



*a Genesee & Wyoming Company*

## PUGET SOUND & PACIFIC RAILROAD

**TIMETABLE #6**  
Effective 1100 Hours PDT  
October 19<sup>th</sup>, 2015

**Jim Irvin**  
Regional Vice President

**Larry Sorensen**  
Assistant General Manager

**Josh Connell**  
General Manager

**Kevin Jones**  
Trainmaster

**Rollan Finch**  
Trainmaster

**Steve Dunlap**  
Roadmaster

**Chris Wood**  
Chief Mechanical Officer

**Bryan Reilly**  
Market Manager

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## Telephone Numbers

### EMERGENCY INSTRUCTIONS

CONTACT 911 AND ADVISE OF ANY INJURIES AND GIVE EXACT LOCATION.  
CONTACT DISPATCHER OR PERSON ON CALL.

NAME	JOB TITLE	PHONE	FAX	CELL
Josh Connell	General Manager	360-807-4325	360-807-4761	412-439-4767
Larry Sorensen	Assistant General Manager	360-807-4325	360-807-4761	904-382-2832
Kevin Jones	Trainmaster	360-807-4325	360-807-4761	360-388-5313
Rollan Finch	Trainmaster	360-807-4325	360-807-4761	360-918-1982
VACANT	Trainmaster	360-807-4325	360-807-4761	360-388-8041
Chis Wood	Chief Mechanical Officer	360-482-3478	360-482-2277	360-239-4565
Steve Dunlap	Roadmaster	360-482-1321	360-482-1134	360-359-1084
Bryan Reilly	Market Manager	360-482-4325	360-807-4761	360-239-9685
PSAP Customer Service		989-767-5146		855-634-5102
PSAP Dispatcher		971-600-1192		503-365-7740
Dispatch Emergency Line		971-599-7550		

## Timetable Characters

### Rule 4.3 – Timetable Characters

B	Radio Base Station
E	End of Main Track
D	Dragging Equipment Detector
J	Railroad Junction
M	Manual Interlocking
O	General Orders, General Notices and Bulletins
P	Power Assisted Switch (PAS)
W	Wye
X	Railroad Crossing at Grade
Y	Yard

Elma Subdivision				
▲				
Siding Feet	Mile Post	Stations	East	Timetable Characters
	0.6	CENTRALIA		OYJW
	2.2	BLAKESLEE JCT		YJ
1584	6.4	GRAND MOUND		
2640	10.7	ROCHESTER		
4224	28.7	GATE		
1584	33.6	OAKVILLE		D
7950	37.5	CEDAR CREEK		P
	48.0	ELMA		OJBWY
	58.0	MONTESANO		
1584	67.5	ABERDEEN JCT		W
	69.0	POYNOR		OYME
METHOD OF OPERATION				
MP 0.6 – MP 5.0.....			Yard Limits	
MP 5.0 – MP 45.....			TWC	
MP 45 – MP 49.....			Yard Limits	
MP 49 – MP 64 .....			TWC	
MP 64 – End of Track.....			Yard Limits	
MAXIMUM SPEEDS				
Maximum Authorized Speed		MPH		
Entire Subdivision.....		25		
Permanent Speed Restrictions		MPH		
MP 0.6 – MP 3.8.....		10		
MP 3.8 – MP 5.0.....		20		
MP 36.9 – MP 38.5.....		20		
MP 36.9 – MP 38.5 <u>CCS Siding Turnouts</u> .....		15		
East Leg Elma Wye.....		05		
MP 47.8 – MP 48.2.....		10		
MP 48.2 – MP 49.0.....		20		
MP 59.0 – MP 59.3.....		10		
MP 62.1 – MP 62.3.....		10		
MP 67.5 – End of Track.....		10		
MP 68.8 – Swing Bridge.....		05		
MP 72.2 – Swing Bridge.....		05		
RADIO PROCEDURES				
Railroad				
PSAP	91-91	1 – Mainline		*11
PSAP	55-97	2 – Mainline		None
PSAP	47-47	3 – Switching		None
PSAP	52-52	4 – Switching		None
BNSF	66-66	5 – BNSF Mainline		
BNSF	70-70	6- BNSF Yard		
BNSF	76-76	7 – BNSF Yard		
UPRR	38-38	8 – UP Switching		
SMP	49-49	9 – Simpson RR		
WEA	PVT	10 – Weather		
PSAP	45-96	11 – Repeater		*11
EQUIPMENT RESTRICTIONS				
Maximum Gross Weight of Car:				
Elma Subdivision.....286,000 lbs.				
Six-axle locomotives and derricks are not permitted in:				
Briarwood – MP 9.3, Hypotenuse – MP 70.4, Transload – MP 71, Horn Spur – MP 72.38.				
Vertellus – MP 46.3 (permission by supervisor only)				
MAIN TRACK SWITCHES				
MP 1.0	Symons Frozen	MP54.99	ASF	
MP 1.90	Tacoma Rail	MP66.0	East Aberdeen Jct Wye	
MP 2.10	Raish	MP66.39	East Aberdeen Jct Siding	
MP 2.20	Tacoma Line	MP66.39	West Aberdeen Jct Siding	
MP 2.30	La Farge	MP66.40	West Aberdeen Jct Wye	
MP 2.42	East Blakeslee #1	MP69.0	East Poynor Yard Lead	
MP 2.44	East Blakeslee #3	MP69.2	East Poynor Yard TK 1	
MP 3.10	West Blakeslee #1	MP69.49	West Poynor Yard TK 1 & 2	
MP 3.80	West Blakeslee #3	MP69.5	RIP Track	
MP 4.20	Sierra Pacific	MP69.6	West Poynor Yard Lead	
MP 4.25	Lowes	MP69.8	Dog Pound	
MP 4.50	Millard Frozen Foods	MP69.9	POGH Lead	
MP 6.30	Grand Mound East	MP70.4	Hypotenuse	
MP 6.50	Grans Mound West	MP71.0	Transload	
MP 9.30	Briarwood Spur	MP71.01	Grain Loop	
MP 10.4	East PLS Pole	MP71.02	Snyders Loop	
MP 10.8	West PLS Pole	MP71.3	GHP Siding East	
MP 28.4	East Gate Siding	MP71.89	GHP Siding West	
MP 29.1	West Gate Siding	MP71.90	GHP	
MP 33.4	East Oakville	MP72.36	Hoquiam Yard Lead East	
MP 33.8	West Oakville	MP72.37	Run Around East	
MP 36.9	East CCS	MP72.38	Horn Spur	
MP 38.5	West CCS	MP72.6	Run Around West	
MP 46.3	Vertellus (Dow)	MP74.0	PGH T-4	
MP 47.7	East Elma Yard			
MP 48.1	West Elma Yard			
DEFECT DETECTORS				
MP 36.7 – DED Radio readout PSAP AAR Channel 91-91				
FRA EXCEPTED				
None				
REMOTE CONTROL OPERATIONS				
None				

