

Telephone Listings

WCRC-Yakima	453-9166
WCRC-Yakima	1-800-876-9272
WCRC-Yakima BN Phone	309
WCRC-Kennewick BN Phone	305
WCRC-Warden	349-8994
BN Operator-Pasco	734-2244
UP Dispatcher	1-800-726-1055
or	1-547-3201
and when tone comes on	8-636-1710
Long distance	1-402-636-1710

Enunciator phones, no one will answer, when dialing is through ask for Washington Dispatcher

Emergencies

If an incident occurs requiring emergency assistance, request assistance in the following manner:

Yakima-Inside city limits:

City of Yakima Police Department 248-1010

Washington State Patrol 575-2323

Fire Dispatcher-City of Yakima, Selah,
Union Gap, Yakima County 248-2100

or dial "0" for operator, state matters of emergency and request appropriate response agency.

Outside Yakima area:

Dial "0" for operator, state matter of emergency and request appropriate response agency.



TIMETABLE

NO. 5

IN EFFECTIVE AT 0001
PACIFIC STANDARD TIME

Sunday, October 29, 1989

President
Nicholas B. Temple

Operations Officer
Robert J. Burke

W.C.R.C.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions- Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB.....40 MPH.
 Freight trains over 100 Tons/OB.....40 MPH.

Tons per operative brake (Tons/OB) is defined as gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided - Movements on:

Sidings.....10 MPH.
 Tracks other than main tracks and sidings.....10 MPH.
 Light Locomotive consist.....40 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise.....10 MPH.

Cold Weather Speed Restrictions (fahrenheit)

0 degrees F and colder.

Equipment	Main Line	Branch Line
Air dump cars (loaded).....	35 MPH	20 MPH.
Wedge plow or dozer (hailed in tow)....	35 MPH	25 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader.....	30 MPH	25 MPH.
Empty bulkhead flat cars.....	40 MPH	25 MPH.

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher or covered by specific instructions.

2. Restrictions on Locomotives-

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

3. Restrictions On Cars-

Following equipment must be placed at rear of caboosless trains, except in work train or when otherwise provided by authority of dispatcher:

- Pile drivers
- Locomotive cranes
- Rotary snowplows, wedgeplows, dozers
- Jordan spreaders
- Rear end only cars.

When pile drivers, cranes, 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.

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 car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

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 Operation—

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 Restriction—

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.

These restrictions must not be exceeded without authority of dispatcher.

Refer to Individual Subdivision Special Instruction Item 2 for exceptions.

3B. Restrictions On Maintenance Track—

On tracks where mechanical forces are working, the maximum allowable speed is 5 MPH.

4. Initial Terminal Air Brake Test—

Initial terminal air brake test must be performed on all cars received from interchange unless it is known that the cars being picked up were set out in a continuous block not more than 2 hours before pick up time.

At Pasco, when instructed to enter bowl yard tracks to pick up out-bound train, train crews must obtain blue flag protection from Tower Operator before entering bowl yard track. This prevents cars from the hump being inadvertently lined into the track.

5. 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.

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 promptly as possible.

e. Train dispatcher must issue appropriate track warrant 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 safeguard taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

SPECIAL INSTRUCTIONS

CODE RESTRICTION APPLICABLE

ALPHA LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE

HANDLE cautiously through yards enroute.

Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads ___ ft. wide on 13 ft. 6 in. centers.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 11 ft. 6 in. wide loads.

BRAVO LOAD WIDTH 11ft. 9 in. to 12 ft. 1 in. INCLUSIVE

HANDLE cautiously through yards enroute.

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.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 12 ft. wide loads.

CHARLIE LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE

HANDLE cautiously through yards enroute.

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

HANDLE cautiously through yards enroute.

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.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 11 ft. 8 in. wide loads.

ECHO LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE

Handle cautiously through yards enroute.

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.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. wide loads.

FOXTROT LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE

Handle cautiously through yards enroute.

Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers and 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.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. 4 in. wide loads.

GOLF LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE

Handle cautiously through yards enroute.

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.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. 8 in. wide loads.

SPECIAL INSTRUCTIONS

HOTEL Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.

INDIA Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.

JULIET When passing or meeting trains or cars on adjacent tracks reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.

KILOGRAM Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.

LIMA Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When over size load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.

MIKE Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.

NOVEMBER When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.

OSCAR Do not pass loads wider than _____ on adjacent parallel tracks.

PAPA Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.

QUEBEC Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.

ROMEO Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks.

Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.

SANDWICH The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.

TANGO Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.

UNIFORM Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.

VICTOR This shipment must not be detoured or rerouted without further clearances.

WHISKEY No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise train crews handling.

6. Track Side Warning Detector-

Train Inspection-

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

Whenever a car is set out for a defect, the crew chief will make report to the train dispatcher as soon as practicable indicating date, train and location of set out.

When failed equipment is detected train crew must advise train dispatcher reason for delay by first available means of communication.

SPECIAL INSTRUCTIONS

7. Storage of Cars Within Yard Limits-

Within yard limits, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track, they must be protected by Track Bulletin.

8. General Code of Operating Rules-

The following General Code of Operating Rules applies only on Washington Central Railroad Co.

Rule 6-Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property. Employee must not report for duty, perform service or enter company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in his/her urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule 2-

The following paragraph is added to Rule 2:

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

Rule 3-

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV time is 8-998-8463 (8-WWV Time) on the Burlington Northern phone system.

Rule 6-explanation of characters:

B--Bulletins, general orders.
I--Manual Interlocking (operated by a control operator).
J--Junction.
M--Railroad crossing protected by signals or gates.
R--Train register.

T--Turntable or wye.

U--Railroad crossing not protected by signals or gates.

X--Crossover.

Y--Yard limits.

