



Timetable No.2

Effective 0001 Pacific Standard Time

June 6, 2022

Spokane, Spangle & Palouse Railway
2211 S. Geiger Blvd.
Spokane, WA 99224

About the Company

Vision Statement

We will consistently strive to create and encourage innovative thinking and working together as it relates to our customers, our employees, our environment, and the way we do business.

Mission Statement

Our mission is to serve our customers and employees safely, sustainably and efficiently. To deliver quality railroad materials, equipment, and professional services in an environment that promotes our diverse traditions and heritage, with a commitment to achieving the highest performance, value and integrity.

Core Values

Our core values form the foundation of how we perform work and conduct ourselves:

- **Safety** — We will perform our work in a manner that our employees, our customers, and the general public remain safe each and every day. Every employee is considered a safety leader.
- **Professionalism** — We conduct our business in accordance with the highest standards of professional behavior and ethics representing SSPRW positively at all times. We are transparent, honest and ethical in all interactions with employees, customers, vendors, and the public.
- **Customer Focus** — We are committed to the highest level of satisfaction, for both external and internal customers, and strive to create lasting relationships and real value to those we serve.
- **Teamwork** — We are dedicated to creating an environment that embraces diversity and inclusiveness, fosters teamwork, collaboration, learning and new ideas, all while promoting personal growth and individual advancement.
- **Repurpose and Recycle** — We understand the importance of leaving a sustainable future for upcoming generations. We take our social responsibility seriously, whether environmental, ethical, philanthropic, or economic.



Cardinal Rules

Rule 1 – Standing or Walking Foul of Tracks is Prohibited

Rule 2 – Proper Distance Between Standing Equipment

When walking around equipment, always allow at least 25 feet between you and the end of the equipment.

Rule 3 – Red Zone Protection

Rule 4 – Securing Unattended Equipment

Rule 5 – Stopping within one-half the stated distance 6.28

The violation of a Cardinal Rule will result in immediate suspension and disciplinary action, up to and including termination of employment, pending the outcome of an incident investigation.



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Timetable Characters

SYMBOL REPRESENTS:	
ABS	AUTOMATIC BLOCK SIGNAL
ACS	AUTOMATED CAB SIGNAL
ATC	AUTOMATED TRAIN CONTROL
ATS	AUTOMATED TRAIN STOP
CTC	CENTRALIZED TRAFFIC CONTROL
RL	RESTRICTED LIMITS
TWC	TRACK WARRANT CONTROL
DT	DOUBLE TRACK
#MT	MULTIPLE MAIN TRACK - #(NUMBER MT'S)
I	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD
C	CENTER
+	HEAD-END RESTRICTION ONLY

SYMBOL REPRESENTS:	
(R)	REDUCE/RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR – TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR – TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR – TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS – TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR – TALK ON DEFECT ONLY
(*)	WHEEL DOWN INDICATOR – TALK ON DEFECT ONLY
+	DETECTORS EQUIPPED WITH RADIO TRANSMITTED TALK ON ARRIVAL AND DEFECT ONLY FEATURE
(!)	HOT BOX OR HOT BOX/HOT WHEEL, HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED DEFECT INDICATORS