<p style="text-align: center;"><b>OTHER SPECIFIC INSTRUCTIONS</b></p> <p><b>Mile Post Equations</b></p> <ul style="list-style-type: none"> <li>MP 13.3/MP 28.5 - Mile Post equation occurs from MP 13.3 to MP 28.5</li> </ul> <p><b>Tracks Removed From Service</b></p> <ul style="list-style-type: none"> <li>MP 66.0 – Sierra Pacific Spur</li> <li>MP 72.3 – Hoquiam Yard Track 2</li> <li>MP 72.8 – Main Track (Lambs Spur)</li> </ul> <p><i>(Continued on next page)</i></p> <p><i>(Continued from previous page)</i></p> <p><b>Transportation Safety Rules</b></p> <p><b>1725. Close Clearances: Entire Subdivision</b> - Close Clearances may exist on yard and industry tracks; make all movements at a speed that allows for stopping short of any obstructions on the track.</p> <ul style="list-style-type: none"> <li>MP 1.0 - Symons Frozen Foods</li> <li>MP 2.1 – NW Hardwoods &amp; Port of Centralia</li> <li>MP 2.3 – Lafarge</li> <li>MP 2.8 – Universal Cylinder</li> <li>MP 4.2 – Sierra Pacific</li> <li>MP 4.25 – Lowes</li> <li>MP 4.5 – Millard Frozen Foods</li> <li>MP 6.3 – Doelman</li> <li>MP 9.3 - Briarwood</li> <li>MP 10.7 – PLS Pole</li> <li>MP 54.9 – American Saturated Felt</li> <li>MP 69 – East Track 8/9</li> <li>MP 70.4 – Port of Grays Harbor</li> <li>MP 72.4 – AFAB Reload</li> <li>MP 72.8 – Main Track (Lambs Spur)</li> </ul> <p><b>1400. Elma Yard:</b> Shop area is designated as a hard hat area.</p> <p><b>GCOR</b></p> <p><b>6.32.6 Blocking Public Crossings:</b> When notified of an emergency within Aberdeen, crews must clear the following crossings. H Street MP 68.9, Division/Heron Street MP 69.82 and East Terminal Way MP 70.05.</p> <p><b>8.3 Main Track switches:</b> The normal position of a main track switches is for main track movement and it must be lined and lock in that position.</p> <p><b>Blakeslee Jet.</b> Within yard limits between MP 2.2 and MP 3.8, to include Tacoma Line and West Blakeslee Track #3, main track switches may be left lined and locked for other than main track movement.</p> <p><b>Poyner Yard.</b> Within yard limits between MP 69.0 and MP 69.9, to include East Poyner Yard Lead and POGH Lead, main track switches may be left lined and locked for other than main track movement.</p> <p><b>Elma.</b> Within yard limits, East Elma Yard MP 47.7 and West Elma Yard MP 48.1 may be left lined and locked for other than main track movement.</p> <p><b>8.21 Power Assisted Switches:</b> Power Assisted Switches are located at Cedar Creek Siding at MP 36.9 and MP 38.5. The switches at both ends of Cedar Creek Siding have a switch point indicator. A green aspect is for mainline movement, an amber aspect is for siding movement and a red aspect indicates STOP and inspect switch points.</p> <p><b>Joint Operations</b></p> <ul style="list-style-type: none"> <li>Centralia – Joint with BNSF for purposes of interchange.</li> <li>Blakeslee Jct. – Joint with UPRR for purposes of interchange.</li> </ul>	<ul style="list-style-type: none"> <li>Blakeslee Jet./Tacoma Line – Joint with WWR</li> </ul> <p><b>Foreign Train Crews</b></p> <ul style="list-style-type: none"> <li>Must monitor AAR channel 91-91</li> <li>Contact PSAP Dispatcher at 971-600-1192 to obtain and verify current Daily Operating Bulletin (DOB).</li> <li>Crews must have in their possession the current PSAP Timetable, General Orders and DOB.</li> </ul> <p><b>Industrial Spur Tracks</b></p> <ul style="list-style-type: none"> <li>MP 1.00 Symons Frozen Food Spur</li> <li>MP 2.10 Raish Spur</li> <li>MP 2.40 LaFarge Spur</li> <li>MP 3.10 Universal Cylinder Spur</li> <li>MP 4.20 Sierra Pacific Spur</li> </ul> <p><i>(Industrial Spur Tracks Continued)</i></p> <ul style="list-style-type: none"> <li>MP 4.25 Lowes Spur</li> <li>MP 4.40 Millard Frozen Foods</li> <li>MP 9.24 Briarwood Spur</li> <li>MP 46.40 Vertellus</li> <li>MP 54.90 American Saturated Felt</li> <li>MP 66.00 Sierra Pacific Spur/Wye</li> <li>MP 69.80 Dog Pound</li> <li>MP 69.90 GHP</li> <li>MP 70.40 Hypotenuse</li> <li>MP 71.00 Trans Load</li> <li>MP 71.01 Grain Loop</li> <li>MP 71.02 Snyders Loop</li> <li>MP 72.36 Horn Spur</li> <li>MP 74.00 PGH Terminal 4</li> </ul> <p><b>Industry Site Specific Instructions</b></p> <p>MP 71.1 - Port of Grays Harbor, AGP Grain Loop Tracks 1&amp;2. The normal position of AGP Loop Track 1, West End will be lined and locked for the Warehouse F Lead. The normal position of AGP Loop Track 2 derail, West End, will be locked in the derailing position when not in use by PSAP employees.</p> <p>Port of Grays Harbor: Gate Radio Procedures Using AAR 52-52;</p> <ul style="list-style-type: none"> <li>Grain/Auto Gate: OPEN - #0291 CLOSE - #0292</li> <li>Old Log Track: OPEN - #0121 CLOSE - #0122</li> <li>T-2 Gate: OPEN - #0091 CLOSE - #0092</li> </ul> <p><b>Manual Interlocking</b></p> <ul style="list-style-type: none"> <li><b>Swing bridge 68.8 Wishkah river, manual interlocking.</b> Westbound trains must stop East of South Newell St. when signal does not indicate the route is clear. Permission to cross the bridge must be obtained from the bridge tender before crossing the bridge. Movement is not to exceed 5mph. When no bridge tender is on duty engineer/conductor may give signal to cross by utilizing the instructions in the control box located on the bridge. When performing this duty, the employee must use the additional PPE of a flotation vest.</li> <li><b>Swing bridge 72.2 Hoquiam river, manual interlocking.</b> Permission to cross bridge must be obtained from the bridge tender before crossing the bridge.</li> <li><b>Emergency Bridge Release on Bridge 68.8 &amp; Bridge 72.2</b> Signal Dept. is the only dept. authorized to use Emergency Bridge Release. If the Emergency Bridge Release seal is broken contact the signal department.</li> </ul> <p><b>Designated Locomotive Servicing Tracks</b></p> <ul style="list-style-type: none"> <li>Blakeslee Jct. – Raish Line (Port of Centralia)</li> <li>Elma – Track 1</li> </ul>
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Shelton Subdivision				
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Siding Feet	Mile Post	Stations	North	Timetable Characters
	0.0	ELMA		JBOWY
1200	7.4	MCCLEARY		
943	10.1	STIMSON		
	14.6	MARMAC		
	25.1	SHELTON		JOWYX
METHOD OF OPERATION				
MP 0.0 – MP 2.0.....			Yard Limits	
MP 2.0 – MP 24.....			TWC	
MP 24 – MP 25.4.....			Yard Limits	
MAXIMUM SPEEDS				
Maximum Authorized Speed			MPH	
Entire Subdivision.....			25	
Permanent Speed Restrictions			MPH	
MP 17.6 – MP 17.9.....			10	
MP 22.4 – MP 22.6.....			10	
RADIO PROCEDURES				
Railroad	AAR Channel	Channel Number	Tone	
PSAP	91-91	1 – Mainline	*11	
PSAP	55-97	2 – Mainline	None	
PSAP	47-47	3 – Switching	None	
PSAP	52-52	4 – Switching	None	
BNSF	66-66	5 – BNSF Mainline		
BNSF	70-70	6- BNSF Yard		
BNSF	76-76	7- BNSF Yard		
UPRR	38-38	8 – UP Switching		
SMP	49-49	9 – Simpson RR		
WEA	PVT	10 – Weather		
PSAP	45-96	11 – Repeater	*11	
EQUIPMENT RESTRICTIONS				
Maximum Gross Weight of Car:				
Shelton Subdivision.....			286,000 lbs.	
Six-axle locomotives and derricks are not permitted on the McCleary Junction Lead.				
MAIN TRACK SWITCHES				
MP 0.10	Shop Track	MP 10.2	North Stimson Siding	
MP 0.12	South Elma Track 1	MP 16.7	Skookum Creek	
MP 0.13	South Elma Track 2	MP 21.4	NYE Siding	
MP 0.14	East Leg Wye	MP 25.1	Simpson Track	
MP 0.61	North Elma Track 2	MP 25.1	PSAP House Track	
MP 4.0	Murphy Plywood	MP 25.1	PSAP Team Track	
MP 7.30	Pipe Spur	MP 25.1	Simpson Wye	
MP 7.40	McCleary Siding			
MP 10.0	South Stimson Siding			
DEFECT DETECTORS				
None				
FRA EXCEPTED				
None				
REMOTE CONTROL OPERATIONS				
None				
OTHER SPECIFIC INSTRUCTIONS				
GCOR				
8.3 Main Track switches: The normal position of a main track switches is for main track movement and it must be lined and lock in that position.				
Elma. Within yard limits, East Leg Wye – MP 0.14 may be left lined and locked for other than main track movement. All other switches must be left in normal position for main track movements.				
Transportation Safety Rules				
1400. Elma Yard: Shop area is designated as a hard hat area.				
1725. Close Clearances: Entire Subdivision – Close Clearances may exist on yard and industry tracks; make all movements at a speed that allows for stopping short of any obstructions on the track.				
• MP 4.0 - Murphy Plywood				
• MP 21.4 – NYE Siding				
Foreign Train Crews				
• Must monitor AAR channel 91-91				
• Contact PSAP Dispatcher at 971-600-1192 to obtain and verify current Daily Operating Bulletin (DOB).				
• Crews must have in their possession the current PSAP Timetable, General Orders and DOB.				
Railroad Crossings at Grade				
• MP 25.1				
Industrial Spur Tracks				
• MP 4.0 Murphy Plywood				
• MP 7.30 Pipe Spur				
• MP 16.70 Skookum Creek				
• MP 21.40 NYE Spur				
• MP 25.10 Simpson Timber				
Tracks Removed From Service				
• MP 4.0- Murphy Plywood				
Designated Locomotive Servicing Tracks				
• Shelton – House Track				

