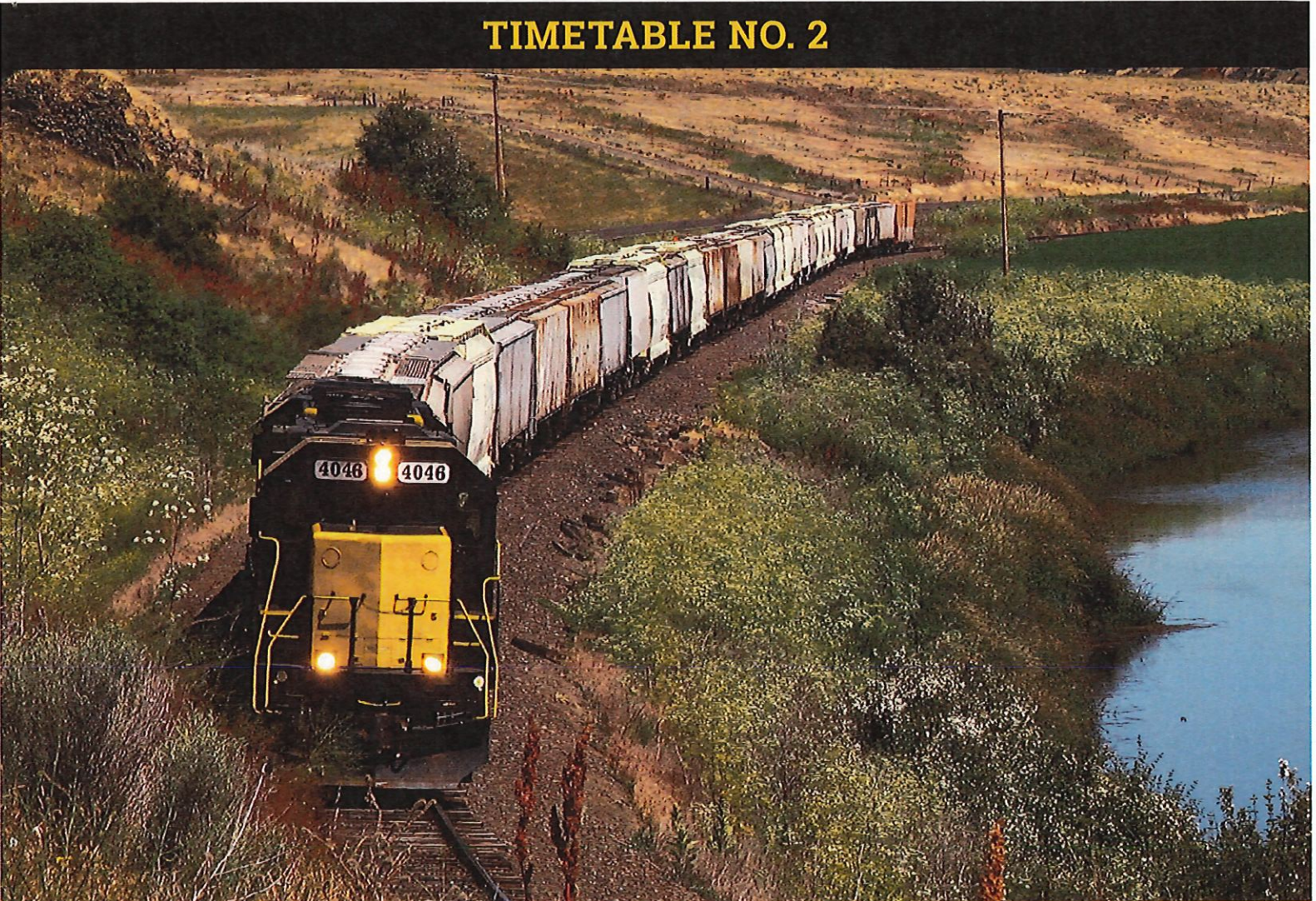




Palouse River & Coulee City R.R.