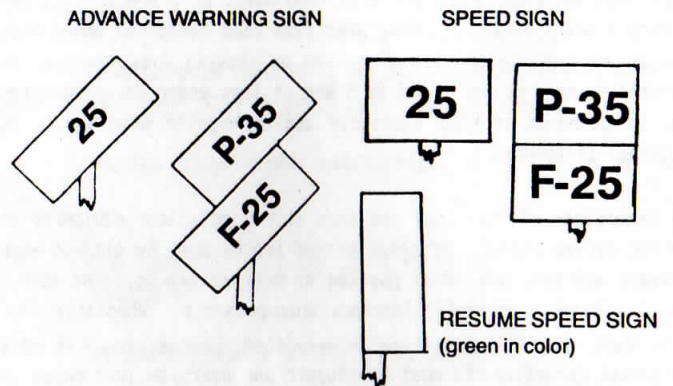
Rule 10(E)-add the following paragraphs:

Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

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.



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

SPECIAL INSTRUCTIONS

Rule 456-Will not be used; Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivisions Special Instructions, will govern.

Rule 505-Radio base stations.

WCRC Yakima yard office located at 6 E. Arlington, Yakima, WA. operating on WCRC Channel 1 is attended from 0630 to 2330 weekdays and from 0730 to 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 reperter 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 Kennewick.

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the train dispatcher where one is employed. At such locations, employees in yard, train and engine service must comply with instructions for the train dispatcher. Where no train dispatcher is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The train dispatcher is responsible for and shall have direct supervision over the work of yard crews, and all other employees working in the yard and 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. Train dispatchers are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

10. Federal Railroad Administration Presumption of Impairment Notice-

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C). A complete copy of the Federal regulations is available for your review at the President's office.

WCRC rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not WCRC's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule 6 of the General Code of Operating Rules or other appropriate rules that govern the conduct of employees.

11. Automatic Crossing Signals-

Automatic crossing signals, at any public crossing, when found to be in-operative, will be protected by dropping a fusee at the crossing to provide protection for a safe passage of train over crossing. A report will be made to the train dispatcher as soon as possible.

12. All Subdivision:

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 Sub-Division Special Instructions or bulletin, the following restrictions will apply.

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

SPECIAL INSTRUCTIONS

HAZARDOUS MATERIAL INSTRUCTIONS

A. 1. When initial movement of a **LOADED PLACARDED CAR** is a pull from an industry, the crew must have in its possession a shipping paper that shows:

- a. The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description.
- b. The shipping name.
- c. The hazard class.
- d. The identification number (UN/NA).
- e. The placard notation, which is "Placarded (name or placard)."

Example:

1 T/C Propane
Flammable Gas UN 1075
Placarded Flammable Gas

B. When initial movement of an **EMPTY TANK CAR THAT LAST CONTAINED HAZARDOUS MATERIALS** is a pull from an industry, the crew must have in its possession a shipping paper that shows:

- a. The words "RESIDUE: Last Contained".
- b. The shipping name.
- c. The hazard class.
- d. The identification number (UN/NA).
- e. The placard notation, which is "Placarded (name of placard) Residue."

Example:

RESIDUE: Last Contained Sulfuric Acid
Corrosive Material UN 1830
Placarded Corrosive Residue

2. Except at Pasco, when picking up **LOADED PLACARDED CARS** containing hazardous materials at plants or interchange points trainmen will make inspection to determine cars have no obvious leaks, that hand brakes, air brakes and trucks are in safe condition for movement, and that that identification number shown on the car or placard is the same as that shown on the shipping paper. Cars not in a safe condition for movement, and that the identification number shown on the car or placard is the same as that shown on the shipping paper. Cars not in a safe condition for movement, incompletely or inaccurately placarded, or having missing or inaccurate identification numbers must not be handled. Immediate report must be made to either the train dispatcher, yardmaster or supervisor as appropriate, by first available means of communication when such cars are not picked up. Report must include car number, location, and reason car cannot be moved.

3. Before **COUPLING TO ANY TANK CAR** on a track where tank cars are loaded or unloaded:

A. Any sign reading "STOP-TANK CAR CONNECTED" must be removed by other than trainman or engineman.

B. Trainman must make an inspection to determine all connections have been removed and that cars to be moved are not coupled to other tank cars connected to loading or unloading fittings.

4. The following **SWITCHING RESTRICTIONS** apply to loaded placarded cars containing hazardous materials:

A. A car placarded **EXPLOSIVES A** or **POISON GAS**, a DOT class 113 tank car containing **FLAMMABLE GAS**, or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.

B. When handling a car placarded **EXPLOSIVES A**, it must be separated from the engine by at least one nonplacarded car.

C. Cars placarded **EXPLOSIVE A** while in a yard or siding must be located so that they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing nor in or along side a passenger station.

5. Placarded cars must be properly **POSITIONED IN A TRAIN** as outlined in the timetable chart entitled "Position in Train of Placarded Cars Containing Hazardous Materials."

6. The **CREW OF A TRAIN HANDLING** loaded placarded cars or empty tank cars that last contained hazardous materials must have in its possession:

A. For each shipment of hazardous material a copy of the shipping papers showing the information listed in the Hazardous Material Instructions number 1.

B. A document indicating the position in the train or each placarded car except when the position is changed by the crew or when it is picked up enroute.