<b>Bangor Subdivision</b>				
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Siding Feet	Mile Post	Stations	North	Timetable Characters
	0.0	SHELTON		OWYX
2627	3.2	BAYSHORE		
2653	16.4	ALLVN		D
2653	28.8	BELFAIR		
2924	32.0	BREMERTON JCT.		J
2100	43.2	BANGOR		YE
<b>METHOD OF OPERATION</b>				
MP 0.0 – MP 4.0.....				Yard Limits
MP 4.0 – MP 42.8.....				TWC
MP 42.8 – MP 43.2.....				Yard Limits
<b>MAXIMUM SPEEDS</b>				
Maximum Authorized Speed			MPH	
Entire Subdivision.....				25
Permanent Speed Restrictions			MPH	
MP 36.3 – MP 36.4 .....				10
MP 37.4 – MP 37.8 .....				10
<b>RADIO PROCEDURES</b>				
Railroad	AAR Channel	Channel Number	Tone	
PSAP	91-91	1 – Mainline	*11	
PSAP	55-97	2 – Mainline	None	
PSAP	47-47	3 – Switching	None	
PSAP	52-52	4 – Switching	None	
BNSF	66-66	5 – BNSF Mainline		
BNSF	70-70	6- BNSF Yard		
BNSF	76-76	7 – BNSF Yard		
UPRR	38-38	8 – UP Switching		
SMP	49-49	9 – Simpson RR		
WEA	PVT	10 – Weather		
PSAP	45-96	11 – Repeater	*11	
<b>EQUIPMENT RESTRICTIONS</b>				
Maximum Gross Weight of Car:				
Shelton Subdivision.....				286,000 lbs.

**MAIN TRACK SWITCHES**

MP 0.10	OPP South Switch	MP 28.5	South Belfair
MP 0.30	OPP North Switch	MP 29.0	North Belfair
MP 3.00	South Bayshore	MP 31.5	South Bremerton Jct.
MP 3.60	Port of Shelton	MP 31.8	Bremerton Jct. Crossover
MP 3.61	North Bayshore	MP 32.0	North Bremerton Jct.
MP 16.0	South Allyn Siding	MP 36.6	Ferrell Gas
MP 16.6	North Allyn Siding	MP 36.9	South NAD Siding
MP 26.0	South NMF	MP 37.2	North NAD Siding
MP 26.4	North MNF	MP 43.2	Bangor Yard

**DEFECT DETECTORS**

MP 14.0 – DED Radio readout PSAP AAR Channel 91-91

**FRA EXCEPTED**

None

**REMOTE CONTROL OPERATIONS**

None

**OTHER SPECIFIC INSTRUCTIONS**

**Transportation Safety Rules**

1400. Elma Yard: Shop area is designated as a hard hat area.

1725. Close Clearances: Entire Subdivision - Close Clearances may exist on yard and industry tracks; make all movements at a speed that allows for stopping short of any obstructions on the track.

- MP 3.60 – Port of Shelton
- MP 26.0 – NMF
- MP 29.0 – Waste Management

**Joint Operations**

- Bangor – Navy locomotives may operate in Bangor Receiving Yard within Yard Limits.

**Foreign Train Crews**

- Must monitor AAR channel 55/97
- Contact PSAP Dispatcher at 971-600-1192 to obtain and verify current Daily Operating Bulletin (DOB).
- Crews must have in their possession the current PSAP Timetable, General Orders and DOB.

**Industrial Spur Tracks**

- MP 3.60 Port of Shelton
- MP 28.5 Cenex
- MP 29.0 Waste Management
- MP 36.6 Ferrell Gas

Notes:

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Bremerton Subdivision				
Siding Feet	Mile Post	Stations	North	Timetable Characters
2924	0.0	BREMERTON JCT.		J
	4.5	BREMERTON		EY
METHOD OF OPERATION				
MP 0.0 – MP 4.6,.....				Yard Limits
MAXIMUM SPEEDS				
Maximum Authorized Speed			MPH	
Entire Subdivision.....			20	
RADIO PROCEDURES				
AAR				
Railroad	Channel	Channel Number	Tone	
PSAP	91-91	1 – Mainline	*11	
PSAP	55-97	2 – Mainline	None	
PSAP	47-47	3 – Switching	None	
PSAP	52-52	4 – Switching	None	
BNSF	66-66	5 – BNSF Mainline		
BNSF	70-70	6 - BNSF Yard		
BNSF	76-76	7 – BNSF Yard		
UPRR	38-38	8 – UP Switching		
SMP	49-49	9 – Simpson RR		
WEA	PVT	10 – Weather		
PSAP	45-96	11 – Repeater		*11
EQUIPMENT RESTRICTIONS				
Maximum Gross Weight of Car:				
Shelton Subdivision.....		286,000 lbs.		
MAIN TRACK SWITCHES				
MP 0.0	Bremerton Jct.			
MP 1.2	BPA			
MP 4.2	Bremerton Yard			
DEFECT DETECTORS				
None				
FRA EXCEPTED				
None				
REMOTE CONTROL OPERATIONS				
None				

# System Special Instructions

The following documents are in effect on all GWI properties operating in the United States:

- General Code of Operating Rules, Seventh Edition, in effect: April 1, 2015.
- Air Brake and Train Handling Rules, in effect: February 1, 2013
- United States Hazardous Materials Instructions for Rail, in effect: June 30, 2015
- 2012 Emergency Response Book
- Train Dispatcher's Rules/Instructions Manual, in effect: August 30, 2015.
- Transportation Safety Rules and Procedures, in effect: December 31, 2006
- Mechanical Safety Rules and Procedures, in effect: December 31, 2006
- Engineering Safety Rules and Procedures, in effect: April 25, 2014
- Roadway Worker Protection (RWP) Roadway Maintenance Machines (RMN) and On-Track Safety Rules, in effect: April 1, 2015
- Contractor Safety Rules, in effect: December 31, 2006
- Office and Administrative Safety Rules and Procedures, in effect: January 1, 2007
- Rules for the Operation of Remote Control Locomotives, in effect: May 1, 2007.
- Procedures for the installation, adjustment, maintenance and inspection of CWR, in effect: January 31, 2014

## General Code of Operating Rules

**GCOR 1.47 - Duties of Crew Members** – Add the following:

### D. All Operating Employees

#### 1. Announcing Stations

A crew member on every train or an occupant of any on track equipment must announce via radio transmission on the appropriate frequency when approximately two miles from the following locations;

- Stations
- Yard Limits
- Interlocking and non-interlocking drawbridges
- Interlocking and non-interlocking railroad crossing at grade.

Announcement must include identifying Engine Number or On Track Equipment ID and the direction of travel. In addition, all trains and on track equipment will transmit when they depart Yard (or Restricted) Limits.

#### Add new rule: GCOR 1.47.1 Training and Familiarization

Employees assigned to a position for the purpose of training or familiarization must be under the direct and immediate supervision of a qualified employee. While performing duties in connection with the movement of trains, the qualified employee must closely monitor the performance of the employee in training. The qualified employee must keep an unimpeded path to the employee in training to be able to take immediate action as necessary but not separated by more than on railcar length.

When necessary to ride equipment, the employee in training must ride on the opposite side of the leading end of the same car the qualified employee is riding. If unsafe to ride at that position, the employee in training may ride on the same side as the qualified employee, on the leading end of the next car. Do not ride the cars if both of these positions are unsafe.

When performing duties as a conductor, employees must have a current certificate accessible, to be able to display that certificate upon receiving a request to do so from: a representative of the Federal Railroad Administration, and authorized State Inspector, and officer of the issuing railroad, or an officer of another railroad when serving as a conductor in joint operations territory.

### **GCOR 6.5 – Shoving Movements** – Revise entire rule to read:

Equipment must not be shoved until the engineer and the employee protecting the movement have completed a job briefing concerning how protection will be provided. Employee must be in position, provide visual protection of the equipment being shoved and must not engage in unrelated tasks while providing protection.

Equipment must not be shoved until it is visually determined that:

- Portion of track to be used is clear of equipment or conflicting movements.
- The track will remain clear to the location where movement will be stopped.
- Switches and derails are properly lined.

A job Briefing must be conducted prior to each shove movement and must include the following:

- Direction
- Distance
- Location of the employee providing protection.
- Track(s) movement will operate over.
- Switches and derails are properly lined.
- Verify there no flags present that will affect the movement.

Employees are prohibited from turning their backs to shoving movements. Visual protection may only be provided from one of the following locations:

- From the ground, in a position to observe the rail directly ahead of the movement.
- From the ground, walking beside the movement.
- From the ground, at the location where the movement will stop.
- Riding the leading end of the movement in accordance with G&W Safety Rule 1705.
- Shoving movements over road crossings must be made in accordance with Rule 6.32.1 (Providing Warning Over Road Crossings).

All shoving movements on main tracks or sidings must be made at restricted speed.

### **GCOR 6.9 Meeting or Passing Precautions** – Add as last sentence of second paragraph:

A train that will be met or passed at a Power Assisted Switch (PAS) must not line the switch for the opposing or passing train.

