

WI&M Ry

SYSTEM SPECIAL INSTRUCTIONS No. 1

Effective March 1, 2024

Applicable to all territories owned, operated or maintained by WIM:

Rules in Effect:

General Code of Operating Rules – 8th Edition dated April 1, 2020
WI&M - Air Brake and Train Handling Rules (system) dated March 1, 2024
WI&M - Safety Rules (system) dated March 1, 2024
AAR – Hazardous Materials Instructions for Rail dated Jan 20, 2022
ASLRRA – Roadway Worker Protection Program dated Sept 1, 2023

Rules and related documents available at www.wimry.com/edocs/.

Federal Regulations (not including interpretations or Emergency Orders that may apply) can be accessed at www.ecfr.gov – choose Title 49 for Transportation, Part 200-299 for Railroads.

Changes/Additions to Rules (WI&M Ry System) – applies to all WIM lines:

Rule 1.4.1 – Good Faith Challenge is expanded, refer to Safety Rule 22.

Rule 1.33 – Inspection of Freight Cars – In addition, particular attention will be paid to cars that may be subject to being overloaded beyond their rated capacity or in excess of any weight restrictions shown for a segment of track or bridge. Cars whose truck springs are fully compressed with little movement allowance remaining at one or both ends of a car, or loaded in such a manner the majority of the load is not evenly distributed, or otherwise believed to be improperly loaded, are not to be switched or moved without approval and instruction from proper authority.

Rule 1.20 – Alert to Movement – Close Clearances – Overhead and side clearance, and walkway issues may be present on any industry track. Watch for clearance issues due to vegetation (including if cab windows are open or while on engine walkways) on all tracks.

Rule 1.36 – Excessive Dimension Loads – rule will also apply to any shipment spanning more than one car, any car having more than 4 axles (excluding articulated cars), loaded cars less than 40 feet in length and more than 100 tons, or cars known or believed to be loaded in excess of their rated capacity.

Rule 1.48 – Standard Clock WIM uses the WWV time service as its standard clock. Time can be accessed online by visiting www.time.gov or via telephone by calling (303) 499-7111. Pacific time zone shall be used.

Rule 2.5 – Communications Redundancy – A working railroad radio will be in the operating cab and rule applies when handling hazardous material or while moving on jointly operated track.

Rule 2.21 – Electronic Devices – Due to the lack of monitored radios or coverage, employees will be permitted to use their cell phones for primary communications as prescribed by Rule 2.21 section C. Roadway workers and mechanical employees are also subject to this rule. Restriction does not apply when working on equipment that is under blue signal or similar protection. In addition, employees may not use electronic devices while operating off-track equipment or at any other time doing so would be hazardous.

Rules 5.4.7 (Display of Red Flag) – Except when flagging or an emergency situation requires, red flags are only to be displayed when trains are required by rule or track bulletin to proceed at a speed requiring them to stop within half the range of vision or otherwise stop short of the red flag. Red flags must be displayed where they will be clearly visible to the train crew or operator of approaching equipment, avoiding when possible placing them within curves or immediately exiting curves that where sight distance is restricted.

Rule 5.5 – Not in effect, **permanent speed signs** are not displayed.

Rule 5.8.4 – No **Whistle Quiet Zones** are in effect.

Rule 6.2 – Initiating Movement – Before beginning each shift, trip or prior to signing into a BRT block, crew members or any others whose duties require (including roadway workers) must obtain and review the current track bulletins that may apply to the territory they will work on.

Rule 6.3.1 – Train Coordination – Not to be used.

Rule 6.3.2 – Engine used to prevent access as part of inaccessible track (New Rule) – When conditions require roadway workers to establish working limits, they may request that engine(s) be used to prevent access as part of those working limits. When used as such, all the following requirements must be met:

- The EIC will first establish a clear understanding with the engineer, who will notify other members of the train crew.
- The engine must be visible to the EIC establishing the working limits.
- The engine must remain stopped. Further movements of the engine shall be made only as permitted by the EIC controlling the working limits.
- The crew of the engine shall not leave the locomotive unattended, release their BRT block authority or go off duty unless a clear understanding is reached with the EIC who will first establish alternate protection of the working limits.
- The air brakes must be cut in, charged and operative to all cars coupled to the engine.
- No other operable engines or other on-track equipment, except those present and under the direction of the EIC are allowed within the working limits established by inaccessible track.
- These restrictions no longer apply when the EIC reports engine is released to operating crew and is no longer being used to establish working limits.

Rule 6.12 – FRA Excepted Track – "Movement" as used in this rule includes any train, switching move or coupled cars in motion (such as a gravity drop). Cars must not be left unattended with air connected to more than five placarded cars in the same cut, but cars may be coupled together.

Rules 6.21 and 6.21.1 – If a **defect or unusual conditions** exist, notify proper authority in a timely manner. Unless otherwise instructed by proper authority, protection is to be provided by entering a track bulletin line to be in effect on the territory, taking such precautions as necessary to ensure that all other crews or workers already on duty that may occupy that territory are either promptly advised, or it is known they will review the track bulletin providing protection before entering the territory. Additional protection will be taken when required.

Rule 6.32.2 F (new rule) – When approaching crossing warning devices where rusty rail conditions exist on low traffic tracks, especially when on light engine movements or with few cars, proceed prepared to stop short until it is seen that the crossing warning devices have been activated and are providing sufficient warning prior to the movement occupying the grade crossing.

