

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

Revised Pages

This version contains the following revised pages:

Mar. 12, 2003: Cover page, 2, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80.

BNSF



Northwest Division

Timetable No. 1

IN EFFECT AT 0001
Pacific Continental Time
Mountain Continental Time between
Sandpoint Jct. and Whitefish

Sunday, January 20, 2002
(with revised pages in effect
March 12, 2003)

Division General Manager

D.L. Maze

Seattle, WA

(206) 625-6333

General Director Transportation

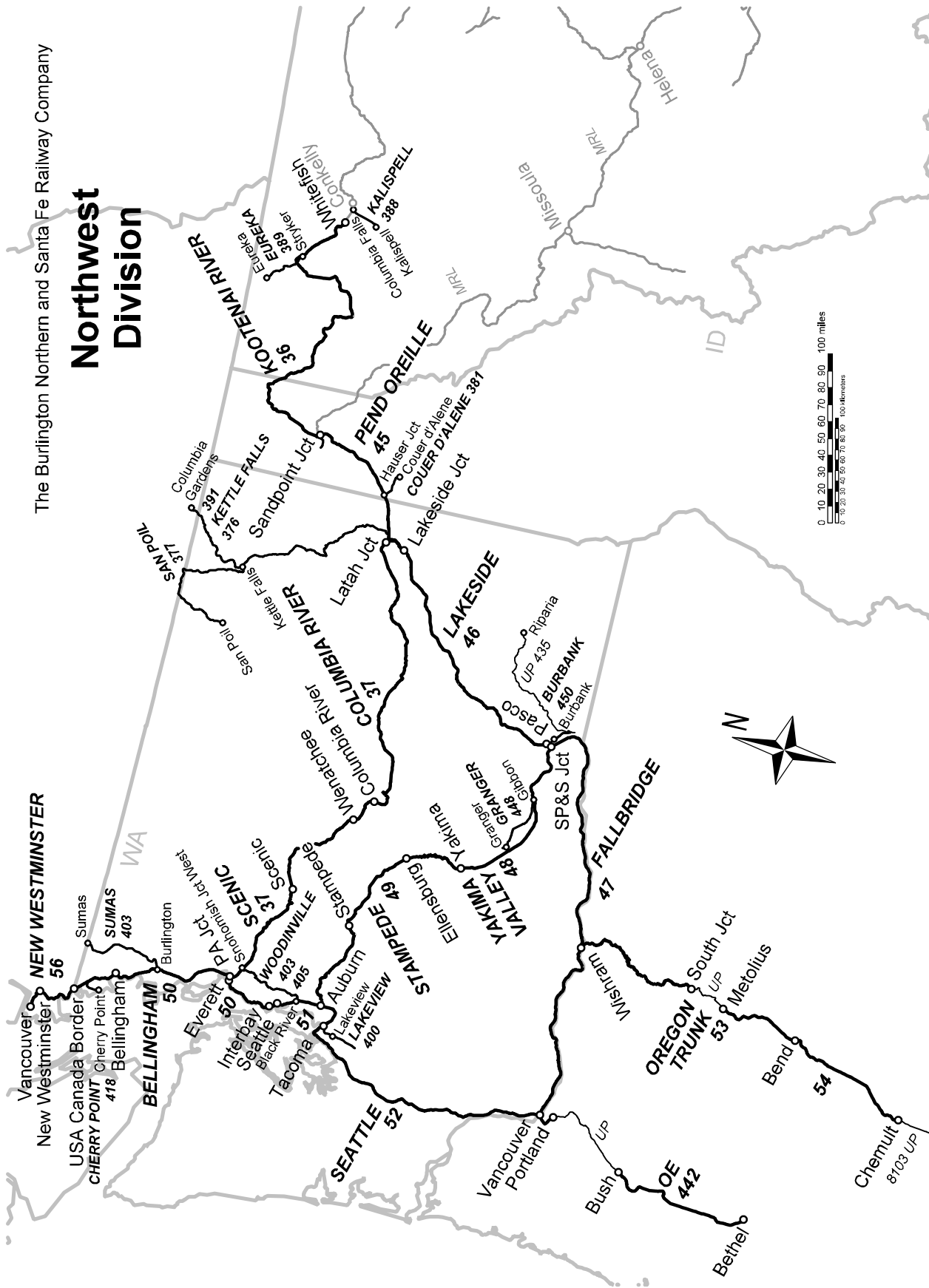
R.R. Fay

Seattle, WA

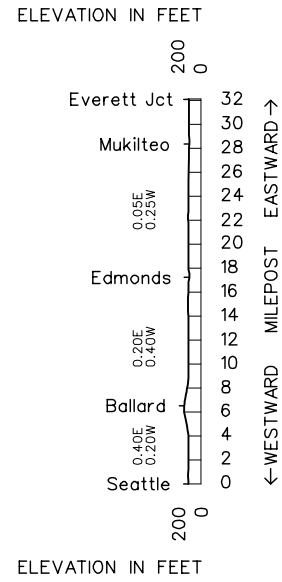
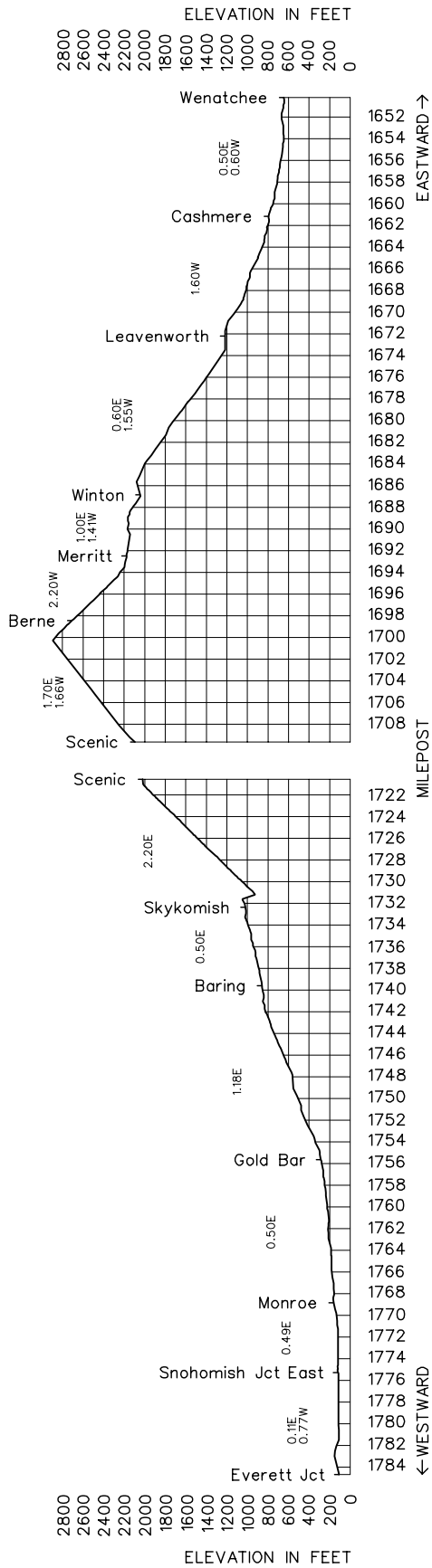
(206) 625-6266

The Burlington Northern and Santa Fe Railway Company

Northwest Division



10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Seattle Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Station	Mile Post					
		02200 02201	0.0X	SEATTLE (King St. Station)	BM TX(2)Y	DT OCS		51	3.3	
		02203	3.3X	ARGO	MX(2)Y	MT 1 & 2 DT ABS OCS			2.1	
	9,157		5.4X	VAN ASSELT (Main 3)	MX				2.5	
		16001	7.9X	SOUTH SEATTLE	BX(2)Y				1.2	
		16004	9.1X	BLACK RIVER	JXY	3MT CTC			0.4	
			9.5X	RENTON JCT. (Main 3)	MJX				0.5	
			10.0X	TUKWILA	MJXY				2.2	
	C5,238	16006	12.2X	ORILLIA	TXY				4.1	
		16010	16.3X	KENT	XY	DT ABS TWC			2.2	
		16012	18.5X	THOMAS	Y				2.5	
			21.0X	AUBURN NORTH	X(2)				0.5	
		16014	21.5X	AUBURN					0.1	
			21.6X	RAINIER	JT				0.2	
			21.8X	AUBURN YARD	X	2MT CTC		51	2.0	
	9,240		23.8X	ELLINGSON					0.2	
			24.0X	PACIFIC	X(2)				5.0	
		16014	29.0X	SUMNER					0.7	
			29.7X	CP SUMNER	X(2)				0.9	
		16022	30.6X	MEEKER	T				1.3	
		16023	31.9X	PUYALLUP					2.1	
			34.0X	STEWART	X(2)				3.8	
			37.8X	CLEAR CREEK	X				0.4	
		16029	38.2X	RESERVATION	MJX(2)Y				0.8	
			39.0X	RIVER STREET	MXY	2MT ABS OCS			0.3	
		16031	39.3X	TACOMA	BTY				0.8	
			40.1X	21ST STREET	MX(2)Y				0.5	
			0.5	11TH STREET	JY	CTC			4.6	
		16038	5.1	RUSTON	Y				1.6	
		16040	6.7	NELSON BENNETT					3.3	
		16043	10.0	TITLOW					3.2	
		16046	13.5	PIONEER	X(2)				1.2	
		16048	14.4	WEST TACOMA	M				10.0	
		16057	24.5	NISQUALLY	JX(2)				3.8	
		16061	28.2	SAINT CLAIR					4.0	
			32.2	CENTENNIAL					2.7	
		16068	34.9	EAST OLYMPIA	JT				2.6	
			37.5	PLUMB	X(2)				12.0	
		16084	49.5	WABASH	X(2)				3.0	
			52.5	CENTRALIA NORTH		2MT CTC			1.5	
	(2)6,400	16085	54.0	CENTRALIA	BJTX				1.3	
			55.8	CENTRALIA SOUTH	X(2)				2.4	
		16090	57.7	CHEHALIS					1.0	
		16091	58.7	CHEHALIS JCT.	X(2)				7.5	
			66.2	NAPAVINE SOUTH	X(2)				10.8	
	(2)4,900	16111	77.0	VADER	X(2)				8.0	
			85.0	MP 85	X(2)				8.4	
			93.4	OSTRANDER	X(2)				2.4	
		16128	95.8	ROCKY POINT					1.5	