7. Upon discovery of an unintentional release of material from a rail car transporting hazardous material, notify the train dispatcher or supervisor by the first available means of communication, providing the following information:

- A. Your name and title.
- B. Location of leaking car.
- C. Car initial and number.
- D. Contents of car.
- E. Rate of leak.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

Cars placarded:	Cars placarded:	Cars placarded:	Any loaded placarded tank cars:	Any empty placarded tank cars:	Placarded loaded cars other than tank cars:	Cars placarded:

RESTRICTIONS

Must not be nearer than the sixth car from the engine occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car

MUST NOT BE NEXT TO:	Engine, occupied caboose or passenger car	X	X	X	X	X		NO RESTRICTIONS
	Car occupied by guard or escort	X(1)	X(1)		X(1)			
	Loaded plain flat car	X	X		X			
	Loaded bulkhead flat car	X(2)	X(2)		X(2)			
	Loaded TOFC/COFC flat car	X(3)	X		X(4)			
	Car loaded with vehicles	X	X		X(5)			
	Open top car with shiftable load	X(2)	X(2)		X(2)			
	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X			
	Car placarded EXPLOSIVES A		X	X	X		X	
	Car placarded POISON GAS	X		X	X		X	
Car placarded RADIOACTIVE	X	X		X		X		
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X					

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

HOW TO DISTINGUISH TANK CARS
PLACARDED FLAMMABLE GAS, FROM
FLAMMABLE, FROM COMBUSTIBLE
USING THE NUMBERED PLACARDS

USE SINGLE DIGIT NUMBER AT
BOTTOM TO TELL FLAMMABLE GAS FROM
FLAMMABLE LIQUID



NUMBER 2
FLAMMABLE GAS



NUMBER 3
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS



NUMBER 3
FLAMMABLE LIQUID

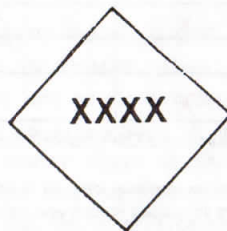


RED PLACARD
WITH WHITE BOTTOM

HOW TO DISTINGUISH CARS
PLACARDED POISON, FROM CARS DISPLAYING
THE "NON PLACARD"