TRACK DIAGRAM COLOR CODES

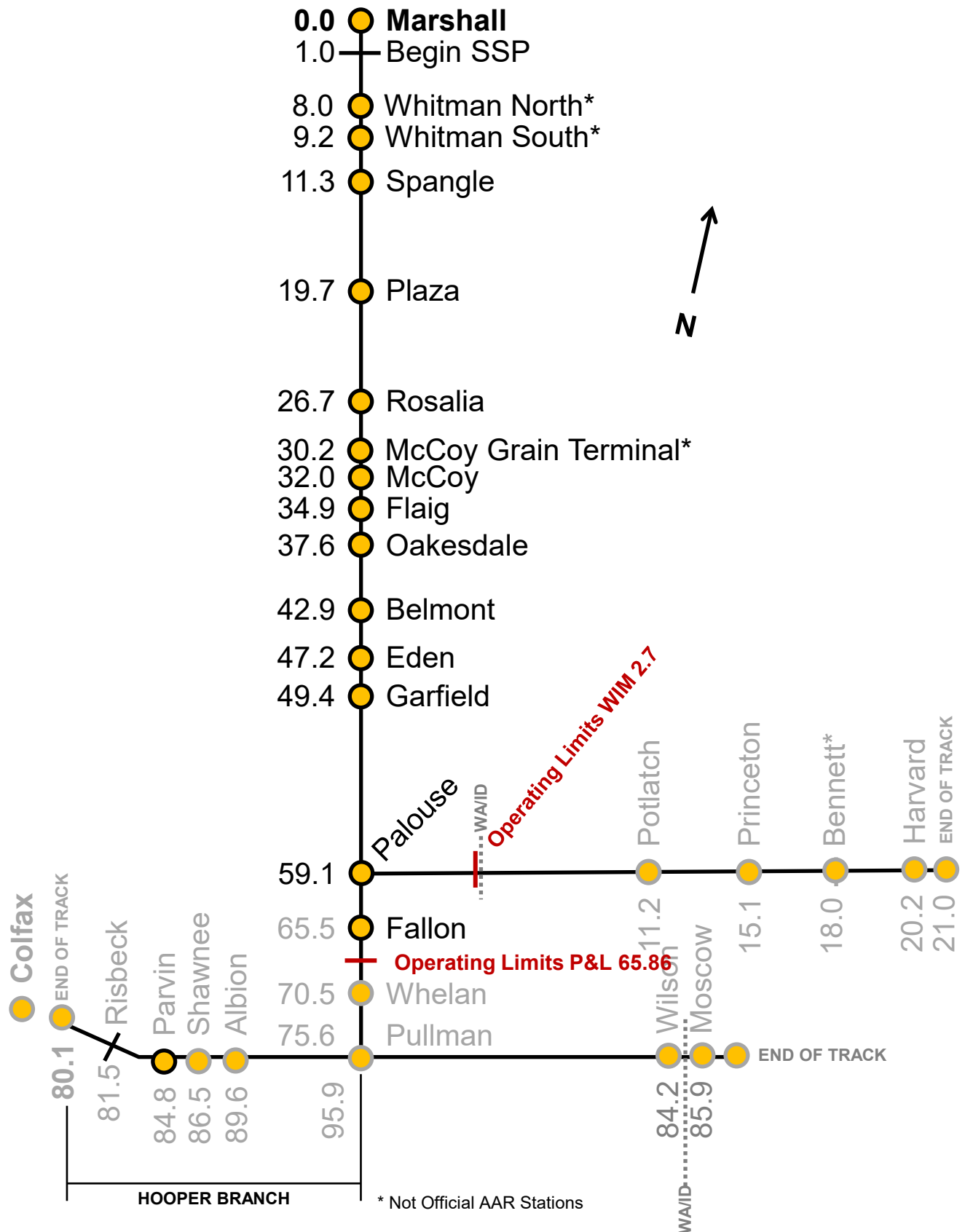
	CTC		ABS		TWC
	ATC		ACS		ATS
	9.14/9.15		9.14.2		
	YL/RL/NON-SIGNALED				



TRACK LAYOUT		TRACK AUTHORITY	MP	South ▼ STATIONS North ▲	STATION NUMBER	SIDING CAP. WEST	SIDING CAP. EAST	
W	E	YL	0.0 2.7	Marshall	Y	63007		
North 7.95 → 8.50	← South 8.60 8.61 9.59 9.60	TWC		Whitman Terminal		63209		
10.87	10.97 11.46			Spangle		63211	2300'	2100'
19.45	19.48 19.75			Plaza		63220	2900'	1040'
20.07				Rosalia		63227	2500'	
26.51 27.06				McCoy Grain Terminal	T	63230		7500'
31.82 32.10	30.20			McCoy		63232	1010'	
34.99				Flaig		63235		
37.40 37.94 38.25	37.59 37.98	YL	37.0	Oakesdale	Y	63238	2500' 1400'	
42.53 43.15	42.77 43.13		44.0	Belmont	Y	63243	2460' 720'	
	47.06 47.40	TWC		Eden		63247	1260'	
49.85	49.25 49.58		Garfield		63250	960'	1375'	
58.94 59.27	58.83 58.84 58.96 59.21	YL	58.0 60.0	Palouse	Y	63259	1200'	
65.39 65.86	65.51 65.81	6.28 O.O.S.	65.86	Fallon		63266	2250' 1290'	
	70.37 70.66			Whelan		63271	1090'	
			74.0	Pullman / End of Track		63275		