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Seattle Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				Station	Mile Post					
	(1)5,100	16130	97.3	KELSO					1.6	
			98.9	KELSO SOUTH	X(2)				2.2	
	(1)9,382	16134	101.1	LONGVIEW JCT.	BJTX				1.5	
			102.6	LONGVIEW JCT. S	X(2)				4.9	
		16140	107.5	KALAMA					3.4	
			110.9	MP 111	X(2)				7.4	
		16150	118.3	WOODLAND	X(2)		2MT CTC	51	3.7	
	(2)4,700	16155	122.0	RIDGEFIELD					1.6	
			123.6	RIDGEFIELD SOUTH	X(2)				7.1	
			130.7	FELIDA	X(2)				1.8	
			132.5	VANCOUVER JCT. N	X(2)				0.5	
		16166	133.0	RYE JCT.					3.1	
		12365	136.5	VANCOUVER	BMJTX(2)				176.4	

Radio Channel No. 70 in Service Seattle to Tukwila.

Radio Channel No. 87 in Service Tukwila to Nisqually.

Radio Channel No. 66 in Service Nisqually to Vancouver Jct N

Radio Channel No. 76 in service Vancouver Jct N to Vancouver.

UPRR Base Channel No. 2 in service Tacoma to Vancouver.

Radio Call-In		
King St. Station - 53(X)	South Seattle - 40(X)	Black River (UPRR) Renton - *06
Auburn - 42(X)	Tacoma - 43(X)	Steilacoom - 52(X)
Lacey - 50(X)	Plumb - 26(X)	Olympia/Lacey - 74(X)
Chehalis South - 46(X)	Napavine - 24(X)	MP 85 - 25(X)
Longview - 28(X)	Ridgefield - 29(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Seattle Terminal Dispatcher—817-234-1613

Seattle East Dispatcher—817-234-1615

Centralia North Dispatcher—817-234-1623

Centralia South Dispatcher—817-234-1621

Vancouver Terminal Dispatcher—817-234-6125

UP Dispatcher, Omaha—402-636-1701

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Seattle to Longview Jct. South	79 MPH.	50 MPH.
Longview Jct. South to Vancouver	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0X to MP 1.8X Main 1	20 MPH.	20 MPH.
MP 0.0X to MP 2.0X Main 2	20 MPH.	20 MPH.
MP 1.8X to MP 2.0X Main 1	40 MPH.	20 MPH.
MP 2.0X to MP 3.4X	40 MPH.	30 MPH.
MP 3.3X to MP 5.1X Main 3	40 MPH.	40 MPH.
MP 3.4X to MP 8.8X Main 1 and Main 2	75 MPH.	50 MPH.
MP 5.1X to MP 9.8X Main 3	50 MPH.	50 MPH.
MP 9.8X to MP 10.0X Main 3	30 MPH.	30 MPH.

	Passenger	Freight
MP 8.8X to MP 10.7X Main 1 and Main 2	55 MPH	45 MPH.
MP 15.9X to MP 16.6X	40 MPH.	40 MPH.
MP 27.4X to MP 28.0X	65 MPH.	50 MPH.
MP 28.0X to MP 28.5X	65 MPH.	40 MPH.
MP 28.5X to MP 31.5X	65 MPH.	50 MPH.
MP 31.5X to MP 32.2X	40 MPH.	40 MPH.
MP 32.2X to MP 32.6X	75 MPH.	40 MPH.
MP 32.6X to MP 34.4X	75 MPH.	50 MPH.
MP 34.4X to MP 34.6X	45 MPH.	45 MPH.
MP 34.6X to MP 36.4X	65 MPH.	50 MPH.
MP 36.4X to MP 36.8X	45 MPH.	40 MPH.
MP 36.8X to MP 37.8X	45 MPH.	40 MPH.
MP 37.8X to MP 39.7X	30 MPH.	30 MPH.
MP 39.7X to MP 0.0	10 MPH.	10 MPH.
MP 0.0 to MP 2.8	30 MPH.	30 MPH.
MP 2.8 to MP 5.1	50 MPH.	50 MPH.
MP 5.1 to MP 6.5	40 MPH.	40 MPH.
MP 6.5 to MP 9.5	60 MPH.	50 MPH.
MP 9.5 to MP 9.8	35 MPH.	35 MPH.
MP 9.8 to MP 10.3	60 MPH.	35 MPH.
MP 10.3 to MP 10.8	60 MPH.	50 MPH.
MP 10.8 to MP 13.2	70 MPH.	50 MPH.
MP 13.2 to MP 14.0	60 MPH.	50 MPH.
MP 14.0 to MP 14.2	40 MPH.	30 MPH.
MP 14.2 to MP 14.3	30 MPH.	30 MPH.
MP 14.3 to MP 15.9	50 MPH.	50 MPH.
MP 15.9 to MP 19.9	60 MPH.	50 MPH.
MP 19.9 to MP 21.9	70 MPH.	50 MPH.
MP 21.9 to MP 23.8	60 MPH.	50 MPH.
MP 23.8 to MP 25.6	55 MPH.	50 MPH.
MP 25.6 to MP 27.7	79 MPH.	50 MPH.
MP 27.7 to MP 28.1	70 MPH.	50 MPH.
MP 28.1 to MP 33.8	79 MPH.	50 MPH.
MP 33.8 to MP 34.2	70 MPH.	50 MPH.
MP 34.2 to MP 36.2	79 MPH.	50 MPH.
MP 36.2 to MP 36.5	70 MPH.	50 MPH.
MP 36.5 to MP 41.4	79 MPH.	50 MPH.
MP 41.4 to MP 41.7	70 MPH.	50 MPH.
MP 41.7 to MP 46.0	79 MPH.	50 MPH.
MP 46.0 to MP 47.7	70 MPH.	50 MPH.
MP 47.7 to MP 47.9	60 MPH.	50 MPH.
MP 47.9 to MP 51.2	79 MPH.	50 MPH.
MP 51.2 to MP 51.4	60 MPH.	50 MPH.
MP 51.4 to MP 53.7	65 MPH.	50 MPH.
MP 53.7 to MP 54.3	40 MPH.	40 MPH.
MP 54.3 to MP 62.3	79 MPH.	50 MPH.
MP 62.3 to MP 63.0	60 MPH.	50 MPH.
MP 63.0 to MP 64.5	70 MPH.	50 MPH.
MP 64.5 to MP 65.1	50 MPH.	50 MPH.
MP 65.1 to MP 69.1	79 MPH.	50 MPH.
MP 69.1 to MP 70.4	60 MPH.	50 MPH.
MP 70.4 to MP 70.7	50 MPH.	50 MPH.
MP 70.7 to MP 71.3	55 MPH.	50 MPH.
MP 71.3 to MP 71.6	60 MPH.	50 MPH.
MP 71.6 to MP 77.8	79 MPH.	50 MPH.
MP 77.8 to MP 79.5	55 MPH.	50 MPH.
MP 79.5 to MP 81.6	70 MPH.	50 MPH.
MP 81.6 to MP 81.8	60 MPH.	50 MPH.
MP 81.8 to MP 83.2	65 MPH.	50 MPH.
MP 83.2 to MP 85.4	79 MPH.	50 MPH.
MP 85.4 to MP 86.9	75 MPH.	50 MPH.
MP 86.9 to MP 87.2	60 MPH.	50 MPH.
MP 87.2 to MP 89.0	79 MPH.	50 MPH.
MP 89.0 to MP 89.8	60 MPH.	50 MPH.
MP 89.8 to MP 91.0	70 MPH.	50 MPH.
MP 91.0 to MP 91.2	60 MPH.	50 MPH.
MP 91.2 to MP 93.7	70 MPH.	50 MPH.
MP 93.7 to MP 95.0	60 MPH.	50 MPH.
MP 95.0 to MP 97.2	45 MPH.	40 MPH.
MP 97.2 to MP 100.3	70 MPH.	50 MPH.
MP 100.3 to MP 100.6	60 MPH.	50 MPH.
MP 100.6 to MP 102.6	79 MPH.	60 MPH.
MP 102.6 to MP 108.2	79 MPH.	60 MPH.
MP 108.2 to MP 108.5	70 MPH.	60 MPH.
MP 108.5 to MP 114.4	79 MPH.	60 MPH.
MP 114.4 to MP 114.8	75 MPH.	60 MPH.
MP 114.8 to MP 118.8	79 MPH.	60 MPH.
MP 118.8 to MP 119.8	75 MPH.	60 MPH.
MP 119.8 to MP 122.3	70 MPH.	60 MPH.

