PRINCIPLES OF SAFETY

We are committed to providing a safe work environment for all employees.

–

We believe that the safe performance of the job is always more important than the job itself.

–

We will provide the training, tools and resources required to ensure a safe and clean workplace.

–

Employees are empowered and required to discontinue an activity that involves the use of unsafe practices or tools.

–

ALL EMPLOYEES HAVE THE RIGHT, RESPONSIBILITY AND REQUIREMENT TO WORK SAFELY

QUALITY CONCEPTS

Quality Is Meeting Customer Requirements

–

All Work Is a Process

–

Quality Is Attained Through Prevention, Measurement and Problem Solving

–

Cost of Quality is the Cost of Nonconformance Plus the Cost of Conformance

–

Continuous Improvement is Achieved by Individual Commitment and Team Effort

BURLINGTON NORTHERN RAILROAD

NORTHERN CORRIDOR

TIMETABLE NO. 1

IN EFFECT AT 0001
Central, Mountain,
and Pacific Continental Time

Friday January 1, 1993

Including National Railroad Passenger Corporation (NPRC) Trains

Schedules are shown on pages 193 through 196

Sr. Vice President Integrated Network Management
W. W. FRANCIS

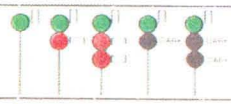
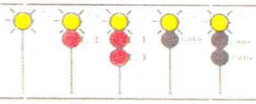
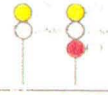
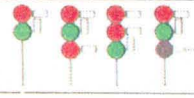
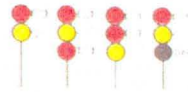
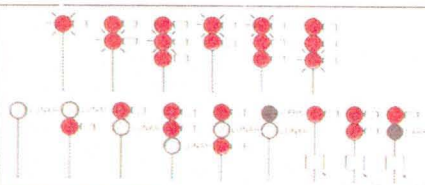
General Manager
R. S. HOWERY

SIGNAL ASPECTS AND INDICATIONS

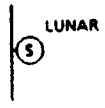
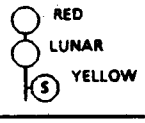
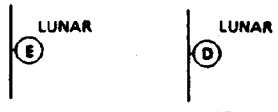
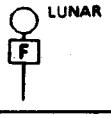
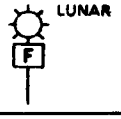
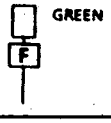
DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.

BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS

RULE	ASPECTS	NAME	INDICATION
248(B)		TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)		BLOCK INDICATOR	Block clear.
248(D)		BLOCK INDICATOR	Block occupied.
248(E)		SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)		FAILED EQUIPMENT INDICATOR	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.
248(H)		FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)		SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)		SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)		RESUME SPEED	End of slide fence restriction; resume speed.

GENERAL SIGNAL INSTRUCTIONS

In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate color light signal head;

 To indicate flashing light;

 To indicate position of semaphore arm.

ALL SUBDIVISIONS

1. Speed Restrictions

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform of multi–platform cars is considered one car.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Maximum Speeds Permitted

Freight trains up to 100 Tons/OB	60 MPH
Trains 100 Tons/OB and over	45 MPH
Empty Coal Trains	50 MPH
On sidings	20 MPH
On tracks other than main tracks and sidings	10 MPH
Locomotives equipped with friction bearings	35 MPH
Light locomotive consist or caboose hop	50 MPH
Trains and engines through turnouts	12 MPH
Within Mechanical department limits	5 MPH
Movements on or off turntables	1 MPH

Equipment	Main Line	Branch Line
Ore cars, BN 99000–99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars Except BN 979019–979024, BN 979026–979036	35 MPH	25 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hauled in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, locomotive crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801–4199	45 MPH	45 MPH
Empty bulkhead flat cars, except BN 961302–961361, BN 965846–965945 and cars with center bulkheads, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300–62949, NP 66100–66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS,GS2, MGT and MG5 except BN 580400–580739	50 MPH	50 MPH

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

Maximum Speed of Locomotives

Refer to Rule 416 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars.Where specified by Individual Subdivision Special Instructions or general order, the following restrictions apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum speed of 21 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

2. Locomotive Restrictions

The maximum number of coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

The number of locomotives hauled-in-tow, regardless of placement in train must not exceed two times the number of locomotives coupled for MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head end or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Some foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5–585, 1000–1004, 1400–1438, 1966–1970, 6100–6237, 9900–9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less-No placement restrictions. Trains consisting of more than 15 cars-Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

2A. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non–equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less – No placement restrictions apply.

Helpers of 12 powered axles or less – May be operated at the rear of the train either ahead or behind the caboose. Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined. Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following coal cars are not equipped with grade "E" steel couplers:

BN	513903–513997	BN 524020–525297
BN	514108–514193	CBQ 160002–160199
BN	514301–514494	CBQ 160205–161497
BN	520016–520595	GN 70400–70499
BN	522000–522399	NP 73000–73699

2B. Locomotive Information Chart

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. Locomotive Information Chart indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axels	Horsepower	Maximum Weight (Pounds)
SW1	4	600	198,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
MP15	4	1500	261,000
F9, F9–2	4	2000	241,000
E9	6	2400	338,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15–1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38–2	4	2000	285,000
GP39, GP39–2	4	2300	261,000
GP40, GP40–2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 – 6126	6	1750	346,000
6127 – 6237	6	1750	326,000
6240 – 6247	6	1750	368,000
SD38, SD38–2	6	2000	391,000
SD40, SD40–2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30–7	4	3000	275,000
B32–8	4	3200	270,000
B39, B39–8	4	3900	280,000
C30–7	6	3000	417,000
U30–C	6	3000	411,000

2C. Revenue Movement of Locomotives over Burlington Northern

Foreign locomotives being moved "dead in train" or "dead in tow" across the BN system as revenue require special handling and compliance with FRA regulations.

Prior to any locomtives being accepted from interchange or from an on line shipper, and before any commitment is made for subsequent movement to shippers designee over BN lines, a mechanical inspection will be performed on the shippers property or at the interchange location by a BN employee knowlegeable of CFRE49-229.9 regulations. In the event the locomotive does not pass this inspection, it will be rejected for movement until brought into compliance.

