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# Cascade Division

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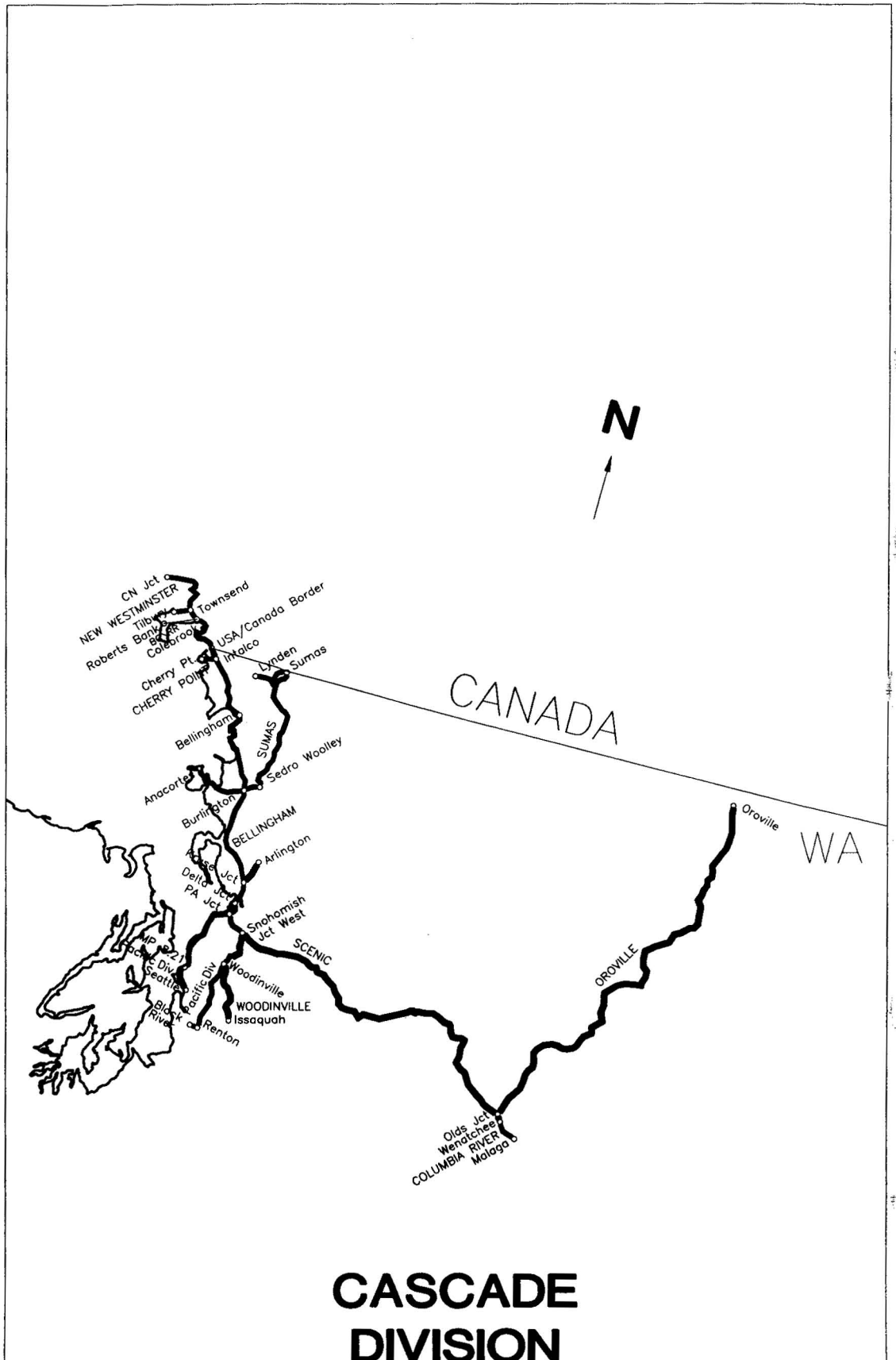
## Timetable No. 3

IN EFFECT AT 0001  
Pacific Continental Time

**Sunday April 2, 1995**

Division Superintendent  
D.L. MAZE  
Everett, WA  
304-6650

See Back Cover for Division Operating Supervisor's Names, Locations  
and Phone numbers



WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Scenic Subdiv MAIN LINE STATIONS			Distance from Wenatchee	EASTWARD
					Trk	Rule 4.3	Oper		
		02044	37	1650.2	WENATCHEE	BJKY	ABS	0.0	
				1652.9	OLDS JCT	JY		2.7	
8,049	02056			1661.2	CASHMERE			11.0	
7,905	02067			1672.2	LEAVENWORTH			22.0	
10,978	02081			1686.9	WINTON			35.5	
6,729	02087			1692.4	MERRITT	T		42.1	
12,323	02094			1698.5	BERNE			49.1	
				1708.5					
9,259	02103			1719.5	SCENIC			56.1	
8,949	02116			1732.3	SKYKOMISH	T		70.9	
10,099	02124			1739.5	BARING			78.5	
10,244	02139			1755.7	GOLD BAR			83.0	
11,988	02152			1768.6	MONROE			105.9	
	02159			1775.2	SNOHOMISH JCT EAST	JT	CTC	112.5	
	02159			1776.2	SNOHOMISH JCT WEST	JT		113.5	
	02163			1781.2	LOWELL			118.5	
12,517	02165			1782.7	PA JCT	J		120.0	
	02166			1783.9	EVERETT	B		121.4	
				1784.7					
	02169		32.1	EVERETT JCT	JX		122.2		
	02172		28.3	MUKILTEO			126.0		
			27.8	MP 28			126.5		
			27.1	MP 27			128.2		
			17.8	MP 18			136.6		
	02182		17.6	EDMONDS			136.8		
			15.9	MP 16			138.5		
			7.9	MP 8	Y		146.7		
			7.1	MP 7	IY		147.3		
	02193		6.4	BALLARD	IY		148.0		
			6.2	DRAWBRIDGE 4	IY		148.2		
			5.1	23rd STREET	IY		149.3		
				INTERBAY					
	02195		4.9	(Balmer Yard)	BIKY	ABS	149.6		
			3.3	GALER STREET	IXY		150.7		
			1.4	NORTH PORTAL	IXY		152.8		
				SEATTLE	BIKT				
	02200		0.0	(King St. Station)	X(2)Y		154.2		

BN Radio Channel No. 66 in service on this Subdivision.

BN Radio Channel No. 70 in service Seattle to MP 8.

Train Dispatcher Calls—Wenatchee—28, Cashmere—29, Merritt—30, Cascade Tunnel—57,  
Skykomish—31, Monroe—32, Everett—34, Mukilteo—35, Richmond Beach—36

Seattle East Dispatcher—1-800-285-0061 or 625-6620

Seattle Terminal Dispatcher—1-800-285-0079 or 625-6621

Emergency Train Dispatcher Call — 911

MP 8 to Seattle is part of and under the jurisdiction of the Pacific Division.

1. Maximum Speed Permitted —	Passenger	Freight
Wenatchee to Everett .....	79 MPH.	50 MPH.
Everett to Seattle .....	60 MPH.	50 MPH.
MP 1650.2 to MP 1651.1 .....	35 MPH.	35 MPH.
MP 1651.1 to MP 1658.7 .....	50 MPH.	45 MPH.
MP 1658.7 to MP 1660.9 .....	40 MPH.	40 MPH.
MP 1660.9 to MP 1661.7 .....	40 MPH.	25 MPH.
MP 1661.7 to MP 1669.2 .....	40 MPH.	35 MPH.
MP 1669.2 to MP 1682.7 .....	55 MPH.	45 MPH.
MP 1682.7 to MP 1693.2 .....	50 MPH.	45 MPH.
MP 1693.2 to MP 1721.2 .....	30 MPH.	25 MPH.
MP 1721.2 to MP 1730.0 .....	25 MPH.	20 MPH.
MP 1730.0 to MP 1732.6 .....	30 MPH.	25 MPH.
MP 1732.6 to MP 1734.7 .....	45 MPH.	40 MPH.
MP 1734.7 to MP 1737.4 .....	45 MPH.	45 MPH.
MP 1737.4 to MP 1740.6 .....	50 MPH.	45 MPH.
MP 1740.6 to MP 1746.2 .....	40 MPH.	40 MPH.
MP 1746.2 to MP 1746.4 .....	35 MPH.	35 MPH.
MP 1746.4 to MP 1749.0 .....	40 MPH.	40 MPH.
MP 1749.0 to MP 1751.5 .....	50 MPH.	45 MPH.
MP 1751.5 to MP 1756.7 .....	70 MPH.	50 MPH.
MP 1756.7 to MP 1757.6 .....	50 MPH.	50 MPH.
MP 1757.6 to MP 1760.5 .....	65 MPH.	50 MPH.
MP 1760.5 to MP 1763.0 .....	50 MPH.	50 MPH.
MP 1763.0 to MP 1768.4 .....	50 MPH.	45 MPH.
MP 1768.4 to MP 1770.7 .....	45 MPH.	45 MPH.
MP 1774.8 to MP 1775.6 .....	60 MPH.	50 MPH.
MP 1778.8 to MP 1780.8 .....	60 MPH.	50 MPH.
MP 1780.8 to MP 1782.4 .....	40 MPH.	40 MPH.
MP 1782.4 to MP 32 .....	25 MPH.	25 MPH.
MP 32 to MP 28.5 .....	55 MPH.	50 MPH.
MP 28.5 to MP 19.0 .....	45 MPH.	45 MPH.
MP 19.0 to MP 15.0 .....	40 MPH.	40 MPH.
MP 15.0 to MP 11.5 .....	50 MPH.	50 MPH.
MP 11.5 to MP 8.7 .....	45 MPH.	45 MPH.
MP 8.7 to MP 6.3 .....	35 MPH.	35 MPH.
MP 6.3 to MP 6.0 .....	20 MPH.	20 MPH.
MP 6.0 to MP 3.3 .....	35 MPH.	20 MPH.
MP 3.3 to MP 3.0 .....	20 MPH.	20 MPH.
MP 3.0 to MP 1.8 .....	35 MPH.	20 MPH.
MP 1.8 to MP 0.0 .....	20 MPH.	20 MPH.
Seattle—Over public crossings .....	20 MPH.	20 MPH.
Seattle—handling Amtrak Superliner bi-level cars while passing umbrella sheds at King St. Station .....	5 MPH.	5 MPH.
Seattle—Through turnouts at King St. Station .....	10 MPH.	10 MPH.
Between North Portal and King St. Station, Seattle .....	20 MPH.	20 MPH.
Ballard—Over Bridge 6.3 .....	20 MPH.	20 MPH.
Bridge 6.3 Ballard cars heavier than 134 tons .....	10 MPH.	10 MPH.
Everett over Pacific Ave .....	20 MPH.	20 MPH.
MP 29 to MP 27 until engine thru limits .....	45 MPH.	30 MPH.
Scenic to Skykomish—Westward freight trains between West switch Scenic and MP 1729.0 exceeding 100 tons/OB .....		12 MPH.