	Passenger	Freight
MP 122.3 to MP 122.9	50 MPH.	35 MPH.
MP 122.9 to MP 126.6	70 MPH.	60 MPH.
MP 126.6 to MP 131.5	79 MPH.	60 MPH.
MP 131.5 to MP 132.6	70 MPH.	60 MPH.
MP 132.6 to MP 133.1	50 MPH.	35 MPH.
MP 133.1 to MP 136.2	70 MPH.	60 MPH.
MP 136.2 to MP 136.5	35 MPH.	35 MPH.

Amtrak Talgo Train Speeds—Maximum Speed

MP 0.0X to MP 1.8X, Main 1	20 MPH.
MP 0.0X to MP 2.0X, Main 2	20 MPH.
MP 1.8X to MP 2.6X	48 MPH.
MP 2.0X to MP 2.6X, Main 2	48 MPH.
MP 2.6X to MP 3.4X	56 MPH.
MP 3.4X to MP 8.8X, Main 1 and Main 2	79 MPH.
MP 8.8X to MP 10.7X, Main 1 and Main 2	63 MPH.
MP 10.7X to MP 15.9X	79 MPH.
MP 15.9X to MP 16.6X	40 MPH.
MP 16.6X to MP 28.0X	79 MPH.
MP 28.0X to MP 31.5X	65 MPH.
MP 31.5X to MP 32.2X	40 MPH.
MP 32.2X to MP 34.4X	75 MPH.
MP 34.4X to MP 34.6X	55 MPH.
MP 34.6X to MP 36.4X	73 MPH.
MP 36.4X to MP 37.8X	52 MPH.
MP 37.8X to MP 39.0X	37 MPH.
MP 39.0X to MP 39.6X	30 MPH.
MP 39.6X to MP 0.0	20 MPH.
MP 0.0 to MP 1.8	42 MPH.
MP 1.8 to MP 2.8—Main 1	57 MPH.
MP 1.8 to MP 2.1—Main 2	57 MPH.
MP 2.1 to MP 2.2—Main 2	47 MPH.
MP 2.2 to MP 2.8—Main 2	57 MPH.
MP 2.8 to MP 5.1	64 MPH.
MP 5.1 to MP 6.6	60 MPH.
MP 6.6 to MP 7.1	70 MPH.
MP 7.1 to MP 9.5	75 MPH.
MP 9.5 to MP 9.8—Main 1	35 MPH.
MP 9.5 to MP 9.8—Main 2	52 MPH.
MP 9.8 to MP 10.8	67 MPH.
MP 10.8 to MP 13.2	79 MPH.
MP 13.2 to MP 14.0	67 MPH.
MP 14.0 to MP 14.2	40 MPH.
MP 14.2 to MP 14.3	30 MPH.
MP 14.3 to MP 15.9	50 MPH.
MP 15.9 to MP 19.9	67 MPH.
MP 19.9 to MP 21.9	79 MPH.
MP 21.9 to MP 23.8	67 MPH.
MP 23.8 to MP 25.6	63 MPH.
MP 25.6 to MP 46.8	79 MPH.
MP 46.8 to MP 47.7	70 MPH.
MP 47.7 to MP 47.9	67 MPH.
MP 47.9 to MP 51.1	79 MPH.
MP 51.1 to MP 51.4	67 MPH.
MP 51.4 to MP 53.7	75 MPH.
MP 53.7 to MP 54.3	60 MPH.
MP 54.3 to MP 62.3	79 MPH.
MP 62.3 to MP 63.0	67 MPH.
MP 63.0 to MP 64.5	79 MPH.
MP 64.5 to MP 65.1	62 MPH.
MP 65.1 to MP 69.1	79 MPH.
MP 69.1 to MP 70.4	67 MPH.
MP 70.4 to MP 70.7	60 MPH.
MP 70.7 to MP 71.6	67 MPH.
MP 71.6 to MP 77.8	79 MPH.
MP 77.8 to MP 79.5	65 MPH.
MP 79.5 to MP 81.6	79 MPH.
MP 81.6 to MP 81.8	67 MPH.
MP 81.8 to MP 83.2	70 MPH.
MP 83.2 to MP 86.9	79 MPH.
MP 86.9 to MP 87.2	67 MPH.
MP 87.2 to MP 89.0	79 MPH.
MP 89.0 to MP 89.8	67 MPH.
MP 89.8 to MP 91.0	79 MPH.
MP 91.0 to MP 91.2	67 MPH.
MP 91.2 to MP 93.7	79 MPH.
MP 93.7 to MP 95.0	67 MPH.
MP 95.0 to MP 95.3	45 MPH.
MP 95.3 to MP 97.2	52 MPH.

MP 97.2 to MP 98.4—Main 1	75 MPH.
MP 98.4 to MP 98.5—Main 1	70 MPH.
MP 98.5 to MP 100.3—Main 1	75 MPH.
MP 97.2 to MP 100.3—Main 2	75 MPH.
MP 100.3 to MP 100.6	67 MPH.
MP 100.6 to MP 122.3	79 MPH.
MP 122.3 to MP 122.8—Main 1	65 MPH.
MP 122.8 to MP 122.9—Main 1	53 MPH.
MP 122.3 to MP 122.9—Main 2	65 MPH.
MP 122.9 to MP 132.6	79 MPH.
MP 132.6 to MP 136.2—Main 1	70 MPH.
MP 132.6 to MP 133.1—Main 2	67 MPH.
MP 133.1 to MP 136.2—Main 2	70 MPH.
MP 136.2 to MP 136.5	35 MPH.

1(C). Speed—Switches and Turnouts

	Passenger	Freight
South Seattle Yard, MP 8.0X		
through Center Crossover		5 MPH.
Tukwila	30 MPH.	30 MPH.
Rainier	20 MPH.	20 MPH.
Stewart	50 MPH.	50 MPH.
Clear Creek	50 MPH.	30 MPH.
Through crossover dual control turnouts		
and crossover at Reservation	25 MPH.	25 MPH.
Auburn Yard, north sw. of controlled siding on		
MT 2 at MP 21.7X	35 MPH.	35 MPH.
Ellingson, South Switch of controlled siding on		
on Main 2 at MP 23.8X to controlled siding	35 MPH.	35 MPH.
Auburn North	50 MPH.	50 MPH.
Pacific	50 MPH.	50 MPH.
CP Sumner	50 MPH.	50 MPH.
Nisqually Crossover Turnouts	35 MPH.	35 MPH.
Pioneer	Plumb	
Wabash	Centralia South	
Chehalis Jct.	Napavine South	
Vader	MP 85.0	
Ostrander	Kelso South	
Longview Jct. South	MP 111.0	
Ridgefield South	Vancouver Jct. N.	35 MPH. 35 MPH.
North end Ruston—Tunnel	40 MPH.	40 MPH.
South end Nelson—Bennett Tunnel	40 MPH.	40 MPH.
Felida	50 MPH.	50 MPH.
Trains over 100 TOB	35 MPH.	35 MPH.
Woodland	50 MPH.	50 MPH.

Trains over 100 TOB must not exceed 35 MPH through turnouts shown as 40 MPH and 50 MPH, and must not exceed 25 MPH through turnouts shown as 35 MPH.

1(D). Speed—Other

Seattle—King St. Station,	10 MPH.	5 MPH.
Seattle—Over public crossings	20 MPH.	20 MPH.
Spokane Street, MP 1.8X Southward Main 1		
(HER) passenger and Talgo Trains	20 MPH.	
Argo Interlocking UPRR Yard to Main 3	12 MPH.	
Tukwila to Auburn North against the current		
of traffic	59 MPH.	49 MPH.
Tukwila Interlocking UPRR to Main 3	30 MPH.	30 MPH.
Olympia—over street crossings	10 MPH.	10 MPH.
Centralia—north leg of wye	5 MPH.	5 MPH.
On sidings:		
Ellingson	35 MPH.	35 MPH.
Centralia, Vader, Kelso, Longview Jct.,		
Ridgefield	10 MPH.	10 MPH.
St Clair to Lacey, Olympia to Belmore,		
Rye Jct. to Rye	10 MPH.	
Tacoma—Amtrak Lead	15 MPH.	10 MPH.
Speed through adjoining turnouts	10 MPH.	10 MPH.
Ostrander Tunnel 3, MP 95.12, Main 2		
Cars with car kind code M3F		13 MPH.
	Up to 100	Over 100
	TOB	TOB
Seattle and Tacoma—Engine		
Southward freight train passing signal 8.9X	45 MPH.	35 MPH.
Engine northward freight train passing signal		
11.4X	50 MPH.	40 MPH.