Palouse River & Coulee City Railroad

TIMETABLE NO. 2



EFFECTIVE 0001 HOURS PST
January 1, 2026

325 Mill Road | Lewiston, ID 83501



Our Foundation Principles

Our culture reflects the importance we place on customers, team members, and safety. It's our belief that taking care of these three areas is the right way to take care of business.



Value Our Customers

Our company has heart and passion for serving customers and for solving any supply chain challenge.



Value Our People

Watco cares deeply about our people. We focus on bringing out the best in people, supporting their goals, and offering opportunities for team members to develop their skills and broaden their experiences.



Safely Improve Every Day

Safety is at the center of everything Watco does. We look out for team members' safety and overall well-being, doing everything in our power to return you home just as you arrived.

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Job Briefing

Prior to performing any task requiring the coordination of two or more team members, those team members 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 team member
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.

Timetable Characters

A	Automatic interlocking
B	Radio base station
D	Hot box and dragging equipment detector equipped with verbal indicator
G	Gate – normal position against conflicting route
g	Gate – normal position against this route
g*	Gate – may be left as last used
J	Junction with another railroad, subdivision, or industrial lead
M	Manual interlocking
O	General orders, general notices
P	Power derail
R	Restricted limits
T	Wye (turning facility)
X	Railroad crossing at grade
Y	Yard limits
CP	Control point

Timetable Abbreviations

CS	Controlled siding
CTC	Centralized traffic control
RL	Restricted limits
YL	Yard limits
TWC	Track warrant control
OTMT	Other than main track
AUX	Auxiliary
TRK	Track
IND	Industrial
MP	Mile post

Safety Message

The top human-factor causes of injuries and accidents are:

1

Handling switches and derails

Check the points twice! Once before and once after operation. KNOW the route is properly lined – don't rely on guesses or memory. **It is your responsibility.**

2

Failure to properly secure unattended equipment

Know the minimum required number of hand brakes – see ABTH 102.1 changes. Never leave unattended equipment unsecured! **Securing unattended equipment is YOUR responsibility.**

3

Failure to properly protect shoving movements

Protecting your shoving/pushing movement is YOUR responsibility. You must KNOW the track is clear, lined for your movement, and unobstructed.

4

Slips, trips, and falls and/or lost balance

Look where you place your feet as you're walking and before dismounting equipment. Tripping hazards and insecure footing conditions exist in many areas. **It is YOUR responsibility to avoid them.**

5

Overexertion

Do not try to be a hero – if the equipment you are operating or job you are trying to do requires more than moderate force – GET HELP! **It is your responsibility to NOT overexert and risk injury.**

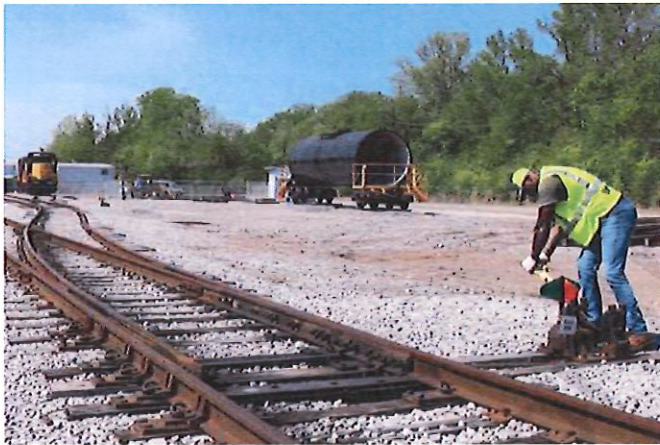
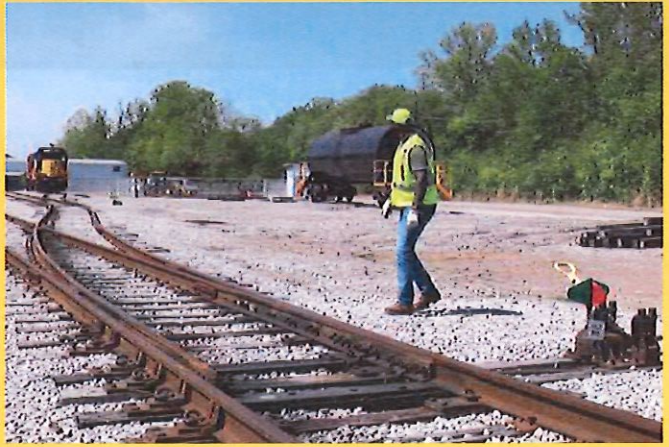
6