Through dual control turnouts at the following locations:

Snohomish Jct West, Lowell Jct, PA Jct .....	15 MPH.	15 MPH.
Olds Jct, Cashmere, Leavenworth, Winton, Merritt, Berne, Scenic, Skykomish, Baring, Gold Bar, Monroe, Garfield St., Galer St. ....	20 MPH.	20 MPH.
Everett Jct .....	25 MPH.	25 MPH.
MP 5.4 .....	30 MPH.	20 MPH.
MP 18, MP 7, 23rd St. ....	30 MPH.	30 MPH.
MP 28, MP 27, MP 16, MP 8, Mukilteo, Howarth Park .....	35 MPH.	35 MPH.

Cascade Tunnel– Eastward Freight Trains passing signal 1700.6  
 with other than clear aspect–under 100 Tons/OB ..... 20 MPH.  
 over 100 Tons/OB ..... 15 MPH.

Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown to exceed that speed.

Item 1A, System Special Instructions, applies on WO main track between Wenatchee and Olds Jct.

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

**2. Bridge and Equipment Weight Restrictions–**

**Maximum Gross Weight of car:**

Wenatchee to Seattle ..... 143 Tons  
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and six axle derricks not permitted and not more than two (2) four axle locomotives on Standard Oil spur, located 2.2 miles west of Edmonds.

Six axle locomotives and six axle derricks not permitted on following tracks:  
 Cashmere Yard Tracks except Steam Pass and Bluestar  
 Peshastin Industry Tracks  
 Winton Industry Tracks.

**3. Type of Operation–**

**CTC in effect:**

Olds Jct MP 1652.8 to MP 7.7

**ABS in effect:**

Wenatchee MP 1650.2 to Olds Jct MP 1652.8  
 MP 7.7 to Seattle MP 0.0

**Rule 6.13 Yard limits in effect:**

Wenatchee MP 1650.2 to Olds Jct MP 1652.8  
 Trains and engines must obtain permission from Wenatchee  
 Yardmaster or other designated employee before entering yard limits.  
 MP 7.7 to Seattle MP 0.0

**Occupancy Control System in effect:**

MP 7.7 to Seattle MP 0.0  
 Trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

See System Special Instructions item 14, Rule 17.0 Occupancy Control System (OCS).

**Two Main Tracks between:**

- Everett Jct and Seattle
- MP 32.1 to MP 27.8
- MP 27.1 to MP 17.8
- MP 15.9 to MP 7.7
- MP 7.4 to MP 5.4
- MP 3.4 to MP 0.0

**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees–**

Seattle, North Portal, Galer Street, MP 4.0, Interbay, 23rd Street, MP 5.4, Ballard, MP 7  
 –Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

Drawbridge 4—Maintenance of Way employees may occupy interlocking on OCS authority from train dispatcher AND verbal permission from bridgetender.

**Interlockings Not Indicated At Station—**

MP 4.0—Manual interlocking. Before entering diesel fueling facility, signal indication or verbal authority must be obtained from Seattle Terminal Dispatcher AND before passing Terry Ave Lead to enter fueling facility permission must be obtained from Roundhouse foreman on Radio Channel 2.

MP 5.4 Manual Interlocking

**4. General Code of Operating Rules Items—**

**Rule 6.19—** When flagging is required, distance will be 2.5 miles.

**Rule 10.2—**Following switches not equipped with electric locks:

Standard Oil spur, east switch, 2.2 miles west of Edmonds.

McKinnon spur, 2.4 miles west of Monroe.

**Rule 15.1—**Trains from Bellingham Subdivision must receive track warrant endorsed “Seattle East” prior to entering Scenic Subdivision.

**5. Trackside Failed Equipment Detectors (FED)—**

**A. Protecting bridges, tunnels or other structures:**

Interbay (EWD) . . . . .	MP 6.0 (DED Only) Main 2 only
MP8 (WWD) . . . . .	MP 8.0 (DED Only) Both Tracks
Cashmere (WWD) . . . . .	MP 1661.6 (DED Only)
Berne . . . . .	MP 1695.2 (DED Only)
Berne . . . . .	MP 1697.3 (DED Only)
Scenic (EWD) . . . . .	MP 1721.2 (DED Only)
Baring . . . . .	MP 1740.5 (DED Only)
Gold Bar . . . . .	MP 1751.9 (DED Only)
Monroe (WWD) . . . . .	MP 1771.1 (DED Only)
Snohomish (EWD) . . . . .	MP 1778.6 (DED Only)

**B. Other FED locations:**

Cashmere (EWD) . . . . .	MP 1661.6 (DED Only)
Peshastin . . . . .	MP 1668.2
Merritt . . . . .	MP 1690.0
Scenic (WWD) . . . . .	MP 1721.2 (DED Only)
Skykomish . . . . .	MP 1725.5 (DED Only)
Skykomish . . . . .	MP 1730.7 (DED Only)
Grotto . . . . .	MP 1735.0
Sultan . . . . .	MP 1762.0
Monroe (EWD) . . . . .	MP 1771.1 (DED Only)
Snohomish . . . . .	MP 1776.2
Snohomish (WWD) . . . . .	MP 1778.6 (DED Only)
Mukilteo . . . . .	MP 27.2
Edmonds . . . . .	MP 17.1

**6. FRA Excepted Track—**

In Seattle: Ballard Lowline Zone 1 and 2; Terry Avenue Line Zone 4; Dyke Team Zone 7; Interbay, Convoy 03 and 04 Zone 6. Between Wenatchee and Merritt: Wenatchee—Michelsen Spur, Team track, Lower Cascadian; Industry track at Monitor, Cashmere, Dryden; Peshastin — All Tracks; Merritt — Wye. See GCOR Rule 6.12.

**7. Special Conditions—**

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

**Close Clearance —**May exist on all auxillary tracks.

**Wenatchee—**Within city limits, the engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

**Seattle—**Between MP 0 and MP 1 Tunnel 17, trains carrying wide loads must not meet or pass other trains on adjacent track.

**Seattle–Grade Crossing Ordinances–**

No person shall sound the horn or whistle of any locomotive being operated on or along Alaskan Way, Broad Street and Galer Street except to prevent accidents not otherwise avoidable.

The bell of any locomotive operated on Alaskan Way shall be sounded continuously from Atlantic Street to Broad Street and Galer Street.

The engineer holds the authority and responsibility for blowing a whistle in what he considers any emergency situation.

Section 11.66.030 of Chapter 11.66 of the Seattle ordinance provides that no person shall handle a locomotive or forwardmost car of a train, attached to a locomotive or not, on or across a public place without having stationed on or immediately preceding such forwardmost locomotive or car one man whose sole duty shall be to give adequate warning for the safety of persons upon the public place while such operation is underway on the public place. This ordinance has been interpreted to mean that we have to have two men on the locomotive, one of whom shall be seated on the opposite side of the engineer and whose sole duty as the train approaches and crosses the crossing shall be to warn the engineer of the approach or presence of members of the public on or near the crossing.

Section 11.66.040 requiring flaggers at grade crossings provides that where the forwardmost unit of a train is a car, whether attached to a locomotive or not, and the crossing is not protected by automatic signals or gates, we are obliged to have a flagger stationed within the dedicated width of the street or alley who before and while such crossing operation is under way shall give proper warning for the safety of traffic. We are in compliance with this provision if the flagger goes to the crossing ahead of the movement, properly flags the crossing to get motor vehicle traffic stopped; or failing that, stops his own movement, and having ascertained that it is safe for the movement to proceed over the crossing, he can, as the lead end of the lead car enters the crossing, walk across the crossing when it is safe to do and then board the car.

**Balmer Yard Fueling Facility–** The inside crossover switch from the main line to the fueling facility at MP 4 Balmer Yard to be left lined for straight track, when no movement over switch.

A stop sign has been installed at the south end of the Service Facility just west of the derail at MP 4.0. This stop sign will govern all movements into the Service Facility from the south end.

All movements, inbound power consists and switch engine movements, after stopping must secure permission from the service foreman to pass the stop sign and get authority for movement over the derail. These radio instructions will be issued on Channel 4, frequency 8484. When movement over derail is complete immediately notify service foreman via radio.

**Everett Jct–**Westward trains setting out must clear junction crossover switches unless train dispatcher authorizes otherwise.

**Mountain Grade Operation–**

Air Brake and Train Handling Rules (for mountain grade operation apply on mountain grade between Skykomish and Berne, ruling grade ascending east 2.2; and between Berne and Merritt, ruling grade descending east 2.2.

Where cars listed in the first sentence of Item 3, System Special Instructions, are handled at the rear of the train, locomotives operating at the rear of train must be cut in ahead of such cars.

**Handling 80 Feet or Longer Cars–**

Between Merritt and Skykomish –

Freight trains, other than intermodal, must handle 80 feet or longer cars weighing less than 50 tons in the rear 2900 tons.

**Intermodal trains between Merritt and Skykomish–**

- a. Conventional equipment is defined as all types of intermodal equipment except double stacks.
- b. Trains handling conventional equipment using helper locomotives or trains handling conventional with double stack equipment using helper locomotives must not exceed 7500 total tons or 7700 total feet not including power. First part of train behind road power must not exceed 4800 tons and helper locomotives must be cut in no less than full rated tonnage.
- c. Trains handling conventional equipment must not exceed 4800 tons, 70 cars or 7000 feet not including power.

- d. Trains consisting of solid double stacks or mixed with conventional equipment without helper locomotives must not exceed 5500 tons. The conventional portion must not exceed 4800 tons.
- e. Eastward trains handling conventional with loaded double stack equipment must handle all loaded double stack equipment next behind engine. Partially loaded double stack equipment having any empty platforms must be placed next, behind loaded double stack equipment.
- f. Eastward trains handling 45 cars or more must handle empty cars, or cars containing one trailer or container, not nearer than the twenty-fifth (25th) car from the locomotives, unless handled in the trailing 2500 tons.
- g. Westward trains of greater than 2900 tons must handle 80 feet or longer cars weighing less than 50 tons in the rear 2900 tons.
- h. Single loaded 50 feet cars having single axles are not restricted.