Spokane, Spangle & Palouse Railway



Spokane, Spangle & Palouse Railway Maximum Speed Table

	MPH
MAXIMUM SPEED	
Between MP 1.0 and 74.0	25
PERMANENT SPEED RESTRICTIONS	
Between MP 26.0 and 27.10	10
OTHER SPEED RESTRICTIONS	
Thru sidings and turnouts	5
MISCELLANEOUS SPEED RESTRICTIONS	
South <u>leg</u> of Wye at Marshall	5
McCoy Grain Terminal switch at MP 30.2	10
All Loaded Unit Trains	10

Spokane, Spangle & Palouse Railway Special Instructions

1. MAIN TRACK AUTHORIZATION

MP 0.0 to MP 2.7	YARD LIMITS
MP 2.7 to MP 37.0	TWC
MP 37.0 to MP 44.0	YARD LIMITS
MP 44.0 to MP 58.0	TWC
MP 58.0 to MP 60.0	YARD LIMITS
MP 60.0 to MP 65.86	6.28

2. JOINT OPERATIONS

SSP trains are permitted to operate on BNSF track from MP 1.0 to BNSF MP 0.0

3. RAILROAD CROSSING AT GRADE AND JUNCTIONS

MP 1.0 – Junction with the BNSF inside 6.28 Limits. BNSF Timetable and Special Instructions apply.

4. INDUSTRIAL SPURS

The section of track between MP 96 and MP 83 is designated as **The Hooper Industrial Spur**. The Hooper Industrial Spur is out of service and can be accessed only with the authority of the Roadmaster.

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

The WIM Industrial Spur is considered Yard Limits. Rule 6.13 Yard Limit Rule.



5. RADIO CHANNEL INSTRUCTIONS

RAILROAD	CHANNEL AAR #	DISPATCHER TONE
SSP RAILWAY	047 - 047	
McCoy	066 - 066	
Pasco East	070 - 070	
Boyer West	076 - 076	520

6. SPECIFIC SWITCH INSTRUCTIONS

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

7. DEFECT DETECTOR LOCATIONS

None

8. LOCATION NOT LISTED AS STATIONS

This area intentionally left blank.

9. OTHER SPECIFIC INSTRUCTIONS

MP 0.0 to MP 30.2 - Maximum gross weight is 286,000 pounds (143 tons) unless authorized by the General Manager.

MP 30.3 to end of line - Maximum gross weight is 268,000 pounds (134 tons).

Emergency Phone Numbers

Jurisdiction	Name	Contact	Phone Number
Spokane	Spokane County Sherriff	Police	509-477-5980 (Opt 3)
Spokane	Spokane County Emergency Dispatcher	Fire/Police	509-456-3855
Spokane	Spokane County Fire	Fire	911
State of Washington	Washington State Patrol	Police	800-283-7804 or 509-227-6560
City /Town	Spangle	Fire	509-245-9209
		Police	509-456-2233
City /Town	Whitman County Sherriff	Police	509-397-6266
City /Town	Rosalia	Fire	509-523-3151
		Police	509-523-3521
City /Town	Oakesdale	Fire	509-285-5001
City /Town	Garfield	Fire	509-635-1122
		Police	509-635-1133
City /Town	Palouse	Fire	509-878-1331
		Police	509-878-1611
Haz-Mat Response	Poison Control Center	Poison Control	800-732-7685
Haz-Mat Response	Washington Emergency Mgmt. Division		800-258-5990
Haz-Mat Response	National Response Center		800-424-8802

Railroad Contact Numbers

Name	Phone	Email
Emergency or Signal Failure	682-703-8505	
Customer Service	402-932-5921	customerservice@ssprw.com
Railroad Operations	402-932-5921	operations@ssprw.com



System Instructions

TIME ZONE IN EFFECT

SSP Employees will use Pacific Standard Time shown in Continental (Military) Time format on all switch lists and records. Common Daylight Savings Time procedures will be followed.

EQUIPMENT RESTRICTIONS

Except in work train service empty CWR equipment, Pile Drivers, Jordan Spreaders, and Locomotive Cranes must be handled at the rear of trains. Cranes, Derricks, or other similar equipment moving on their own wheels must properly be secured, and when practical, boom must be in the trailing position. Such equipment must be inspected before it is moved and movements must not exceed 25 MPH.