Caught between pinch points

Be mindful and watchful where you place your hands, fingers, and other parts of your body when working. Understand the task requirements before you start work. **It is your responsibility to avoid placing parts of your body near pinch points where injury may occur.**

LOOK

Look both ways, check switch points for obstructions and damage prior to lining switch

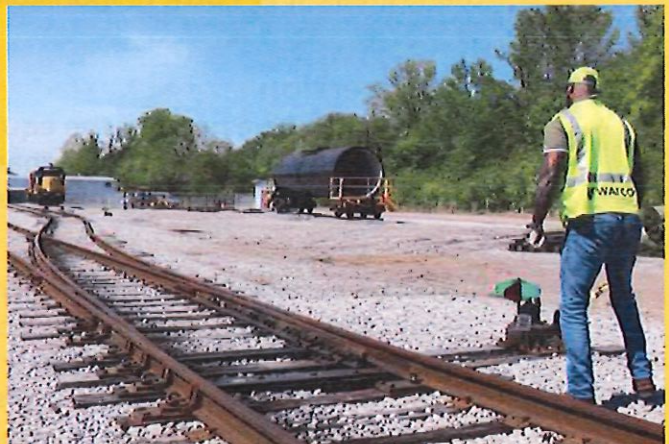


LINE

Line the switch for the intended route

LOOK

Look both ways and check switch points for proper route



LOOK
LINE
LOOK

HOOPER SUBDIVISION

Hooper Subdivision

EASTWARD	Length of Siding in Feet	Mile Post Location	Station		Track Diagram	Method of Operation	WESTWARD
		24.3	UPRR Junction 1.3	JY		YL	
		25.6	Hooper Junction 1.2	TY		MP 29.0	
		26.8	Hooper 6.0	Y			
		32.8	Blaze 4.3				
		37.1	Pampa 4.4			TWC	
		41.5	Lacrosse 6.5				
		48.0	Sutton 4.3			MP 51.0	
		52.3	Winona 5.6	JTY		YL	
		57.9	Endicott 6.9			MP 53.0	
		64.8	Thera 3.7			TWC	
		68.5	Diamond 4.0				
		72.5	Mockonema 4.5			MP 71.5	
		77.0	Colfax 0.5	JT		OTMT	
		77.5	End of Track				

Special Instructions

1. MAXIMUM AUTHORIZED SPEED

Entire Subdivision 25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 24.3 to MP 27.3 10 MPH

MP 33.8 to MP 35.0 10 MPH

MP 41.0 to MP 41.8 10 MPH

MP 66.75 to MP 67.25 10 MPH

HOOPER SUBDIVISION

3. MAIN TRACK AUTHORIZATION

MP 24.3 to MP 29.0 Yard limits
MP 29.0 to MP 51.0 TWC limits
MP 51.0 to MP 53.0 Yard limits
MP 53.0 to MP 71.5 TWC limits
MP 71.5 to MP 77.50 OTMT

4. JOINT OPERATIONS

PCC trains are permitted to operate on UP tracks from MP 24.3 (UP MP 285.0) to UP MP 213.5 (Wallula-Ayer). PCC crews must have the current UP Timetable, special instructions, and track bulletins. The UP train dispatcher must be contacted at (800) 726-1056 for bulletins and UP track warrants. All PCC trains must be equipped with operative dynamic brakes and operative two-way end-of-train devices.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

MP 24.3 (UPRR Junction) Junction with UP. PCC on-track movements must contact UP dispatcher by radio (channel 042-042, tone *16) or at phone number (800) 726-1056 to obtain permission to enter UP territory and receive track warrants and bulletins.