If a foreign locomotive is offered in interchange from a connecting carrier, or direct from a shipper on Burlington Northern, it must be verified at those points that:

1. There are proper waybills in BN possession.
2. The continued movement over BN property is valid and in compliance of all federal regulations governing locomotives being moved dead,before movement is allowed.

If assistance is necessary in determining the proper handling, the Power Control Center in Ft. Worth, may be contacted at 878–1482.

3. Equipment Restrictions

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars **EXCEPT** univans
Scale test cars **EXCEPT** BN 979019–979024 and BN 979026–979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving and wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

DODX 40000–40100 (Cars belonging to the Department of Defense) – Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at welding plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

3A. Handling 80 Feet or Longer Cars

During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8,000 tons, unless otherwise provided in the Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with the Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long–car to short–car couplings in the safe tonnage area.

In applying these limits, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

Cars weighing less than 50 tons, gross weight
Flat cars with one loaded trailer
Flat cars with empty trailers.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi–platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

Exception– Trains consisting entirely of cars 80 feet and longer,except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

3B. Multi-Platform and Stack Intermodal Cars

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

System Special Instructions Item 3A pertaining to Handling 80 Feet or Longer Cars does not apply to multi–platform or stack cars.

Description: Multi–Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10–platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends. 5–Platform cars are 237 feet long and have six 2–axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

10–Platform cars are 467 feet long and have eleven 2–axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake.

When necessary to apply hand brakes on a 10–platform car, both hand brakes must be applied.

Description: Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends. Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

3C. Yard Operation

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi–platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

Train Operation

When multi–platform or stack cars have any empty platform(s) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi–platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi–platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi–platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

3D. On the following sets of Rotary/Rapid Discharge coal cars, the dmp door line air hoses must be coupled, or placed in proper receptacle when provided, prior to releasing the train for service.

MCHX 30815–31044
NSPX 90001–90240 & 90501–90744
WCSX 12001–12123

Note: These are the cars that have the trainline on one side of the coupler and the dump door line on the other side with, both being at end sill level.

4. Air Repeater Operation

Air repeater cars BNH 3–14, 20–29, 30–35 must be operated approximately in the middle of the train.

There is a flashing light on both ends of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

5. Car Weight and Length Restrictions

Cars weighing:

a. 177,000 pounds (88.50 tons) or less.
b. 177,001 to 220,000 pounds.
(88.51 – 110 tons)
c. 220,001 to 268,000 pounds.
(100.1 – 134 Tons)
d. 268,001 to 286,000 pounds.
(134.1 – 143.0 tons)
e. 220,000 pound ore cars 24 feet long (110 tons)
(BN 95500–95891, 96044–96085).
f. 263,000 pound (131.50 tons) ore cars 35 feet long
(BN 99000–99949).

Weights indicated represent the maximum gross weight of a four axle car. Length of car is measured from coupler face to coupler face.

Cars in categories **a, b, c** and **d** are permitted on all main tracks.
Exception: Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions. Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of Division Superintendent. Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions. Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a, b, c** and **d**.

6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK – See System Special Instructions Item 6", the following restrictions apply:

a. Maximum speed is 10 MPH ;
b. Revenue passenger trains are not permitted; and,
c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

7. Dimensional and Special Shipment Restrictions

a. All employees involved in handling dimensional or special shipments must be familiar with and are governed by these instructions.

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 106(5) of the General Code of Operating Rules.

d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.

e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on–track equipment.

CODE	RESTRICTION APPLICABLE
ALPHA	*LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE* *Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 11 ft. 6 in. wide loads.*
BRAVO	*LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE* *Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6in. track centers. Observe track center restrictions for 12 ft. wide loads.*
CHARLIE	*LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE* *Load must not pass or be passed by loads over 11 ft. 8 in.wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft.track centers. Observe track center restrictions for 12 ft. 4 in.wide loads.*
DELTA	*LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE* *Load must not pass or be passed by loads over 11 ft. 4 in.wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft.track centers. Observe track center restrictions for 12 ft. 8 in. wide loads.*
ECHO	*LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE* *Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in.track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. wide loads.*
FOXTROT	*LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE* *Load must not pass or be passed by loads over 10 ft. 8 in.wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on14 ft. track centers. Observe track center restrictions for 13 ft. 4 in. wide loads.*
GOLF	*LOAD WIDTH 13 ft. 7 in. to 13 ft.9 in. INCLUSIVE* *Load must not pass or be passed by loads over 10 ft. 4 in.wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 8 in. wide loads.*
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks.Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

8. **Hazardous Materials Instructions**

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED, THE FOLLOWING STEPS SHOULD BE TAKEN.

1. Train and switch crews must determine what hazardous materials may be involved and what **precautions to take for personal safety.**
2. After making a preliminary report to the train dispatcher or yardmaster **and if safe to do so,** inspect the train for damaged or leaking cars of hazardous hazardous materials, and inform dispatcher or yardmaster of findings. Approach from upwind if possible, **avoiding contact with any released** material. Be alert for unusual odors, vapor fumes, and liquids or solids on the ground. Do not smoke or use fusees.
3. **Avoid contact with any released hazardous material,** whether liquid, solid or gaseous. Check for casualities and remove injured **if conditions require and it is safe to do so.** Keep public and other railroad personnel away from area of release.
4. If the accident involves casualties, fire and/or the release of hazardous materials, the conductor or other crew member must promptly notify or request the train dispatcher or yardmaster to notify the nearest fire, police and emergency medical agencies. Notification should include where the train crew will be located and how they can be identified.
5. If Flammable Gases or Liquids have been released, and **if it can be safely accomplished,** eliminate ignition sources such as lanterns, flares, fusees, open flames, switch lights, switch heaters and smoking materials from the immediate area.
6. Determine the status of the train and promptly notify the train dispatcher or yardmaster if in a terminal. If fire or vapor cloud is present, move to safety, generally upwind and to higher ground, and determine train's status from there. Take the waybills (shipping papers), wheel report (consist) and emergency response data and use them to determine:
   - –Portion of train involved;
   - –Initial and number of cars involved;
   - –Name hazard class, UN/NA number of commodities involved in accident;
   - –Identity of other hazardous materials in immediate vicinity of accident;
   - –Necessary actions to protect people in the area around the accident.