Cars heavier than 286,000 lbs. are not permitted past MP 30.2 without the approval of the Operations Manager.

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

- Pile Drivers
- Locomotive Cranes
- Empty Ribbon Rail Cars
- Rear End Only Cars
- Jordan Spreaders
- Wedge Plows
- Dozers

Scale test cars must be placed ahead of the last car on trains without a caboose. Exception: BN 979019 thru BN 979024, also BN 979026 thru BN 979036 may be placed anywhere in train.

CAR RESTRICTIONS

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

SPEED RESTRICTIONS (EQUIPMENT) – ALL TRAIN AND ENGINES

- Rotary Snow Plow..... 20 MPH
- Pile Driver, Wrecker Pile Driver Ditcher or Similar Equipment..... 20 MPH
- Scale Test Car..... 20 MPH

RULE 5.5 PERMANENT SPEED SIGNS - FOLLOWING PARAGRAPHS ARE ADDED:

Reduced speed limits may be designated by Advance Warning Sign (diagonally upward), Reduced speed sign (Rectangle) and Resume Speed Sign (vertical).

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

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

GRADE CROSSING ACCIDENTS

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

After the accident has occurred and the train is stopped:

- Ensure the safety of crew members, accident victims, and the public.
- Meet the requirements of Rule 6.23
- Contact a qualified employee and advise:
 1. Exact location and
 2. What emergency services are needed. Be sure to include alternate routes for the emergency vehicles if your train is blocking road crossings.
 - A. Assess the damage to the vehicle and train to determine if there is any danger to your crew or the public.
 - B. Assign a crew member to monitor a radio to provide further information for emergency assistance.
 - C. If it is safe, render assistance to accident victims. It is important not to move the victim unless a life-threatening situation exists.



- D. Turn off the vehicles' ignition and inform the investigating officer you did so. Otherwise, do not disturb the accident scene.
- E. Only give information to:
 - 1. The Investigating Officer, or,
 - 2. Authorized company managers. Cooperate with the investigating officer. Answer the officer's questions and provide as much information as you can recall. Record the badge number and name of the investigating police officer at the scene. Witness with the officer, that the headlight is on and that the whistle and bell on lead unit are in proper working order. Also, note that the crossing warning devices are functioning.
- F. Assign a crew member to verify the accuracy of the train list. Save all train lists, track warrants, track condition messages, and other pertinent documents. Ascertain that no part of your is derailed and that it will be safe to proceed once released by the investigating officer.
- G. Personal counseling will be available to any crew member who might experience post-accident trauma.
- H. If instructed by a company officer, take pictures of the scene, including the crossing and surrounding area.

TORNADO INSTRUCTIONS

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

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

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

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



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

EARTHQUAKE INSTRUCTIONS

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

1. Instruct all trains within 150 miles of the reporting location to “proceed at restricted speed due to earthquake conditions.” An acknowledgement must be obtained from each train or engine receiving these instructions.
2. Once magnitude and epicenter are known, the following inspection criteria will apply:

If magnitude is 4.9 to 5.4:

- No inspection required.

If magnitude is 5.5 to 5.9:

- Track inspection for a 30 mile radius during daylight hours.
- Inspect bridges on a 30 mile radius during daylight hours.
- Trains proceed at restricted speed until track inspections are completed.

If magnitude is 6.0 to 6.4:

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

If magnitude is 6.5 to 6.9:

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

If magnitude is 7.0 to 7.4:

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

If magnitude is 7.5 or greater:

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



Spokane, Spangle & Palouse Railway Special Instructions

ITEM 1. RULE BOOKS AND PUBLICATIONS IN EFFECT

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

General Code of Operating Rules, 8 th edition	Effective April 1, 2020
SSPR Safety Rules	Effective August 1, 2019
SSPR Air Brake & Train Handling Rules, No. 5	Effective August 1, 2019
United States Hazardous Material Instructions for Rail	Effective August 1, 2019
Emergency Response Guidebook SSP	Effective 2020
Railway Maintenance of Way Safety Rules	Effective August 1, 2019
SSPR Railway Maintenance of Way Operating Rules	Effective August 1, 2019
Railway Mechanical Safety Rules	Effective August 1, 2019