MP 52.3 and MP 52.1 (Winona) Junction with the PV Subdivision.

MP 77.0 (Colfax) Junction with the Colfax Industrial Spur

6. INDUSTRIAL SPURS

That section of track from the main track switch located at MP 77.0 (MP 0.0 on Colfax Industrial Spur) northward to end of track is designated as the Colfax Industrial Spur.

7. FRA EXCEPTED TRACK

The Colfax Industrial Spur is designated as FRA Excepted Track in its entirety.

8. RADIO CHANNEL INSTRUCTIONS

Railroad	45 Channel AAR#	Dispatcher Tone
PCC	045-045	
UP	042-042	*16

9. SPECIFIC SWITCH INSTRUCTIONS

All main track switches within yard limits at Winona may be left lined and locked as last used. All movements approaching these switches must be prepared to stop unless it is known the switches are properly lined.

HOOPER SUBDIVISION

10. DEFECT DETECTOR LOCATIONS

None.

11. LOCATIONS NOT LISTED AS STATIONS

None.

12. OTHER SPECIFIC INSTRUCTIONS

- A. Weight Restriction Hooper Subdivision. The maximum gross weight for a four-axle car shall not exceed 286,000 lbs. **NOTE:** Any car over 286,000 lbs. may not be moved without approval from the Engineering department.
- B. The area between MP 31.0 and MP 32.0 is a known rock slide area. All movements are to proceed prepared to stop short of obstructions.
- C. The area between MP 50.5 and MP 52.0 is a known rock slide area. All movements are to proceed prepared to stop short of obstructions.
- D. The bridge walkways are out of service at the following locations:
 - MP 33.71
 - MP 36.91
 - MP 37.32
 - MP 52.00
 - MP 77.80Colfax Industrial Spur:
MP .13 East Leg of Wye
- E. Tracks OOS
MP 72.52 Mockonema Stub Track
Colfax Industrial Spur
- F. Crossing OOS
North Main St. in Colfax DOT 810209G. Crossing is disabled. Stop and protect movement over crossing even if devices are seen to be working.
- G. Yard tracks 001 and 002 in Colfax Yard are designated mechanical repair tracks.

PLEASANT VALLEY SUBDIVISION

Pleasant Valley Subdivision

EASTWARD ▼	Length of Siding in Feet	Mile Post Location	Station		Track Diagram		Method of Operation	WESTWARD ▲
		0.0	Winona 11.6	JTY	Aux		YL MP 1.0	
		11.5	Willada 6.8		Aux		Aux	
		18.3	St. John 2.5				Aux	
		20.8	Juno 4.6				Aux	
		25.4	Sunset 4.5				Aux	
		29.9	Thornton 1.8				MP 29.9	
		31.7	End of Track			Aux		

Special Instructions

1. MAXIMUM AUTHORIZED SPEED

Entire Subdivision10 MPH

2. PERMANANT SPEED RESTRICTION

None.

3. MAIN TRACK AUTHORIZATION

MP 0.0 to MP 1.0Yard limits

MP 1.0 to MP 29.9TWC

MP 29.9 to MP 31.7OTMT

4. JOINT OPERATIONS

None.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

MP 0.0 (Winona) Junction with the Hooper Subdivision.

PLEASANT VALLEY SUBDIVISION

6. INDUSTRIAL SPURS

None.

7. FRA EXCEPTED TRACK

The main track from MP 0.0 to MP 31.7 is designated as FRA Excepted Track.

8. RADIO CHANNEL INSTRUCTIONS

Railroad	45 Channel AAR#	Dispatcher Tone
PCC	045-045	

9. SPECIFIC SWITCH INSTRUCTIONS

None.

10. DEFECT DETECTOR LOCATIONS

None.

11. LOCATIONS NOT LISTED AS STATIONS

None.