**Mixed and Unit Trains between Merritt and Skykomish—**

- a. Trains without helpers must not exceed 4800 tons, or 7000 feet not including power.
- b. Empty unit trains must not exceed 4800 tons, 130 cars, or 7000 feet not including power.
- c. Trains with helpers must not exceed 7500 tons, or 7000 feet not including power and helpers must be cut in at full rated tonnage. Head end portion of train must not exceed 4800 tons.

**Instructions Governing Operation of Trains between Merritt and Skykomish—**

- a. Skykomish—Strobe light under control of City Fire Department mounted at Main Street Crossing. When illuminated, an emergency exists and the crossing must not be blocked, and trains occupying the crossing must cut or clear it immediately.
- b. Merritt, light helper locomotives or other light locomotives left unattended will be placed on West leg of wye complying with Air Brake and Train Handling Rules.
- c. Helper units on eastward freight trains between MP 1708.3 east switch Scenic and MP 1700.0 east portal Cascade tunnel will not exceed sixth throttle position.
- d. Scenic—Two white lights flashing alternately are mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless directed by train dispatcher. Exception: Eastward passenger trains, not exceeding two locomotives in the engine consist, may pass Scenic and enter Cascade Tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher. Repeater ventilating system indicators are located at MP 1704.2 and MP 1702.4 in Cascade Tunnel. Eastward trains between Scenic and Berne before entering West portal Cascade Tunnel No. 15 will advise Seattle East dispatcher if they have aluminum ore and Seattle East dispatcher will turn on employees call light on the tunnel circuit which will open the louvers relieving pressure on this train. Eastward trains handling aluminum ore do not exceed 15 MPH between bay 11 and bay 6 and at bay 6 gradually reduce speed not exceeding 10 MPH between bay 4 and East portal, advising Seattle East dispatcher as soon as engines clear East portal. At this time dispatcher will remove tunnel call light allowing tunnel to flush properly. Helper consist not permitted in trains requiring alternate ventilation.
- e. Ventilating fans and tunnel door are located at the east portal of Cascade Tunnel. Westward absolute signal at MP 1700.3 is located 65 feet east of tunnel door, and eastward absolute signal at MP 1700.4 is located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of rules, contact with train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is in the fully opened position.

If Cascade tunnel door is closed, immediately contact train dispatcher and be governed by his instructions. If instructed to manually open the door, ascend the ladder on the south wall to top of door and cross catwalk to the north side. Face door and move long red handle to the left to engage hoist sprocket and cut off power to the door. Door may then be raised with chain hoist located to your left.

Crew of eastward or westward trains stopped in Cascade Tunnel must communicate with train dispatcher to assure tunnel ventilating fans are operating and East Portal door is closed during the time train is standing.



- f. After receiving authority from the train dispatcher, a train in the tunnel may make a forward or reverse movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except absolute signal at MP 1700.4.

Portable Radios assigned for tunnel service, use channel 3. If radio communication is inoperable, communication can be established by use of the dispatchers' phones, which are located in each bay.

If, for any reason a train is stopped in tunnel, members of crew on both head end and rear end of train must communicate with each other, and the train dispatcher, and have a thorough understanding whether train will make a forward or reverse movement out of tunnel. When a train is in the tunnel, the train dispatcher will insure main track or siding, between siding switches is clear at Scenic or Berne and alignment of switch is for the clear track to provide for a forward or reverse movement.

- g. Fluorescent light located at Bay 14 is to alert westward trains as to location of signal 1706.1 when vision is obscured.

Westward trains encountering signal 1706.1 at Bay 15 displaying Stop indication must not pass west portal except in emergency, until it is known track is clear to east switch Scenic, in which case trains must stop and not pass the west portal until a flagman is sent out in advance to see whether or not the main track is blocked by a slide.

- h. Scott ATO masks are issued to crew members of trains running through the Cascade tunnel and must be immediately accessible while in the Cascade tunnel.  
To permit proper sealing of face masks, all train and engine personnel must be clean shaven when working between Seattle and Wenatchee.
- i. Employees in train operations must have received instructions on operation of emergency tunnel equipment prior to working trains that may go through Cascade Tunnel.

## j. Location of additional emergency material and emergency exits:

LOCATION	PHONES, AIR HOSE, WRENCH & KNUCKLES TYPE E & F	EMERGENCY BREATHING APPARATUS	RAIL CLAMPS AND CHAINS
Telephone Booth Skykomish	x		
Telephone Booth Scenic	x		xx
CTC Bungalow E&W Scenic	x		
Bay 21	x		
Bay 20	x		
Bay 19	x		
Bay 18	x	xx	
Bay 17	x		
Bay 16	x	xx	
Bay 15	x		
Bay 14	x	xx	
Bay 13	x		
Bay 12	x	xx	
Bay 11	x		
Bay 10	x	xx	
Bay 9	x		
Bay 8	x	xx	
Bay 7	x		
Bay 6	x	xx	
Bay 5	x		
Bay 4	x	xx	
Bay 3	x		
Bay 2	x	xx	
Bay 1	x	xx	
CTC Bungalow E&W Berne	x		xx
Merritt Depot	x		

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

- k. When necessary to set out bad order cars at Scenic or Berne see that clamps are properly secured and blocked to the rail on low end of car. Clamps at Scenic fit rail on industry track. Clamps at Berne fit rail on siding. Crew picking up car, return clamps and chains to the Telephone Bungalow Scenic or CTC Bungalow Berne.

**I. CASCADE TUNNEL EMERGENCY ACTION PLAN**

1. If distance or situation warrants, walk out if necessary.
2. Consider hazardous material involvement in each situation before any action taken.
3. Consider operation of fans and direction of movement.

Event	Action
1. Undesired Emergency Air Brake Application; Break-In-Two; Derailment	1. Cut off train—exit tunnel. 2. Determine location, if any, of hazardous material in train. 3. Obtain breathing apparatus and after consideration of hazardous material possibly involved, return to train—secure and/or repair if possible.

- II. Fire (Obvious)
  - Eastward:
    1. Cut off power, leave train angle cock open—exit tunnel.
    2. Determine location of hazardous material in train, if any.
    3. Shut off fans, after exit.
    4. Close doors.
    5. Do not return to tunnel.
  - Westward:
    1. Order fans shut off by dispatcher phone, and open door.
    2. Cut off power leaving angle cock open on train, exit tunnel.
    3. Determine hazardous material in train, if any.
    4. Close door after exit.
    5. Do not return.

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- III. Engine(s) Derailed
  1. Advise dispatcher—control fans to provide maximum fresh air.
  2. Shut down and secure all locomotive units.
  3. Exit tunnel using power if possible with dispatcher authority.

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- Helper Engines in Train
  1. Advise dispatcher.
  2. Determine integrity of train ahead and/or behind helper engines.
  3. Exit tunnel either with the head end or back out with rear of train leaving angle cock open on portion of train left standing.

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- Train with Caboose
  - Eastward:
 

Order fans shut off and exit if possible.
  - Westward:
 

Order fans remain on and exit if possible.

**Cascade Tunnel Communications**

BN network telephones are located in each bay of the tunnel in protective boxes. When dialing a company number, you must dial 8+ (the number). A speed dial for the Seattle East Dispatcher is 616.

In an emergency situation, dialing 9-911 will connect Wenatchee Emergency Operations, identically to standard 911 calls.

**8. Other Line Segments—**

**Yard Line Segments—**

Line Segment	Yard	Limits
470	Balmer Hump Yard	
620	Balmer Yard	
656	Wenatchee	
656	Apple Yard	

**Other Road Line Segments—**

Line Segment	Limits	Mileposts
50	Ballard—Fremont	

Ballast Pits— NONE

**9. Locations not Shown as Stations--**

Name		Miles--Location	Capacity Cars	Switch Opens
02053	Monitor	3.6 east of Cashmere	10	West
02061	Dryden	6.1 east of Leavenworth	10	West
02064	Peshastin	3 miles east of Leavenworth	10	East
02144	Sultan	5.4 west of Gold Bar	10	East
02155	McKennon Spur	2.4 west of Monroe	4	East
02174	Boeing Plant on spur	1.8 from Mukilteo	Yard	West
02185	Standard Oil Co.'s Tracks	2.2 west of Edmonds	81	West
02186	Richmond Beach	3.6 west of Edmonds	65	Both

SOUTHWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Bellingham Subdiv MAIN LINE STATIONS			Distance from US/CAN Border	NORTHWARD ↑
					Trk	Rule 4.3	Oper		
			50	119.6	USA CANADA BORDER	Y		0.0	
	6,060	15088		119.3	BLAINE	BY		0.3	
		15081		112.1	INTALCO	JT	ABS	7.6	
	6,600	15075		106.3	FERNDALE		TWC	13.5	
		15067		97.0	BELLINGHAM	BKY		22.5	
	6,347	15062		92.9	SOUTH BELLINGHAM	Y	ABS	25.7	
	6,384	15049		79.7	BOW			39.1	
	4,635	15042		71.9	BURLINGTON	J	CTC	46.5	
					to MT. VERNON 3.9				

W D ↓		15042	409	16.6	BURLINGTON	Y	TWC	16.6	↑ E W D
		66216		0.0	ANACORTES			0.0	

S W D ↓	6,075	15038	50	66.8	to BURLINGTON 3.9		CTC	50.4	↑ N W D	
		6,381		15025	55.5	MT VERNON		B		62.8
		6,846		15016	45.5	STANWOOD				72.5
					to KRUSE JCT. 3.6					

W D ↓		66023	406	6.9	ARLINGTON		TWC	7.2	↑ E W D
		15012		0.0	KRUSE JCT			0.0	

S O U T H W A R D ↓		15012	50	42.2	to ENGLISH 3.6		CTC	76.1	↑ N O R T H W A R D ↑	
		2,557		15009	38.8	KRUSE JCT				79.5
					37.0	MARYSVILLE				82.2
				10.9	DELTA JCT	ITY				
			15005	408	9.1	DELTA	Y	84.0		
			02165	407	0.0	PA JCT	JY	ABS		85.9

BN Radio Channel No. 76 in service on this Subdivision.

Train Dispatcher Calls—Everett—37, Burlington—38, Bellingham—39, Blaine—41.

Branch Line Dispatcher—1-800-285-0064 or 625-6476

Emergency Train Dispatcher Call—911.