TRAIN CREW ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND PROVIDE THAT INFORMATION TO ALL WHO NEED IT.

7. **BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION.** Give train dispatcher or yardmaster as much information as possible regarding:
   - –Casualties, to include nature and extent of injuries and identification and address of injured.
   - –Location of incident (mile–post location, proximity to public access, name or number of street or highway, etc.);
   - –Location and position of derailed cars (upright, on side, parallel to track, etc.);
   - –Indentification of contents of derailed cars, both hazardous and non–hazardous;
   - –Nature of damage to derailed cars (hole in side, sideswipe, etc.);
   - –Evidence of leaking hazardous materials (dripping, steady stream, etc.);
   - –Potential public exposures, both residential and business.
   - –Environmental exposures such as waterways, culverts, drainage ditches, etc.;
   - –Weather conditions (temperature, precipitation, cloudy or clear, wind speed and direction, etc.).
8. Select a **safe** location, accessable to arriving emergency response personnel. Inform train dispatcher or yardmaster and all crew members of this location. Information on waybills, consist and emergency response data shall be shared with emergency response personnel; however, physical custody of documents shall be retained by crew members and not surrendered to anyone other than a company officer

EXCERPTS FROM D.O.T. REGULATIONS

For complete Hazardous Materials Regulations of the Department of Transportation applying to railroad operations, refer to Bureau of Explosives Tariff No. BOE–6000–L or subsequent issues.

DEFINITIONS

EPA: The abbreviation for the U.S. Environmental Protection Agency.

HAZARDOUS MATERIAL: A substance or material, including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

HAZARDOUS SUBSTANCE: A material, including its mixtures and solutions, that has been identified as environmentally damaging by the Regulations and is in a quantity, in one package, which equals or exceeds the Reportable Quantity (RQ).

HAZARDOUS WASTE: A material that is subject to the Hazardous Waste Manifest Requirements of the EPA.

HAZARD ZONE: A level of hazard assigned to gases and liquids that are poisonous by inhalation.

MARKING: A descriptive name, identification number, specification, UN mark or other information required by the Regulations on outer packagings of hazardous materials.

MATERIAL POISONOUS BY INHALATION: A gas or liquid that meets the definition of poisonous by inhalation and assigned a Hazard Zone of A, B, C or D.

N.O.S.: The abbreviation for Not Otherwise Specified which is applied to commodity shipping descriptions that are not included in the Hazardous Materials TAble in the Regulations.

PACKING GROUP: A grouping according to the degree of danger presented by hazardous materials with Packing Group I indicating great danger; Packing Group II, medium danger; and Packing Group III, minor danger.

PLACARDED CAR: A rail car which is placarded in accordance with the requirements of the Regulations except those cars displaying only the FUMIGATION placards.

PRIMARY HAZARD: The hazard class of a material as assigned in the Hazardous Materials Table in the Regulations.

RAIL FREIGHT CAR: A car designed to carry freight or non–passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

REPORTABLE QUANTITY (RQ): The quantity specified for hazardous substances in the Appendix to the Hazardous Materials Table in the Regulations.

RESIDUE: The hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extenet practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors.

SHIPPING PAPER: A shipping order, bill of lading, manifest or other shipping document (*waybill*) serving a similar purpose and containing the information required by the Regulations.

SUBSIDIARY HAZARD: A hazard of a material other than the Primary Hazard.

TECHNICAL NAME:A recognized chemical or microbiological name currently used in scientific and techinical handbooks, journals and texts.

TRAIN: One or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

TRANSPORT VEHICLE: A cargo-carrying vehicle such as an automobile, van, tractor, truck, semitrailer, tank car or railcar used for the transportation of cargo by any mode.

DOCUMENTATION

SHIPPING PAPERS:

(a) [49 CFR § 174.24 (a)] No person may accept for transportation by rail any hazardous material which is subject to the Hazardous Materials Regulations unless he has recieved a shipping paper prepared in the manner specified in those regulations.

(b) [49 CFR § 172.201 (a)] When a description of hazardous material is required to be included on a shipping paper, the shipping description must include the following as specified in 49 CFR § 172.202:

(1) The proper shipping name prescribed for the material in the Hazardous Materials Table of the Regulations. If n.o.s. (not otherwise specified) is part of the proper shipping name, technical or chemical names must be entered within parentheses in association with the basic description (proper shipping name, hazard class and identification number);

(2) The hazard class or division prescribed for the material in the Hazardous Materials Table of the Regulations;

(3) The identification number (preceded by "UN" or "NA") as precribed in the Hazardous Materials Table of the Regulations;

(4) The packing group (e.g., PG I, PG II, PG III), when required, as specified in the Hazardous Materials Table of the Regulations;

(5) The total quantity of the hazardous material (by weight, volume or as otherwise appropriate), including the unit of measurement (e.g., 800 lbs. or 55 gal.) and;

(6) An emergency response telephone number as prescribed in § 172.604 of the Regulations.

(c) [49 CFR § 172.203] Additional information that is not always required on shipping papers includes the following:

(1) The letters "RQ" must be entered either before or after the basic description if the commodity is a hazardous substance and is present in one package in a quantity that equals or exceeds the reportable quantity:

(2) The notation "Placarded" followed by the name of the placard required for the placarded rail car containing a hazardous material must be entered following the description of the hazardous material; and

(3) The notation "DOT-113A" and the statement "Do Not Hump or Cut Off Car While in Motion" must be entered in association with the description of hazardous material on the shipping paper for a Class DOT-113 tank car containing a flammable gas.