WHITE PLACARD
WITH SYMBOL

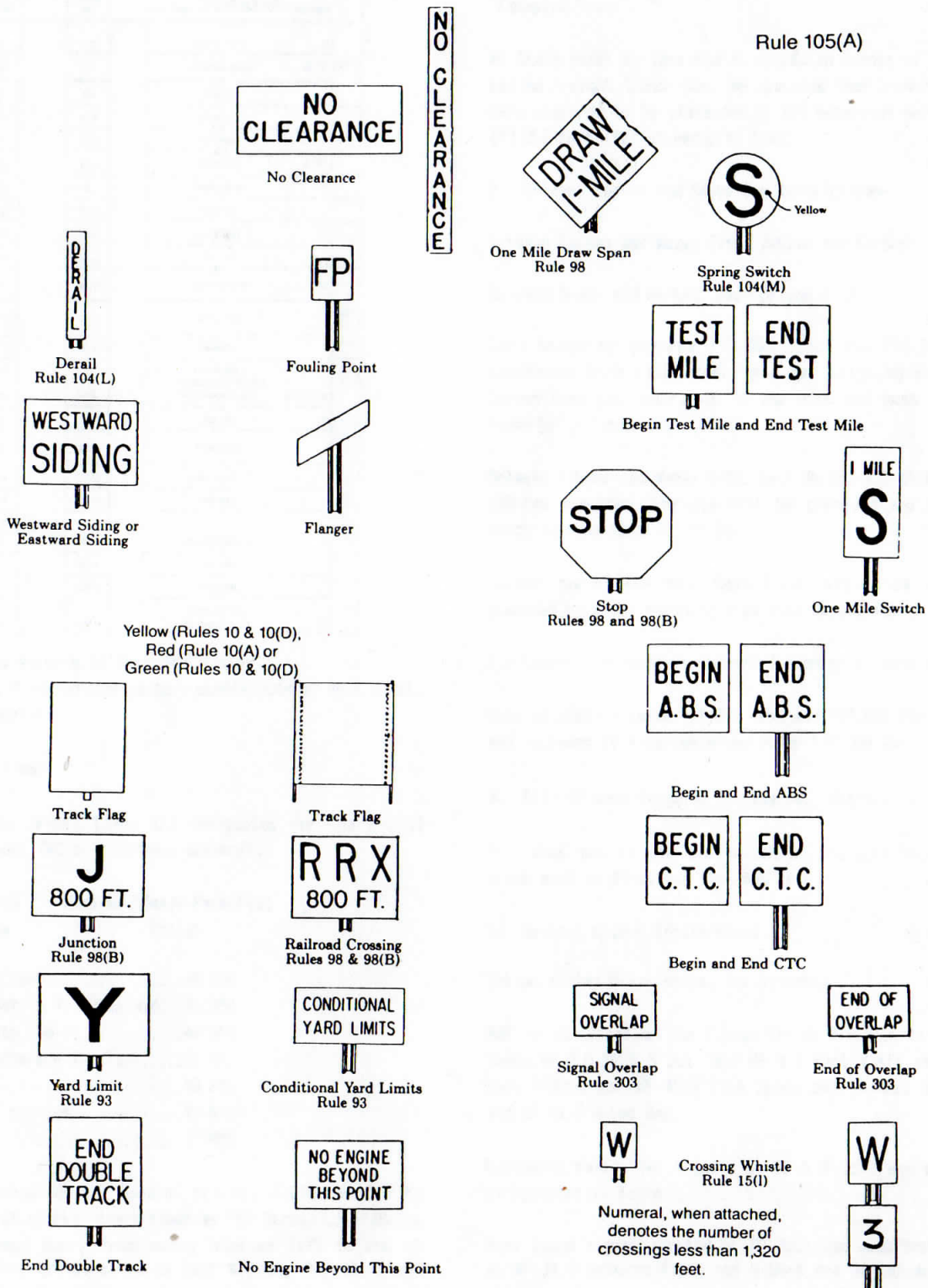


WHITE "NONPLACARD"
WITHOUT SYMBOL

THE NONPLACARD IS DISPLAYED
LIKE A PLACARD, BUT CONVEYS NO
TRAIN PLACEMENT RESTRICTIONS

SPECIAL INSTRUCTIONS

12. ROADWAY SIGNS-



PLANNING AND CONTROL

PLANNING AND CONTROL

PLANNING AND CONTROL

PLANNING AND CONTROL



PLANNING AND CONTROL

PLANNING AND CONTROL

PLANNING AND CONTROL

PLANNING AND CONTROL

PLANNING AND CONTROL



YAKIMA VALLEY DIVISION

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Distance From SP&S Jct.	1st Subdiv MAIN LINE STATIONS Rule 6(A)		EASTWARD
					Office Code	Rule 6(A)	
		12146	1.7	0.0	SP&S JCT.	IJ	
	4,324	12147	2.8	1.1	KENNEWICK	RJY	ABS
	5,685	13007	7.3	5.6	VISTA		
	6,217	13017	16.8	15.0	BADGER		
	6,776	13024	23.6	21.8	KIONA		
	9,567	13034	34.4	32.1	GIBBON	JTY	
	3,549	13040	40.0	38.2	PROSSER	Y	ABS
	6,204	13046	45.5	43.7	BYRON		
	2,523	13052	52.0	49.8	MABTON		
	6,118	13060	60.4	58.2	SATUS		
E7,171 W6,311		13070	70.9	68.7	TOPPENISH	JY	
E5,138 W4,750		13078	78.3	76.1	WAPATO		ABS
3,757		13082	82.7	80.5	PARKER		
		13089	90.0	87.8	YAKIMA To Moxee City 8.1 To Naches 14.2	BJKRTY	
3,538		13093	93.8	91.6	SELAH	Y	
E3,154 W6,103		13096	97.2	95.0	POMONA		
6,230		13109	110.4	108.2	WYMER		
3,869		13121	121.8	119.6	THRALL		
			127.0				
9,900		13126	0.0	124.4	ELLENSBURG	Y	
4,885		13133	7.3	132.0	THORP		
6,238		13143	17.1	141.6	BIRKSTOL		
14,620		13150	24.9	149.3	CLE ELUM To Ronald 6.0	JT	

WCRC Radio Channel in service on this subdivision
 BN Radio Channel No. 1 in service on this subdivision at SP & S Jct.
 only to contact BN operator.

Rule 450 Track Bulletins-

The Naches and Moxee Branch Lines are designated for the use of track bulletins without TWC or clearance authority.

**1. Speed Restrictions Maximum Speeds Permitted
 Zone Between Freight**

SP & S Jct. and Cle Elum.....	40 MPH
Gov't. RR Richland Jct. & No. Richland...	25 MPH
Selah-Within corporate limits.....	40 MPH
Ellensburg-Within corporate limits.....	35 MPH
Yakima and Naches.....	10 MPH
Trains or engines on sidings.....	10 MPH
Prosser.....	35 MPH

Yakima MP 0.0 to Moxee MP 8.7 (end of track), Yakima MP 0.0 to Naches MP 13.1 (end of track), track known as "H" Street Line (Boise Cascade Lumber Company Spur) from survey station 1+75 to end of track, and Yakima Yard tracks known as East #2, #3, #4, #5, Dump, #6, #7, #8, #9, #10, #11 (Back Lead) and Yard-master's Pocket, (between MP 87.9 and 89.2) and track from LSI switch off west yard

lead in Toppenish to LSI and Pacific Aqua Tech and industry tracks at LSI and Pacific Aqua Tech are designated as excepted track under CFR 49, 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.

2. Bridge, Engine and Heavy Car Restrictions-

Between Yakima and Moxee City, Yakima and Naches:

Between Brace and Naches, over Bridge 4.1:

Cars weighing between 177,000 lbs. and 220,000 lbs. must be separated from each other by a car weighing under 177,000 lbs. Locomotives are restricted to one unit and must be separated from loads by an empty car.

Between Yakima and Moxee City, over Bridge 1.2 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.

All locomotives must be separated from open loads by one empty car.

Cars weighing between 177,000 lbs. and 263,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs.

3. Rule 99-When flagging is required, distance will be 1.5 miles.

4. When not in use the switch at Steiners located on sand trap track must be lined for the sand trap.

5. General Signal Instructions

Yakima Valley Division 1st Sub Division

ABS is in effect on the Yakima Valley Division 1st Sub Division between MP 0.0 SP & S Jct. and MP 8.4 West Vista and between MP 33.5 East Gibbon and MP 45.0 East Byron and between MP 61.5 West Satus and MP 84.4 Union Gap.

Eastbound controlled signals at SP & S Jct. are under jurisdiction of operator at Pasco.

West bound signal located at MP 30.1 and east bound signal located at MP 31.6 between Kiona and Gibbon are for slide fence protection only for the slide fence located at MP 30.9. West bound block signal 35.3 located at MP 35.3 and east bound block signal 37.8 located

YAKIMA VALLEY DIVISION

at MP 37.8 are part of ABS system and also protect slide fence located at MP 36.1. Begin and end ABS signs are in place at MP 8.4, MP 33.5, MP 45.0, MP 61.5 and MP 85.2.

East bound signal 9.4 located at MP 9.4 indicates approach to start of ABS at West Vista and will not have an indication more favorable than yellow.

West bound signal 32.1 located at MP 32.1 indicated approach to start of ABS at East Gibbon and will not have an indication more favorable than yellow.



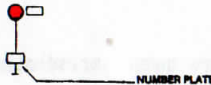

The track between MP 8.4 and MP 33.5; and between MP 45.0 and 61.5 is designated as non-sigaled territory and non sigaled territory rules will govern operation over trackage within these limits. Maximum authorized speed is 40 MPH.