Test Mile Locations:
 Seattle to Tacoma
 MP 16.0X to MP 17.0X
 MP 24.0X to MP 25.0X
 MP 31.0X to MP 32.0X
 Tacoma to Vancouver
 MP 17.0 to MP 18.0
 MP 39.0 to MP 40.0
 MP 79.0 to MP 80.0
 MP 112.0 to MP 113.0
 MP 125.0 to MP 126.0

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Seattle to Vancouver 143 tons, Restriction D
 Seattle to West Seattle 143 tons, Restriction E
 Port of Tacoma Spur 143 tons, Restriction E
 Longview Jct. to Longview Yard
 over Bridge 0.59 143 tons, Restriction D
 Other bridges in Longview 134 tons, Restriction G
 Rye Jct. to Rye 134 tons, Restriction G
 St. Clair to Lacey 134 tons, Restriction G
 Olympia to Belmore 134 tons, Restriction G

Six-axle locomotives heavier than 175 tons not permitted on tracks 1060 through 1065 and Occidental Lead.

Six-axle derricks not permitted on Olympia and Port of Tacoma spur.

Trains over 100 TOB and grain storage not permitted on the following tracks:
 Chelalis—main one (1) and two (2) sidings.

Kalama—Maximum of two (2) locomotives allowed on Peavey Grain Elevator tracks, stub track one (1) and two (2).

3. Type of Operation

CTC—in effect:

Ruston MP 5.1 to Vancouver MP 136.5
 Auburn North MP 21.0X to Reservation MP 38.2X
 Argo MP 3.3X to Tukwila MP 10.0X, Main 3

ABS—in effect:

Seattle MP 0.5X to Auburn North MP 21.0X
 Main 1 and Main 2 only between Argo MP 3.3X and Tukwila MP 10.0X
 Reservation MP 38.2X to Ruston MP 5.1

TWC—in effect:

Tukwila MP 10.0X to Auburn North MP 21.0X

Yard Limits—in effect:

Seattle MP 0.0X to Thomas MP 18.5X
 Reservation MP 38.2X to Ruston MP 5.1

Occupancy Control System—in effect:

Seattle MP 0.0X to Tukwila MP 10.0X
 Main 1 and Main 2
 Reservation MP 38.2X to Ruston MP 5.1

Between Reservation and Ruston, trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

Between Seattle and Tukwila on Main 1 and Main 2, trains and engines may occupy the main track with verbal OCS permission.

Two Main Tracks—between:

Auburn North MP 21.0X to Ruston MP 5.1
 Nelson Bennett MP 6.6 and Vancouver MP 136.5

Double Track—between:

Seattle MP 0.0X and Auburn North MP 21.0X, Main 1 & Main 2

Between Tukwila and Reservation—From Tukwila MP 10.0X to Thomas MP 18.5X; Auburn North MP 20.0X to MP 21.0X: trains and engines must not enter or crossover main track unless authorized by signal indication or train dispatcher.

Interlockings and Drawbridges Not Indicated at Station
D Street MP 39.6 Manual Interlocking—Main 2 only.

West Seattle Line Drawbridge MP 36.8.

West Tacoma, Drawbridge 14—Manual interlocking:
When a signal displays a Stop indication, and no control operator (bridge tender) is on duty, the following will govern.

A crew member must precede the movement between the outer opposing Absolute signals of the interlocking, examine the track for defects, determine that the route is properly lined and that the derails are in the non-derailing position. The crew member must also verify that the drawbridge is in the proper position for the train to pass. The crew member may then authorize the train to proceed through the limits at restricted speed. Before proceeding into or continuing in CTC territory, the crew member must be sure that the CTC control operator has given authority to proceed.

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees—Seattle, Argo, Tukwila, Reservation, River Street—MP 39.0X, D Street—MP 39.8X, 21st Street—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

West Tacoma Drawbridge 14—Maintenance of Way employees may occupy manual interlocking on verbal authority from bridgetender. Bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits. If no bridgetender is on duty, Maintenance of Way employee must ensure that bridge and derails are properly lined before proceeding.

Railroad Crossings Not Indicated at Station

Seattle

Atlantic Street UP
Duwamish Avenue UP
Coach Wye
West Seattle Line: East Marginal Way, joint track crossing UP

Tacoma

Between Reservation and East 15th Street—UP
Running track to Muni Yard—UP

Seattle—Train, yard and engine movements between freight yard and Fifth Avenue tracks will be made via UP yard track Oregon Street connection and their timetable will govern.

Between East Olympia and Olympia—Union Pacific rules and timetable govern.

4. General Code of Operating Rules Items

Rule 5.10—All commuter locomotives must have red markers displayed when locomotive is in trailing position.

Rule 5.8.1/Rule 5.8.2—Seattle, King Street Station—When initiating movement, passing or approaching platform: Engine or cab bell must be rung. Do not sound whistle signals unless emergency or to warn employees.

Rule 6.19—When flagging is required, distance will be 2.5 miles, except between Seattle and Reservation, when operating against the current of traffic, distance will be 1.5 miles.

Rule 6.28—in effect:

St. Clair MP 0.0 to Quadlok MP 3.1
Olympia MP 9.1 to Belmore MP 16.0
Rye Jct. MP 0.0 to Rye MP 3.6

Rule 6.32.6—Blocking Public Crossings

Following crossings adjacent to passenger stations must not be blocked by a standing train during commuter rail operations:
Kent—Smith Street
Auburn—Main Street
Sumner—Maple Street
Puyallup—Meridian Street

MWOR Rule 8.12—Crossover Switches, the following paragraph is added on the Seattle Subdivision:

At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), MW employees may ask the control operator for permission to operate one end of the crossover for maintenance or testing purposes only. Trains, engines and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Conflicting Movements Approaching Switch, the 2nd paragraph is changed to read as follows on the Seattle Subdivision:

Crossover Switches, other than individually controlled crossover switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

Rule 15.1—Trains operating between Tukwila and Vancouver must receive either a general track bulletin or track warrant prior to departure from initial station.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 10.1—Recall Code 528
MP 18.5—Recall Code 518 DED—NWD only
- B. Other TWD locations
MP 4.6X—Recall Code 408
MP 26.4X—Recall Code 428
MP 18.5—Recall Code 518 DED—SWD only
MP 30.0—Recall Code 268
MP 57.9—Recall Code 468
MP 87.4—Recall Code 258
MP 113.5—Recall Code 298

6. FRA Excepted Track

In Seattle, 7th Avenue Yard Zone 14 and Shoreline Lead Zone 15. Stacy 2nd Ave. and Occidental Lead Zone 11.
Zone 11—tracks 1160 through 1165
Zone 16—tracks 1610 through 1618
Zone 21—all tracks

In Tacoma, Smelter Lead, Tracks 320, 613, 614, and 720. In Kent, Zone 62 and all industry tracks within limits of Zone 62. At Auburn, tracks 2405, 2417, 2418, 2451, 2452, 2454, and 2459. Between St. Clair and Quadlok (MP 0.0 to MP 3.1); Olympia and Belmore (MP 9.1 to MP 15.1); Rye and Rye Jct.

At Glacier Park—All tracks in zones 63, 64 and 65, excluding Glacier Park Siding.

7. Special Conditions

Remote Control Operations—Signs located at MP 3.2X and MP 10.0X (Seattle Subdivision) designate the remote control area at South Seattle.

Signs located at MP 38.2X and MP 3.0X (Seattle Subdivision) designate the remote control area at Tacoma.

Between Seattle and Tacoma—All employees must be familiar with current Sounder Commuter and Amtrak schedules as found in Division General Notice, enabling compliance with Item 4 amendment to GCOR Rule 6.32.6, Blocking Public Crossings.

Amtrak Operations—NRPC trains must not use the following sidings without permission from the roadmaster for that territory, and inspection must be made by the Track Department prior to use: Centralia, Vader, Kelso, Longview Jct. and Ridgefield.

Holgate Street Crossing—On 2nd Avenue yard tracks MP 0.9, each train must stop before entering the crossing and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may reboard the locomotive before the remainder of the train proceeds through the crossing.

Grade Crossing Ordinances

Seattle—City ordinance prohibits use of the locomotive whistle along Alaskan Way from Vine Street to Broad Street and at Galer Street, except if necessary to prevent an accident. The bell must be rung continuously at these locations.

On grade crossings not equipped with gates, a crew member other than the engineer will be positioned on the locomotive or car, or flagging from the ground to look out for and give warning to the public of the approaching locomotive or cars:

1. When the controlling cab end of the locomotive is not on the forward end of a movement approaching a crossing or
2. Conditions exist due to weather, traffic, structures or other circumstances that impair the engineer's ability to see approaching traffic or the traffic to see the locomotive or cars.

Kent—City ordinance prohibits switching operations over East Valley Highway (MP 14.1) near 212th Street between 0630 and 0900 and between 1500 and 1800, the storage of cars, the stopping of cars during switching operations, the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

Kent Industrial Lead—Each train must stop before entering the crossing and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may reboard the locomotive before the remainder of the train proceeds through the crossing.