### **GCOR 6.11 Mandatory Directive** – Add additional bullet:

- Verbal Authority

### **GCOR 6.11 Mandatory Directive** – Add additional paragraphs:

When receiving a Mandatory Directive, the radio must be used so that all members of the crew can gain a clear understanding of what it requires. When a radio cannot be used, telephone equipped with an external speaker must be used, if necessary, the train must be stopped so that all the crew members can hear what is being transmitted.

After receiving a clear understanding of the Mandatory Directive from the dispatcher, all crew members must job brief until a clear understanding is reached before initiating movement or acting upon any authority granted.

**GCOR 6.20 – Equipment Left on Main Track – Add the following paragraphs:**

C. When necessary to leave any equipment unattended on mainline track outside yards or terminals:

- A. After the equipment has been properly secured as required by AB&TH Rule 102.1, 102.1.1, 102.1.2 and/or 102.3 the crew must notify the dispatcher of the number of handbrakes applied and that their effectiveness has been verified as required.
- B. At locations where dispatchers are not on duty, the information must be provided to another designated qualified railroad employee.
- C. It is not necessary to contact the Dispatcher or Designated Qualified Employee when equipment is left unattended by a railroad employee(s) who is actively engaged in the following activities:
  - Picking up, setting off or repositioning cars at an industry;
  - Assembling cars from several tracks adjacent to the main track;
  - Adding, removing or swapping locomotives; or
  - Moving part of a train when doubling a hill or cutting crossings.

(These exceptions do not apply when employees are on break from their normal duties.)

D. "Key Trains," as defined by the "United States Hazardous Materials Instructions for Rail," must not be left unattended on Mainline Track or Mainline Sidings outside of a yard or terminal until all requirements of EO 28 have been met, including notification to the FRA that a written plan is on file for inspection as required for EO 28.

- A. When it is necessary to leave a "Key Train" unattended due to emergencies or unforeseen operating conditions, such as impassable track or the need to double the hill, handbrakes must be applied to the unattended train or portion of the train in accordance to applicable GWI AB&TH Rules.
- B. If it is necessary to leave a "Key Train" unattended on Mainline Track or Mainline Siding, the following information must be provided to the dispatcher or designated qualified railroad employee:
  1. Number of handbrakes applied
  2. Effectiveness of the handbrakes has been verified as required.
  3. Tonnage of the train or equipment to be left unattended
  4. Grade and terrain features of the track where train or equipment will be secured.
  5. Relevant weather conditions
  6. Type of equipment being secured.
  7. That the cab(s) of the controlling consist has been secured to prevent unauthorized access.
  8. The Dispatcher or Designated Qualified Employee must verify and confirm with the train crew that the securement meets the all railroad's requirements and record the information provided by the employee.
  9. It is not necessary to contact the Dispatcher or Designated Qualified Employee when a "Key Train" is left unattended by a railroad employee(s) who is actively engaged in the following activities:
  10. Picking up, setting off or repositioning cars at an industry;
  11. Assembling cars from several tracks adjacent to the main track;
  12. Adding, removing or swapping locomotives; or
  13. Moving part of a train when doubling a hill or cutting crossings.

(These exceptions do not apply when the employee(s) are on break from their normal duties.)

**Add a new rule: GCOR 6.21.3 – Track Obstruction / Unusual Conditions**

When a train is advised in the words, "Between (location) and (location) be governed by Rule 6.21.3", within the specified limits train must move Restricted Speed and be to stop short of any adverse track conditions which will affect the safe operation of the train.

**GCOR 6.32.1 – Providing Warning Over Road Crossings – Revise entire rule to read:**

When cars are shoved over road crossings at grade, an employee must be on the ground at the crossing to provide warning until crossing is occupied. Make any movement over the crossing only on the employee's signal.

Warning is not required when crossing is equipped with gates that are fully lowered position.

Shoving movements must not exceed 15 MPH over crossing until occupied.

**GCOR 6.32.2 A. Automatic Warning Devices Malfunctioning – Revise entire note to read:**

NOTE: An equipped flagger is a person other than a crew member who is wearing approved "High-Visibility" outerwear. At night, the outerwear must include approved retro-reflective striping. The flagger must be equipped with a red flag or stop paddle by day and a light at night.

**GCOR 7.1 – Switching Safety and Efficiently**

**That part reading:**

Equipment may be left on a:

- Main track, fouling a siding switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch when the switch is lined for the yard switching lead.
  - or
- Industry track beyond the clearance point of the switch leading to the industry.

**Revise to read:**

Only after receiving permission from the transportation supervisor, equipment may be left on a:

- Main track, fouling a siding switch, when the switch is lined for the main track.
- Siding, fouling a main track switch, when the switch is lined for the siding.
- Yard switching lead, fouling a yard track switch when the switch is lined for the yard switching lead.
  - or
- Industry track beyond the clearance point of the switch leading to the industry.

**Add new rule: GCOR 7.1.1 – Position of Switches and Derails**

When using radio communication during shoving movements or movements where the engineer's view of the switch and/or derail is obscured, the employee directing the movement must convey to the engineer that the switches and/or derails have been positioned correctly. The engineer will acknowledge the information and instruct the employee operating the switches and/or derail to "Double-Check" the switches and/or derail. Movement must not proceed until the switches and/or derail has been double-checked and the engineer receives confirmation of that fact.

When an engineer or other employee operates a switch or derail, the other crew members must request a "Double-Check" from the employee operating the switch or derail and must be confirmed before any movement is made over it.

#### Add new rule: GCOR 7.1.2 – Safety Stops

A safety stop must be made no less than 50 feet from any of the following:

- Bumping post
- Stopping devices
- Coupling with light locomotives
- Closed gates or doors
- Clearance markers when required to shove to the clearance of a double ended track.
- Initial coupling where cars are being loaded or unloaded.
- Couplings greater than 250 feet from previous stop
- Coupling to cars on a descending grade, near end of tracks, near highway crossing and inside buildings.

After safety stop has been completed movement may resume in accordance with applicable rules.

#### GCOR 7.7 – Kicking or Dropping Cars – Change entire rule to read:

Kicking or dropping cars is not permitted. All couplings shall be controlled and shoved to rest with equipment coupled to working locomotive or motorized on-track equipment.

#### GCOR 7.7.1 – Gravity Switch Moves – Revise entire Rule to read:

Gravity switch moves are prohibited

#### GCOR 7.11 – Charging Necessary Air Brakes – Revise entire rule to read:

Do not handle cars or switch cars in trains or yard movements without coupling all air hoses and charging the air brake system before movement is made.

#### GCOR 8.3 – Main Track Switches

That part reading:

Before leaving the location where a hand-operated main track switch was operated:

- Crew members must confirm the position of the switch with each other.
- Engineering Department employees granted authority to enter working limits must confirm the position of the switch with the employee in charge or a designated employee who will notify the employee in charge.

Revise to read:

Before leaving the location where a hand-operated main track switch was operated:

- Switch Position Awareness Form (SPA<sup>F</sup>) must be completed as required and outlined on the form instruction.
- Crew members must confirm the position of the switch with each other.
- Engineering Department employees granted authority to enter working limits must confirm the position of the switch with the employee in charge or a designated employee who will notify the employee in charge.

#### GCOR 8.3 – Main Track Switches – Add the following paragraphs:

At all locations with a Power Assisted Switch (PAS), the crew must enter the proper DTMF sequence (as outlined in Rule 8.21.1) after passing the, Switch Control, sign to verify the position of the Main Track. Before the crew will be able to act upon the request, you must receive radio confirmation.

When train is to clear main track at a siding with a Power Assisted Switch (PAS), after a complete train clears the OS entering the siding, train crew must receive radio confirmation “PSAP Milepost location, Switch is Normal, PSAP Milepost Location, out”. Following the receipt of the message, train crew may then report clear of the main track and switch restored for normal movement.

#### GCOR 8.6 – Restoring Switch to Normal Position

That part reading:

An employee getting off moving equipment to return the main track switch to normal position must, when possible, get off the equipment on the opposite side from the switch stand.

Revise to read:

An employee must not get off moving equipment to return any switch to normal position, when possible; get off the standing equipment on the opposite side from the switch stand.

#### GCOR 8.18 – Variable Switches – Revise entire rule to read:

Trailing point movements may not be made over a variable switch from either track, without first lining the switch for movement through the switch.

#### GCOR 8.20 – Derail Location and Position

That part reading:

Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Revise to read:

Tracks having hand-thrown derails will have derail locked in derailing position, except when derails are placed in non-derailing position to permit movement. Lock all derails equipped with a lock.

Unattended equipment left in any track protected by a derail must be left secured at least 50 feet from the derail.

#### Add new rule: GCOR 8.21 - Power Assisted Switches

- A. The location of Power Assisted Switches (PAS) will be designated in the timetable.
- B. At Power Assisted Switch locations there will be Begin OS and End OS signs marking the limits of the On Switch (OS). In order for the PAS to operate by DTMF or by push button located at the switch, the limits of the OS must not be occupied.