Rule 6.32.7 – (new rule) On-track roadway maintenance equipment (including hi-rails) must approach all grade crossings prepared to stop short until it is seen there is no closely approaching vehicle or any traffic at crossing is stopped and yielding to allow rail equipment to cross.

Rule 7.12 (Movement into spur tracks) – Stop at 150 feet from end of track as required by this rule is not required if all the following conditions are met:

- Air brakes are cut in on all cars or sufficient hand brakes are applied on the end car(s) to control slack, and movement's speed and slack are under control.
- Speed does not exceed 7 mph, or slower if necessary, within 150 feet of end of track.
- Amount of cars is not excessive to enable engineer to make a controlled stop and maintain control of slack.
- Crew member controlling movement or engineer may require a safety stop at their discretion.

When practicable, leave cars at least 25 feet from end of track, bumper or derail. Except when necessary to spot car at an end dock, do not leave car's coupler closer than 6 feet to any bumper, dock or derail.

Rule 8.8 – Switches equipped with Locks, Hooks or Latches – The last sentence of the first paragraph does not apply: ~~However, when making train movements in facing point direction, lock the switches equipped with a lock.~~

Rule 8.20 – Exception: When a **derail** is providing protection for track(s) clear of equipment, derail may be left locked (if equipped) in either position. Before leaving equipment unattended on a track, be sure that any fixed derail providing protection for that track is set to the derailing position.

Rule 15.1 – The current **track bulletins** in effect are available electronically. Qualified employees may issue or void track bulletins as prescribed by Rules 6.20, 6.21.1 (including all track defects), 15.3 and 15.13 (as modified herein), or as necessary to provide for safety. Except as previously described, only those with proper authority will issue, modify or cancel other track bulletins, particularly those that modify the rules, line guide and directives (timetable and special instructions), or established safety, mechanical or operating procedures.

Rule 15.2 – Protection by Track Bulletin Form B is not in use.

Rule 15.13 – Voiding Track Bulletins – When a restriction or condition protected by a track bulletin no longer applies, it should be promptly voided by an authorized employee. Employees authorized to void a track bulletin in the electronic system are:

- The same employee originally issuing the track bulletin to be voided;
- The train crew removing all cars and engines protected per Rule 15.5 by the track bulletin to be voided;
- An equipment operator removing all on-track equipment protected per Rule 15.5 by the track bulletin to be voided;
- A track supervisor or inspector after track defects or other conditions are corrected or no longer exist that are being protected by the track bulletin being voided; or
- A supervisor of proper authority.

When an authorized person is unable to physically access the system to void a track bulletin, a qualified employee with access may be authorized to do so when clear and distinct communications exist, an understanding is reached as to the track bulletin to be voided and the required information has been successfully repeated.

ABTH Rule 303 – As part of the daily inspection, if any fluid or sand levels are less than half, the engineer will promptly notify both the person normally assigned to oversee the locomotive and the Walla Walla office. This includes any fuel levels falling to less than 700 gallons (or less than one-half capacity when fuel tank capacity is less than 1,000 gallons). Any shortage or missing typical supplies on the locomotive are also to be reported.

ABTH Rule 802 – Remove “Unless relieved by another RCO, at the end of shift the locomotive will be returned to conventional manual operation mode and remote control equipment properly secured.” This change is covered by the addition to ABTH rule 511.

Safety Rule 28 (One-Person Operations) – Unless otherwise instructed by proper authority or an alternate method to be used to provide equivalent protection, Remote Control Operator monitoring and a one-person crew member not being monitored by their supervisor will call 833-333-3415.

Roadway Worker Protection Program 1.5.1 Exclusive Track Occupancy – These methods do not apply and are not to be used.

Roadway Worker Protection Program 1.5.2 Inaccessible Track – When using a portable derail, the derail must be protected by a flagman in the immediate vicinity or by a full sized track flag displayed in center of track facing the direction of expected traffic at or within 50 feet in advance of derail location; or if paired red flags clamped to rail are used they will be on the opposite rail. See additional requirements for display of red flags in GCOR Rule 5.4.7 as amended herein.

Roadway Worker Protection Program 1.6 Audible Warning From Trains – GCOR Rules 5.8.1 and 5.8.2 (8) will apply.

Roadway Worker Protection Program 1.8 – Good Faith Challenge is expanded, refer to Safety Rule 22.

U.S. Haz. Matl. Instructions for Rail – Section VIII – Emergency Response – Rule 4a(1) is changed to read: Provide an extra copy of the train consist/Train List to the appropriate emergency response personnel, preferably the incident commander or ranking responder. If an extra copy is not readily available, you may take and retain a legible photo of the original documentation allowing you to give the original to the emergency responder. Obtain the identification of the emergency responder you are turning over documentation to.

Glossary:

Abbreviations (add) – IL = Industrial Lead

Industrial Lead (add) – A segment of track designated by the Timetable. An Industrial Lead is considered as Other than Main Track and may be occupied under Rule 6.28, **except where BRT rule 6.15 territory is in effect.**

Train (definition changed to read) – One or more engines coupled, with or without cars, displaying a marker, and authorized to operate on a main track **or within a BRT block.** A term that when used in connection with speed restrictions, flag protection, flag protection, and the observance of all signals and signal rules also applies to engines.

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