MP 14.1X (212th Street)

MP 15.1X (228th Street)

Meeker Wye Track—East leg of Wye Track is restricted to one (1) locomotive. Six-axle units may not be used.

Auburn—Setting out of loaded grain and coal trains should be made by pulling through yard tracks whenever possible.

All reverse movements, north to south, at north end of yard must be made in as low a throttle position as possible to make movement. High lateral forces resulting from high throttle positions must be avoided in order to minimize the potential of derailment.

Tacoma—Switching movements along or over public crossings must be preceded by flagmen who are required to give proper warning for safety of persons approaching crossing, except when locomotive is equipped with flashing amber light and precedes other units of train, or when crossing is protected by automatic crossing signals in operation.

During switching operations when visibility is restricted due to weather, flagmen must use lighted fusee at grade crossing not protected by flashing lights, bell signals or traffic signals, and at the following specific intersections:

1. East 11th and Canal Streets
2. East 11th Street and St. Paul Lumber Mill
3. Puyallup Avenue and East K Street
4. Lincoln and Milwaukee Avenues

Except for through trains in motion, trains or switching movements are not permitted to block the following crossings for in excess of 4 consecutive minutes:

- | | |
|--------------------|-----------------------|
| 1. Canal Street | 11. East 11th Street |
| 2. Lincoln Avenue | 12. East 15th Street |
| 3. McCarver Street | 13. South 15th Street |
| 4. McKinley Avenue | 14. South 17th Street |
| 5. Pacific Avenue | 15. South 19th Street |
| 6. Pine Street | 16. South 21st Street |
| 7. Puyallup Avenue | 17. South 23rd Street |
| 8. St. Paul Avenue | 18. South 25th Street |
| 9. Wilkeson Street | 19. South 56th Street |
| 10. East D Street | 20. South 74th Street |

When grade crossing is cleared in accordance with the above, waiting vehicles and pedestrians are to be allowed to cross before crossing is again occupied.

City ordinance prohibits switching operations over Puyallup Avenue and East 11th Street between 0630 and 0830 and between 1530 and 1800 except on Saturdays and Sundays and legal holidays, the storage of cars, the stopping of cars during switching operations, the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

Permission in Tacoma Main Yard—Before an engine or engine with cars enters a track in Tacoma Main Yard tracks 101 through 124, a crew member must ascertain from the tower yardmaster if there is or will be, any switching activity from the opposite end of the track. When there is a movement to be made in a common track, the tower yardmaster must inform both crews that the track is being used jointly, and that communication between both crews must be established prior to its use.

Safety Lockout for Train and Yard Crews—Switch locks have been installed at both ends of Tracks 101 through 124 in the Tacoma Main Yard. A switch crew or train crew employee will be required to lock both ends of track while coupling air hoses and/or performing air tests on their train. The conductor or foreman may request the assistance of another qualified employee to assist in locking or unlocking the switches protecting his train.

Locomotive servicing personnel monitor Channel No. 87 and conduct operations on Channel No. 84.

West Tacoma—Normal position of switch leading from set out track to Boise Cascade Paper tracks is for paper tracks and must be left in this position to serve as derail.

Steilacoom—Northward trains that will not clear Bridge 14, do not depart Union Avenue at Steilacoom before contacting Centralia North Dispatcher to determine if train will be able to proceed at Pioneer.

Olympia—Trains consisting of locomotive and more than five cars cannot be operated over any of the following grade crossings between the hours of 0730 to 0815, 1150 to 1220, 1240 to 1305, 1525 to 1545 and 1650 to 1730:

East Union Avenue East Fourth Street
 East State Avenue Legion Way
 Columbia Street at West Seventh

Centralia and Vader—Trains setting out on Main 2 sidings make cut opposite the CTC Bungalow. At Vader, spot cars a sufficient distance from dual control switches to prevent interference with hand operation of switches.

Fixed derails located at the south end of Main 2 siding at Centralia.

Castle Rock—When setting out engines or cars, do not place closer than 500 feet to stub track switch at north end of siding.

MP105.9—Inside switch from Main 1 into Track 941, North End Main 1 Extension, close clearance when throwing switch when cars are occupying Peavey outside East Track.

Kalama—When switching Peavey Loop tracks, no more than 55 cars may be shoved at one time.

Derail has been placed in service on Track 913, Storage 3, at MP 108.6.

Woodland—MP 116.8 two new tracks have been installed, designated as Track 833 (East Track) and Track 834 (West Track) to service Columbia River Carbonates. Tracks are located off lead into Northwest Pet Foods and are protected by derail.

Ridgefield—Vancouver—Northward freight trains use maximum throttle position three (3) between block signals at MP 134.3 and Fruit Valley Road overpass at MP 133.4.

Automatic Equipment Identification (AEI)—Located at:
 Seattle MP 9.5X (near Renton Jct.)
 Tacoma MP 35.2X (near Reservation)
 Tacoma MP 5.1 (near Ruston)
 Centralia MP 52.5
 Kelso MP 96.5
 Vancouver MP 134.0

Antennas have been installed between the main tracks at a height of 30 inches above the rails at these locations. Close clearance exists.

Longview Jct—When operating/switching cars on the Controlled Siding, Track 1000, all cars being handled will have air hoses laced and air cut in on all cars. All shoving movements on this track will be protected by crew member preceding the movement under the provisions of GCOR Rule 6.5.

Longview Jct. Yard—Before trains or maintenance of way equipment enters or fouls the yard at Longview Jct., crew member of trains or employee in charge of maintenance of way equipment must contact Yardmaster for permission to enter the yard. Crew member of trains must also report departure time of their train to the Yardmaster and maintenance of way employee must report to the Yardmaster when clear of tracks.

Ostrander Tunnel 3—Cars with Card Kind Code M3E are only to move on Main 1, due to substandard clearances for these cars on Main 2.

Rye Jct.—Highway grade crossing signal at NW Fruit Valley Road on LINC main track, MP 0.1, has been changed to an "island only" activation. Each end of track circuit is identified by yellow paint on rail. Train and engine movements from

either direction must stop with leading wheels shunting track circuits at stop signs. Movement may proceed after signals have activated and gates are fully lowered.

Vancouver—All southbound trains except Amtrak must obtain permission from the Vancouver Terminal Dispatcher before proceeding south of MP 129.0. After contacting the Vancouver Terminal Dispatcher, trains must switch back to channel 66 until clearing Centralia South territory. All northbound trains must switch to radio channel 66 after passing Vancouver Jct. North.

Train Inspections—A member of the inbound crew on a through train operating cabooselless will give the outbound train a roll-by inspection and advise the outbound crew of the condition of the train, unless the outbound crew will not be immediately available or the inbound crew is otherwise relieved of duties.

Close Clearance—May exist on all auxiliary tracks.

Flash Flood Warning—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.

MP 17.7X—Bridge
 MP 24.3X—Bridge
 MP 29.4X—Bridge
 MP 34.1X—Bridge
 MP 5.2 to MP 5.7
 MP 7.3 to MP 8.2
 MP 15.0 to MP 19.0
 MP 21.0 to MP 23.0
 MP 24.3 to MP 25.5
 MP 36.1—Bridge
 MP 47.0 to MP 48.2

Seattle - Vancouver—Any dimensional and/or oversize car or special shipment measuring 12 feet or wider must not meet, pass, or be passed by another dimensional shipment measuring 12 feet or wider on adjacent track between Seattle and Vancouver.

Locations Approved for Active Drop Movements

System Transfer—5th Ave. Seattle
 Pacific Coast—2nd Ave. Seattle
 Sea Freeze—W. Seattle, Iowa Ave
 Davis Wire—Orillia
 Continental Mills—Orillia
 Americold—Orillia
 Evans Black—Orillia
 Merlino's—Orillia
 Americold—Orillia
 Orillia Yard

Locations Having Individually Controlled Crossover Switches

Auburn North
 Auburn Yard
 Ellingson
 Pacific
 CP Sumner
 Stewart
 Clear Creek

8. Line Segments

Yard Line Segments

Line Segment	Yard	Limits
438	Vancouver Jct.	Rye MP 0.0 to MP 3.7
606	Auburn Yard	
608	Tacoma	
609	Olympia	
611	Centralia	
612	Longview Jct.	East of Bridge 0.59
613	Longview Yard	Bridge 0.59 to Longview
622	King Street	Duwamish Ave. to Royal Brougham Way, all tracks east of Occidental Ave South. North of Royal Brougham Way, all depot tracks to South Portal.
623	Stacy Street	Galer St. to Argo Interlocking