#### Add new rule: GCOR 8.21.1 - Operating a Power Assisted Switch (PAS)

To operate a Power Assisted Switch (PAS), a crew member must perform the following:

- Upon passing the wayside sign reading "switch control" (approximately placed 2 miles from a power assisted switch); a crew member must enter the proper DTMF sequence for the desired switch position.
- To enter the DTMF sequence:

To line the switch in normal position (Switch Normal Command) – Enter # and the 3 digit mile post location specified in the Timetable followed by the numbers (1) and (1).

Example: The Cedar Creek Siding West Switch (MP 38.5). The proper DTMF sequence for the switch to line normal position is, using PSAP Radio Channel 1; enter #3-8-5-1-1.

To line the switch in reverse position (Switch Reverse Command) – Enter # and the 3 digit mile post location specified in the Timetable followed by the numbers (3) and (3).

Example: The Cedar Creek Siding West Switch (MP 38.5). The proper DTMF sequence for the switch to line normal position is, using PSAP Radio Channel 1; enter #3-8-5-3-3.

- After entering the proper DTMF sequence, you must receive radio confirmation that the switch is lined for the requested movement.
- A train must approach a Power Assisted Switch prepared to stop short of the OS until:
- A DTMF command has been issued to request the switch for the desired position and the radio confirmation message has been received that the switch is properly lined for the desired movement.
- The switch point indicator displays the switch is properly lined, as per GCOR 8.10, for the requested movement.
- If the train has not passed the OS within 15 minutes after a confirmation message is received that the switch is properly lined for movement, the train must approach the Power Assisted Switch (PAS) prepared to stop.
- If the Power Assisted Switch (PAS) is within Yard Limits all movements must comply with GCOR 6.13.
- All on track equipment will use the maintenance lockout button on the side of the case before entering and while working in the On Switch (OS) limits, after exiting the On Switch (OS) the maintenance lockout must be restored to power.

#### Add new rule: GCOR 8.21.2 - Power Assisted Switch (PAS) Failures

Crews must approach the Power Assisted Switch (PAS) prepared to stop if they receive:

1. Message, "Switch Not Lined"  
or
2. If no message following a request and the switch point indicator indicated the switch is not properly lined the crew must:
  - Stop the train short of the On Switch (OS).
  - Notify the Train Dispatcher.
  - Test switch using the hand pump mechanism (refer to Rule 8.21.3) to fully line the switch in the opposite direction.
  - Line switch for the desired route.
3. If radio confirmation is received that the switch is properly lined for movement and the Switch Point Indicator displays a RED or DARK indication the crew must:
  - Stop the train short of the On Switch (OS), consistent with good train handling.
  - Inspect the switch.
  - Report it to the Train Dispatcher.

#### Add new rule: GCOR 8.21.3 Hand Operation of a Power Assisted Switch (PAS)

To operate the hand throw mechanism of a Power Assisted Switch (PAS):

1. Unlock the pump handle and the throw cover.
2. Select the direction of the switch point travel by moving the directional valve lever, sticking through the end of the machine, in the direction the switch points are to move.
3. Insert the pump handle into the pump and move the handle back and forth.
4. A visual inspection of a good point closure should be made after completion of hand operation.
5. After completing the throw operation, the pump handle and the throw cover must be locked.
6. GCOR 8.3 will apply if the Power Assisted Switch (PAS) is operated by hand pump.
7. When Power Assisted Switches (PAS) are operated by hand, all rules governing hand operated switches apply, except cars must not be dropped over the switch.

#### Add new rule: GCOR 8.21.4 Change of Original Requested Route

If a change is needed from the original requested route, the train crew must stop the train outside the limits of the On Switch (OS) at the Power Assisted Switch (PAS) and:

1. Wait 15 minutes then enter the proper DTMF sequence to line the switch for the desired route.  
or
2. Wait 15 minutes and operate the push button located at the switch.  
or
3. Operate the hand pump mechanism to the desired position. And examine the switch to ensure points fit properly before proceeding.

#### GCOR 15.1 – Track Bulletins – Add the following paragraph:

Daily Operating Bulletins (DOB) may be issued in lieu of Track Bulletins. All rules and instructions governing the issuance and use of Track Bulletins also apply to DOB.

DOB is issued as needed and contains:

- Speed restrictions (Track Bulletin Form A).
- Protection of men or on-track equipment (Track Bulletin Form B).
- Other unusual conditions (Track Bulletin Form C).
- Each DOB supersedes the previous DOB.
- Employees must always review the entire DOB for completeness.
- Additions to DOB are permitted in accordance with rule 15.7.
- Deletions to DOB are permitted in accordance with rule 15.13.
- Employees whose duties are affected by a timetable, must have a current copy of the DOB, this DOB can be considered to be in effect for that entire tour of duty.
- Other relevant operating information as determined by the dispatcher or operating department.

#### GCOR Glossary Abbreviations – Add the following:

EIC.....Employee In Charge

## Transportations Safety Rules and Procedures

### **Add new rule: Rule 1309**

#### **Working at Night or Low Light/Visibility**

Employees must carry a light when working at night or in reduced lighting/visibility.

Exercise care to avoid hazards caused by shadows resulting from the use of lights.

Specific lighting requirements for:

- Engineers – Trainman's Lantern, flashlight (non-metallic) or a hands free light
- Trainmen – Trainman's Lantern
- Remote Control Operator – Hands free light or trainman's lantern if it does not interfere with ability to use the remote control.

Note: Trainmen may use a hands free light in addition to their lantern if they choose, but the lantern is their required light source.

### **Rule 1700**

#### **That part reading:**

Place feet firmly and have a secure handhold whenever you are involved in any operation or situation on the ground or on equipment when necessary to maintain stability. Some examples are:

#### **Revise to read:**

Place feet firmly and have secure three points of contact whenever you are involved in any operations or situation on the ground or on equipment when necessary to maintain stability.

Some examples are:

### **Rule 1703**

#### **Revise paragraph (k) to read:**

(k) On the end sill platform of any car except that an employee riding a tank car must ride on the end platform of a tank car as governed by Transportation Safety Rule 1705.

#### **Add paragraph (q) which reads:**

(q) On the stirrup of railcars equipped with a single vertical handhold in the position where the employee is required to ride.

#### **Rule 1705 – Add the following:**

(g) If the car is not the last car of the movement and it is necessary to ride a car, always ride the leading end of car in the direction of movement.

#### **(h) When riding tank cars:**

Employees may only ride a tank car when the tank car is the leading car of a shoving movement or the last car in a cut of cars being pulled.

Employees must maintain at least 3 points of contact and:

#### **When shoving:**

- Be on leading end of leading car.
- Be positioned to ride behind the safety bar outside the gage of the track. If unable to ride behind the safety bar, employee must not ride the car.
- Place both feet on the end platform to provide secure contact with the car. If unable to place both feet securely on the platform, employee must not ride the car.

#### **When pulling:**

- Be on the trailing end platform of the last car, facing the direction of movement.
- Place both feet on the end platform to provide secure contact with the car.

- Maintain a firm grip on the safety bar.

### **Rule 1709 – Add the following paragraph:**

(i) A train or cut of cars consisting of intermodal cars equipped with crossover platforms without handholds and/or empty flatcars may be crossed through without three points of contact; taking short deliberate steps.

### **Rule 1709**

#### **That part reading:**

If equipment does not have the necessary safety appliances to crossover, separate the equipment by at least 50 feet or walk around the end of the coupled equipment.

#### **Revise to read:**

If equipment does not have the necessary safety appliances to crossover, separate the equipment by at least 100 feet or walk around the end of the coupled equipment.

### **Rule 1710**

#### **That part reading:**

(i) Make sure that equipment is separated by at least 50 feet before making any adjustments to uncoupled equipment.

#### **Revised to read:**

(i) Make sure that equipment is separated by a least 100 feet before making any adjustments to uncoupled equipment.

### **Rule 1711**

#### **That part reading:**

(i) Separate equipment by at least 50 feet.

#### **Revise to read:**

(i) Separate equipment by at least 100 feet.

### **Rule 1752 - Add the following:**

#### **(f) Brake Sticks**

Brake sticks approved by the company may be used to operate:

- Hand brake wheels. Brake Sticks less than 5 feet in length may not be used to reach across drawbar to operate hand brake wheel.
- Knuckles.
- Angle cocks located on the side nearest where you are standing.

G&W Transportation Safety Rule 1710 "3 step protection" must be complied with if any part of your body will break the plane of the car to perform any of the above tasks.

#### **Safety Precautions when using brake sticks:**

- Equipment must be stopped.
- Work from the field side rather than between adjacent tracks when possible.
- The handle can easily foul an adjacent track, so be alert to keep clear of moving equipment.
- To release a vertical type handbrake pull the handbrake wheel counterclockwise. Using the hand brake quick release on any type of handbrake is prohibited.
- Never place the butt of the brake stick against your body.
- Do not ride, climb or cross equipment with the brake stick in your hand.
- Maintain firm footing and a braced position. Don't overreach, keep your hands and other body parts clear of pinch points and be prepared for slipping hazards on uneven ballast.
- Do not jerk on the brake stick and maintain good body mechanics by pulling downward on the brake stick when tightening or loosening hand brake wheels.
- Never use body weight (leaning backwards) to tighten or loosen hand brakes.