12. OTHER SPECIFIC INSTRUCTIONS

- A. Whitman County Grain Growers are permitted to operate on other than main track between MP 30.0 and MP 31.7. A derail is installed at MP 30.0.
- B. Weight Restriction at Pleasant Valley Subdivision. The maximum gross weight for a four-axle car shall not exceed 268,000 lbs. **NOTE:** Any car over 268,000 lbs. may not be moved without approval from the Engineering department.
- C. The bridge walkway is out of service at the following locations:
 - MP 18.20
- D. Tracks OOS
 - MP 0.22 to MP .033 Elevator Track including Crossover at MP .03

CONTACT INFORMATION

1. RAILROAD LEADERSHIP CONTACT INFORMATION

Name	Title	Phone
Jerick Staker	General Manager	(208) 300-0845
Bobby Baker	Trainmaster	(208) 791-0904
Zachary Landrum	Trainmaster	(208) 791-0238
A.J. Mee	Chief Mechanical Officer	(208) 816-9208
Dillon Frank	Mechanical Foreman	(208) 791-7165
Sean Crowe	Roadmaster	(208) 790-1754

2. EMERGENCY TELEPHONE NUMBERS OR CALL 911

Location	Contact	Phone
Idaho	State Police	(208)743-9546
Washington	State Police	(800) 283-7804
LaCrosse	Fire Department	(509) 549-3422
	Police Department	(509) 549-3422
St. John	Fire Department	(509) 648-3311
	Police Department	(509) 648-3661
Endicott	Fire Department	(509) 657-3636
	Police Department	(509) 657-3630
Thorton	Fire Department	(509) 523-3551
	Police Department	(509) 397-4341
Colfax	Fire Department	(509) 397-3415
	Police Department	(509) 397-4615
Whitman	County Sheriff	(509) 397-4341

3. RAILROAD CONTACT NUMBERS

Contact	Type	Phone
PCC	Office	(217) 853-9236
Watco Train Dispatcher	Emergency	(866) 386-9321 X6171
	Office	(866) 386-9321 X6016
Customer Service	Office	(866) 889-2826 X3

4. RAILROAD-SPECIFIC INSTRUCTIONS

A. TIME ZONE IN EFFECT

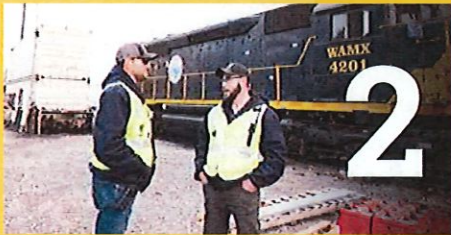
PCC team members will use Pacific Standard Time shown in Continental (Military) Time format on all switch lists and records. Common Daylight Saving Time procedures will be followed. The phone number to compare time is (202) 762-1069.

Switching Operation Fatality Analysis (SOFA)

SOFA is an acronym for Switching Operations Fatality Analysis. The analysis was performed by a combination of representatives from the Federal Railroad Administration, the American Association of Railroads, the American Short Line and Regional Railroad Association, and Union Representatives. The SOFA study recommends and Watco supports the following five life saving measures to prevent injury.



Secure equipment before action is taken



Protect team members against moving equipment



Discuss safety at the beginning of a job or when a project changes



Communicate before action is taken



Mentor less experienced team members to perform service safely

SWITCHING OPERATION FATALITY ANALYSIS

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Lifesaver #1: Secure equipment before action is taken

Details: Any crewmember intending to go between or under cars or locomotives (red zone) must notify the locomotive engineer before such action can take place. The locomotive engineer must then apply locomotive or train brakes, have the reverser centered, and then confirm this action with the individual on the ground.

Additionally, any crew member that intends to adjust knuckles/drawbars, or apply or remove EOT device, must ensure that the cut of cars to couple into is separated by no less than 50 feet. Also, the person on the ground must physically inspect the cut of cars not attached to the locomotive to ensure that they are completely stopped and if necessary, a sufficient number of hand brakes must be applied to ensure the cut of cars will not move.

Lifesaver #2: Protect team members against moving equipment.

Details: When two or more train crews are simultaneously performing work in the same yard or industry tracks, extra precautions must be taken.