1. Maximum Speed Permitted—

	Freight
USA Canada Border to Delta Jct .....	50 MPH.
Loaded Coal Trains .....	40 MPH.
Delta Jct to Everett Jct .....	15 MPH.
Delta Jct to PA Jct .....	15 MPH.
Lowell to GN Jct .....	15 MPH.
MP 119.6 to MP 118.4 .....	15 MPH.
MP 106.6 to MP 105.8 .....	40 MPH.
MP 101.2 to MP 99.3 .....	35 MPH.
MP 99.3 to MP 93.1 .....	20 MPH.
MP 93.1 to MP 82.5 .....	35 MPH.
MP 74.7 to MP 74.5 .....	40 MPH.
MP 72.4 to MP 67.0 .....	20 MPH.
MP 43.3 to MP 39.5 .....	25 MPH.
MP 39.5 to MP 37.3 .....	20 MPH.
MP 37.3 to MP 37.0 .....	10 MPH.

Bellingham—over street crossings, head end restriction .....	10 MPH.
Burlington to Anacortes .....	10 MPH.
Kruse Jct to Arlington .....	10 MPH.
On sidings .....	10 MPH.

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

## 2. Bridge and Equipment Weight Restrictions—

### Maximum Gross Weight of Car:

USA Canada Border to PA Jct— .....	138 tons
Burlington to Fidalgo .....	134 tons
Anacortes to Fidalgo .....	131.5 tons
Kruse Jct to Arlington .....	136 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Mt. Vernon, Cenex Spur MP 68.7 only one 4 axle locomotive permitted.

Arlington Spur—Six axle locomotives in excess of 175 tons and six axle derricks not permitted.

Burlington to Anacortes—Six axle locomotives and six axle derricks not permitted.

## 3. Type of Operation—

### CTC in effect:

South Bellingham MP 93.5 to Delta Jct MP 10.5

### ABS in effect:

USA Canada Border MP 119.6 to South Bellingham MP 93.5  
Delta Jct MP 10.5 to PA Jct 0.0

### TWC in effect:

USA Canada Border MP 119.6 to Bellingham MP 100.0  
Burlington MP 16.6 to Anacortes MP 0.0  
Kruse Jct MP 0.0 to Arlington MP 8.2

### Rule 6.13 Yard limits in effect:

USA Canada Border MP 119.6 to Blaine MP 119.3  
Bellingham MP 100.0 to South Bellingham MP 93.5  
Burlington MP 16.6 to Anacortes MP 13.0  
Delta Jct MP 10.5 to PA Jct MP 0.0

### Occupancy Control System in effect:

Bellingham MP 100.0 to South Bellingham MP 93.5  
Trains and engines may occupy the main track with verbal OCS permission.  
See System Special Instructions, Item 14, Rule 17.0 Occupancy Control System (OCS)

### Locations Designated as Industrial Track between:

Delta Jct, Bayside, and Everett Jct  
Sealine Jct and Lowell MP 6.4  
Delta Jct, Delta and GN Jct  
GCOR Rule 6.28 applies.

### Interlockings and Drawbridges not Indicated at Station—

**Drawbridge 10**—1.7 miles south of Marysville— manual interlocking.

**Drawbridge 11**—1.2 miles south of Marysville— manual interlocking.

**Drawbridge 12**—0.5 miles south of Marysville— manual interlocking.

When interlocking signals display Stop indication, bridge operator, B&B foreman or signal maintainer must be called to inspect bridge equipment before trains are permitted to proceed over these bridges. Instructions for operating dual controlled derricks are posted at absolute signals.

**Drawbridge 12A**—2 .0 mile west of Whitney— Drawbridge.

After stopping at stop sign, trains or engines must not proceed until permission is received from Bridge Operator.

**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees—**

**Delta Jct—** Maintenance of Way employees may occupy manual interlocking on verbal authority from Bridge 10 bridgetender. Bridge 10 bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

**Drawbridge 10—** 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.

**Drawbridges 11,12—** 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. Instructions for operating dual control derails are posted at absolute signals.

**4.General Code of Operating Rules Items—**

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

**Rule 10.2—**Following switches not equipped with electric locks:  
 Pacific Grinding Wheel Spur (1 mile north of Kruse Jct.).  
 Industry Track Silvana.  
 Conway Feed and Pole Yard Spur.  
 Spur track (MP 93.0 at South Bellingham).

**Rule 15.1—**Trains operating between Blaine and PA Jct must receive track warrant endorsed "Seattle North Branch" Monday–Friday from 0700 to 1500; and "Seattle Branch Line" when the "Branch Line" and "North Branch" dispatching positions are combined, prior to departure from Blaine or Delta Jct.

**5. Trackside Failed Equipment Detectors (FED)—**

**A. Protecting bridges, tunnels or other structures:**

- English (NWD) . . . . . MP 46.2 (DED Only)
- Stanwood (SWD) . . . . . MP 55.2 (DED Only)
- Mt. Vernon (NWD) . . . . . MP 68.9 (DED Only)
- Burlington (SWD) . . . . . MP 72.3 (DED Only)

**B. Other FED locations:**

- English (SWD) . . . . . MP 46.2 (DED Only)
- Stanwood (NWD) . . . . . MP 55.2 (DED Only)
- Stanwood . . . . . MP 58.9
- Bow . . . . . MP 81.9

**6. FRA Excepted Track—** Fidalgo and Anacortes MP 0.0 to MP 4.0; Cement Track lead and Orchard Street lead at Bellingham; Twin City Food spur and North Star Industries at Stanwood; North Mt. Vernon Lead, MP 68.7; Kruse Jct MP 0.0 to Arlington MP 7.2. See GCOR Rule 6.12.

**7. Special Conditions—**

**Blaine–White Rock—**Trains will not pass International Border without permission of Customs and Immigration inspectors.

**Intalco—**Loaded hazardous material cars must be set out on the north 2640 feet of north extension of wye only.

**Custer—**Loaded hazardous material cars must be set out on the south 2640 feet of spur track only.

**Ferndale—**Loaded or empty LPG cars must not be left adjacent to High School.

**Whitney—**All train, engine and switching movements on the siding crossing the LaConner to Whitney Road must be protected by a flagman on the ground at the crossing.

**Between Fidalgo and Anacortes—**Main track out of service at Fidalgo, MP 4.0 to Anacortes, MP 0.0. Shell oil switch at MP 4.1 is straight railed for Shell Oil plant.

**Stanwood—**All trains on the siding at Stanwood required to cut the 271st Street crossing must not leave cars closer than 100 feet either side of the road. Clearance points are painted on the rail.

**Arlington**—Automatic crossing signals at Lebanon Road MP 6.7 may be ineffective. Be governed by Rule 6.33.3

Track out of service beyond MP 7.2.

**Loaded Coal Trains**—Loaded coal trains to Bellingham Subdivision must move via Bayside Yard when practicable.

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

**Close Clearance** —May exist on all auxillary tracks.

#### 8. Other Line Segments—

##### Yard Line Segments—

Line Segment	Yard	Limits
603	Bellingham	
616	Bellingham	Yard and Runaround
399	Bellingham	Ex-Milw trackage to MP 4.9
604	Everett Yard	
605	Delta Yard	

##### Other Road Line Segments—

Line Segment	Limits	Mileposts
50	Everett Jct—Bayside—Delta City	32.1 to 37.1
429	Stanwood—Twin City Food Spur	0.0 to 2.4

Ballast Pits—NONE

#### 9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
15080 Custer	5.5 north of Ferndale	49	Both
15069 Noranda	4.1 south of Ferndale	11	South
15053 Samish	3.8 north of Bow	55	Both
15041 MVB Station	1.4 north of Mt Vernon	2	North
15032 Fir	5.3 south of Mt Vernon	20	South
15025 Twin City Foods on spur	2.4 south of Stanwood	Yard	South
15020 Silvana	5.5 south of Stanwood	20	Both
15013 Pacific Grinding Wheel	1.0 north of Kruse Jct	15	North
66020 Edgecomb on spur	3.8 east of Kruse Jct	44	Both
66207 Whitney on spur	7.0 west of Burlington		
66210 Whitmarsh on spur	10.2 west of Burlington		
66212 Fidalgo on spur	12.4 west of Burlington	24	Both
Bayside	2.4 south of Delta Jct	Yard	Both
02169 Everett Jct	4.9 south of Delta Jct		



SOUTHWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	New Westminster Subdiv			Distance from CN Jct.	NORTHWARD ↑
					Trk	Rule 6	Oper		
		15126	56	155.3		CN JCT	BYZ	0.0	
		15125		153.8		1.5	STILL CREEK	Z	1.5
		15123		151.8	2	2.1	WILLINGDON JCT	XZ	3.8
				149.8		2.0	SPERLING	X	5.8
				148.0		1.8	PIPER	X	7.4
		15118		146.9		1.1	BURNABY		8.5
				146.4		0.5	LAKE CITY	X	9.0
				146.1		0.3	NORTH ROAD	X	9.3
				145.4		0.7	BRUNETTE	X	10.0
				145.3		0.1	CP JCT		10.1
				145.0		0.2	BRAID		10.3
		15114		144.8		0.1	NEW WESTMINSTER BCY		10.4
				144.5	0.3	SPRUCE		10.7	
		15111		141.3	1.6	FRASER RIVER JCT		12.3	
5,908	15109	139.5			1.4	BROWNSVILLE		13.7	
	15105	136.9			2.6	TOWNSEND	ABS/OCB	16.3	
2,422	15100	131.1			6.5	COLEBROOK	CTC	22.8	
					15.5	To Roberts Bank BCR	CTC		
	15091	119.9			10.8	WHITE ROCK	Z	33.6	
		119.6			0.3	USA CANADA BORDER	Z	33.9	

BN Radio Channel No. 66 In service on this Subdivision.  
 BN Radio Channel No.31 In Yard service on this Subdivision

New Westminster RTC Calls—Main Line Channel:Blaine—011, New Westminster—031  
 Yard Channel: Burnaby—021, New Westminster—041, Vancouver—051.  
 Yard Office Calls—Main Line Channel: New Westminster—032  
 Yard Channel: Burnaby—022, New Westminster—042, Vancouver—052

1.Maximum Speed Permitted—	Passenger	Freight
CN Jct. to CP Jct .....	40 MPH.	
CN Jct to USA Canada Border .....		40 MPH.
Through turnout CN Jct MP 155.2 .....	10 MPH.	10 MPH.
MP 155.2 to MP 153.7 .....	25 MPH.	25 MPH.
MP 153.7 to MP 145.5 .....	40 MPH.	30 MPH.
MP 145.5 to MP 144.5 Northward trains on West track .....	30 MPH.	30 MPH.
MP 145.5 to MP 143.9 .....		20 MPH.
MP 143.9 to MP 140.8 .....		10 MPH.
MP 140.8 to MP 137.3 .....		25 MPH.
MP 137.3 to MP 136.7 .....		30 MPH.
MP 136.7 to MP 127.9 .....		35 MPH.
MP 127.9 to MP 127.6 .....		15 MPH.
MP 127.6 to MP 122.7 .....		35 MPH.
MP 122.7 to MP 120.9 .....		21 MPH.
MP 120.9 to MP 119.6 .....		20 MPH.
Bridges 127.6, 137.4, 140.8 cars heavier than 138 tons .....		10 MPH.
West Shore Terminals (Roberts Bank)—within fenced area of terminal .....		5 MPH.

