OF WAY:	CLASS
S.P. & S. JCT. TO CLE ELUM	4
ALL SIDINGS BETWEEN S.P. & S. JCT. AND CLE ELUM (WHEN IN SERVICE)	1
MOXEE INDUSTRIAL TRACK-between Bridge 1 (MP 1.5) and Moxee MP 8.2	2
ALL TRACKS N.C. MACHINERY LEAD, PETROLANE, AND NATIONAL CAN	1
SNOKIST	EXCEPTED
NACHES INDUSTRIAL TRACK:	
INDUSTRIAL LEAD MP 0.0 TO MP 3.2	1
YAKIMA-	
U.P. INDUSTRIAL LEAD EAST OF NOB HILL OVERPASS	1

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Page 28 - YAKIMA VALLEY SPECIAL INSTRUCTIONS-2nd Sub.

W E S T W A R D ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Distance From Gibbon	2nd Subdiv MAIN LINE STATIONS	Rule 4.3	↑ E A S T W A R D
	9,567	13034	34.3	0	GIBBON	YJT	
	3,850	65012	45.8	12.2	GRANDVIEW	Y	
	3,195	65020	54.4	19.8	SUNNYSIDE	Y	
	3,875	65029	62.6	28.6	GRANGER		

TWC in effect between Gibbon and Granger

WCRC Radio Channel No. 1 and 3 in service on this subdivision.

Locations Designated as Industrial Tracks between:

MP 38.2 and Biggam UP MP 48.3

Sunnyside UP MP 2.8 and Midvale UP MP 0.0

Granger MP 63.1 and Zillah UP MP 78.5

Rule 6.28 and Rule 15.1 apply. These tracks are designated for the use of track bulletins without TWC authority.

**1. Speed Restrictions
Between**

Maximum Speeds Permitted

Gibbon and Granger	25 MPH
Biggam Industrial Track	10 MPH
UP Grandview (all tracks)	10 MPH
Midvale Industrial Track	10 MPH
UP Sunnyside (all tracks)	10 MPH
Zillah Industrial Track	
MP 63.1 and UP MP 73.3	10 MPH
UP MP 73.3 and Zillah	20 MPH

Excepted Track- All trackage-within yard limits Gibbon, North Prosser Industrial Spur, within yard limits Grandview (includes "old" Transfer/Interchange track to U.P. and U.P. yard), within yard limits Sunnyside (includes U.P. yard), Granger-that is located over 30 feet from the Main Track and all tracks West of the East switch at Zillah are designated as excepted track under 49 CFR, Part 213 "Track Safety Standards", Subpart A, Section 213.4 "Excepted Track".

No train shall be operated at speeds in excess of 10 miles per hour, and no freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172) on excepted track.

M of W-see end of 2nd Sub. section for other track classifications.

Page 29 - YAKIMA VALLEY SPECIAL INSTRUCTIONS-2nd Sub.

2. Bridge, Engine and Heavy Car Restrictions-Item 3A(d) not permitted.

3. Rule 6.19(D)-When flagging is required, distance will be 1 mile.

4. Rule 6.13- Yard limits in effect between-

Gibbon-	E. 1st Sub. Main Track and W. MP 35.3
Grandview-	E. MP 45.3 and W. MP 47.8
Grandview-UP-	E. MP 58.75 and W. MP 57.3
Sunnyside-	E. MP 52.5 and W. MP 55.5

5. 2nd Subdivision Restrictions-

a. Following restrictions apply:

Grandview -UP-

1. The normal position of the switch on the UP interchange track will be lined and locked for the WCRC movement.

2. The normal position for the Snokist switch will be lined for straight track unless there are cars on the Snokist track.

Sunnyside- Do not exceed 5 MPH at Bleyhl's tank spot.

Granger-Do not exceed 5 MPH over Yakima County Track.

Zillah-Do not exceed 5 MPH on all tracks except Zillah Industrial lead.

NOTES

Page 30 - YAKIMA VALLEY SPECIAL INSTRUCTIONS-2nd Sub.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE				
Name	Miles-Location	Capacity Cars	Switch Opens	
2nd Subdivision				
65003	Whitstran	2.4 West of Gibbon	8	West
65006	N.Prosser	5.6 West of Gibbon	7	East
65016	Sunny Roza	2.1 East of Sunnyside	4	East
65017	Sugar Spur	1.2 East of Sunnyside	57	Both
65018	East Way	0.9 East of Sunnyside	2	East
65019	Empire Spur	0.8 East of Sunnyside	4	West
2nd Subdivision-U.P.				
33449	Biggam	2.9 West of Gibbon		West
33459	Grandview		Yard	West
33503	Sunnyside		Yard	West
33464	Midvale	3.2 East of Sunnyside		
33474	Granger			
33479	Zillah	4.8 West of Granger		

MAINTENANCE OF WAY:	CLASS
GIBBON TO GRANGER	2
WHITSTRAN INDUSTRIAL SPUR	1
NORTH PROSSER INDUSTRIAL SPUR	1
SIDINGS AT GRANDVIEW, SUNNYSIDE, AND GRANGER	1
BIGGAM INDUSTRIAL TRACK:	
INDUSTRIAL LEAD	2
SIMPLOT TRACK	1
GRANDVIEW:	
"OLD" UP MAIN TRACK	2
MIDVALE INDUSTRIAL TRACK:	
"OLD" UP TRANSFER SWITCH FROM CLEARANCE POINT TO EDISON ST.	1
EDISON ST. TO MIDVALE WYE TAIL TRACK SWITCH	2
SUNNYSIDE: DARIGOLD TRACK	1
ZILLAH INDUSTRIAL TRACK:	
CUT OFF TRACK AND "OLD" UP MAIN TRACK	2

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Page 31 - MOSES LAKE SPECIAL INSTRUCTIONS-3rd Sub.

W W D ↓	Length of Siding	Station	Mile Post	Distance From WARDEN	3rd Subdiv BRANCH LINE	Rule 4.3	↑ E W D
	In Feet	Numbers	Location	JCT.	STATIONS		
	2,334	62824	1976	0	WARDEN JCT.	JY	
		62941	1989	13	OTHELLO	Y	

TWC in effect Warden Jct. to Othello

WCRC Radio Channel No. 1 in service on this Subdivision.

1. Speed Restrictions	Maximum Speeds Permitted
Between	
Warden Jct. and Othello	25 MPH

Excepted Track- All tracks Othello Yard (including main track) are designated as excepted track under 49 CFR, Part 213 "Track Safety Standards", Subpart A, Section 213.4 "Excepted Track".

No train shall be operated at speeds in excess of 10 miles per hour and no freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172) on excepted track.

Main track between Warden Jct. and Othello is designated as Class 2.

2. Bridge, Engine, and Heavy Car Restrictions-	Item 3 A(d) not permitted.
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Warden-60 foot and longer cars are not to be handled on curvature serving Skone and Connors east of highway crossing.

3. Rule 6.19(D)-	When flagging is required, distance will be 1 mile between Warden Jct. and Othello.
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4. Rule 6.13-	Yard limits in effect between-
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Warden-	E. Warden Jct. and W. MP 1977.5
Othello-	E. MP 1985.7 and W. MP 1989

5. 3rd Subdivision Restrictions-
Othello-

1. Normal position of the East yard switch located at MP 1986.0 will be lined for last movement over switch.
2. The interchange with the Toppenish, Simcoe, and Western R.R. (TSWR) will be made on the Port of Royal Slope track on their end of derail located at MP 1989. A derail, with WCRC lock, and a mailbox have been installed at MP 1989. This will be both the inbound and outbound track.