ITEM 2. MAXIMUM SPEEDS

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

Minute	Second	MPH	Minute	Second	MPH	Minute	Second	MPH
1	00	60.0	1	28	40.9	1	56	31.0
1	02	58.0	1	30	40.0	1	58	30.5
1	04	56.2	1	32	39.1	2	00	30.0
1	06	54.2	1	34	38.3	2	05	28.8
1	08	52.9	1	36	37.5	2	10	27.7
1	10	51.4	1	38	36.8	2	15	26.7
1	12	50.0	1	40	36.0	2	25	25.0
1	14	48.6	1	42	35.3	2	30	24.0
1	16	47.4	1	44	34.6	2	45	21.8
1	18	46.1	1	46	34.0	3	00	20.0
1	20	45.0	1	48	33.3	3	30	17.1
1	22	43.9	1	50	32.7	4	00	15.0
1	24	42.9	1	52	32.1	5	00	12.0
1	26	41.9	1	54	31.6	6	00	10.0

SYSTEM SPEED RESTRICTIONS

Movement over all turn outs and sidings **5 MPH** insuring that automatic crossing signals are activated and crossings are clear before proceeding.

Trains or engines with lead units not equipped with Event Recorders - **25 MPH**.

A controlling locomotive unit with a defective speed recorder - **10 MPH**.

Mechanical Department Limits – **5 MPH**.

Balloon tracks & WYE tracks – **5 MPH**.

Movements on live rails of track scales – **5 MPH**.

ITEM 3. TRAIN MAKEUP AND EQUIPMENT RESTRICTIONS

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

PREVENTION OF HARMONIC ROCK

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

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



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

ITEM 4. INSTRUCTIONS FOR WINTER TRAIN CONDITIONS

1. Extreme caution should be used in setting out cars. Use the locomotive to go into back tracks and sidings first, then, and only then, shove in with loaded or empty rail cars, as tracks which are used on less than a daily basis, have the possibility of the crossing and tracks freezing over and causing a possible derailment.
2. Train crews must be cautious throughout winter months about not riding cars into sidings and back tracks on the building side of the track, due to the danger of snow sliding from the tops of the buildings, creating additional hazards. Again, the possibility of a car derailing and resulting in injury to switching personnel is preventable.
3. In heavy snow or blowing snow or ice storms and conditions where accumulation of snow exists, layers of ice can build up on brake shoes and may reduce brake efficiency. Under these conditions, engineers should begin brake pipe reductions earlier than usual. Initial brake pipe reductions should be made sufficiently in advance to allow accumulated ice to melt from the brake shoes before braking is necessary. Must also take extra precautions to ensure hand brakes are sufficient to hold cars.
4. In heavy snow conditions, trains must approach grade crossings prepared to stop if rail is not visible over the crossings. A member of the crew on the ground must watch train over crossing. Do not shove cars through drifts of snow or on crossings packed with snow and (or) ice.
5. In extreme cold, supervisors and crew members must make determinations for each train whether to limit train length, especially on heavy grades. Supervisors must also determine whether to reduce train speeds account the possibility of broken rail at extremely low temperatures.



ITEM 5. LOCOMOTIVE INSTRUCTIONS

FUEL CONSERVATION

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

OPERATING CONDITIONS

1. Equalizing leakage in all locomotives must be zero on all controlling locomotives of a train, unless it develops en route, in which case the locomotive can be moved to the nearest forward point where the leak can be repaired.
2. If the dynamic brakes of any locomotive are inoperative, the locomotive shall have a tag bearing the words "INOPERATIVE DYNAMIC BRAKE" securely attached and displayed in a conspicuous location in the cab of the locomotive. If dynamic brakes are found to be inoperative during the daily inspection or become inoperative en route, the locomotive engineer shall apply this tag. The tag shall include the following information:
 - The locomotive initial and number.
 - The name of the discovering railroad.
 - The location and date where the condition was discovered.
 - The signature of the person who discovered the condition.

If the dynamic brakes have been deactivated, the locomotive must be clearly marked (stencil, sticker or tag) with the words "DYNAMIC BRAKES DEACTIVATED" and the locomotive must be incapable of utilizing the dynamic brakes.

3. Any train when descending a section of track with an average grade of 1% or greater, over a distance of 3 continuous miles shall be immediately brought to a stop, by an emergency application if necessary, when the train's speed exceeds the maximum authorized speed by more than 5 miles per hour.