Brownsville—On siding, interchange and crossovers .....		10 MPH.
CP Jct —East leg of wye .....		5 MPH.
Burrard Inlet Line .....		8 MPH.
Southward trains movements over Venables Street .....		5 MPH.
Through turnouts, at the following CTC Control points:		
Colebrook—through dual control turnouts .....		35 MPH.
Spruce MP 144.5 .....		20 MPH.
Braid MP 144.9 .....		10 MPH.
Brunette MP 145.4 .....	15 MPH.	15 MPH.
North Road MP 146.1 .....	15 MPH.	15 MPH.
Lake City MP 146.4 .....	35 MPH.	30 MPH.
Lake City Lead switch from East Track only .....	15 MPH.	15 MPH.
Piper MP 148.0 .....	35 MPH.	30 MPH.
Sperling MP 149.8 .....	35 MPH.	30 MPH.
Willingdon Jct MP 151.8 .....	35 MPH.	30 MPH.

Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown to exceed that speed.

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

## 2. Bridge and Equipment Weight Restrictions—

### Maximum Gross Weight of Car:

CN Jct to Fraser River Bridge ..... 143 tons  
 Fraser River Bridge (See note below) .. 131.5 tons  
 Fraser River Jct to USA Canada Border 143 tons  
 Colebrook to Roberts Bank ..... 143 tons  
 Tilbury Line Jct to Tilbury Island Dock .. 143 tons  
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

CP Rail coal trains handling 143 ton gross weight coal cars with self steering trucks are permitted on BN main track through Colebrook.

**NOTE: Fraser River Bridge—Cars exceeding 131.5 gross tons may only be handled with special permission from the office of District Supt., Kamloops, B.C., E.C. Bruzzese (604) 371–5401**

## 3. Type of Operation—

### CTC in effect:

Willingdon Jct MP 151.8 to Townsend MP 137.3  
 Colebrook MP 131.5 to MP 130.5

### ABS in effect:

CN Jct MP 155.2 to Willingdon Jct MP 151.8  
 Townsend MP 137.3 to Colebrook MP 131.5  
 Colebrook MP 130.5 to USA Canada Border MP 119.6

### OCS in effect:

Townsend MP 137.3 to Colebrook MP 131.5  
 Colebrook MP 130.5 to White Rock MP 120.9

### Rule 93 Yard limits in effect:

CN Jct MP 155.3 to Willingdon Jct MP 151.8  
 White Rock MP 120.9 to USA Canada Border MP 119.6

### Two Multitrack between:

Still Creek MP 153.9 and Spruce MP 144.5

### Locations Designated as Industrial Track between:

Vancouver end of track and CN Jct. CROR Rule 105 applies.

Tilbury Line Jct (Townsend) MP 0.0 and Tilbury Island Dock MP 4.9. Train and engine movements on Tilbury Island Line will be made in accordance with Rule 105. Both CN and BN trains and engines switch on this line; therefore, before leaving Townsend and before making any northward movements, BN RTC New Westminster must be contacted who will advise of any other movements being made on the line. This information does not modify provisions of Rule 105.

**CN Jct.**—Trains and engines must not enter main track without permission from BN RTC New Westminster. After permission is received and switch is lined by hand for intended route, movements will be governed by signal indication. Train and engines must advise RTC when clear of the main track.

**Between North Absolute Signal CN Jct and South Absolute Signal Still Creek**—Trains or engines stopped by a Stop indication must not proceed until authority received from RTC. Rule 509 is modified accordingly.

Northward trains must not pass south absolute signal Still Creek and Southward trains must not pass north absolute signal CN Jct and north absolute signal Still Creek without verbal permission from RTC.

**Still Creek**—Trains operating against the current of traffic must operate the switch key controller mounted on the signal mast, to obtain signal indication. Operating instructions are posted in the box on the signal mast.

**Between Still Creek and Willingdon Jct**—Current of traffic exists. Movement of trains will be supervised by the RTC. Oral and message instructions issued by him must be complied with.

Movements against the current of traffic within these limits may be made when authorized by the RTC.

Trains and engines clearing the main track between these stations must report themselves clear to the RTC and may not reenter the main track without RTC permission.

**Brownsville**—CP and CN trains and engines must secure permission from BN RTC New Westminster before fouling or entering controlled siding from auxiliary tracks, and must notify BN RTC when clear of controlled siding on auxiliary tracks and switch properly relined for siding.

**Colebrook**—CTC between MP 130.5 and MP 131.5 under jurisdiction of BC Railway RTC North Vancouver. Dual control switches are identified as No. 16 (North Switch), No. 18 (Mud Bay Siding Switch) and No. 20 (South Switch). When requesting permission to take these switches off power, crew member will advise control operator the number of the switch or switches involved.

#### **Interlockings and Drawbridges not Indicated at Station—**

**Fraser River Bridge, New Westminster**—Locally controlled Interlocking. CROR Rule 609 applies.

All movements approaching bridge will use CN radio channel 61 to contact bridge control if necessary, and monitor this channel until clear of the bridge.

Trains, if tandem, must not exceed 100 cars and must not disconnect while any portion of the train is within interlocking limits. Engine bell must be rung continuously approaching and within interlocking limits.

**Drawbridge 69**—3.4 miles south of Colebrook, manual interlocking.

When interlocking signals display Stop indication, a member of the crew will immediately call RTC and be governed by his instructions.

#### **Manual Interlocking not Indicated at Station—**

**Spruce**—Cumberland Crossover to CP trackage.

#### **Automatic Interlocking not Indicated at Station—**

**Vancouver**—CPR crossing at Burrard Inlet. Movements governed by signal system which displays signal aspects and indications Rules 9.1.13, 9.1.14 and 9.1.15 as found in the System Special Instructions, All Subdivisions.

For northward movements, signal system is activated by a key controller mounted on mast by the signal located approximately 25 feet south of Powell Street, on the east side of the track.

For southward movements, signal system is activated by a key controller mounted on a mast by the switch governing movement toward the diamond, on the north side of the diamond.

The system is activated by inserting switch key into key controller and turning to the right (Clockwise). After 30 seconds, signal should display aspect per Rules 9.1.13 or 9.1.14. Do not obstruct Powell Street crossing until vehicular crossing signals have been operating for at least 20 seconds.

Movements in either direction must pull right up to the stop signal before activating interlocking to ensure operation of vehicular crossing signals at Powell Street.

Switch governing movements over the diamond or to the Sugar House lead must be left lined for the Sugar House lead whenever movements are not being made through the interlocking. In addition to the above, Canadian Rail Operating Rules 103.1, 601, 602 and 611 apply.

#### 4. Canadian Rail Operating Rules Items—

**OPERATIONS**—Burlington Northern is governed by the Canadian Rail Operating Rules for operation in Canada. Following are additions and/or modifications:

**General Bulletin Orders (GBO)**—Apply on this subdivision.

#### OCS Clearances and GBOs Sent Electronically

**OCS Clearances**—OCS Clearances issued electronically print only the items checked. The item numbers checked will be listed on the bottom of the OCS clearance. Notify the rail traffic controller if:

- The OCS Clearance does not contain all items listed on the bottom.
  - Computer generated line on the bottom listing items checked is missing.
- OR
- OCS Clearance is missing text or is otherwise not legible.

**GBOs**—GBOs sent electronically include the number of lines of text on the bottom of the GBO. The computer will count and list all lines that contain at least one character. Notify the rail traffic controller if:

- The GBO does not have the same number of lines shown on the bottom.
  - Computer generated line on the bottom listing number of lines is missing.
- OR
- GBO is missing text or is otherwise not legible.

**Rail Traffic Controller**—When contacted, rail traffic controller will arrange to provide crews with complete, legible copies and report incident to the Superintendent Canadian Operations.

**Rule A**—In addition to the requirements of General Rule A(ii) and (vii), employees specified below shall also have the following documents accessible while on duty:

Document	Train Crews Yard Crews Engine Crews	M of W Dept. Signal Dept.	RTC'S
Superintendent's General Orders & Notices	X	X	X
System Special Instructions	X	X	X
General Rules (Safety) and Safety Working for Us (Craft Specific)	X	X	X
Air Brake and Train Handling Rules	X	O	X
Maintenance of Way Operating Rules	O	X	X
Rules for the Protection of Track Units and Track Work	O	X	X
Transport Canada Dangerous Goods Initial Emergency Response Guide	X	X	X
Train Dispatcher's Manual	O	O	X
Operator's Manual	O	O	X

Exception: Employees of foreign railroads will be governed by the Air Brake and Train Handling Rules and Safety Rules of their employer. CN employees will use CN Rule 83 Reissue of Foreign Railway Bulletins in lieu of Superintendents General Order and Notices.

**Rule G:** The use or possession of alcoholic beverages while on duty or on Company property is prohibited. Employees must not have any alcohol in their breath or in their bodily fluids when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when reporting for duty, while on duty, or while on company property.

**Definitions, Caution Speed**—is changed to read:

**Caution Speed**—A speed that will permit stopping within one-half the range of vision of equipment or a track unit.

**Operating Rules Notes (Ix)**—In addition to the abbreviations included in this note, the following abbreviations are authorized and must be pronounced in full when transmitting and repeating by voice communication:

CBS	Controlled Block Signal	MP	Mile Post	SDG	Siding
DCS	Dual Control Switch	MT	Main Track	W	West
E	East	N	North	WWD	Westward
EWD	Eastward	NWD	Northward	WK EX	Work Extra
EX	Extra	S	South	YL	Yard Limits
JUN	June	SWD	Southward	YM	Yardmaster
JUL	July	SW	Switch	XO	Crossover

**Rule 14(m) (ii)**—is changed to read:

When a train or engine stops and a crew member is required under Rule 101.2 to replace torpedoes.