(d) [49 CFR § 174.25 (a)] Each waybill, switching ticket, switching order or other billing used in their place, prepared by the carrier from bills-of-lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded must, in addition to the information specified in (b)(1) through (c)(3) above. be plainly marked with the following;

(1) An entry must be included to indicate which trailers or containers are loaded with hazardous materials in the case of a flatcar carrying trailers or containers;

(2) The placard endorsement for the applicable hazardous material or hazard class, when required, must be placed on the face of the shipping paper near the car intial and number in letters at least 0.4 inch (9mm) high or in bold upper case letters not less than 0.1 inch (2.5mm) high inside a rectangle made with a symbol such as asterisk (*), dollar sign ($), etc.

(e) [49 CFR § 174.25 (c)] The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last Contained * * * ", followed by the basic description of the hazardous material last contained in the tank car and the applicable placard notation followed by the word "RESIDUE". For example, "RESIDUE: Last Contained Naptha, Class 3, UN1255, Placarded: FLAMMABLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

(f) [49 CFR § 172.205] No person may offer, transport, transfer, or deliver a hazardous waste unless an EPA hazardous waste manifest is prepared in accordance with 40 CFR § 262.20 and is signed, carried, and given as required by the Hazardous Materials Regulations. The requirement for a hazardous waste manifest, bearing the specified dates and signatures, to accompany a hazardous waste shipment in transportation does not apply to a rail carrier when the shipment is delivered to a designated facility by railroad if:

(1) All of the information required to be entered on the manifest (except generator and carrier identification numbers and the generator's certification) is entered on the shipping paper accompanying the shipment; and

(2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

(g) [49 CFR § 174.25 (b)] When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, or switching ticket, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

(1) The basic description of the shipment consisting of the proper shipping name, hazard class and identification number as specified in the Hazardous Materials Table;

(2) The total quantity by weight, volume, or as otherwise appropriate of the hazardous material covered by the description;

(3) The shipper's certification and signature, except when a certified bill of lading is tendered to the carrier;

(4) The applicable placard notation specified in the Table in § 174.25(a); and

(5) The letters "RQ" either before or after the basic description if the material is a hazardous substance.

(h) [49 CFR § 174.26] When shipments of hazardous materials are transported in a train:

(1) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing information required by the Hazardous Materials Regulations.

(2) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materails, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(3) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of the cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVES 1.1** or **1.2** (EXPLOSIVES A) or **POISON GAS** (Division 2.3 Hazard Zone A and Division 6.1 PG I Hazard Zone A materials). A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice was given. At points where train or engine crews are changed, the notice must be transfered from crew to crew.

NOTE: *The wheel report format implemented in 1992 satifies the requirements of both (h)(1) and (2) above if the appropriate information has been entered in the system, and it will also satisfy the requrement in (h)(3) if copies are given to both the train crew and engine crew.*

PLACARDING

MARKING AND PLACARDING OF RAIL CARS:

(a) [49 CFR § 174.59] No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by the Hazardous Materials Regulations. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit must be replaced either by the placards required by the Hazardous Materails Regulations of the United States or the Canadian placard authorized by those regulations.

(b) [49 CFR § 172.504] Placards shall be displayed on each side and each end of:
(1) A rail car, trailer or container containing any quantity of Division 1.1 or 1.2 (Explosives A), Division 1.3 (Explosives B), Division 2.3 (Poison Gas), Division 4.3 (Dangerous When Wet), Division 6.1, PG I, inhalation hazard (Poison), or Class 7 (Radioactive materail) the requires a Radioactive Yellow III label.
(2) A rail car, trailer or container containing 1,001 pounds or more of hazardous materails other than those in (b)(1) above, excepting some Combustible liquids and Division 1.4 explosives; or
(3) A tank car or tank container containing any quantity of hazardous material.

INSPECTION

INSPECTION OF PLACARDED RAIL CARS [49 CFR § 174.8(b)]:
(a) At any point where a train is required to be inspected, each loaded placarded rail car and each immediately adjacent rail car must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation. The inspection of a rail car other than a tank car or a rail car containing Division 1.1 or 1.2 (Explosives A) materials must include a visual inspection for obvious defects to the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by the Hazardous Materials Regulations.
(b) **INSPECTION OF TANK CARS** [49 CFR § 174.9]:
(1) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
(2) An empty (residue) tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps at other openings securely in thier proper places, except heater coil inlet and outlet pipes must be left open for drainage.
(c) **INSPECTION OF CARS AT INTERCHANGE** [49 CFR § 174.10]:
(1) A shipment of hazardous materials offered in interchange by a connecting line musrt be visually inspected by the receiving carrier must comply with the Hazardous Materials Regulations, and the shipping documents accompanying the shipment must bear the prescribed placard notation and endorsement.
(2) Each rail car containing explosives requiring EXPLOSIVES 1.1 or 1.2 (Explosives A) placards which is offered in interchange by a connecting line must be visibly inspected by the receiving carrier and, if practicable, the lading should also be inspected. The car may not be forwarded until all discovered violations have been corrected. If the car shows evidence of, or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When the interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
(3) A car containing packages of hazardous materials other than Class 1 (explosive) materials may not be offered in interchange if the packages are in a leaking condition.
(d) **LEAKING TANK CARS** [49 CFR § 174.50]:
(1) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected, In the case of a small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of liquid over tracks.
(2) Each leaking tank car must be protected against ignition of the liquid or vapor by flame from sources such as lanterns torches, flares, fusees, switch lights, switch thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All spectators should be kept at a safe distance. Open-flame lights may not be brought near a placarded tank car that is leaking.
(3) A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

SWITCHING AND TRAIN PLACEMENT

Placarded shipments of hazardous materials must be switched and placed in trains as prescribed by the Hazardous Materials Regulations and Rules 103(N) and 616 of the General Code of Operating Rules. Train and engine service employees must familiarize themselves with the switching and train placement restrictions outlined in these instructions. If a placarded shipment of hazardous material is found to be improperly placed in a train, the placement error must be brought to the attention of the proper authority and corrective action shall be taken.