ITEM 6. MISCELLANEOUS

HIGHWAY/RAIL GRADE CROSSING SIGNAL BOXES

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



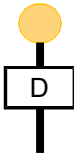
OPERATIONAL TESTING

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

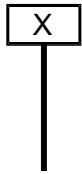

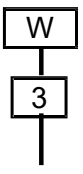
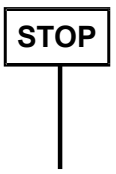
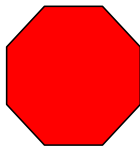
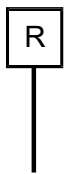
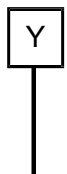
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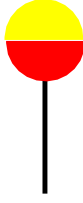
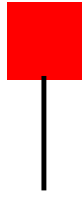
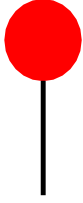
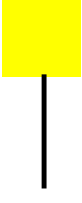
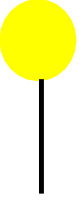

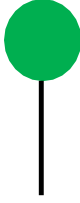
All crews receiving trains or picking up cars on foreign railroads must verify that the cars received are part of the train by comparing the train list by delivering railroad.

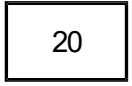
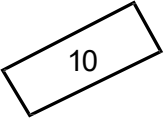
ITEM 7. SIGNAL ASPECTS AND INDICATIONS

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

ITEM 8. ROADWAY SIGNS

						
CROSSING WHISTLE RULE 5.8.2			STOP SIGN		RESTRICTED	
When numeral is attached; limits denotes number of crossings less than 1,329 feet apart			White letters on red background, or black letters on white background		RULE 6.14	
			stop rules 6.16 and 6.18		YARD LIMITS	
					RULE 6.13	

C L O S E C L E A R A N C E	D E R A I L D								
		YELLOW-RED FLAG		RED FLAG		YELLOW FLAG		GREEN FLAG	

	
PERMANENT SPEED RESTRICTION	

Spokane, Spangle & Palouse Railway Crossings

Milepost	Nearest Station	Crossing Name	Crossing Protection	Crossing Number	County	Emergency Contact Number
2.70	MARSHALL	GOSS RD	XB	058982N	SPOKANE	682-703-8505
3.70	MARSHALL	ANDERSON RD	XB	058983V	SPOKANE	682-703-8505
7.50	WHITMAN	PARKER RD	XB	058989L	SPOKANE	682-703-8505
8.60	WHITMAN	CAMERON RD	XB	058991M	SPOKANE	682-703-8505
9.60	WHITMAN	SR 195 OC SB	PVT	058993B	SPOKANE	682-703-8505
9.70	WHITMAN	SR 195 NB	PVT	058994H	SPOKANE	682-703-8505
10.10	SPANGLE	CORNWALL	XB	058993B	SPOKANE	682-703-8505
10.70	SPANGLE	WATT RD	XB	058996W	SPOKANE	682-703-8505
10.90	SPANGLE	N SPANGLE RD	XB	058997D	SPOKANE	682-703-8505
10.20	SPANGLE	7TH ST	XB	058998K	SPOKANE	682-703-8505
10.50	SPANGLE	3RD ST	XB	059001Y	SPOKANE	682-703-8505
11.60	SPANGLE	2ND ST	XB	059002F	SPOKANE	682-703-8505
11.70	SPANGLE	1ST ST	XB	059003M	SPOKANE	682-703-8505
12.30	SPANGLE	KEEVEY RD	XB	059004U	SPOKANE	682-703-8505
12.80	SPANGLE	SPANGLE-WAVERLY RD	XB	059005B	SPOKANE	682-703-8505
14.40	SPANGLE	BRADSHAW RD UC	PVT	059008W	SPOKANE	682-703-8505
15.40	SPANGLE	DAVIS RD	XB	059009D	SPOKANE	682-703-8505
16.80	PLAZA	WHITTIER RD	XB	059011E	SPOKANE	682-703-8505
19.40	PLAZA	PLAZA RD	XB	059015G	SPOKANE	682-703-8505
22.30	PLAZA	N PINE CREEK RD	XB	059017V	SPOKANE	682-703-8505
23.00	PLAZA	OLD SR 195 OC	PVT	059018C	SPOKANE	682-703-8505
23.40	PLAZA	BABB RD	XB	059019J	SPOKANE	682-703-8505
25.24	ROSALIA	SR 195 UC	PVT	096042C	WHITMAN	682-703-8505
25.30	ROSALIA	KELSEY RD	XB	059021K	WHITMAN	682-703-8505
26.50	ROSALIA	1ST ST	FL	059023Y	WHITMAN	682-703-8505
26.64	ROSALIA	3RD ST	XB	059024F	WHITMAN	682-703-8505
26.70	ROSALIA	4TH ST	XB	059025M	WHITMAN	682-703-8505
26.80	ROSALIA	S PARK AVE	XB	059026U	WHITMAN	682-703-8505
26.90	ROSALIA	7TH ST	FL	059027B	WHITMAN	682-703-8505
27.00	ROSALIA	8TH ST	XB	059028H	WHITMAN	682-703-8505
27.10	ROSALIA	9TH ST	XB	059029P	WHITMAN	682-703-8505
27.50	ROSALIA	SR 195 OC	PVT	058896S	WHITMAN	682-703-8505