**Rules 40, 42, 43:** Signals will be two (2) miles in advance of the defective or working point.

**Protection of Impassable or Slow Track Note (II) preceding Rule 40**—is changed to read:

Special instructions will specify when Rule 40, 42, 43 and 49 are applicable on other than main track except on signalled sidings and other signalled tracks.

**Rule 41** is cancelled

**Rule 42(a)**—(first paragraph) is changed to read:

When Form Y train order is required, the request must be in writing and on the prescribed form, when practicable. When train order protection has been provided, the track and time limits must be confirmed in writing prior to the foreman named in the train order arranging for the display of the prescribed signals. Rule 40 may then be modified as follows:

**Rule 42(a) (ii)**—is changed to read:

Place a yellow over red flag at least 3000 yards outside the track limits defined by the red signals, to the right of the track as seen from an approaching train or engine.

**Rule 42(d)**—is changed to read:

Where signalled turnouts, which can provide access to the protected track, are located between the opposing yellow over red signals, the protection must be provided on all main tracks of the subdivision named in the train order.

**Rule 43(a)**—(first paragraph) is changed to read:

When the defect does not require a stop to be made, and after train order protection has been provided, the speed restrictions and limits must be confirmed to the foreman in writing. Rule 40 may then be modified as follows:

**Rule 45.1**—is changed to read:

Except on a subdivision designated in special instructions, where two main tracks are on the same roadbed, signals required to be placed to the right of the track as seen by the crew of an approaching train or engine under Rule 42 and 43 must be placed to the outside of the track affected and not between the two main tracks.

**Rule 45.1:** Signals will be placed to the right of the track as seen by the crew of an approaching train or engine unless otherwise specified by GBO.

**Rule 51 (a)**—Between Still Creek (MP 153.93) and Willingdon Jct (begin CTC) current of traffic exists.

**Rule 81— Clearance Provisions and Exceptions**— When so instructed by RTC, clearance will not be required.

At Vancouver trains or engines operating south of CN Jct must be in possession of clearance prior to entering main track. CN trains obtain clearance through 2nd Narrows Bridge operator, Tele no. 604-298-3020.

At Blaine northward trains must obtain OCS/CTC clearance from New Westminster RTC prior to departure from Blaine.

**Rule 94(c)**—is changed to read:

A third class, fourth class, extra train or engine must operate at caution speed within cautionary limits.

**Rule 99**— Rule 99.1 applies.

**Rule 101.2:** In CTC, in the application of Rule 101.2 of the Canadian Rail Operating Rules, Form T GBO, Form T train order or DOB protection need not be provided nor torpedoes placed when the RTC has confirmed that switches are lined and blocked away from the occupied track, or that all devices controlling signals governing trains or engines into such limits are blocked at Stop.

The RTC must inform each train or engine, required to enter the occupied track, the location of the unattended equipment.

**Rule 103(b)**—is changed to read:

When cars not headed by an engine, snow plow or other equipment equipped with a whistle and headlight, are moving over a public crossing at grade not protected by a watchman or gates, a crew member must provide manual protection of the crossing.

**EXCEPTION:** Manual protection of the crossing is not required provided the crossing is equipped with automatic warning devices and a crew member is on the leading car to warn persons standing on, or crossing, or about to cross the track. This exception does not modify the application of Rule 103.1 (a).

**Rule 104 (a) (b)**—CN Jct switch may be left lined and locked in the reversed position. Trains or engines must approach this switch expecting it to be lined in the reversed position.

**Rule 104 (c)** is changed to read:

Unless otherwise specified by special instructions, switches other than main track switches, when equipped with a lock, must be lined for the normal route and locked after having been used. When equipped with a target, light or reflector, it will indicate the following:

(Diagrams of switch targets remain the same)

**Rule 104(g)**—is changed to read:

A switch must not be turned while any part of a car or engine is between the switch points and the fouling point of the track to be used, except when making a running switch or in the application of the exception to Rule 104(k).

**Rule 104(k)**—is changed to read:

A train or engine must not foul a track until the switches connected with the movements are properly lined, or in the case of semi-automatic or spring switches, the conflicting route is seen or known to be clear.

**EXCEPTION:** A movement may foul a track connected by a hand operated switch provided that:

- (i) neither the track occupied nor the track to be fouled are main tracks;
- (ii) the conflicting route is seen or known to be clear; and
- (iii) the switch is properly lined before the movement passes over it.

**Rule 115 (Pushing Equipment)** is changed to read:

a) When equipment is pushed by an engine, a crew member must be on the leading car or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the movement.

**EXCEPTION:** A crew member need not be so positioned when the portion of the track to be used is seen or known to be clear. However, the movement must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as prescribed in Rule 103 paragraph b) and g).

b) On MAIN TRACK, when equipment is pushed by an engine, unless protected by a crew member as described in paragraph a), the movement must:

- i) NOT be made while the leading car is within yard limits or cautionary limits;

- ii) NOT exceed the overall length of the equipment; and
- iii) NOT exceed 15 MPH.

**Rule 134(d)**—When communication is required to be in writing, directions (North, Northward, South, Southward, East, Eastward, West, Westward) must be pronounced, then spelled.

**Rule 136**—When copying a GBO, clearance, authority or other instruction, the current date must be inserted on the forms where space is provided. The date will not be transmitted by, or be repeated to, the RTC unless the date is of a previous day.

**Form Y—Track condition protection (text following example on page 118 of CROR)** is changed to read:

When required, the GBO must specify the track, or tracks, upon which the restriction applies. Where signalled turnouts, which can provide access to the protected track, are located between the opposing yellow over red signals, the protection must be provided on all main tracks of the subdivision named.

**Rule 313:** Where OCS is in effect:

When items F and/or G on the OCS/CTC Clearance Form are checked, all movements must be made at Restricted Speed within the limits specified.

**Block and Interlocking Signals**—Rules 405 through 430 do not apply on BN. Signal Aspects and Indications as contained in timetable are in effect.

**Rules for the Protection of Track Units and Track Work—**

**Rule 801(b)**—is changed to read: as prescribed by CROR Rule 40, 42;

**Rule 803(a)**—is changed to read: as prescribed by CROR Rule 40, 42;

**Rule 807(a)**—is changed to read: as prescribed by CROR Rule 40, 42;

**Rule 822**—is changed to read:

A track unit authorized to move at special track unit speed must reduce to track unit speed 1000 yards before reaching the working or defective point protected by Rule 40, 42, or Rule 43 and move at track unit speed until the track unit has passed the defective or working point.

**Rule 825(c)**—is changed to read:

Ensure all track units or track work for which the foreman is responsible are protected as prescribed by CROR Rule 40 or 42; or

**5. Trackside Failed Equipment Detectors (FED)—**

**A.** Protecting bridges, tunnels or other structures:  
Brownsville (NWD) . . . . MP 139.1 (DED Only)

**B.** Other FED locations:  
Townsend . . . . . MP 134.8

If you get a hot wheel defect, treat that the same as a hot bearing. Identify the defect, notify RTC and set out car.

**6. FRA Excepted Track— NONE**

**7. Special Conditions—**

**Blaine—White Rock—  
SOUTHWARD**

Trains, engines and track equipment arriving White Rock must have permission from U.S. Customs before any portion crosses into the United States.

Call must be made to Canada Customs and be governed by their instructions.

The door to the Canada Customs office in the White Rock depot is equipped with a mail slot for filing of customs reports should customs so direct. These documents will be given to conductor at time of receiving wheel report.

In-transit forms (A41/2) will be issued to conductor with wheel report covering such cars entering U.S. for re-entry into Canada and are to be turned over to U.S. Customs. In-transit forms must be signed by Canada Customs before entering U.S.A.

File a copy of wheel report at Blaine.

Conductor will verify that cars on the wheel report are supported by customs documents prior to calling customs at White Rock.

**NORTHWARD**

Trains, engines and track equipment arriving Blaine must have permission from Canada Customs before any portion crosses into Canada.

Canada Customs must be furnished by the conductor a copy of the wheel report, manifest and any other supporting customs documents and must accompany customs officer on train inspection.

In-transit forms (A41/2) will be issued to conductor covering such cars entering Canada for re-entry into the United States and are to be turned over to Canadian Customs. In-transit forms must be signed by Canada customs.

File copy of A-1 or wheel report at Blaine.

**Colebrook-Roberts Bank Line**-Trains to Roberts Bank must have current Roberts Bank Route joint DOB. BC Rail Port Subdivision Monthly bulletin is posted at Blaine depot. Crews operating to or from Roberts Bank will be governed thereby while on BCR trackage. CROR block and interlocking signals, Rules 405 through 430, apply on BCR trackage.

**Still Creek**- Northward trains stopping at this point will stand south of Renfrew Street crossing until through movement can be made to clear Slocan/Grandview Highway, 13th Avenue to avoid operating crossing signals at this crossing.

**Vancouver, B.C. Burrard Inlet Line (B.I. Line)**-CN Railway operates jointly with BN between waterfront and Vancouver yards. Before movement is made over B.I. Line in either direction, a member of the crew must obtain permission from CN waterfront yard office. These instructions do not modify the provisions of CROR Rule 105.

#### **Whistling Ordinances-**

##### **Vancouver and Burnaby-**

Transport Canada requires that within Vancouver and Burnaby, B.C., sounding of engine whistle, except to prevent accident, is prohibited at all highway crossings on the main track:

Slocan MP 153.9	Gilmore MP 152.3
Kaslo MP 153.8	Douglas MP 151.1
Renfrew MP 153.7	Piper MP 148.25
Rupert MP 153.2	Cariboo MP 147.2
Boundary MP 152.8	

Southward trains are required to sound whistle in accordance with CROR 14L at Venables Street. Whistle post is in place 75 feet north of the crossing.

Whistling is prohibited on all highway crossings on non-main track:

Parker-Bi Line	Raymur St.- Bi Line
Glen Drive-Bi Line	Powell St.-Bi Line
Venables-Bi Line	
Union St.-Bi Line	

Protection as required by CROR Rule 103 (f) & (g) required at following non-main track crossings:

- All crossings in Still Creek Industrial Area.
- Industrial spur at Sperling MP 149.6.
- All crossings not protected with automatic warning devices within the Lake City Industrial Park.

**White Rock**-Sounding engine whistle, except to prevent accident, is prohibited at all crossings through White Rock between 2000 and 0600 except CROR Rule 14 (f) to be sounded approaching first crossing at MP 121.3 from the south and MP 122.7 from the north. Engine bell must be rung continuously while engine is motion through these limits.