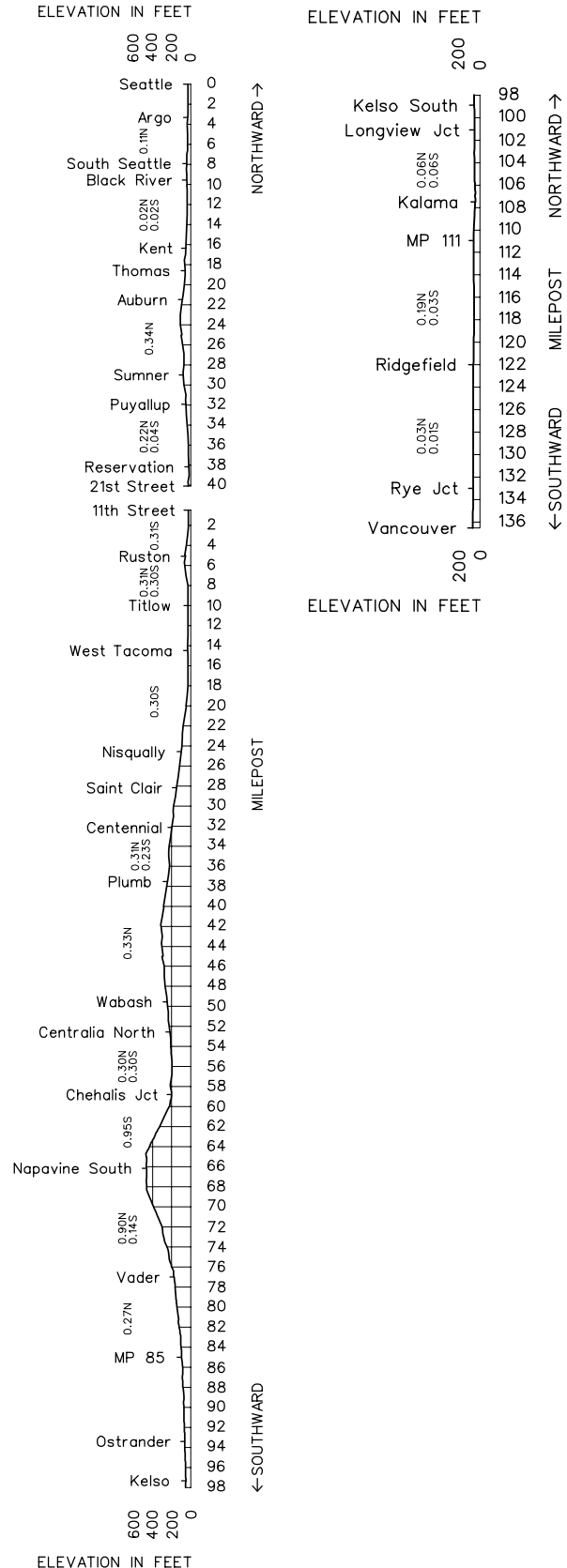
Road Line Segments

Line Segment	Limits	Mileposts
430	Seattle (S. Jackson St.) Stacy St.—Argo (Via Colorado Ave. Line)	0.0X to 3.3X
51	Seattle to 21st Street	
52	21st Street to Vancouver	

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
02207 Rhodes	3.6 south of Argo	40	South
16005 Glacier Park	1.0 north of Orillia	42	Both
16047 Gravel Center	0.8 north of West Tacoma	30	North
16049 Steilacoom	1.2 south of West Tacoma	8	North
16051 Ketron	3.3 south of West Tacoma	20	South
St. Clair Siding	0.2 south of St. Clair		
67503 Quadlok	3.1 south of St. Clair		
67504 Lacey	5.0 south of St. Clair	22	Both
67510 Olympia	7.2 south of East Olympia	Yard	Both
67512 Graystone Spur	9.9 south of East Olympia	8	South
67514 Ohm Spur	11.7 south of East Olympia		South
16077 Tenino	8.6 south of East Olympia	52	Both
16080 Bucoda	2.8 north of Wabash	70	Both
16097 Napavine	1.2 north of Napavine S	84	Both
16104 Winlock	5.7 north of Vader	41	Both
16120 Castle Rock	2.3 south of MP 85	68	Both
68104 Longview on Spur	1.5 from Longview Jct.	Yard	Both
16142 N. Pacific Grain Growers	1.5 south of Kalama	38	North
68152 Ampere on Spur	2.4 from Rye Jct.	20	North
68154 Rye on Spur	3.6 from Rye Jct.	57	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Stampede Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Strn.	EASTWARD ↑
	8,000	13126	127.0 0.0	ELLENSBURG	BCP		CTC	49	17.2	
	8,200	13143	17.1	BRISTOL			TWC		7.7	
	14,620	13150	24.9	CLE ELUM			TWC		12.6	
		13163	38.1	EASTON	T		2MT CTC		8.4	
	2,307	13172	46.3	MARTIN			TWC		2.4	
	1,285	13175	49.0	STAMPEDE					11.0	
	7,000	13185	59.7	LESTER	T		CTC		21.4	
		13206	81.3	PALMER JCT.	T		TWC		1.2	
	9,300	13207	82.3	KANASKAT			CTC		5.9	
	6,281	13213	88.2	RAVENSDALE			TWC		14.4	
			102.6	STAMPEDE WYE					0.3	
			102.9	RAINIER	JTP		CTC		102.9	

Radio Channel No. 76 in service.

Radio Call-In		
Auburn - 62(X)	Cle Elm - 51(X)	Kanaskat - 52(X)
Stampede - 53(X)	Stampede Tunnel - 48(X)	Ellensburg - 80(X)
Easton - 61(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number—8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Ellensburg to Rainier	49 MPH.

1(B). Speed—Permanent Restrictions

MP 127.0 to MP 1.3	35 MPH.
MP 1.3 to MP 10.9	45 MPH.
MP 10.9 to MP 12.8	25 MPH.
MP 12.8 to MP 14.3	35 MPH.
MP 14.3 to MP 18.8	45 MPH.
MP 18.8 to MP 30.1	49 MPH.
MP 30.1 to MP 31.4	40 MPH.
MP 31.4 to MP 36.9	49 MPH.
MP 36.9 to MP 39.3—Main 1	40 MPH.
MP 39.3 to MP 41.1—Main 1	20 MPH.
MP 36.9 to MP 38.0—Main 2	30 MPH.
MP 38.0 to MP 41.1—Main 2	20 MPH.
MP 39.3 to MP 57.6	20 MPH.
MP 57.6 to MP 63.7	35 MPH.
MP 63.7 to MP 67.3	30 MPH.
MP 67.3 to MP 70.7	25 MPH.
MP 70.7 to MP 84.9	35 MPH.
MP 84.9 to MP 95.6	40 MPH.
MP 95.6 to MP 98.4	35 MPH.
MP 98.4 to MP 101.0	30 MPH.
MP 101.0 to MP 101.8	25 MPH.
MP 101.8 to MP 102.9	20 MPH.

1(C). Speed—Switches and Turnouts

Speed switches and turnouts through dual control turnouts at the following locations:

Ellensburg, Bristol, E. Easton, Lester, and Kanaskat	30 MPH.
W. Easton	20 MPH.
Stampede Wye	10 MPH.
Rainier	20 MPH.

Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed.

1(D). Speed—Other

Sidings at Ellensburg, Bristol, Lester, and Kanaskat	30 MPH.
Trains 143 TOB and greater on descending grade	
Westbound MP 47.0 to MP 59.0	15 MPH.
Eastbound MP 47.0 to MP 41.0	15 MPH.
MP 49 to MP 50, In Tunnel No. 4—Intermodal trains only	10 MPH.
Eastward intermodal trains passing over detector at MP 100.6 ..	10 MPH.
All other tracks and sidings	10 MPH.

Item 1(A) of the System Special Instructions applies between West Switch Lester to Auburn and from Ellensburg to East Switch Easton.

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car**

Ellensburg to Rainier	143 tons, Restriction B
Palmer Jct. to Veazey	134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

Ellensburg yard tracks, back track off Thorp siding and back track off Cle Elum siding.

Loaded unit trains are not permitted on the following auxiliary tracks:

Ellensburg siding extension, Thorp, Cle Elum, Ravensdale, and Covington. Ravensdale may be used for unit trains while loading only.

3. Type of Operation

CTC—in effect:

E. Ellensburg MP 0.0 to W. Ellensburg MP 1.8

TWC—in effect:

W. Ellensburg MP 1.8 to E. Bristol MP 16.3

CTC—in effect:

E. Bristol MP 16.3 to W. Bristol MP 17.8

TWC—in effect:

W. Bristol MP 17.8 to E. Easton MP 36.9

Two Main Track—CTC—in effect:

E. Easton MP 36.9 to W. Easton MP 41.1

TWC—in effect:

W. Easton MP 41.1 to E. Lester MP 59.0

CTC—in effect:

E. Lester MP 59.0 to W. Lester MP 60.5

TWC—in effect:

W. Lester MP 60.5 to E. Kanaskat MP 81.9

CTC—in effect:

E. Kanaskat MP 81.9 to W. Kanaskat MP 83.8

TWC—in effect:

W. Kanaskat MP 83.8 to Stampede Wye MP 102.6

CTC—in effect:

Stampede Wye MP 102.6 to Rainier MP 102.9

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.32.2(E) Power Off Indicators—in effect.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels, or other structures
 - MP 43.5—DED—(WWD only)—Recall Code 618
 - MP 52.0—DED—(EWD only)—Recall Code 537
 - MP 100.6—(EWD only)—Recall Code 628

- B. Other TWD locations
 MP 9.2—DED/Exception Reporting Only
 MP 20.5—Recall Code 518
 MP 36.9—Recall Code 617
 MP 43.5—DED—(EWD only)—Recall Code 618
 MP 46.0—DED/Exception Reporting only
 MP 49.0—DED/Exception Reporting only
 MP 52.0—DED—(WWD only)—Recall Code 537
 MP 59.0—DED/Exception Reporting only
 MP 62.9—Recall Code 538
 MP 91.6—Recall Code 528
 MP 100.6—(WWD only)—Recall Code 628

At detector MP 100.6, crews on eastbound trains will inspect and set out the oversize car in the event that a warning sounds. The oversize car will be set out on the house track at Kanasket to be picked up by next available westbound train. This information is to be given to the dispatcher upon setout.