## Rule 1920

### That part reading:

Only qualified locomotive engineers may reset a crankcase overpressure device one time in order to return the engine to online. If after restarting, the device shuts the engine down again, the locomotive must remain isolated to its destination. The dispatcher or mechanical department must be notified immediately. Employees must never open air box covers, top deck covers or crank case lids. There is a possibility of an explosion if this is done.

### Revise to read:

If the crankcase pressure device trips the engine may not be restarted. The dispatcher of mechanical department must be notified immediately. Employees must never open air box covers, top deck covers or crank case lids. There is a possibility of an explosion if this is done.

### G&W AB&TH Rule 101.10 – Locomotive Safety Devices

#### Revise entire rule to read:

##### Ensure locomotive safety devices are cut in and operating at all times:

- Overspeed
- Alerter (consider defective if device fails to provide visual and audible warnings)
- Automatic cab signals
- Automatic train stop equipment
- Automatic train control equipment

A controlling locomotive equipped with an alerter shall be tested prior to departure from each initial terminal, or prior to being coupled as the lead locomotive in a locomotive consist by allowing the warning timing cycle to expire that results in an application of the locomotive brakes at a penalty rate.

However, safety devices do not have to be operating on non-controlling locomotives, distributed power, remote controlled locomotives, or when a safety device becomes defective en route.

If a safety device becomes defective en route, inform the train dispatcher and mechanical department as soon as possible.

Do not cut out or defeat a safety device without proper authorization. When a locomotive is en route, this authorization may come from the train dispatcher, mechanical supervisor, or other manager.

## G&W Air Brake and Train Handling Rules

### 100.11 Transfer Train Movements Test – Revise entire rule to read:

Test the air brake system on a train making a transfer train and yard movement that does not exceed 20 miles in one direction. Intermediate switching is permitted on transfer train movements.

Test the air brake system on a transfer train as follows:

1. Couple brake pipe hoses between all cars.
2. Charge the air brake system to at least 75 psi as indicated by a gauge or device at the rear of the train.
3. Upon proper signal, make a 20 psi brake pipe reduction.
4. Verify that the brakes apply and remain applied on each car until release signal is given. Any car whose brakes release prior to signal being given to release the brakes may be re-tested once and a determination must be made that brakes will remain applied until a release is initiated for a period of no less than 3 minutes.
5. A record of the test is to be recorded on and kept on the controlling locomotive of the train.

**Note:** Testing the air brake system on cars added that have not been pre-tested as outlined above is also required before proceeding during a transfer train and yard movement. If cars are set out during a transfer train and yard movement, determine that brake pipe pressure at the rear car has been restored before proceeding. Any pretested car(s) off air for more than 4 hours must be retested as outlined above.

### 101.10 – Locomotive Safety Devices – Revise entire rule to read:

Ensure locomotive safety devices are cut in and operating at all times:

- Overspeed
- Alerter (consider defective if device fails to provide visual and audible warnings)
- Automatic cab signals
- Automatic train stop equipment
- Automatic train control equipment

A controlling locomotive equipped with an alerter shall be tested prior to departure from each initial terminal, or prior to being coupled as the lead locomotive in a locomotive consist by allowing the warning timing cycle to expire that results in an application of the locomotive brakes at a penalty rate.

However, safety devices do not have to be operating on non-controlling locomotives, distributed power, remote controlled locomotives, or when a safety device becomes defective en route.

If a safety device becomes defective en route, inform the train dispatcher and mechanical department as soon as possible.

Do not cut out or defeat a safety device without proper authorization. When a locomotive is en route, this authorization may come from the train dispatcher, mechanical supervisor, or other manager.

### 102.1 – Securing Equipment Against Undesired Movement

#### The first bullet point reading:

- When leaving three or less cars unattended, apply hand brakes to all cars. No less than three hand brakes are required when leaving more than three cars unattended.

#### Add the following sentence:

(When actively switching in a limited, defined area, the three hand brake minimum does not apply. There must still be a sufficient number of handbrakes applied to prevent movement when all air brakes are released.

#### 102.1.1 – Securing an Unattended Train or Portion of Train with Locomotive Attached

##### That part reading:

2. Release all air brakes to ensure hand brakes will prevent movement.

##### Revise to read:

2. Release all air brakes and apply sufficient tractive effort to determine effectiveness of the handbrakes and that the handbrakes will prevent movement once the tractive effort is terminated. (In cases, such as a break in two, when the air cannot be released nor tractive effort applied, refer to the handbrake chart in GWI AB&TH Rule 102.1 and add 50%)

#### 102.1.2 Securing Train Before Detaching Locomotive(s)

##### That part reading:

2. Release all air brakes to ensure handbrakes will prevent movement.

##### Revise to read:

2. Release all air brakes and apply sufficient tractive effort to determine effectiveness of the handbrakes and that the handbrakes will prevent movement once the tractive effort is terminated.

(In cases, such as a break in two, when the air cannot be released nor tractive effort applied, refer to the handbrake chart in GWI AB&TH Rule 102.1 and add 50%)

### 102.3 – Unattended Locomotive(s)

That part reading:

When securing locomotives coupled to unattended train(s):

1. Place the throttle in IDLE unless protecting the engine from freezing (see Rule 105.2 and Rule 105.6).
2. Place the transition handle (if equipped) in the OFF position.
3. Place the generator field switch or the circuit breaker on the control stand (if equipped) in the OFF position.
4. Remove the reverser handle and stow it in the receptacle, if equipped. Do not remove the reverser handle if needed to increase the throttle position to prevent freezing.
5. Apply and test handbrakes on all locomotives.
6. Release air brakes to determine handbrakes will prevent movement.
7. Make a 20-psi brake pipe reduction after allowing the brake system to re-charge.
8. Leave the automatic brake valve cut in.
9. Fully apply the independent brake.
10. Place engine control switch to ISOLATE on all locomotives unless conditions require winter protection as prescribed by Rule 105.2 and Rule 105.6.
11. If grade requires, block the wheels securely.

Revise to read:

When securing unattended locomotives with or without cars attached:

1. Apply handbrakes on all locomotives in the consist; or the controlling consist if attached to a train.
2. Release all air brakes and apply sufficient tractive effort to determine effectiveness of the handbrakes and that the handbrakes will prevent movement once the tractive effort is terminated.
3. Fully apply the independent brake.
4. Make a 20-psi brake pipe reduction after allowing the brake system to re-charge.
5. Leave the automatic brake valve cut in.
6. Place the throttle in IDLE unless protecting the engine from freezing (see Rule 105.2 and Rule 105.6).
7. Place the transition handle (if equipped) in the OFF position.
8. Place the generator field switch or the circuit breaker on the control stand (if equipped) in the OFF position.
9. Remove the reverser handle and stow it in the receptacle, if equipped. Do not remove the reverser handle if needed to increase the throttle position to prevent freezing.
10. Place engine control switch to ISOLATE on all locomotives unless conditions require winter protection as prescribed by Rule 105.2 and Rule 105.6.
11. If grade requires, block the wheels securely if locomotive(s) are not attached to railroad cars.
12. Secure all doors and windows in the controlling consist to prevent unauthorized access to the locomotive(s).

### 102.12.6 – 102.12.16 – Add the following rules:

#### 102.12.6 Distributed Power (DP) Requirements

#### 102.12.7 Employee Familiarization

Employees who set-up or operate distributed power equipment must comply with the requirements and instructions for the type of system they will operate.

#### 102.12.8 Brake Pipe Communication Test (BP Test)

A brake pipe communication test is required when a distributed power train:

- Is originally made up following radio link.
- Any time cars are added between the head consist and any remote consist.

### 102.12.9 DP Radio Communication Interruption

During a radio communication interruption, keep the train moving, if possible, to a location where communication is restored.

A. If communication is interrupted:

- When brake valve is cut-in on remote(s), the last throttle and brake pipe pressure will be maintained for up to 90 minutes.
- If brake valve on remote(s) is cut-out (BV Out), remote locomotives in power will return to idle.

B. When necessary to idle the remote during communication interruption, make a full service brake pipe reduction to signal the affected remote(s) to return to idle. In addition:

- Brake valve on remote(s) will automatically cut-out.
- Dynamic brake on remote(s) will be maintained at last command until communication is restored.
- If necessary to idle dynamic brake, stop and then place train in emergency.

#### C. Recovering from Emergency During Communication Interruption

After required train inspection and air flow is at or below 60 CFM on the lead consist, train may be moved to a location where communication may be restored. Remote locomotive brakes will respond to normal changes in brake pipe pressure, similar to a freight car.

#### Communication Restored

When communication is restored, the remote locomotive automatic brake valve will be cut-out. The operator must normalize the controlling remote(s) to return to standard DP operations.