#### **Restricted Clearances-**

High voltage electric wires at Still Creek.

Clearance from top of rail as follows:

Powell Street-Vancouver, B.C. Bi Line 21'6"

Renfrew Street-Still Creek 22'6"

Retaining wall at MP 144.0 will not clear man on side of car or engine.

**Rail Traffic Controllers**- Territory between north switch Blaine and end of track at Vancouver, B.C. is under jurisdiction of RTC at New Westminster.

**Federal Regulations**- Transport Canada requires that upon reporting for duty in Canada, all engineers, firemen, and conductor/switch foremen must sign an Appearance Register, which is located in the locker room at Vancouver, B.C. and New Westminster.

Transport Canada requires that caboosless train operations be equipped with Generation II headend and rearend devices with remote intervention feature when operating in Canada.



If while enroute the HEOT fails to display BRAKE PIPE PRESSURE and/or if the EMERGENCY BRAKING FEATURE becomes inoperative, trains are to be governed as follows:

- (a) While train is stopped or in motion and the standard locomotive gauges and the air flow meter indicate correct trainline pressure, the train may proceed at a speed not exceeding 25 MPH, until the equipment resumes normal operation, or to a point where the equipment can be exchanged enroute, or to the next regular crew change point where the HEOT equipment can be repaired or changed out.
- (b) While the train is stopped or in motion and the standard locomotive gauges and the air flow meter indicate a loss of air pressure, the train crew are required to perform an air brake test in accordance with ABTH Rule 221A. After completion of this air brake test, the train may proceed at a speed not exceeding 25 MPH, until the equipment resumes normal operation, or to a point where the equipment can be exchanged enroute, or to the next regular crew change point where the HEOT or REOT equipment can be repaired or changed out.

**NOTE:** If a train experiences a failure of the HEOT and the standard locomotive gauges and the air flow meter indicate a loss of air pressure and a successful ABTH Rule 221A cannot be performed, the train may proceed to the nearest location where such train can clear the main track, and then only with a sufficient number of car brakes operative, and at a speed not exceeding 15 MPH, until the HEOT or REOT equipment is repaired, resumes normal operation, or and ABTH Rule 221A air brake test is successfully completed.

Tank cars containing Flammable Compressed Gasses must be separated in a train from tank car shipments of: Chlorine, Anhydrous Ammonia and Sulphur Dioxide by at least five (5) rail cars. All other US restrictions apply.

If train length is not sufficient to properly position placarded cars, they must be held for a later train which has sufficient cars to accomodate the cars as prescribed within the regulations. When necessary, the breaking of train blocks to comply with proper placements is authorized.

**Placarded Cars and Trallers—**

Canadian regulations require that Emergency Response (ER) forms or BN waybill or shipping document must be in possession of crew handling any full carload and/or full trailer loads of hazardous material for movement in Canada, except cars placarded class 3.3 or 9 which require only a waybill/shipping document.

**NORTHWARD**

Hazardous material cars entering Canada must be accompanied with following documents:

Loads: 1 original shipping document or ER form or BN waybill and 1 copy of each.

Empties: 1 original shipping document and 1 copy.

Copies are to be left at set out points and originals at New Westminster.

Hazardous boxes for documents are located adjacent to north end crossover at Brownsville and in Vancouver locker room.

**SOUTHWARD**

Hazardous materials originating in Canada are subject to the same regulations for documentation as northward traffic.

Documents for traffic originating at Vancouver, New Westminister or Brownsville are provided at these locations respectively and are to be handled in same manner as northward documents.

**Close Clearance** –May exist on all auxillary tracks.

**8. Other Line Segments—**

**Yard Line Segments—**

Line Segment	Yard	Limits
600	Vancouver, BC	
601	Sapperton Yard	Brunette St. to North Road
602	New Westminister	Brunette St. to Fraser River Bridge

## Other Road Line Segments--

Line Segment	Limits	Mileposts
417	Tilbury Line Jct--Tilbury Island Dock	0.0 to 4.1
432	Colebrook--Roberts Bank (BCR)	7.8 to 23.3

Ballast Pits--NONE

## 9. Locations not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
15129 Vancouver	0.4 North of CN Jct	Yard	Both
15108 Delta--Alaska Terminal	0.8 south of Brownsville	Yard	North
15106 Tilbury Line Jct	0.4 north of Townsend	Conn.	North
66503 Dow Chemical on spur	3.0 from Tilbury Line Jct.	10	North
66504 Tilbury Island Dock on spur	4.1 from Tilbury Line Jct.	Yard	Both
15104 Southern Peat Moss Ltd	0.4 south of Townsend	11	North
66565 Roberts Bank on BCR	15.5 from Colebrook	Yard	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cherry Point Subdiv <b>BRANCH LINE</b> STATIONS			Distance from Intalco	EASTWARD ↑	
					Trk	Rule 4.3	Oper			
		15081	418	0.0		INTALCO	JTY	TWC	0.0	
		66604		5.1		5.1	ARCO	Y		5.1
		66608		8.9		3.8	CHERRY POINT			8.9

**BN Radio Channel No. 76 in service on this Subdivision.  
Branch Line Dispatcher- 1-800-285-0064 or 625-6476  
Emergency Train Dispatcher Call - 911**

**1. Maximum Speed Permitted-**

**Freight**

- Intalco to Cherry Point ..... **25 MPH.**
- MP 5.2 to MP 5.3 ..... **10 MPH.**
- MP 7.2 to MP 8.9 ..... **10 MPH.**
- Bridge 4.0 Arco cars heavier than 134 tons ..... **10 MPH.**
- Item 1A, 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:**

- Cherry Point to Intalco ..... 143 tons
- 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
- Six axle locomotives and six axle derricks not permitted on Arco Lead.

**3. Type of Operation-**

TWC in effect:

Intalco MP 0.0 to Cherry Point MP 8.9

Rule 6.13 Yard limits in effect:

Intalco MP 0.0 to MP 2.0  
Arco MP 4.0 to MP 6.0

**4. General Code of Operating Rules Items-**

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

**5. Trackside Failed Equipment Detectors (FED)-**

- A. Protecting bridges, tunnels or other structures: NONE
- B. Other FED locations: NONE

**6. FRA Excepted Track- NONE**

**7. Special Conditions-**

**Handling Cars Ahead of Engine-**When cars are shoved on the main track, movement must not exceed 25 MPH.

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

**Close Clearance -**May exist on all auxillary tracks.

**8. Other Line Segments-NONE**

**9. Locations not Shown as Stations- NONE**

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Sumas Subdiv <b>BRANCH LINE</b> STATIONS		Distance from Sumas	EASTWARD ↑	
					Trk	Rule 4.3 Oper			
	6,420	66089	403	127.2	SUMAS	BKY	0.0		
	654	66083		120.9	6.4	NOOKSACK		6.4	
	1,537	66073		111.4	9.4	DEMING		15.8	
	582	66065		103.5	7.9	ACME	TWC	23.7	
	1,850	66054		94.1	9.5	THORNWOOD		33.2	
				86.8	7.3			40.5	
		66305	409	21.3	SEDRO WOOLLEY	Y			
		15042		16.6	4.8	BURLINGTON	JY	45.3	

**BN Radio Channel No. 76 in service on this Subdivision.  
Branch Line Dispatcher— 1-800-285-0064 or 625-6476  
Emergency Train Dispatcher Call – 911**

**1. Maximum Speed Permitted—**

	<b>Freight</b>
Sumas to Burlington .....	<b>40 MPH.</b>
MP 20.8 to MP 87.0 .....	<b>5 MPH.</b>
MP 87.0 to MP 87.5 .....	<b>10 MPH.</b>
MP 97.0 to MP 123.9 .....	<b>30 MPH.</b>
MP 109.9 to MP 110.0 Loaded Unit Trains over bridge .....	<b>10 MPH.</b>
MP 123.9 to MP 127.2 .....	<b>10 MPH.</b>
On sidings .....	<b>10 MPH.</b>
Sumas to Lynden .....	<b>10 MPH.</b>
Item 1A, 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 Lynden .....	131.5 tons
Sumas to Sedro Woolley .....	134 tons
Sedro Woolley to Burlington .....	138 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.	

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 not permitted.

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

**3. Type of Operation—**

**TWC in effect:**

Burlington MP 16.6 to Sumas MP 127.2

**Rule 6.13 Yard Limits in effect:**

Burlington MP 16.6 to Sedro Woolley MP 88.0  
Sumas MP 124.0 to MP 127.2

**Locations Designated as Industrial Track between:**

Sumas MP 0.0 and Lynden MP 11.3  
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 Failed Equipment Detectors (FED)--**

**A.** Protecting bridges, tunnels or other structures: NONE

**B.** Other FED locations:

- Sedro Woolley ..... MP 20.9 (DED Only)
- Sedro Woolley ..... MP 88.4 (DED Only)
- Deming ..... MP108.6 (DED Only)

**6. FRA Excepted Track--**

Sumas and Lyndon--MP 1.0 to MP 11.3, all tracks; Sedro Woolley yard tracks, and Sumas Scale track. See GCOR Rule 6.12.

**7. Special Conditions--**

**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 train tends to stall with the above power limits, train must be allowed to stop.

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

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

After release and slack is bunched, control forward speed with independent brake using automatic, if necessary, with light reductions and releasing same keeping train bunched with independent brake to hold speed to 5 mph until train is off the 14 degree curve.

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

**Close Clearance --**May exist on all auxillary tracks.

**8. Other Line Segments--**

Yard Line Segments--NONE

Other Road Line Segments--

Line Segment	Limits	Mileposts
403	Sedro Wolley	86.8 to 85.8
409	Sedro Wolley --Burlington	0.0 to 21.3
614	Hampton--Lynden	0.0 to 5.5

Ballast Pits--NONE

**9. Locations not Shown as Stations--**

Name	Miles--Location	Capacity Cars	Switch Opens
66060 Wickersham	4.9 west of Acme	Conn.	West
66077 Lawrence	4.2 east of Deming	6	West
66410 Lynden on spur	11.3 west of Sumas	Yard	Both

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Woodinville Subdiv <b>BRANCH LINE</b> STATIONS			Distance from Snohomish Jct. West	EASTWARD
					Trk	Rule 4.3	Oper		
		02159	408	1.2	SNOHOMISH JCT WEST JTY		0.0		
				0.0		1.2			
		65601	403	37.6	BROMART	Y	1.2	TWC	
	2,855	65608		29.9	MALTBY				8.6
					to WOODINVILLE 5.5				
		65819	404	18.4	ISSAQUAH			TWC	
		65614		0.1	WOODINVILLE	TUY			
					to MALTBY 5.5				
			403	24.7	WOODINVILLE	TUY		14.1	
		65614		24.1	7.1				
		65622	405	17.0	KIRKLAND			21.2	
				12.7	4.4				
	3,413	65626	405	12.0	BELLEVUE			25.6	
				12.0	0.8				
		65627	405	4.3	WILBURTON			26.4	
				4.3	7.3				
		65634	405	2.2	SCOPA	Y		33.7	
				2.2	2.1				
	3,660	65637	410	12.4	RENTON	Y		35.8	
				12.4	2.2				
		16004	410	9.5	BLACK RIVER	IJY		38.0	

Union Pacific signal aspects as contained in UP Timetable are in effect at UP interlocking at Black River.