6. FRA Excepted Track

Palmer Jct. to Veazey—MP 0.6 to MP 6.9
 Ellensburg Yard, except siding extension
 Cle Elum Yard, except siding

7. Special Conditions

Auburn and Ellensburg—Train Inspections—A member of inbound crews on through trains operating caboosless will give the outbound train a roll-by inspection and advise the outbound crew of the condition of the train, unless the outbound crew will not be immediately available or the inbound crew is otherwise relieved of duties.

Close Clearance—May exist on all auxiliary tracks.

Mountain Grade Special Conditions

Between Easton and Lester—Trains handling cars exceeding Plate E are not permitted except trains handling doublestack equipment may operate if equipment is bare table or with containers in bottom well only. Containers are restricted to single level loading only. Trains handling loaded TOFC cars must not exceed 10 MPH through Tunnel 4 between MP 49.0 and MP 50.0.

Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operations apply on mountain grade between Lester and Stampede, ruling grade ascending east 2.2, and between Martin and Easton—ruling grade descending east 2.2.

The maximum number of powered axles in head end consist ascending mountain grade must not exceed 36.

The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds 3,500 tons when operating on descending grades, MP 41.0 to MP 58.5.

Requirements for Helper/Distributive Power Trains

Unless otherwise instructed, helpers and distributed power remote locomotive consists utilized on the Stampede Subdivision must be cut in at not less than one half the rated tonnage, nor more than the full rated tonnage, of the helper/DP consist. Helper/DP remote placement should be as close to one-half rated tonnage as train make-up guidelines below allow.

The first ten cars ahead of helper/DP remote placement must be loaded to a minimum of 45 tons by car count, and there must be no empty units of a multi-platform car within the first 10 cars/units ahead of the helper/DP remote locomotives.

Front-runner equipment (TTOX two-axle cars that are single unit with car kind code QA, and TTFX four-unit cars with car kind code QDE) must weigh a minimum of 35 tons per car or by car count if within 10 cars/units ahead of helper/DP remote locomotives.

Locomotive Ratings to be Utilized for Helper Placement Only

DC Locomotives

1500-2999 hp = 1000 tons
 3000-3999 hp = 1500 tons
 4000 hp + = 2000 tons

AC Locomotives = 2500 tons

Exception: Helper/DP remote consists not exceeding 16 rated powered axles may be positioned on rear of train provided the following criteria is met within the first 1,000 tons immediately ahead of the remote consist:

1. No car (by car count) weighs less than 60 tons;
2. No empty platforms of a multi-platform car.

TRAIN SIZE/COUPLER CAPACITY LIMITATIONS BETWEEN EASTON AND LESTER

For the purpose of identifying coupler capacity limitations on the Stampede Subdivision:

Grade C equipment (General Service) is rated at 4,800 tons
 Grade E equipment is rated at 6,000 tons

Doublestack equipment and Boeing cars will be considered to be equipped with Grade E equipment for the purpose of coupler capacity limitations. All other car types will be considered Grade C equipment in the application of the following instructions.

If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60THE, SBE60CE, and E60DE.
 NOTE: The term "helpers", in instructions below applies to both manned helper and distributed power remote locomotive consists. All length limitations exclude locomotives.

TRAIN LENGTH/COUPLER CAPACITY LIMITATION WITHOUT HELPERS

GRADE C EQUIPMENT - 4,800 tons, 7,000 feet

ALL GRADE E EQUIPMENT OR MIXED GRADE C AND E - 6,000 tons, 7,000 feet (All Grade C equipment must be placed so that it has no more than 4,800 trailing tons.)

TRAIN LENGTH/COUPLER CAPACITY LIMITATION WITH HELPERS

9,600 tons and 7,700 feet

EXCEPTION: 7,700 feet limitation does not apply to Distributed Power trains.

NOTE: Coupler capacity limits above for non-helper trains apply to trailing tonnage behind helper placement.

Survivair SCBA System—Employees in train operations must have received training on the operation of the Survivair SCBA System prior to operating/working trains through the Stampede Tunnel.

Survivair SCBA Equipment must be checked out by qualified crew members of trains running through the Stampede Tunnel, at check out locations at Balmer Yard, Tacoma or Ellensburg before leaving, and must be immediately accessible while in the Stampede Tunnel.

Stampede Tunnel—All bays are 9' wide x 7.5' deep.

Location	Phones, Air Hose, Wrench & Knuckles Type E & F	SCBA Emergency Replacement Cylinders	Side of Tunnel	Distance Between Bays in Feet
Easton Station	X			
East Portal				0
Bay 1		XXXXX	South	2,580
Bay 2		XXXXX	North	2,630
Bay 3		XXXXX	South	4,780
Bay 4		XXXXX	North	4,965
Bay 5		XXXXX	South	7,325
Bay 6		XXXXX	North	7,440
West Portal				9,832
Lester Station	X			

Conductor will make wire report of material used and from where taken to Division Superintendent, General Foreman Cars, Trainmaster and Road Foreman Everett. If material not returned to bay from which taken, advise where left.

Stampede Tunnel Emergency Action Plan

1. Consider hazardous material involvement in each situation before any action taken.
2. Consider direction of train and tunnel air movements.
3. If a train incident occurs requiring crew members to leave the locomotive cab to inspect their train, crew members must put on SCBA unit before investigating the problem(s). Hood must be worn with air activated if a crew member experiences breathing discomfort.
4. If an emergency condition exists, such as a release of hazardous material, use of Survivair SCBA is required.
5. If distance or situation warrants, walk out if necessary. Replacement air cylinders are located in each bay.

Event	Action
I. Undesired Emergency Air Brake Application, Break-in-two or Derailment	If any hazardous material is within tunnel, use breathing equipment immediately. After PCS (power cutoff switch) has reset on the lead locomotive, if air does not begin to restore within two minutes, observe the following: 1. If there is reasonable suspicion that a derailment has occurred, cut off locomotives if possible, if not, walk-exit the tunnel. Obtain supplemental breathing equipment as needed. 2. Use breathing equipment, evaluate, secure, and/or repair if possible. Obtain supplemental breathing equipment as needed.
II. Fire (Obvious)	1. Advise dispatcher and use breathing equipment. 2. Cut off power, leave train angle cock open, exit tunnel. 3. Do not return to tunnel.
III. Engine(s) derailed	1. Advise dispatcher and use breathing equipment. 2. Shut down and secure derailed and all trailing locomotive units. If lead locomotive is not derailed, cut off for exit. 3. Exit tunnel using lead locomotive, or if lead is derailed, walk out of tunnel.

Between Ellensburg and Auburn

On the following sidings: Cle Elum (Oakes Street MP 24.9 and So. Cle Elum Street MP 25.4), Ravensdale MP 91.5, Covington MP 94.7 and Auburn (R Street MP 101.5 and M Street MP 101.9), trains must stop at signs and ensure lights are flashing a minimum of 20 seconds and gates fully lowered before proceeding over the crossings.

Two-Way End-of-Train Device Operation for Mountain Grade Operations Between Rainier and Ellensburg

All cabooselless freight trains operating on mountain grade between Rainier and Ellensburg must comply with Air Brake and Train Handling Rules 101.19.1 and 101.29.2 and have a valid certification form BNSF 51652 dated 3-96.

Trains operating with a valid ETD certification form (BNSF Form 51652 3-96) are not required to certify the ETD/EOT.

If communications between HTD and ETD/EOT is lost enroute, the train must not pass Easton (Westbound) or Kanaskat (Eastbound) until communication is re-established. (A supply of replacement batteries and EOT devices will be available at Easton and Kanaskat. Notify dispatcher if battery or EOT is removed for use.)

Minimum Dynamic Brake Requirements

Before descending grades described in the chart, it must be known that locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirements as outlined, train must not proceed. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train's total trailing tonnage.

Minimum Dynamic Brake Requirements for Freight Trains

Westward, MP 47.0 to MP 59.0

Eastward, MP 47.0 to MP 41.0

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
2,000 or less	4	4	4	4	6	6	8
2,001 to 3,000	6	6	6	6	8	8	10
3,001 to 4,000	8	8	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 11,000	12	12	14	18	22	24	28
11,001 to 12,000	12	12	16	20	24	26	30
12,001 to 13,000	12	12	18	22	26	28	32
13,001 to 14,000	12	12	18	24	28	30	34
14,001 to 15,000	12	14	20	26	30	32	36
15,001 to 16,000	12	14	20	26	30	34	38
16,001 to 17,000	14	16	22	28	32	36	40
17,001 to 18,000	16	18	24	30	34	38	44

On the descending grade locations stated above, total brake pipe reduction to control speed should never exceed 18 psi for trains averaging under 135 TOB and 14 psi for trains averaging 135 TOB or greater. If total brake pipe reduction exceeds these values as outlined, train must be stopped immediately.