Milepost	Nearest Station	Crossing Name	Crossing Protection	Crossing Number	County	Emergency Contact Number
28.58	ROSALIA	SR 195 OC	PVT	096041V	WHITMAN	682-703-8505
28.90	ROSALIA	LD JOHNSON	XB	058897Y	WHITMAN	682-703-8505
32.40	MCCOY	SR 271	CNT	058905N	WHITMAN	682-703-8505
33.80	MCCOY	SHEAHAN RD UC	PVT	058910K	WHITMAN	682-703-8505
35.10	FLAIG	ANNALULU LN	XB	058911S	WHITMAN	682-703-8505
36.19	OAKESDALE	HODGES RD	XB	058912Y	WHITMAN	682-703-8505
37.30	OAKESDALE	WILLIAMS ST	XB	058579M	WHITMAN	682-703-8505
37.40	OAKESDALE	SR 271- 1ST ST	GT	058580G	WHITMAN	682-703-8505
37.50	OAKESDALE	BARTLETT ST	XB	058581N	WHITMAN	682-703-8505
37.60	OAKESDALE	STEPTOE ST	XB	058582V	WHITMAN	682-703-8505
37.61	OAKESDALE	ALLEY	XB	058583C	WHITMAN	682-703-8505
38.10	OAKESDALE	SR 27	XB	058585R	WHITMAN	682-703-8505
38.20	OAKESDALE	GARDENER RD	XB	808027V	WHITMAN	682-703-8505
38.23	OAKESDALE	HUME RD	XB	808028C	WHITMAN	682-703-8505
42.90	BELMONT	BLACK RD	XB	058592B	WHITMAN	682-703-8505
43.70	BELMONT	PERRINGER	XB	058594P	WHITMAN	682-703-8505
47.00	EDEN	DRY CREEK RD	XB	058601X	WHITMAN	682-703-8505
48.20	GARFIELD	SR 27 UC	PVT	058604T	WHITMAN	682-703-8505
48.90	GARFIELD	CTY RD UC	PVT	058605A	WHITMAN	682-703-8505
49.10	GARFIELD	3RD ST	XB	058606G	WHITMAN	682-703-8505
49.20	GARFIELD	2ND ST	XB	058607N	WHITMAN	682-703-8505
49.50	GARFIELD	CALIFORNIA ST	FL	058608V	WHITMAN	682-703-8505
49.60	GARFIELD	SR 27	XB	058609C	WHITMAN	682-703-8505
49.90	GARFIELD	3RD ST	XB	058611D	WHITMAN	682-703-8505
49.91	GARFIELD	B ST	XB	058612K	WHITMAN	682-703-8505
50.70	GARFIELD	SUNRISE RD	XB	066164A	WHITMAN	682-703-8505
53.50	GARFIELD	ALTERGOTT	PVT	066173Y	WHITMAN	682-703-8505
58.50	PALOUSE	SR 272	XB	066181R	WHITMAN	682-703-8505
59.10	PALOUSE	SPOKANE ST	FL	066182X	WHITMAN	682-703-8505
59.30	PALOUSE	SR 27	FL	066183E	WHITMAN	682-703-8505
59.45	PALOUSE	PETERSON RD	XB	066184L	WHITMAN	682-703-8505
65.20	FALLON	SAND RD	XB	066194S	WHITMAN	682-703-8505