Same Track

- Two or more crews are prohibited from switching into the same track at the same time, without establishing direct communication with all crewmembers involved

Adjacent Track

- Protection must be afforded when there is the possibility of movement on adjacent tracks(s). Each crew will arrange positive protection for (an) adjacent track(s) through positive communication with yardmaster and or crewmembers

Lifesaver #3: Discuss safety at the beginning of a job or when a project changes.

Details: At the beginning of each tour of duty, all crewmembers will meet and discuss all safety matters and work to be accomplished. Additional briefings will be held anytime work changes are made and when necessary to protect their safety during their performance of service.

Lifesaver #4: Communicate before action is taken.

Details: When using radio communication, locomotive engineers must not begin any shoving move without a specified distance and direction from the person controlling the move. Strict compliance with "distance to go" communication must be maintained.

When controlling train or engine movements, all crewmembers must communicate by hand signals or radio signals. A combination of hand and radio signals is prohibited. All crewmembers must confirm when the mode of communication changes.

Lifesaver #5: Mentor less experienced team members to perform service safely.

Details: Crewmembers with less than one year of service must have special attention paid to safety awareness, service qualifications, on-the-job training, physical plant familiarity, and overall ability to perform service safely and efficiently. Programs such as peer review, mentoring, and supervisory observation must be used to ensure team members are able to perform service in a safe manner.

Before You Shove...



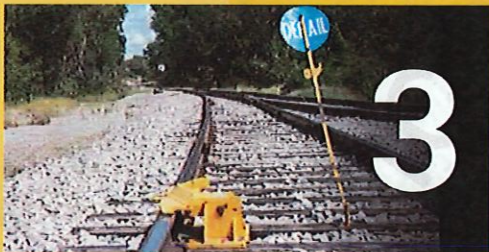
Direction

Which way is the equipment going to move?



Distance

How far can the equipment be shoved safely?



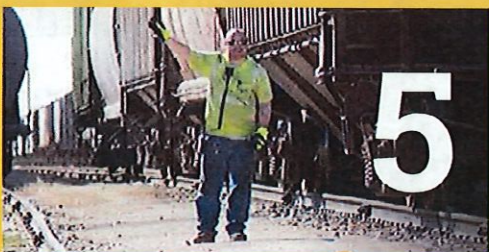
Switches & Derails

Are all switches and derails properly lined for your movement?



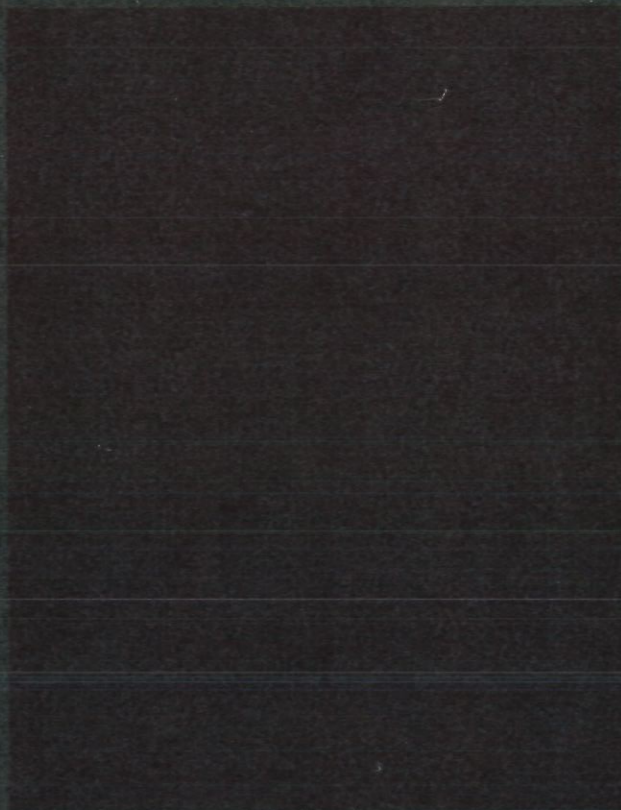
Communicate

Who will protect the shoving movement?



Point Protection

How will the move be protected?



Palouse River & Coulee City R.R.