### 102.12.10 Setting out Remote Locomotive

Set out the remote locomotive or move to the head end of train as directed by dispatcher or proper authority if:

- Remote consist is unlinked.
- Controlling remote is shut down due to en-route failure.

### 102.12.11 Operating DP Consist in Independent Mode

When operating distributed power consists in independent mode, do not place consists in synchronous mode until all consists are in the same throttle setting unless cresting a grade using multiple remote consists.

### 102.12.12 Rear Remote Limitations

#### Maximum Locomotives:

A distributed power consist on the rear of a train is limited to no more than two locomotives.

#### En-route Locomotive Failure:

Three locomotives may be in rear distributed power consist providing:

- A locomotive failure occurs in rear consist after train departs initial terminal.
- Train is operating on or will traverse territory with a ruling grade of 1% or greater.
- And
- The non-working locomotive must be isolated or shut down and set-out at next practical location where repairs can be made.

#### Maximum Train Length

##### Length Description

- 8,500 feet behind head end of consist to head end of DP remote consist
- 10,000 feet behind head end consist to EOT.

### 102.12.13 Descending Grade

Distributed Power, Descending Grade Exceeding 1.8%

When operating distributed power trains with lead consist in dynamic brake and helper(s) in power, do not exceed throttle position 4 on helper consist(s).

### 102.12.14 Process for Set-up and Linking Locomotives for DP Service

#### Conventional Set-up

When DP consists has not been previously tested and inspected by mechanical forces for distributed power service, the following tasks must be performed:

- Each consist must be set-up as an individual conventional consist. Each consist must be properly set-up, air tested, and loading.
- Set equalizing reservoir pressure on controlling locomotives to 90-psi.
- Clear any air brake computer faults.
- Connect brake pipe only between consists.
- Controlling locomotive of each consist must be running during set-up. Override auto stop if necessary.

#### Display Screen and Remote Set-up

##### A. Display Screen Set-up

The standard method of screen set-up is that the primary screen displays gauges, speed indicator and DP main menu; the secondary screen displays a full-size DP control screen:

- C45ACCTE & SD70ACe: The default setting is the primary screen on right display only. The screen controls key may be used to modify the default setting, if desired.
- C44ACCTE w/IDP: The screen selected by the user to access the initial DP set-up menu defaults as the primary screen. After linking, press the DIST PWR key to access the DP control screen on the secondary display.
- SD9043AC: Functions the same as C44ACCTE; the screen display selector switch must be set to "both."
- To view the DP Control screen and gauges on a single screen, press DP combined/DP operation key from DP main menu on primary screen.

##### B. Set-up Distributed Power Remote

Use the following sequence to set-up remote DP consist(s):

1. Start from the rear consist first and work forward.
2. Set independent brake to lead and fully apply.
3. Cut-in automatic brake and release.
4. Remove reverser handle.
5. Place generator field switch to off.
6. Place dynamic brake, control, and fuel pump switches to on.
7. Position locomotive isolation switch to run.
8. Turn on DP circuit breaker(s) on back wall. (May be labeled as Data Radio) No breaker on SD70ACe.
9. Zero out EOT setting. (May require entering 00001).
10. Cut-out Cab Signals using switches in screen. Cab Signal circuit breaker (back wall), must remain on.
11. On engineer's primary display screen, press DIST POWER soft key, then press REMOTE SET UP.
12. Enter LEAD unit number using soft keys.
13. Press the same/opposite direction soft key to set the direction that this locomotive is facing compared to the lead locomotive. Caution: Do not bypass this step.
14. Press the DONE or ACCEPT soft key.
15. Place automatic brake to handle off and independent brake to release.
16. Insert keeper pin in automatic brake handle if equipped. Place trailing headlight on dim if rear locomotive.
17. Pull in mirrors and close windows/doors.
18. Lock the engineer's seat so it does not swivel.
19. Release the hand brakes on all locomotives in the remote consist

### 102.12.15 Set-up Distributed Power Lead

Uses the following sequence to set-up lead DP consist:

1. Set the independent brake to lead and fully applied. Set the automatic brake to cut-in and release.
2. Turn on DP circuit breaker(s) on the back wall. (May be labeled as Data Radio) No breaker on SD70ACe.
3. Position the isolation switch on back wall to Run.
4. On the engineer's primary screen, press the DIST POWER soft key, then press the LEAD SET UP key.
5. Enter controlling REMOTE unit number.
6. Press the LINK soft key. System will display "Linked OK" when radio communication is established.
7. System will prompt to enter another controlling remote unit. Enter if train has additional remote consist(s).
8. Press the DONE or ACCEPT key when finished.
9. Select FTE (Full Tractive Effort) or CTE (Controlled Tractive Effort) as applicable and EXECUTE.
10. Follow on-screen prompts to recover air. Do not attempt release until "Go to Release" is displayed.
11. Press DIST POWER key on Secondary screen to activate DP Control screen.
12. DP Control screen will indicate flow on each consist. When flow displays less than 20 CFM on all consists or stabilized, press BP TEST key and EXECUTE from System Menu on Primary screen.
13. Apply minimum service when prompted.
14. System will display "BP Test OK" when complete.
15. If test fails, release air, recharge train, and attempt test again. Most BP Test failures are due to air flow not being fully stabilized.
16. Select the LEAKAGE key and EXECUTE from the System Screen on Primary Display to perform Automated Leakage Test.
17. From the DP main menu on the primary display, select the MODE key, and press RUN and Execute.

#### 102.12.16 Procedures for Distributed Power Operation

##### A. Distributed Power Brake Pipe Communication Test (BP Test)

The following procedure is required any time cars are added between the lead consist and any remote consist:

1. The DP Control screen will indicate flow on each consist. When the flow displays less than 20 CFM on all consists or the flow has remained stable for 90 seconds, press BP TEST key and EXECUTE from System Menu on the Primary screen
2. Apply Minimum Service when prompted.
3. System will display "BP Test OK" when complete.
  - If the test fails, recharge the train and re-test. Most BP Test failures are due to air flow not being fully stabilized.
  - If the test fails after three attempts, inspect the train for excessive leakage or improperly positioned angle cock(s) before retesting.

##### B. Distributed Power Automated Leakage Test

The following procedure is required when performing a brake pipe leakage test.

1. On the primary screen, press the system key, then the LEAKAGE key and EXECUTE.
2. The system will automatically make a 20-psi brake pipe reduction, cut-out brake valves on all consists, and calculate brake pipe leakage.
3. Follow the screen prompt when "Apply Full Service Reduction to End Test" is displayed.
4. The primary screen will display the amount of leakage when test is complete. The leakage test may take up to 5 minutes.
5. Release the automatic air brakes when prompted.
  - This will cut-in brake valves. If the train is ready for immediate departure, train check is not required.
6. On primary screen, from DP main menu, select MODE, press RUN key and EXECUTE.

##### C. Set-out Function

Use set-out function when train line is separated between lead consist and remote, including train separation. If train is in emergency, comply with step 1 before recovering the air.

1. Make a 20-psi reduction and allow brake pipe to exhaust, then:
2. On the Secondary Display, press the REMOTE key, then press the SET OUT key and EXECUTE. The selected remote is highlighted on display. Repeat the process if more than one remote consist is set out.
3. Verify "Set Out" appears on the remote status.
4. Separate train. A red PCS indication should begin flashing above the remote display upon separation.
5. Make switching moves as needed, and re-couple to train when finished. Do not open the angle cock.
6. On the Remote Screen on Secondary Display, press the NORMAL key and EXECUTE.
7. Verify that the remote status on display changes from "Set Out" to "Normal."
8. The automatic brake must be released before angle cock is opened or train will go into emergency.
9. Slowly open the angle cock to rear portion of train. Brake valve (BV) will cut-in on remote when a brake pipe pressure increase is sensed.

##### D. Train Check

Perform a train check when a DP train is stopped:

1. A BP reduction of at least 10-psi must be in effect before the TRAIN CHECK key will display. On the Primary screen from the DP Main menu, select SYSTEM, then press TRAIN CHECK and EXECUTE.
2. Release the brakes when ready to depart. "Train Check OK" message should display in less than one minute.

If the "Train Check Fail" message is displayed, comply with one of the following:

- Repeat Train Check with brake pipe reduction greater than 10-psi.
- Perform a manual train check by selecting BV OUT on Remote Screen, then select

NORMAL and EXECUTE. Then release the automatic reduction. If the remote BV cuts in, this satisfies the Train Check requirement.

- If the test fails three times, inspect the train for closed angle cock(s).

Note: Train Check is not required when exceptions contained in Rule 34.4 apply. When the temperature is below ten degrees Fahrenheit, initiate a Train Check just prior to departure.

#### Add new rule: 105.6.1 Additional Locomotive Cold Weather Protection Instructions

Fuel conservation is an important responsibility for every employee involved in operating and maintaining locomotives. These instructions are intended as an addition to our current requirements and fuel conservation policy. Importantly, they require enhanced communication and will provide a means to document compliance with the fuel conservation policy.