BN Radio Channel No. 87 in service on this Subdivision.

Train dispatcher calls: Renton-41

Centralia North Dispatcher- 1-800-285-0076 or 625-6169

Emergency Train Dispatcher Call - 911

Black River to Woodinville is part of and under the jurisdiction of the Pacific Division.

- 1. Maximum Speed Permitted-**
- |  |                |                |
|--|----------------|----------------|
| Snohomish Jct West to Black River .....  | <b>Freight</b> | <b>25 MPH.</b> |
| MP 2.2 to MP 4.3 .....   |                | 10 MPH.        |
| Between Scopa and Wilburton at MP 7.5 .....  |                | 10 MPH.        |
| MP 11.5 to MP 11.7 .....   |                | 10 MPH.        |
| Woodinville to Issaquah .....  |                | 10 MPH.        |
| On Sidings .....   |                | 10 MPH.        |
| Bridge 38 between Snohomish Jct West and Snhomish:   |                |                |
| Six axle locomotives heavier than 175 tons .....   |                | 10 MPH.        |
| Item 1A, System Special Instructions, applies, except between MP 25.0 (Woodinville) to MP 37.0 (Bromart) |                |                |

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

**2. Bridge and Equipment Weight Restrictions-**

**Maximum Gross Weight of Car:**

- Snohomish Jct West to Black River .... 134 tons
- Snohomish Jct West to Snohomish .... 134 tons
- Woodinville to Issaquah Line:
- Woodinville to MP 8.0 ..... 134 tons
- MP 8.0 to Issaquah ..... 131.5 tons
- 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Bridge 38 between Snohomish Jct West and Snohomish: Six axle derricks not permitted.

Between Redmond and Issaquah:

Four axle locomotives heavier than 135 tons not permitted.

Six axle locomotives and six axle derricks not permitted.

**3.Type of Operation--**

**TWC in effect:**

Snohomish Jct West MP 1.2 to Black River MP 9.5

Woodinville MP 0.1 to Issaquah MP 18.4

**Rule 6.13 Yard limits in effect:**

Black River MP 9.5 to Scopa MP 4.4

Snohomish Jct West MP 1.2 to Bromart MP 37.1

Woodinville MP 23.1 to MP 26.7

Woodinville MP 0.1 to MP 1.0

Issaquah MP 16.0 to MP 18.4

**Manual interlockings not controlled by BNR--**

**Black River--** Controlled by Union Pacific Railroad, contact UP dispatcher.

**4.General Code of Operating Rules Items--**

**Rule 6.19--**When flagging is required, distance will be 1 mile.

**5. Trackside Failed Equipment Detectors (FED)--**

**A. Protecting bridges, tunnels or other structures: NONE**

**B. Other FED locations: NONE**

**6. FRA Excepted Track--**

On Woodinville to Issaquah Line: between MP 8 and Issaquah. See GCOR Rule 6.12.

**7. Special Conditions--**

**Bellevue--**Do not leave cars between main track and gate at Safeway spur account descending track.

No switching is permitted on or across N.E. 8th between the hours of 0700 to 0900 and 1600 to 1800 except on Sundays and legal holidays.

No side clearance to doors 1 and 2 at Safeway Warehouse.

**Issaquah--**Front Street crossing must be protected by flagman before crossing is occupied.

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

**Close Clearance --**May exist on all auxillary tracks.

**8. Other Line Segments--**

Yard Line Segments--NONE

Other Road Line Segments--

Line Segment	Limits	Mileposts
403	Bromart--Snohomish	37.6 to 41.0

Ballast Pits--NONE

**9. Locations not Shown as Stations--**

Name	Miles--Location	Capacity Cars	Switch Opens
02158 Snohomish on spur	1.1 from Bromart	45	Both
Spectrum Glass Spur	2.0 east of Woodinville	8	East
65805 Douglas Palmer on spur	5.3 east of Woodinville	14	East
65807 Redmond on spur	6.5 east of Woodinville	10	Both

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Oroville Subdiv <b>BRANCH LINE</b> STATIONS			Distance from Oroville	EASTWARD
					Trk	Rule 4.3	Oper		
		66836	387	137.0	OROVILLE			0.0	
	3,386	66795		95.7	40.8 OMAK	Y		40.8	
	2,857	66791		91.5	4.2 OKANOGAN	Y		45.0	
	2,549	66764		65.0	26.5 BREWSTER		TWC	71.5	
	5,710	66758		58.9	6.2 PATEROS			77.7	
		66738		38.9	20.0 CHELAN			97.7	
		66720		20.4	18.5 ENTIAT			116.2	
		66702		3.3	17.1 OLDS	Y		133.3	
				2.6/ 1652.8	0.7 OLDS JCT	IJY	ABS TWC	134.0	
		02044		1650.2	2.6 WENATCHEE	BJKXY		136.6	

**BN Radio Channel No.66 in service on this Subdivision.  
Seattle East Dispatcher- 1-800-285-0061 or 625-6620  
Emergency Train Dispatcher Call - 911**

**1. Maximum Speed Permitted-**

	<b>Freight</b>
Oroville to Wenatchee .....	<b>40 MPH.</b>
Through all turnouts and on sidings .....	<b>10 MPH.</b>
MP 33.4 to MP 35.4 .....	<b>25 MPH.</b>
MP 58.2 to MP 59.1 .....	<b>25 MPH.</b>
MP 97.0 to MP 136.0 .....	<b>25 MPH.</b>
MP 136.0 to MP 137.0 .....	<b>10 MPH.</b>
Chief Joseph, passing LPG tank cars on industry track .....	<b>25 MPH.</b>

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

**2. Bridge and Equipment Weight Restrictions-**

**Maximum Gross Weight of Car:**

Oroville to Wenatchee ..... 134 tons  
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.  
Six axle locomotive and derricks not permitted between Oroville and Olds Jct.

**3. Type of Operation-**

**ABS in effect:**

Wenatchee MP 1650.2 to Olds MP 3.0

**TWC in effect:**

Wenatchee MP 1650.2 to Oroville MP 137.0

**Rule 6.13 Yard limits- in effect:**

Wenatchee MP 1650.2 to MP 5.9  
Trains and Engines must obtain permission from Wenatchee yardmaster or operator before entering yard limits.  
Okanogan MP 90.0 to Omak MP 97.0



**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees–**

**Olds Jct–**Maintenance of Way employees may occupy interlocking on verbal authority from train dispatcher. Train dispatcher must provide protection for movement until Maintenance of Way employee has reported clear of limits.

**4.General Code of Operating Rules Items–**

**Rule 6.19–**When flagging is required, distance will be 1 mile.

**5. Trackside Failed Equipment Detectors (FED)–**

**A.** Protecting bridges, tunnels or other structures: NONE

**B.** Other FED locations: NONE

**6. FRA Excepted Track–**

Between Wenatchee and Oroville: Oroville, all tracks east of MP 136; Janis siding; Riverside siding; Omak, Tracks 1, 2 & 3; Okanogan industry track; Brewster Central Grain Growers; Chelan industry, Rocky Reach. See GCOR Rule 6.12.

**7. Special Conditions–**

**Janis–**Engines must not move over or under the car mover at Calcium Carbonate track at Janis, MP 115.5 account will not clear engine in either direction. Cars will be shoved in a westward direction only over the car mover. A blue strobe light has been installed on the top of the car mover, and when lit indicates loading is in progress, and cars must not be coupled into.

**Close Clearance –**May exist on all auxillary tracks.

**8. Other Line Segments–NONE**

**9. Locations not Shown as Stations–**

Name	Miles–Location	Capacity Cars	Switch Opens
66832 Cordell Pit	4.3 west of Oroville		
66825 Ellisforde	11.0 west of Oroville	53	Both
66819 Tonasket	16.9 west of Oroville	18	East
66815 Janis	21.7 west of Oroville	48	Both
66804 Riverside	9.0 east of Omak	32	Both
66782 Malott	8.9 west of Okanogan	31	Both
66767 Chief Joseph	2.7 east of Brewster	34	Both
66763 Braker	1.2 west of Brewster	5	Both
66750 Wells Dam Spur	8.0 west of Pateros	40	East
66737 Chelan Falls	1.2 west of Chelan	36	Both
66707 Rocky Reach	4.2 east of Olds	48	West
66704 Welch	2.0 east of Olds	25	Both

### Division Operating Officers

K.J. ROYAL	..... Supt. Canadian Oprns ..	New Westminster	..... 520-5200
L.A. CREED	..... Trainmaster .....	New Westminster	..... 520-5201
T.N. ROWLEY	..... Terminal Manager .....	Everett	..... 304-6646
G.M. McNEIL	..... Trainmaster .....	Everett	..... 304-6632
T.L. NIES	..... Trainmaster .....	Everett	..... 304-6680
D.G. VERITY	..... Trainmaster .....	Bellingham	..... 625-6700
R.R. PERKINS	..... Trainmaster .....	Wenatchee	..... 664-2246
R.M. LINNANE	..... Trainmaster .....	Everett	..... 304-6699
W.A. PEDERSON	.. Trainmaster .....	Everett	..... 304-6606
J.L. KIME	..... Mgr. Operating Practices	Everett	..... 304-6692
M.C. BALGAARD	.. Roadmaster .....	Everett	..... 304-6690
S.R. MORAN	..... Roadmaster .....	Bellingham	..... 625-6701
J.E. WEATHERD	... Roadmaster .....	Wenatchee	..... 664-2249
A.A. FREEMAN	.... Safety .....	Everett	..... 304-6671
D.B. DUKE	..... Genl. Frmn. Mechanical	Everett	..... 304-6682
D.M. ROTH	..... Genl. Frmn. Mechanical	Bellingham	..... 625-6702
S.P. MALLORY	.... Mgr. Operating Practices	Vancouver	..... 418-6234