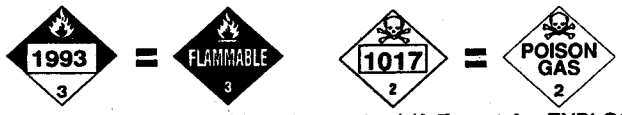
NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train consist or switch list indicate loaded, placarded cars containing hazardous materials and correspond to the Placard Endorsements found near the upper left hand corner of the waybills:
EXP- Explosives 1.1 or 1.2 (Explosives A)
EPG- Explosives 1.1 or 1.2 and Poison Gas
POG- Poison Gas
RAM- Radioactive Material
DAN- Dangerous
Additional Codes:
COM- Indicates COMBUSTIBLE placards are required, but no Placard Endorsement is required.
NPR- Indicates a hazardous material which does not require placards or Placard Endorsement, but shipping papers are required.
ORM- Indicates an "Other Regulated Material" which does not require placards or a Placard Endorsement, but shipping papers are required.

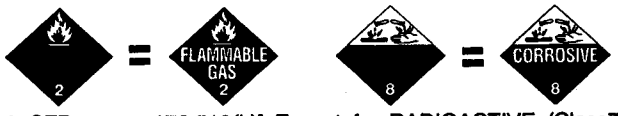
PLACARD SUBSTITUTION TABLE

Hazard class or division number	Current placard name	Old (Sept 30, 1991) placard name
Division 1.1	Explosives 1.1	Explosives A
Division 1.2	Explosives 1.2	Explosives A
Division 1.3	Explosives 1.3	Explosives B
Division 1.4	Explosives 1.4	Dangerous
Division 1.5	Explosives 1.5	Blasting Agents
Division 1.6	Explosives 1.6	Dangerous
Division 2.1	Flammable Gas	Flammable Gas
Division 2.2	Nonflammable Gas	Nonflammable Gas
Division 2.3	Poison Gas	Poison Gas
Class 3	Flammable	Flammable
Combustible Liquid	Combustible	Combustible
Division 4.1	Flammable Solid	Flammable Solid
Division 4.2	Spontaneously Combustible	Flammable Solid
Division 4.3	Dangerous When Wet	Flammable Solid W
Division 5.1	Oxidizer	Oxidizer
Division 5.2	Organic Peroxide	Organic Peroxide
Division 6.1 PG I and II	Poison	Poison
Division 6.1 PG III	Keep Away from Food	(None required)
Class 7	Radioactive	Radioactive
Class 8	Corrosive	Corrosive
Class 9	Class 9	(None Required)

[49 CFR § 174.82 (a)] Unless otherwisw specified, the restrictions on the POSITION IN TRAIN AND SWITCHING RESTRICTIONS chart do not apply to rail cars, transport vehicles, freight containers, or bulk packagings placarded EXPLOSIVES (Division 1.6), COMBUSTIBLE, KEEP AWAY FROM FOOD/HARMFUL (Division 6.1 PG III), or CLASS 9, or placarded RESIDUE for one of these materials.



[49 CFR § 172.332(c) and 172.334 (a)] Except for EXPLOSIVES (Divisions 1.1, 1.2, 1.3, 1.4, 1.5 or 1.6), RADIOACTIVE (Class 7) and DANGEROUS placards, a placard may display the appropriate four-digit identification number assigned to the hazardous material. Cars displaying these "alternate" placards are to be positioned in trains in accordance with any corresponding PLACARD GROUP or placard type RESTRICTIONS.



[49 CFR § 172.519(b)] Except for RADIOACTIVE (Class7), text indicating a hazard (e.g. "FLAMMABLE GAS", "FLAMMABLE", "CORROSIVE", etc.) is not required to be displayed on a placard. Each placard corresponding to the primary hazard class of a material must display the class (e.g., "1", "2", "3", etc.) or division (e.g., "5.1", "5.2", etc.) in the lower corner. No class or division number may be displayed on a placard corresponding to a subsidiary hazard of materials.

HAZARDOUS MATERIAL ACCIDENT/INCIDENT NOTES

Emergency Radio Transmission (Rule 503)? Yes__ No__

Dispatcher/Yardmaster Notified? Yes__ No__

Date Time MP Location_____

Weather (e.g., Clear, Rain, etc.)_____

Temperature Wind direction and Velocity

Distance and direction to surrounding buildings and population:

Distance and direction to nearby waterways:_____

Initials and numbers, contents, and condition of involved hazardous materials cars:

9. Trackside Failed Equipment Detectors (FED)

Failed Equipment Detectors (FED) are devices that detect hot bearings, hot wheels and dragging equipment on cars and locomotives. They are located beside the track at locations shown under Individual Subdivision Special Instructions.

Blowing or swirling snow from passing trains can prevent detectors from obtaining a proper reading of wheel or bearing temperature. When these conditions are possible, reduce the trains speed to the extent necessary to allow the detector to scan the train.

A speed below 8 MPH while passing a detector can produce an inacurate reading and axle count. If speed of train drops below 8 MPH at any time while passing a detector, inspect both sides of entire train.

Except in emergency, do not use radio when train is within 150 feet of FED until entire message has been received from that detector.

FED equipment will transmit a **Detector Message** immediately after train has passed the detector. Train crew must be alert for and monitor FED radio reports. A four second warning tone is transmitted each time a defect is detected.

The following are examples of messages transmitted by FED equipment and the actions required by the train crew. **Note:** XXX is the axle count from head end of train to the defect indicated and includes locomotive axles.

Detector Status Message	Train Crew Response
" . . . No Defects"	Proceed
" . . . Integrity failure"	Train may proceed unless other messages require inspection.
" . . . First hot box right side XXX"	Stop train; inspect near indicated axle.
" . . . First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
" . . . First hot wheel right/left side from XXX to XXX"	Stop train; inspect near indicated axle.
" . . . (No message or incomplete message)"	Stop and inspect entire train.
" . . . Excessive alarms"	Stop and inspect entire train.

Detector status messages may describe more than one defect such as:

" . . . First hot box right side XXX"
" . . . First hot wheel right/left side from XXX to XXX"
" . . . Second hot box right side XXX"

End of message will be indicated by words "Out" or "End of transmission".

When an FED which protects bridge, tunnel or other structure is out of service, including when **Detector Message** is ". . . Integrity failure", inspect train in advance of such structure.