When a train crew is arriving at a terminal or intermediate location where their train or locomotive(s) will dwell for more than 20 minutes contact the dispatcher, yardmaster, trainmaster or control station (the person providing instructions and authorization of movement). During this communication reach a decision as to whether the locomotives are to be left idling or shutdown. The dispatcher, yardmaster, trainmaster or control station should consult with weather data to make certain the decision regarding how the locomotives will be left for the expected amount of dwell time adhered to the fuel conservation policy and record the decision.

In the event the dwell time is extended unexpectedly and weather data indicated the ambient temperature will drop below 35 degrees F, arrangements must be made to have the locomotives restarted during the period of time when temperatures will be below 35 degrees.

When weather may result in freeze damage to a locomotive (ambient temperature below 35 degrees for an extended period of time) the following guidelines should be applied unless instructed by proper authority to take additional or alternative actions.

- Position locomotives shut down in a heated building designated for this purpose whenever possible.
- Verify to the extent possible that boiler, APU's, Hot Starts, AESS Systems, as equipped are working as intended. If it is determined the equipment is not operative document and report it.
- If the temperature is 10 degrees or below leave the locomotive idling in throttle notch 2.
- If the temperature is 0 degrees or below leave the locomotive idling in notch 3.
- Make certain the locomotives are properly secured per applicable instructions.

## Other Rules, Procedures and Information

### **Severe Weather – Heat Restrictions**

On all PSAP Subdivision the following will be in effect:

1. When the ambient temperature reaches, or is above 85 degrees F:
  - a. Special Hot weather inspections are to be initiated to inspect track for sign of tight rail, thermal misalignments, between the hours of 1200 and 2000h.
  - b. Inspections should be focused of areas of past tight rail incidents, CWK locations, in and out of fixed objects i.e. open deck bridges, vertical curves, grades, small rail/weak track.
  - c. Specific hot weather inspections plans are the responsibility of local engineering and maintenance employees to develop and implement.
2. When the ambient temperature reaches, or is above 90 degrees F:
  - a. All trains to proceed not exceeding 10 MPH.
3. When the ambient temperature reaches, or is above 100 degrees F:
  - a. No train movement allowed until ambient temperature drops below 100 degrees F.

### **Severe Weather – Wind Restrictions**

On all PSAP Subdivisions the following will be in effect:

1. When sustained winds are between 30 MPH and 40 MPH:
  - a. Trains must operate at Restricted Speed outside Yard Limits.
2. When sustained winds are between 40 MPH and 50 MPH:
  - a. Track inspection(s) must proceed the movement outside Yard Limits.

OR

  - b. Train must operate at Restricted Speed.
3. When sustained winds are 50 MPH and above:
  - a. All Trains must STOP.
  - b. No train movement allowed until:
    - i. Winds have subsided below 50 MPH.
    - ii. Track has been inspected.

### **Automatic Warning Device Boxes**

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

### **Conductors Accompanying Trains in Vehicles**

1. A manager must approve the use of the vehicle as an alternative to riding on the controlling locomotive when operating on a main track outside yard or restricted limits.
2. The controlling locomotive must be equipped with an event recorder and a working alertness device (alerter)
3. The conductor and engineer must physically be together when obtaining or releasing planned mandatory directives ( a "planned" mandatory directive would include a track warrant where the crew initiates the call to the train dispatcher to obtain or report clear of the limits of a track warrant)
4. When a mandatory directive is unplanned, it must be copied by an employee who is physically on the train.
5. A conductor accompanying a train in a vehicle may never report clear of the limits of, or report the train having passed a specific location.

### **SPEED TABLE – FOR INFORMATION ONLY**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
12	00	5.0	1	46	34.0
8	34	7.0	1	42	35.3
6	00	10.0	1	40	36.0
5	00	12.0	1	34	38.3
4	00	15.0	1	30	40.0
3	30	17.1	1	20	45.0
3	00	20.0	1	16	47.4
2	45	21.8	1	12	50.0
2	30	24.0	1	10	51.4
2	24	25.0	1	06	54.5
2	10	27.7	1	02	58.0
2	00	30.0	1	00	60.0

RRR

### **PSAP STATEMENT OF SAFETY POLICY**

It is our policy that operations be conducted in a safe manner. As an integral part of this policy, the management of the Puget Sound & Pacific Railroad believes that:

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

### **SAFETY TAKES PRECEDENCE!**

### **JOB BRIEFING**

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

1. The job(s) to be done or move(s) to be made.
2. The responsibility of each employee.
3. Any additional instructions due to an unusual condition.
4. Any specific reminder due to a hazardous condition or unusual practice.
5. When on or near track, discuss how you are protected, what your limits are, what type and time given.

If necessary, an additional briefing should be held as the work progresses or the situation changes.



### **Five SOFA Lifesavers**

- Secure all equipment before action is taken.
- Protect employees against moving equipment.
- Discuss safety at the beginning of a job or when work changes.
- Communicate before action is taken.
- Mentor less experienced employees to perform service safely.

# of Cars	Feet	Empty Weight	Loaded Weight
1	60	34	134
2	120	68	268
3	180	102	402
4	240	136	536
5	300	170	670
6	360	204	804
7	420	238	938
8	480	272	1072
9	540	306	1206
10	600	340	1340
11	660	374	1474
12	720	408	1608
13	780	442	1742
14	840	476	1876
15	900	510	2010
16	960	544	2144
17	1020	578	2278
18	1080	612	2412
19	1140	646	2546
20	1200	680	2680
21	1260	714	2814
22	1320	748	2948
23	1380	782	3082
24	1440	816	3216
25	1500	850	3350
26	1560	884	3484
27	1620	918	3618
28	1680	952	3752
29	1740	986	3886
30	1800	1020	4030
31	1860	1054	4154
32	1920	1088	4288
33	1980	1122	4422
34	2040	1156	4556
35	2100	1190	4690
36	2160	1224	4824
37	2220	1258	4958
38	2280	1292	5092
39	2340	1326	5226
40	2400	1360	5360
41	2460	1394	5495
42	2520	1428	5628
43	2580	1462	5762
44	2640	1496	5896
45	2700	1530	6030
46	2760	1564	6164
47	2820	1598	6298
48	2880	1632	6432
49	2940	1666	6566
50	3000	1700	6700

# of Cars	Feet	Empty Weight	Loaded Weight
51	3060	1734	6834
52	3120	1768	6968
53	3180	1802	7102
54	3240	1836	7236
55	3300	1870	7370
56	3360	1904	7504
57	3420	1938	7638
58	3480	1972	7772
59	3540	2006	7906
60	3600	2040	8040
61	3660	2074	8174
62	3720	2108	8308
63	3780	2142	8442
64	3840	2176	8576
65	3900	2210	8710
66	3960	2244	8844
67	4020	2278	8978
68	4080	2312	9112
69	4140	2346	9246
70	4200	2380	9380
71	4260	2414	9514
72	4320	2448	9648
73	4380	2482	9782
74	4440	2516	9916
75	4500	2550	10050
76	4560	2584	10184
77	4620	2618	10318
78	4680	2652	10452
79	4740	2686	10586
80	4800	2720	10720
81	4860	2754	10854
82	4920	2788	10988
83	4980	2822	11122
84	5040	2856	11256
85	5100	2890	11390
86	5160	2924	11524
87	5220	2958	11658
88	5280	2992	11792
89	5340	3026	11926
90	5400	3060	12060
91	5460	3094	12194
92	5520	3128	12328
93	5580	3162	12462
94	5640	3196	12596
95	5700	3230	12730
96	5760	3264	12864
97	5820	3298	12998
98	5880	3332	13132
99	5940	3366	13266
100	6000	3400	13400

# of Cars	Feet	Empty Weight	Loaded Weight
101	6060	3434	13534
102	6120	3468	13668
103	6180	3502	13802
104	6240	3536	13936
105	6300	3570	14070
106	6360	3604	14204
107	6420	3638	14338
108	6480	3672	14472
109	6540	3706	14606
110	6600	3740	14740
111	6660	3774	14874
112	6720	3808	15008
113	6780	3842	15142
114	6840	3876	15276
115	6900	3910	15410
116	6960	3944	15544
117	7020	3978	15678
118	7080	4012	15812
119	7140	4046	15946
120	7200	4080	16080
121	7260	4114	16214
122	7320	4148	16348
123	7380	4182	16482
124	7440	4216	16616
125	7500	4250	16750

Formulas are based on the following:

Average Car Length = 60 feet

Empty Car Weight = 34 Tons

Loaded Car Weight = 134

NUMBERS OF CARS    WEIGHT    FEET

LOADED

EMPTIES

TOTAL

SMALLER MEASUREMENTS

Tenths    Feet

1	528	6	3168
2	1056	7	3696
3	1584	8	4224
4	2112	9	4752
5	2640	10	5280

NOTE: Don't forget to include all LOCOMOTIVES in total train length.