

TIMETABLE & SPECIAL INSTRUCTIONS

Columbia Rail Group

No. 4 – Effective September 21, 2025 at 00:01

PORT OF BENTON INDUSTRIAL LEAD				
↓ NORTHBOUND ↓				
METHOD OF OPERATION	MILEPOST	<u>STATION</u>	SIDING LENGTH	TRACK LAYOUT
See UPRR TTSI	18.74	RICHLAND JCT. (ADJOINING UPRR KALAN IL)	1800 FT	
Rule 6.28	19.7	STEPTOE		
	21.5	CITY DOCK	547 FT Aux	
	26.45	LAMB		
	27.4	PORT OF BENTON YARD	Yard	
	28.9	HORN RAPIDS (CITY OF RICHLAND LEAD)		
	29.8	HANFORD (END OF PORT OF BENTON IL)		
Out of Service				
↑ SOUTHBOUND ↑				

Important Phone Numbers:

Police & Fire Emergency: 911

Non- Emergency Dispatch Kennewick & Richland: (509) 628-0333

Crossing ENS reporting: (509) 392-7045

Port of Benton: (509) 375-3060 – 3250 Port of Benton Blvd, Richland, WA 99354

Ron Branine – Director of Facilities & Operations: (509) 578-6159

Roger Wright – RGW Enterprises: (509) 336-7455

CHEMTREC: 1(800) 424-9300

Columbia Rail Operations: (509) 631-9147

1. Method of Operation:

Designation: Other than Main Track	Authority Rule:
MP 18.74 to MP 29.8	6.28
MP 29.8 to End of Track (US Dept. of Energy Track)	OOS

2. Radio Channel in Effect:

Port of Benton - AAR 15 / 15

3. Maximum Speed Limits:

Between MP 18.74 and MP 29.8 10 mph

All tracks other than Industrial Lead 5 mph

4. Excepted Track:

Between MP 28.59 and MP 29.8 and WYE track MP 28.59 to MP W28.9

Tracks designated as Excepted Track - Rule 6.12 applies.

5. Additional Instructions Specific to the Port of Benton Industrial Lead:

Employees will be governed by the following rules in effect:

General Code of Operating Rules
UP Air Brake and Train Handling Rules
UP Maintenance of Way Rules
UP Safety Rules
United States Hazardous Material Instructions for Rail
North American Emergency Response Guidebook

The following Bridges and Overpasses have no walkway:

Irrigation Canal Bridge MP 19.74
Columbia Park Trail Overpass MP 19.96
Yakima River Bridge MP 21.00
Berry's Overpass Bridge MP 22.64

Securing Equipment:

When hand brakes are required, apply a sufficient number of hand brakes, but not less than two when there are two or more cars.

Railroad Standard Clock:

Time signals received from WWV TIME may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; so, only the minutes and seconds may be used. Telephone number for WWV TIME is: (303) 499-7111
Website address for WWV TIME is: <http://www.time.gov>

Upon entry to the Benton Industrial Lead:

ALL trains must call out two times on channel 15/15 and verify there are no opposing trains between Richland Jct and the Port of Benton yard. Trains operating between these limits will coordinate movements between themselves.

Emergency Stop or Severe Slack Action:

ALL Trains: Train must be visually inspected before proceeding if unusual slack action was experienced when stopped or if excessive power is required to start train. If excessive power is not required to start train, and physical characteristics prevent a complete walking train inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection, and must be stopped immediately if excessive power is required to keep train moving.

Car Restrictions:

Six or eight axle cars as well as dimensional cars (high/wide) may not move on Port of Benton trackage without prior approval.

A high/wide load may be moved in a train only after excessive dimension clearance message is received or a crewmember ascertains any applicable restrictions.

Crew member must advise the crewmembers that train contains a high/wide load. Until the other crew members have been notified, the crewmember is responsible for protection against other wide loads.

Clearance message will contain all restrictions encountered over the entire route of movement.

When a high/wide load is set out enroute between terminals, load must be placed on a track which will provide sufficient clearance from the main track and advised issued that the car is being set out.

When a high/wide load is handled, the crew is responsible for compliance with all restrictions in an excessive dimension clearance message.

A train must not pass a location where a restriction is shown for the meeting or passing of trains without authority.

Locomotive Shop RIP track:

Six axle units are prohibited from entering the RIP track at the north end of the Locomotive Shop due to tight track curvature.

6. Crossings, Bridges, & Overpasses:

Name:	Milepost	DOT#
Steptoe Street	19.63	310397T
Irrigation Canal Bridge	19.74	
Columbia Park Trail Overpass	19.96	310396L
Yakima River Bridge	21.0	
Pedestrian Bike Path	21.14	
Jadwin Avenue	22.03	901130K
Interstate 182 Overpass	22.64	901129R
Duportail Street	23.6	310392J
Cemetery Road	24.47	310389B
Van Giesen Street	25.45	310386F
Airport Way	26.04	310402M
Saint Street	26.92	310399G
State Highway 240	26.97	310401F
Battelle Blvd.	29.22	922975L
Horn Rapids Road	29.73	914439X
Logston Blvd. (City of Richland)	29.38	
Kingsgate Way (City of Richland)	30.16	917916Y

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