Conductor must report to the train dispatcher when **Dectector Message** is "Integrity failure".

When **Detector Message** requires an inspection, be governed as follows:

Only inspect side of train specified in the message; if neither side is specified, inspect both sides.

Location of failed equipment will be determined by counting axles from head end, including locomotive axles. When conditions make it impractical to make a walking inspection of entire train, train may be moved at not more than 5 MPH to complete the inspection.

If the inspection does not confirm a defect, inspect at least eight axles to the front and rear of the indicated axle using heat indicating crayon.

FREIGHT TRAINS

If overheated equipment is not found during inspection, crew will determine the axle which was originally detected and set out that car. This will not apply to a caboose or locomotive unit which is part of the engine consist. The caboose or locomotive unit must be watched closely for 25 miles unless the next FED does not give an alarm on the same axle. If a defect is detected on the same locomotive unit or caboose by two successive FED's, that equipment must be set out of train.

If FED indicates overheating on the wheel of a caboose having a generator belt attached to the axle, caboose need not be set out if no other mechanical defect is noted.

Connecting crew members, mechanical forces on duty at next terminal, or supervisor must be informed of condition when unable to locate failed equipment on locomotive or caboose.

PASSENGER TRAINS

If failed equipment is not found after inspecting eight axles to the front and rear of the indicated axle, then inspect entire train. If failed equipment is not found during inpection of entire train, train may proceed. Crew members must make frequent observation of that equipment for 25 miles unless the next FED does not give an alarm on the same axle. If the defect is detected on the same passenger equipment by two successive FED's, that equipment must be set out of train.

Heat indicating crayon will be used to check journal bearing temperature. Normally, 200 degree Farenheit crayon will be used; however 163 degree Farenheit crayon will be used when outside temperature is below 32 degrees Farenheit. Where available, hand held infared device will be used instead of crayon to detect excessive journal bearing temperature.

Conductor will report to the train dispatcher when an FED failed to detect an overheated bearing found within 25 miles of detector. Train dispatcher will notify the signal supervisor and the signal maintainer to have the detector inspected.

Radio Tone detectors are FED's that transmit a radio tone only and are shown under Individual Subdivison Special Instructions. An intermittent radio tone will be broadcast immediately after train has passed the detector site to indicate no dragging equipment was detected. When a continuous radio tone is heard while passing through the limits of a Radio Tone detector; inspect entire train for dragging euipment. When an intermittent radio tone is not heard, stop train and inspect for dragging equipment.

10. Amtrak Instructions

Burlington Northern has sole control of the operation of Amtrak trains and will not be required to hold or delay any train, except for passengers and connections, when requested by Amtrak. Request must be accompanied by SD relief number. Authorized employees are limited to those located in the Philadelphia Control Center, plus the General and Transportation Superintendents of Amtrak's Midwest and Western Divisions.

All requests for BN to perform service must be accompanied by SD number for relief of delay in addition to AN number for payment of costs.

Except for emergency conditions or when required by rule, trains will not make an unscheduled stop unless authorized by the train dispatcher. Emergency conditions will normally not include the following: repair of toilets or air conditioners, handling of supplies, searching for lost baggage, calling Philadelphia for instructions and detraining passenger unless life threatening situation exits.

Unless authorized by train dispatcher and accompanied by SD relief number, the transfer of mail, baggage, express, supplies or passengers at unscheduled stops is prohibited. Request to transfer at scheduled stops, other than at Spokane, requires permission from train dispatcher and must be accompanied by SD relief number.

Equipment: Unless otherwise provided,
Equipment that cannot be safely operated at maximum speed must be set out at first available location unless train can arrive final destination in less time than would be required to make the set out.

Maximum speed for freight locomotives in Amtrak service is 70 MPH.

Movement with locomotives between cars is prohibited.

Handling, adjusting or performing work between or under cars when Head End Power (HEP) 480 volt A.C. is energized is prohibited.

Departure from originating station with HEP cables short looped is prohibited.

In the event of HEP failure, crew members must determine if train may be handled safely and every effort made to advance train to the next siding or scheduled stop before repairs are made.

All HEP cables must be secured with approved tie down grommets.

Air hoses and HEP cables must be secured no less than 4 inches above top of rail.

Double stretch is required after pick up or set out of cars or locomotives.

Required hand tools and supplies must be available on locomotive.

Train garbage/refuse to be off loaded into FDA approved containers.

Both locomotives of trains scheduled with two units will be in good working condition and capable of producing HEP.

Locomotives equipped with 250 KW generators (200 through 229) prohibited on trains requiring two locomotives.

When temperatures are below freezing, maximum of 15 cars allowed on HEP.

Crews: Unless otherwise provided,
Will operate trains at maximum authorized speed consistent with rules compliance and safety.

Will arrange to complete station stops within allotted dwell times.

Will not allow non-ticketed passengers to board trains.

Will be fully rested for service at their assigned crew base.

Will arrange to be relived on their hours of service sufficiently in advance to avoid delay to train. Relief to be accomplished at scheduled stops.

Dumping Toilets
Except when discharged into appropriate container, dumping of toilets from Amtrak trains is prohibited while:

a. Passing through limits of Track Bulletin Form B.
b. In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board personnel.

Speed Sensor Override Switch must not be placed in DUMP BELOW 25 MPH position except when an employee is in attendence.

Delay Reports
Prior to tieup, Engineer or Conductor must furnish train dispatcher office with official delay report. Such delay reports:

Will indicate all time lost based on station dwell times and best possible run times.

Will show reason for delay over dwell times and all other time lost IE. passengers, baggage, slow order, hot/cold weather restriction, locomotive malfunctions, etc.

Will include car/locomotive initial and number, axle and journal if applicable, reason for inspection and defect, if any found.

Will indicate number of group passengers entraining/detraining with group name and reservation number.

Will indicate number of passengers entrained/detrained at other than final ticketed destination for alternate service.

Will include SD relief numbers authorizing "hold" or "delay".

11. Storage of Cars Within Yard Limits Non-Signaled Territory

Within yard limits in Non–ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by track warrant or track bulletin. This does not modify requirements of Rule 93.