Slide Fence Radio Frequency

Detector is in service on 1st Sub Division between MP 106 and 108.5. On entering limits a series of three "Beeps" should be heard on WCRC Channel 1. This indicated 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.

In reference to the eastbound block signal at MP 34.4 the following will apply: When a track intervenes between a signal and track governed, a stub post with a blue light at night will be placed to the right of the signal.

The following signal aspects and indications will apply on Yakima Valley Division 1st Sub Division:

ASPECTS OF COLOR LIGHT & SEMAPHORE SIGNALS	RULE	NAME	INDICATION
	230	CLEAR	Proceed
	236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
	241	RESTRICTED PROCEED	Proceed at restricted speed
	242	STOP	Stop

6. Between Kennewick and North Richland-

a. Between UP Connection Kennewick to MP 15 is within UP yard limits. MP 15 to Richland Jct., track warrants authorizing movement will be secured from the UP train dispatcher at 1-800-726-1055. UP Rules and Timetable govern.

b. Movements on Government trackage between Richland Jct. and yard limit sign on Government trackage MP 43.8 are governed by staff system and the following will apply:

Authority to use staff must be obtained from the Union Pacific train dispatcher.

Trains or engines must not occupy government railroad without staff, which must be secured by the crew chief and delivered to the engineer, who must retain the staff until all movements are completed. Possession of staff will authorize train to move in either direction without timetable, train order, or clearance authority; and protection of train in accordance with Rule 99 is not required.

After movements are completed, staff must be returned to staff box; box must be locked; and Union Pacific train dispatcher notified.

Train or engine movements on Government trackage from end of staff system into interchange yard and wye at North Richland will be governed by yard limit rules and instructions issued by Government train dispatcher.

7. Rule 93-Yard limits in effect between-

SP & S Jct. and Kennewick
MP 85.5 Union Gap and MP 94.5 Selah
Yakima and Moxee City
Yakima and Naches

For the purpose of hazardous material movements, yard limits are defined to mean the track between Mead Avenue and Yakima Avenue only. Hazardous cars to be moved beyond these points **MUST** have **ALL** appropriate paperwork to be moved with the car.

8. Derails-At Naches, on main track 200 feet east of east switch.

9. Yakima-Normal position of switch leading to siding extension at east end of Yakima yard is for siding extension. Switch to spur track leading off this extension must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.

Trains entering or leaving tracks 2, 3, 4 and 5 will observe to see crossing arms at Mead Avenue are in stop position for highway traffic before fouling crossing.

YAKIMA VALLEY DIVISION

At "G" and "H" Street crossings, at 1st Street in Yakima, city ordinances provide trains and engines must protect movements by flagman; and engine whistle or bell must not be sounded except to prevent an accident not otherwise avoidable.

The YPT will NOT back from #1 Track through the crossover to the Main Line, due to danger of derailment. Instead movement MUST be made to the east end of the yard to the Main Line when departing Yakima.

When crossing Yakima Avenue on side track to spot cars to Spinner's loading area, Signals Governing Yakima Avenue must be manually operated. Signals may be manually operated by using a BN key in the large silver box that operates the signals — place key in keyhole in side of box and turn. The signals will stay down until key is removed. All trains and engines must stop and manually operate signals before proceeding across crossing.

10. Handling 80 Feet or Longer Cars-

Between Moxee City, Brace, and Naches, regardless of tonnage of train, all cars 80 feet or longer must be handled on rear of train.

11. Automatic Interlockings not Indicated at Stations-

Parker-UP Crossing located at MP 83.5. Eastward approach signal to **UP** Crossing located MP 84.8. Speed through interlocking not to exceed 20 MPH. Instructions in case train is stopped by home signal indication and no conflicting movement is evident are located in the signal time release box.

Upon departing Yakima Yard, on the Naches branch, Railroad Crossing with the Yakima Trolley Association (formerly YVT) must be protected per rule 98 (B). All employees must stop at this crossing and provide protection before any movement is made across this crossing.

YPT and KR Trains must use rear end markers on UP and BN Railroads. Also, YPT must use rear end markers on train leaving Yakima.

When movement is made to siding at McDonald Road and Meyers Road Crossings, train or engine must stop and flag crossing unless favorable condition exists.

Mainline, sidings and yard tracks between Ellensburg MP 1.5 and Cle Elum MP 25.0 are removed from service. Prior to service being restored, a track inspection must be made by a qualified track inspector to determine that the track structure complies with CFR 49, Part 213 "Track Safety Standards."

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Gibbon	2nd Subdiv BRANCH LINE STATIONS		EASTWARD	
						Office Calls	Rule 6(A)		
	9,567	13034	34.3	448	0.0	GIBBON	YJT		
					12.2	12.2	GRANDVIEW	Y	
	3,850	65012	45.8			19.8	SUNNYSIDE		
	3,195	65020	54.4			23.7	OUTLOOK		
	2,029	65024	58.0			28.6	GRANGER		
	3,875	65029	62.6						

WCRC Radio Channel in service on this Subdivision.

1. Speed Restrictions-
Zone-Between Maximum Speeds Permitted

Gibbon and Granger.....25 MPH
Trains or engines on sidings....10 MPH

2. At Whitstran MP 37.2 the beet spur and the long siding are out of service and the switches are lined and spiked for the main track. And at Whitstran MP 37.4 and the Westward Pass is out of service and the switches are lined and spiked for the main track.

3. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

4. Rule 99-When flagging is required, distance will be 1 mile.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Topp	3rd Subdiv BRANCH LINE STATIONS		EASTWARD	
						Office Calls	Rule 6(A)		
		13070	0.0	447	0.0	TOPPENISH	JY		
	750	65106	5.2			6.1	ASHUE		
	500	65108	7.3			8.2	VENNER		
	1,080	65111	9.6			10.5	HARRAH		
	450	65120	18.9			20.0	WHITE SWAN		

WCRC Radio Channel in service on this Subdivision.