Cle Elum - Easton—Between Cle Elum and Easton, the actual distance between MP 28 and MP 29 is 2,473 feet.

Automatic Equipment Identification (AEI)—Located at: E. Auburn—MP 100.6

Automatic Brake Valve Cutout Valve Position

When operating freight trains on the Stampede Subdivision, automatic brake valve cutout valve will be placed in “FRT” position. In the event of equalizing reservoir leakage while operating between Easton and Lester, train must be stopped. After stopping, train must be properly secured and automatic brake valve cutout valve placed in “PASS” position. Train brake system must be fully charged before proceeding.

Radio report must be promptly made to the Mechanical Desk, Ft. Worth, and Form 1226-B sent. “Locomotive Inspection Form” is to be completed and turned in at conclusion of trip.

WARNING—When the automatic brake valve cutout valve is moved from “FRT” to “PASS” position, the automatic brake valve must be in “RELEASE” position.

Any movement of the automatic brake valve cutout valve with air brake reduction in effect will cause an undesired release of the air brakes.

When operating a freight train with the automatic brake valve cutout valve in “PASS” position, use extreme care since any slight movement of the brake valve handle toward the “RELEASE” position will result in a complete release of the air brakes on the train.

When the automatic brake valve cutout valve is placed in “PASS” position, the pressure-maintaining feature will be operative with the brake valve handle in any position, unlike the “FRT” position, which will not maintain pressure with the automatic brake valve handle in the service zone. Therefore, use of the “PASS” position will prevent a brake pipe reduction from leakage of the equalizing reservoir during a service application.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

- MP 0.0 to MP 4.1
- MP 6.1—Bridge
- MP 10.0—Bridge
- MP 19.0—Bridge
- MP 32.6 to MP 34.5
- MP 48.5—Bridge
- MP 56.3—Bridge
- MP 58.3—Bridge
- MP 60.5
- MP 64.9 to MP 67.6
- MP 72.0 to MP 78.0
- MP 81.5—Bridge
- MP 98.7
- MP 100.2—Bridge

Walkway Removed from Following Bridges

- MP 58.4
- MP 58.9
- MP 60.5
- MP 67.7

Test Mile Locations

- MP 8 to MP 9
- MP 101 to MP 102

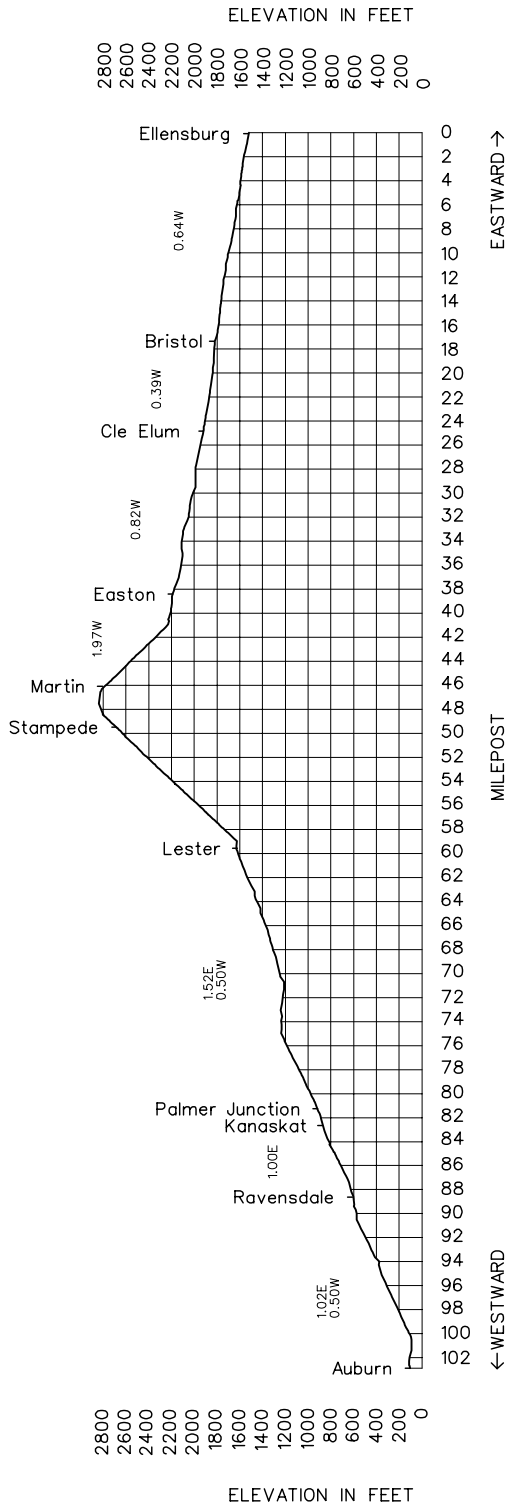
8. Line Segments

- 49—Ellensburg to Rainier—MP 0.0 to MP 102.9
- 411—Palmer Jct. to Veazey—MP 0.6 to MP 6.9

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
13133 Thorp	7.6 west of Ellensburg	88	Both
13154 Bullfrog	4.1 west of Cle Elum	1	Both
13220 Covington	6.9 west of Ravensdale	113	Both
13228 East Auburn	14.3 west of Ravensdale	87	Both

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sumas Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Str.	NORTHWARD ↑
				Rule 4.3					
	6,420	66089	127.2	SUMAS	BR		403	6.4	
	654	66083	120.9	NOOKSACK				9.4	
		66073	111.4	DEMING				7.9	
		66065	103.5	ACME		TWC		9.5	
	1,850	66054	94.1	THORNWOOD			409	7.3	
		66305	86.8 21.3	SEDRO WOOLLEY	R			4.8	
		15042	16.6	BURLINGTON	JR			45.3	

Radio Channel No. 76 in service.

Radio Call-In		
Everett - 37(X)	Burlington - 38(X)	Bellingham - 39(X)
Blaine - 41(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number
1-800-789-0739

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Sumas to Burlington	40 MPH.

1(B). Speed—Permanent Restrictions

MP 20.8 to MP 87.0	5 MPH.
MP 87.0 to MP 88.0	10 MPH.
MP 97.0 to MP 123.9	25 MPH.
MP 109.9 to MP 110.0 Loaded Unit Trains over bridge	10 MPH.
MP 123.9 to MP 127.2	10 MPH.
Sumas to Lynden	10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

On sidings 10 MPH.
Item 1(A) of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Sumas to MP 2.0	143 tons, Restriction E
MP 2.0 to Lynden	131.5 tons, Restriction H
Sumas to Lawrence	143 tons, Restriction E
Lawrence to Sedro Woolley	134 tons, Restriction G
Sedro Woolley to Burlington	134 tons, Restriction G

Bridge 110—Cars under 38 feet long weighing between 88.5 tons and 110 tons and cars under 44 feet long weighing between 110 tons and 131.5 tons must be separated from each other by a car weighing less than 88.5 tons.

Six-axle locomotives heavier than 175 tons, four-axle locomotives heavier than 135 tons, and six-axle derricks are not permitted.

Sedro Woolley—Goodyear Nelson Hardware Lumber Co. Track—Locomotives not permitted beyond switch.

3. Type of Operation

TWC—in effect:

End of CTC Burlington on the Sumas Subdivision to Sumas MP 124.0

Locations Designated as Industrial Track

Between Sumas MP 0.0 and Lynden MP 11.3, GCOR Rule 6.28 applies.

Sumas MP 124.0 to 127.2, GCOR Rule 6.28 applies.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations

MP 20.9—DED
MP 88.4—DED
MP 108.6—DED

6. FRA Excepted Track

Sumas to Lynden—MP 1.0 to MP 11.3, all tracks
Sedro Woolley—yard tracks

7. Special Conditions

Close Clearance—May exist on all auxiliary tracks.

Train Inspections—A member of the inbound crew on a through train operating caboosless will give the outbound train a roll-by inspection and advise the outbound crew of the condition of the train, unless the outbound crew will not be immediately available or the inbound crew is otherwise relieved of duties.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.

MP 86.0 to MP 96.8
MP 98.0—Bridge
MP 103.8 to MP 104.5
MP 110.0 to MP 111.0

Locations Approved for Gravity Drop Movements

Lynden

Sedro Woolley—If westward trains cannot maintain a speed of 5 MPH in traversing the 14-degree curve at Sedro Woolley and power is used, it must be limited to no more than 3 throttle, maximum 300 amps. If the train tends to stall with the above power limits, the train must be allowed to stop.

No release of the automatic brakes should be attempted with the train stretched and moving through the 14-degree curve.

After stopping, release the automatic brakes and bunch slack at the same time that release is taking place.

After release and when slack is bunched, control forward speed with light independent brake applications, using the automatic brakes if necessary, keeping the train bunched with the independent brake to hold speed to 5 MPH until the train is off the 14-degree curve.

Ferry Street crossing in Sedro Woolley, MP 86.71, DO number 085095V is a stop and protect crossing.

Trains will stop at stop signs and confirm that crossing is activated and then proceed according to Rule 6.32.