12. Commodities Insulating Track in CTC and ABS

Employees should be alert for insulating commodities such as clay, chips, oil, etc., on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

13. In Effect on Burlington Northern Railroad

-General Code of Operating Rules, SECOND EDITION, effective October 29, 1989
-Air Brake and Train Handling Rules, Form 15338, Revised 10/1/90.
-Train Dispatcher's Manual, Form 51545, Revised 1/1/93.
-Operator's Manual, Form 15472, Revised 10/29/89.
-Maintenance of Way Rules, Form 15125, Revised 10/29/89.
-Safety Rules and General Rules, Form 15001, Revised 8/81
-Emergency Response Guidebook, DOT Form P 5800.5.

14. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

In conductor only train operations during over the road movements the conductor will occupy the controlling locomotive.

Track warrants issued directly to trains must be repeated to the train dispatcher by the conductor and engineer.

Automatic Switches
To operate switch to enter siding, stop with leading wheels of movement within 200 feet of the absolute signal which governs movement over the switch, then crew member of train which is to enter siding will operate push button located on signal mast. After 40 seconds, signal will indicate red over lunar Rule 241 when switch is lined for movement into siding.

When the signal which governs movement over Automatic Switch displays Stop indication, switch must be operated by hand before proceeding.

When necessary to operate Automatic Switch by hand, after stopping for signal which governs movement over the switch, crew member of that train will:

1. Unlock switch lock.
2. Place selector lever in **HAND** position.
3. Operate hand throw lever until switch points are seen to move with movement of lever.
4. Line the switch for the route to be used; and,
5. The selector lever must not be returned to **POWER** position until at least one unit or car has passed over the switch.

When switch which has been operated by hand is returned to **POWER**, the switch will automatically return to normal position after movement over the switch has been completed.

On sidings, trains must not pass overlap sign location until authorized to proceed.

To enter main track and movement is authorized to proceed, movement must be made past overlap sign; further movement must not be made until signal governing movement over switch indicates proceed. If signal does not indicate proceed within 5 minutes, hand operate switch per Rule 317.

When automatic switches are operated by hand, they are then hand operated switches and rules governing hand operated switches apply, except cars must not be dropped over them.

Turnouts Equipped with Two Switch Machines (Moveable Point Frogs)–

Locations where turnouts are equipped with two switch machines will be identified under Individual Subdivision Special Instructions.

When dual control switches equipped with two switch machines are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog must both be operational.

When turnouts are equipped with crank operated machines the hand crank must be turned an additional 10 revolutions after the switch points are in the desired position to insure sufficient closure tension at the switch points.

Rules 315 and 315(A) apply at all locations where turnouts are equipped with two switch machines (moveable point frogs).

Track and Time Limits, Track Warrants, Track Bulletins and Occupancy Control System (OCS)

When verbally issuing and repeating track and time limits, track warrants, track bulletins and OCS, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Definition - Restricted Speed - is changed to read:

A speed that will permit stopping within one half the range of vision short of train, engine, railroad car, on–track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G - is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 3

Time signals received from WWV TIME may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8–998–8463 (8–WWV–TIME).

Rule 6 - explanation of characters:

A – Automatic Interlocking (actuated automatically by the approach of a train).
B – General orders, notices, and circulars.
I – Manual Interlocking (operated by a control operator).
J – Junction.
K – Standard clock.
M – Railroad crossing protected by signals or gates.
T – Turntable or wye.
U – Railroad crossing not protected by signals or gates.
X – Crossover.
X(2) – Multiple crossovers.
Y – Yard limits.

Rule 10(E) - following paragraphs are added:

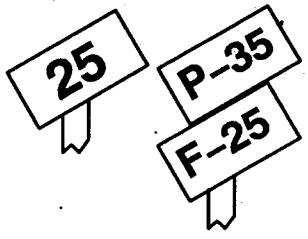
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

The Advance Warning Sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a Resume Speed Sign or another Speed Sign is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

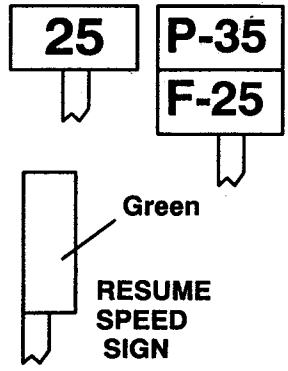
Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

ADVANCE WARNING SIGN



Note:
Advance Warning Sign and Speed Sign have yellow backgound and black letters and/or numbers

SPEED SIGN



These signs as illustrated, apply to train and engine movements as follows:
Figures preceded by letter P apply to passenger trains.
Figures preceded by letter F apply to freight trains.
Figures not preceded by a letter apply to all trains.

Rule 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on–track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK – One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

–Name and craft of employee requesting protection;
–Identification of track(s) protected
–Date and time employee in charge of outfit cars notified that protection has been provided; and,
–Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK – One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

–Name and craft of employee requesting protection;
–Identification of track(s) protected;
–Date and time employee in charge of outfit cars notified that protection has been provided; and,
–Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

–positioned at least 150 feet from the end of the occupied outfit cars; or,
–positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) WARNING SIGNALS – When a warning signal is displayed for the protection of occupied outfit cars:

–Such occupied outfit cars must not be coupled to or moved;
–Rolling equipment must not pass the warning signal; and,
–Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82 - following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission from the control operator.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

(1) Is limited to the train's authority. Such authority may be in one direction or in both directions,
(2) Must not enter or foul a private or public road crossing except as provided by Rule 103,
(3) Must not be made into or within yard limits,
(4) Must not exceed the train's length, and
(5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:
(a) Train location line–up is in effect in the limits effected.
(b) Other authority is in effect in the same or overlapping limits.

Rule 102, paragraph **(2)** – is changed to read:

(2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102–following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor, If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 103(H) The following paragraph is added:

When it is necessary to couple air hoses or adjust a drawbar, all crew members involved must have an understanding that a crew member will be coupling air or adjusting drawbar. Such understanding will include the track number or track designation where the car(s) is located. Where other engines may be working at both ends of track or tracks, there must be an understanding between the crews that such work is going to be done to avoid injury or damage.