1. Speed Restrictions-
Zone-Between Maximum Speeds Permitted

Toppenish and White Swan.....25 MPH
Trains or engines on sidings.....10 MPH

YAKIMA VALLEY DIVISION

1. **Control of Harmonic Rocking-** Under certain condition, 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 bulletin, the following restrictions will apply.

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

2. **Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

3. **Rule 99-**When flagging is required, distance will be 1 mile.

4. **The following switches on the White Swan Branch will be out of service until further notice:**

Gama Foods MP 7.1

East and West Veener MP 7.3

East and West Harrah MP 9.6

Stub track Harrah

At Ferron, the east switch and east 600 feet of the siding is in service; the west switch is spiked.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
Subdivision			
64915 N. Richland... (UP-DOE)	18.7 from Kennewick..	Yard	East
65201 Blake, Moffit & Towne...	1.8 west of Yakima...	8	West
65202 Jack Frost Fruit.....	2.4 west of Yakima...	9	East
65203 Fruitvale	2.7 west of Yakima...	9	Both
65208 Eschbach	7.6 west of Yakima...	10	Both
65209 Kershaw	8.0 west of Yakima...	3	East
65210 Rowe	10.4 west of Yakima...	5	East
65214 Naches	13.1 west of Yakima...	10	Both
65402 National Can.....	2.6 west of Yakima...	9	West
65403 Terrace Heights.....	3.1 west of Yakima...	7	Both
65404 Valley Junk.....	2.4 west of Yakima...	9	East
65409 Moxee City	8.7 east of Yakima...	2	West
Subdivision			
65003 Whistran	2.4 west of Gibbon....	53	Both
65006 North Prosser.....	5.8 west of Gibbon....	8	East
65016 Sunny Roza	1.7 east of Sunnyside..	4	East
65017 Sugar Spur.....	1.2 east of Sunnyside..	31	West
65018 Empire Gas.....	0.9 east of Sunnyside..	2	West
65019 East Way.....	0.8 east of Sunnyside..	5	East

MOSES LAKE DIVISION

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Wheeler	4th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
5,310	62839	147.3	379	0.0	WH WHEELER	
					To Moses Lake 15.1	BKY
	62832	155.1		7.7	BASSETT JCT.	
					To Schwag 12.5	T
2,334	62826	160.4	394	13.0	WARDEN	RYT
	62824	161.0			0.6	WARDEN JCT.
2,718	62817	169.7	379	22.3	BRUCE	Y
	63108	186.9			39.4	CN CONNELL

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Warden Jct.	5th Subdiv BRANCH LINE STATIONS		
					Office Calls	Rule 6(A)	
2,334	62824	1976.0	394	0.0	WARDEN JCT.	JY	
	62941	1989.0			13.0	OTHELLO	Y
6,127	62950	1997.0			21.0	TAUNTON	
	62963	2009.1			33.1	Morgan	
	62968	2014.0			38.0	ROYAL CITY	

MOSES LAKE DIVISION

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
62835 Raugust.....MP 151.9	4.6 from Wheeler.....	28	Both
62831 Ritell.....MP 155.6	0.5 west of Bassett Jct.	30	Both
Shano.....MP 175.6	11.3 east of Connell....	30	Both
62806 Frischknecht...MP 180.8	6.1 east of Connell....	37	Both
62912 Schrag.....on spur	12.5 from Bassett Jct..	21	Both
62840 Donley.....on spur	1.0 from Wheeler.....	Conn.	Both
62864 Sieler.....on spur	5.9 from Wheeler.....	58	Both
62866 McDonald.....on spur	7.7 from Wheeler.....	24	Both
62872 Moses Lake.....on spur	15.1 from Wheeler....	Wye	Both
62878 Moses Lake Industrial Park...on spur	19.9 from Wheeler....	Yard	Both

2. Bridge, Engine, and Heavy Car Restrictions - Item 5d not permitted. Between Bassett Jct. and Schrag, locomotives in Groups E (except GP's 38, 38.2, 30, and 35), G, H, and I and 250 -Ton Wrecking Derricks not permitted.

3. Clearance Provisions and Exceptions Rule 82(A) - None.

4. Rule 99 - When flagging is required, distance will be one mile between Wheeler and Connell and between Warden Jct. and Royal City, and .5 mile between Bassett Jct. and Schrag. Lake Industrial Park.

5. Rule 93 -Yard limits in effect between Wheeler and Moses Lake Industrial Park.

Yard limits Warden extend from .4 miles east of Warden, MP 160 to Warden Jct, MP 161.

6. Warden - 60 foot and longer cars are not to be handled on curvature serving Skone and Conners east of highway crossing.

7. Mountain Grade Operation - Air Brake and Train Handling Rules for mountain grade operation apply between Morgan and Royal City, ruling grade 2.5% descending eastward.

8. Station Name Change -Former Milwaukee Scalley Siding has been renamed to Grow Siding.

9. Station Name Change -Former BN Scalley Siding has been renamed to Donley Siding.

10. 4th Sub Division Restrictions The siding at Moses Lake Air Base is out of service between the east switch and the crossover switch.

11. 5th Sub Division Restrictions
A. Do not exceed 10MPH from the west switch at Othello to over the canal bridge just west of Othello.