Milepost	Nearest Station	Crossing Name	Crossing Protection	Crossing Number	County	Emergency Contact Number
65.30	FALLON	HALL RD	XB	066195Y	WHITMAN	682-703-8505
66.10	FALLON	ESTES RD	XB	066197M	WHITMAN	682-703-8505
66.90	FALLON	MCGREEVY	XB	066199B	WHITMAN	682-703-8505
69.10	WHELAN	GATES RD	XB	066202G	WHITMAN	682-703-8505
70.80	WHELAN	MCGREEVY	XB	066204V	WHITMAN	682-703-8505
71.80	WHELAN	WHELAN RD	XB	066155B	WHITMAN	682-703-8505
73.90	WHELAN	KITZMILLER	XB	066159D	WHITMAN	682-703-8505
74.20	WHELAN	TERRI VIEW	PVT	096040N	WHITMAN	682-703-8505
75.00	WHELAN	STADIUM WAY	GT	066162L	WHITMAN	682-703-8505
75.60	WHELAN	WHITMAN ST	GT	066265L	WHITMAN	682-703-8505
75.70	PULLMAN	KAMIAKAN ST	FL	066266T	WHITMAN	682-703-8505
76.00	PULLMAN	PEARL ST	GT	066267A	WHITMAN	682-703-8505
76.10	PULLMAN	COLLEGE AVE	XB	066268G	WHITMAN	682-703-8505
76.20	PULLMAN	SR 270 OC	PVT	066270H	WHITMAN	682-703-8505
76.50	PULLMAN	BENEWAH ST	XB	066272W	WHITMAN	682-703-8505
76.90	PULLMAN	BISHOP BLVD	XB	066273D	WHITMAN	682-703-8505
77.00	PULLMAN	BISHOP BLVD	GT	066274K	WHITMAN	682-703-8505
77.30	PULLMAN	JOHNSON RD	XB	066275S	WHITMAN	682-703-8505
79.60	PULLMAN	OLD MOSCOW RD	XB	066283J	WHITMAN	682-703-8505
84.76	WILSON	PERIMETER RD	XB	066292H	LATAH	682-703-8505
85.21	MOSCOW	RAYBURN ST	XB	066293P	LATAH	682-703-8505
85.36	MOSCOW	LINE ST	GT	066294W	LATAH	682-703-8505
85.38	MOSCOW	LINE ST	XB	066295D	LATAH	682-703-8505
85.48	MOSCOW	3RD ST	XB	066296K	LATAH	682-703-8505
85.72	MOSCOW	6TH ST	XB	066297S	LATAH	682-703-8505
85.90	MOSCOW	ASBURY ST	XB	066149X	LATAH	682-703-8505
85.91	MOSCOW	8TH ST	GT	066301E	LATAH	682-703-8505
86.11	MOSCOW	MAIN ST	XB	066302L	LATAH	682-703-8505
86.45	MOSCOW	MAIN ST	XB	066304A	LATAH	682-703-8505



WIM Industrial Spur

Milepost	Nearest Station	Crossing Name	Crossing Protection	Crossing No.	County	Emergency Contact Number
0.1	PALOUSE	MILL ST	XB	857867M	WHITMAN	682-703-8505
0.15	PALOUSE	BRIDGE ST	XB	857869B	WHITMAN	682-703-8505
0.4	PALOUSE	HALL ST	XB	857871C	WHITMAN	682-703-8505
0.41	PALOUSE	H ST	XB	857872J	WHITMAN	682-703-8505
0.7	PALOUSE	SR 272	FL	859334J	WHITMAN	682-703-8505

Hooper Industrial Spur

Milepost	Nearest Station	Crossing Name	Crossing Protection	Crossing No.	County
95.90	PULLMAN	KAMIAKEN ST	WG	808011Y	
95.80	PULLMAN	GRAND ST	CNT	808010S	
95.73	PULLMAN	GRAND ST	GL	857871C	
95.70	PULLMAN	STATE ST	GT	808009X	
95.68	PULLMAN	STATE ST	FL	859334J	
95.50	PULLMAN	BENEWAH J 50E	XB	808073W	509-332-2521
94.70	COLFAX	HAYWARD RD	XB	808006C	
92.60	COLFAX	ARMSTRONG RD	XB	807807S	
89.60	COLFAX	ALBION RD	XB	807804W	
86.50	COLFAX	SHAWNEE RD	XB	807799C	
4.8	COLFAX	PARVIN RD	XB	807798V	