B. Do not exceed 10 MPH over fill located at MP 1995.8.

C. The siding at Taunton is out of service and the switches are spiked for the mainline.

D. The east yard switch located at MP 1986.0 on the mainline at Othello is spiked for movement to the yard.

I. SPEED RESTRICTIONS: 4th & 5th Subdivisions

Zone - Between Maximum Speeds Permitted

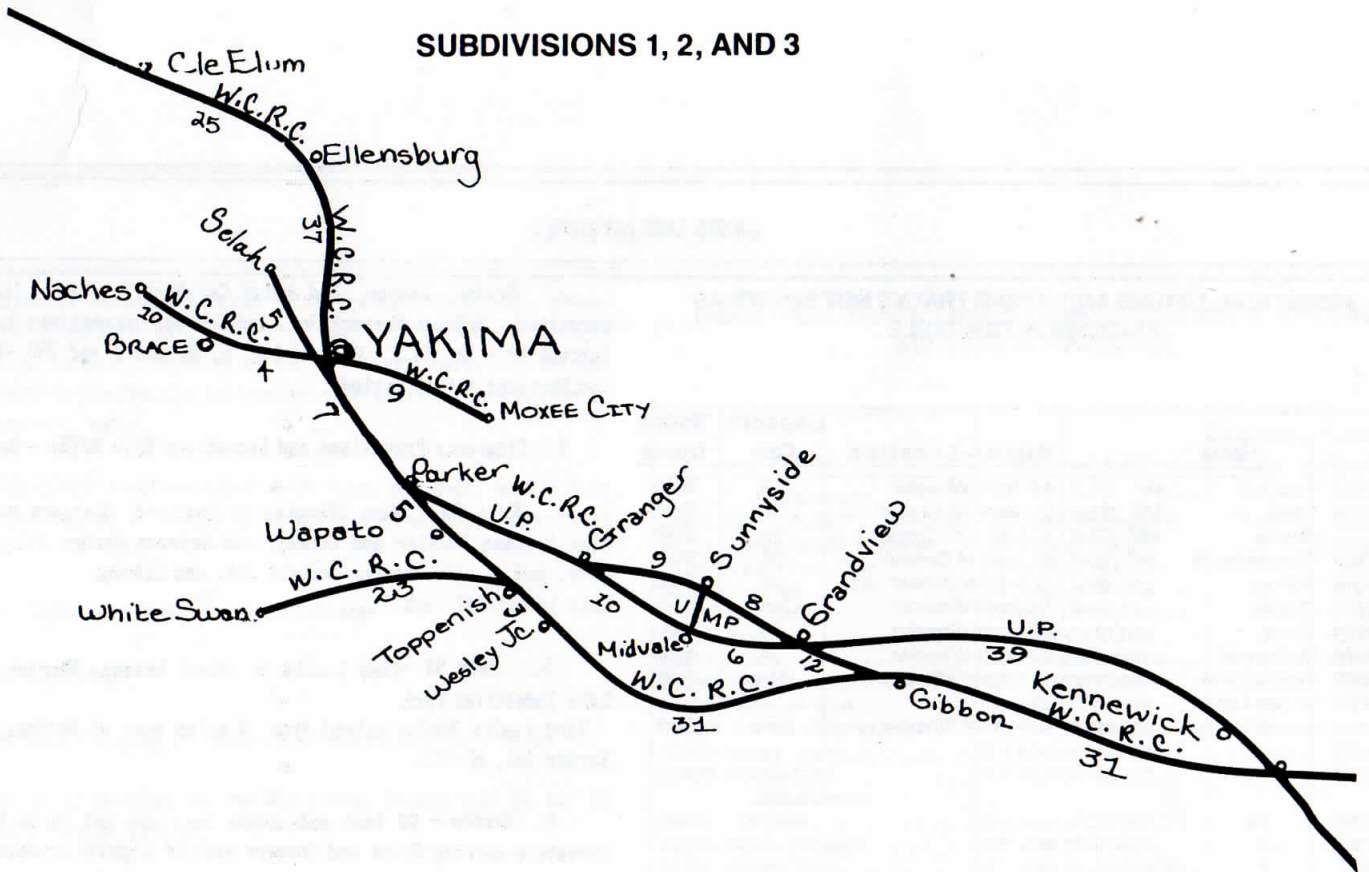
Wheeler and Connell - 4th Subdivision.....25 MPH
Bruce, within corporate limits - 4th Subdivision.....20 MPH
Warden Jct. and Othello - 5th Subdivision.....25 MPH
Othello and Royal City - 5th Subdivision.....25 MPH
Trains or Engines on Sidings.....10 MPH

Bassett Jct. to Schrag.....10 MPH
U & I Sugar Tracks..... 5 MPH
Moses Lake Branch (Old Milwaukee Track).....10 MPH

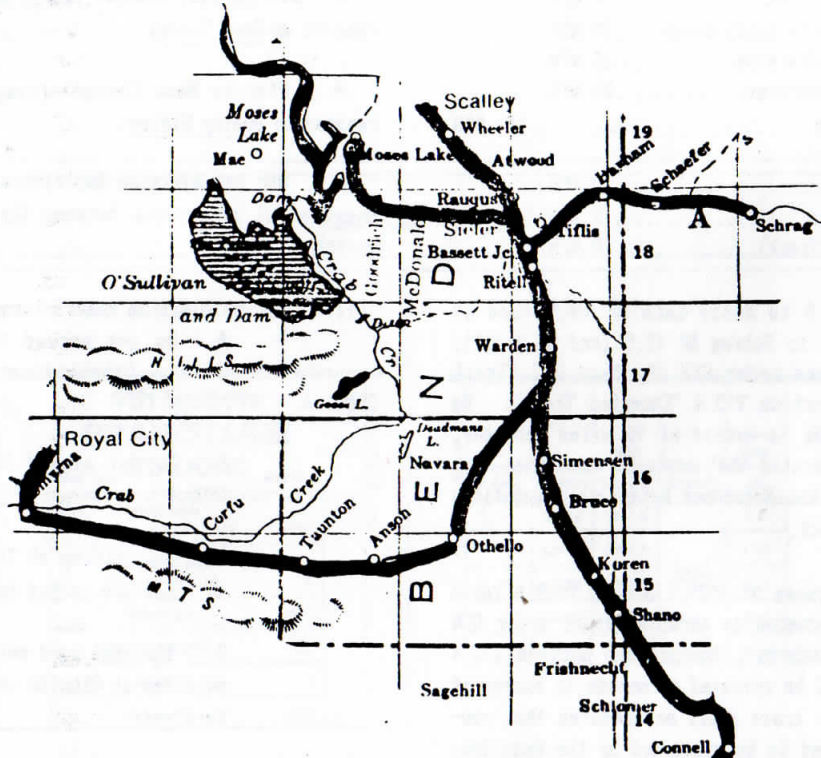
4th Subdivision- Wheeler MP 0.5 to Moses Lake MP 19.7 (end of track), and Bassett Jct. MP 0.0 to Schrag MP 12.5 (end of track), are designated as excepted track under CFR 49, Part 213 "Track Safety Standards", Subpart A, Section 213.4 "Excepted Track". No train shall be operated at speeds in excess of 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.

5th Subdivision- All tracks between MP 1985.7 and MP 1988.9 (Main line and Othello Yard) are designated as excepted track under CFR 49, 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.

SUBDIVISIONS 1, 2, AND 3



SUBDIVISIONS 4 AND 5



AVOID DAMAGE — Switch Customer's Cars Carefully

PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
0	...	50.0	2	50	21.2
0	1	59.0	3	...	20.0
0	2	58.0	3	9	19.0
0	3	57.1	3	20	18.0
0	4	56.2	3	31	17.0
0	5	55.3	3	45	16.0
0	6	54.5	4	...	15.0
0	7	53.7	5	...	12.0
0	8	52.9	6	...	10.0
0	9	52.1	7	30	8.0
0	10	51.4	10	...	6.0

SPEED TABLE

JUDGING SPEED

Accurate judgement of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice, counting can be done at a rate of one a second.

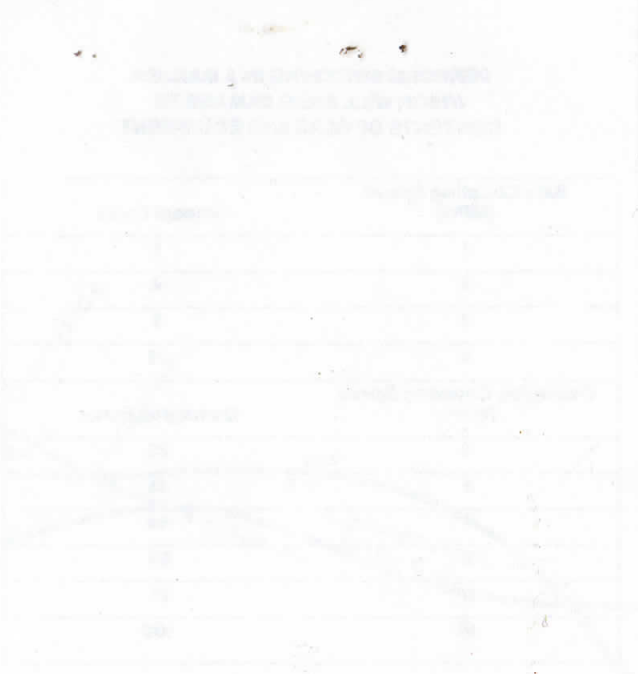
Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range--NOT OVER 4 MILES PER HOUR--A BRISK WALK.

Safety Instructions are designed with personal safety in mind. They point out work methods which have proven to be, through many years of experience, not only the safest but the best. They serve as a guide for the new employee and a reminder for the experienced person.

Certainly, no instructions could cover every situation that arises; however, together with use of good judgement, they should provide the necessary tool for handling any situation safely.

Safety Instructions, and observance thereof, are a required part of each employee's duties.

AVOID DAMAGE - Switch Customer's Care Carefully



Customer Retention

It is a well-known fact that customer retention is one of the most important factors in the success of a business. The data presented in the graphs above clearly illustrates the importance of providing excellent customer care. Customers who are satisfied with their purchase are more likely to remain loyal to the brand, while those who are dissatisfied are more likely to switch to a competitor.

The graphs show that the percentage of customers who remain with their original brand decreases significantly over time, while the percentage of customers who switch to another brand increases. This is particularly true for Brand A, which starts with a high percentage of customers but loses a large portion of them over the three-year period. On the other hand, Brand C starts with a low percentage of customers but manages to retain a higher percentage of them over time.

These findings suggest that providing excellent customer care is essential for long-term success. By focusing on customer satisfaction and loyalty, businesses can reduce the risk of customer churn and increase their overall profitability. The data also indicates that there is a strong correlation between customer care and customer retention, suggesting that businesses should invest in training and resources to ensure that their customer care is of the highest quality.

Customer Care and Retention

The data presented in the graphs above clearly illustrates the importance of providing excellent customer care. Customers who are satisfied with their purchase are more likely to remain loyal to the brand, while those who are dissatisfied are more likely to switch to a competitor. This is particularly true for Brand A, which starts with a high percentage of customers but loses a large portion of them over the three-year period. On the other hand, Brand C starts with a low percentage of customers but manages to retain a higher percentage of them over time.

These findings suggest that providing excellent customer care is essential for long-term success. By focusing on customer satisfaction and loyalty, businesses can reduce the risk of customer churn and increase their overall profitability. The data also indicates that there is a strong correlation between customer care and customer retention, suggesting that businesses should invest in training and resources to ensure that their customer care is of the highest quality.