Rule 103(P)–cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

Rule 104(M)(4) - second paragraph is changed to read:

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

Rule 105 - is changed to read:

Except on track where block system is in effect, trains or engines using other than main track must move prepared to stop within one half of the range of vision short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined.

Rule 153 - following paragraph is added:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 312(3) - cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box,the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

Rule 315(A) -cancel first paragraph reading:

Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining dual control switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

Rule 351 - Following paragraph is added:

Employee releasing track and time limits must state their name, track and time limit number being released and track limits that were authorized.

Rule 351(C) - cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 are changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Rule 403 - Following paragraph is added:

Conductor and engineer must read, discuss and understand the requirements of each track warrant to ensure that all crew members understand them.

Rule 410 - Following paragraph is added:

Employee releasing track warrant must state their name, track warrant number being released and track limits that were authorized.

Rule 450(A) - new rule.added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

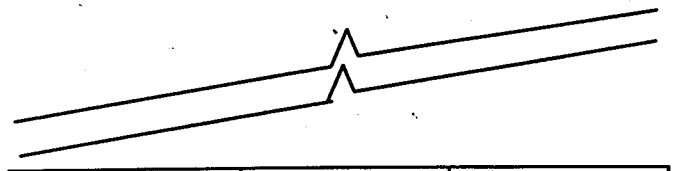
Rule 456- will not be used. Dimensional and Special Shipment Restrictions as contained in System Special Instructions will govern.

Track bulletin Form D- Example shown below:

TRACK BULLETIN FORM D

No._____Date 19

To	At
	At
	At
	At



OK	Copied By	Dispatcher

Printed in U.S.A.

Rule 516 - following papagraph is added:

All road trains must have operable locomotive radio in the controlling locomotive. If the radio should fail enroute, the locomotive may continue as the controlling locomotive only if no other locomotive is available to be picked up or switched to the controlling position, and then, only to the next radio repair facility.

Rule 518 - is changed to read:

A malfunctioning radio must not be used and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable. If the speaker is not functioning as intended, the radio is considered inoperable.

Rule 627(5) - is changed to read:

(5) Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

15. Air Brake and Train Handling Rules Changes and Additions.

Rule 106 (C) - new rule added:

106 (C). When cars are picked up on line or at interchange where mechanical forces are not on duty, train crew must open friction bearing box lids and check for missing or displaced components, contamination and visible free oil before departing.

Rule 106 (D) - new rule added:

106 (D). When train stops enroute, train crew member must examine friction bearing boxes for signs of distress as time will permit.

Rule 115 - is changed to read:

Brake shoes must not be worn to the point that will allow the backing plate to come in contact with the wheel tread when the brakes are applied.

Rule 119 H - is canceled.

Rule 123 A - is changed to read:

A. Each locomotive in use must be inspected at least once during each calendar day. A written report of the inspection shall be made on Form 16450-N, Locomotive Inspection Report, for each locomotive requiring the inspection.

Rule 203 - new rule:

203. Brake pipe maintaining feature.
When the controlling locomotive or yard air brake testing device is equipped with a maintaining feature, this feature must be cut out during brake pipe leakage tests after the required brake pipe reduction has been made.

Rule 204 B - is changed to read:

B. The locomotive must be equipped with an Air Flow Indicator. This indicator must either be equipped with an orange or red calibration mark or display a direct reading of air flow, in cubic feet per minute (CFM), in 10 CFM increments from 10 to 80.

Rule 204 D - is changed to read:

D. The train brake system must be charged to within 15 psi of the regulating valve setting, and the air flow pointer must be to the left of the calibration mark or not exceed 60 CFM.

Rule 210 - new rule:

210. Service Track Locomotive Air Brake Test

A. Before locomotives are offered for service from a mechanical facility, the following tests must be made to ensure the safe operation of the brake system:

1. Ensure brake pipe is set to the prescribed pressure.
2. Apply independent brake fully and observe brakes apply on each locomotive. Release independent brake and observe brakes release on each locomotive.
3. With equipment fully charged, using the automatic brake valve, make a 10 psi brake pipe reduction and observe brakes apply on each locomotive.
4. On 26L equipment, move automatic brake valve cutout valve to OUT position. On 24RL and No. 6 equipment, move automatic brake valve handle to LAP.
5. Observe brake pipe gauge and note leakage does not exceed 5 pounds per minute.
6. Observe equalizing reservoir gauge and note zero leakage.
7. On 26L equipment only, move automatic brake valve handle to Minimum Reduction position, and observe equalizing reservior gauge does not rise.
8. Actuate, observe brake release on each locomotive, and place automatic brake valve, cutout valve, in IN position.
9. Using the automatic brake valve, make a 20 psi brake pipe reduction, observe brakes apply on each locomotive. Release automatic brake and observe brakes release on each locomotive.
10. Move independent brake valve to full application position.

Rule 311 (F) is cancelled.

Rule 344 (F)- is changed to read:

344 (F). Cresting Grade

Cresting grade is defined as a long ascending grade which changes to a long decending grade, both grades being of sufficient magnitude to require a change in train handling procedures as the grade is being topped.

1. Reduce the throttle just before the locomotive crests the grade.
2. Continue to reduce throttle to a position that will prevent speed increase until at least one half the train has crested the grade.

*Utilizing this method will reduce the additional draft force created by the weight of the locomotive and cars as they crest the grade.

*In curve territory, this method will reduce the lateral forces transmitted to the track structure.

Rule 503 - is changed to read:

503. Unusual Conditions

A. If the engineer becomes aware of abnormal changes or loss of brake pipe pressure with the train brakes released and a true gradient established, or if a brake application cannot be transmitted, stop and secure the train.

B. Any train experiencing air brake problems must immediately notify the train dispatcher. The dispatcher must then notify the Trainmaster, Manager Operating Practices or Superintendent, who will make the determination if the train can be safely moved or held for inspection.

C. If a train qualified by the Air Flow Method experiences an increase in brake pipe air flow and/or an increase in brake pipe gradient and the air flow pointer does not return to the limits established in the initial terminal air brake test within the time limits established in the maximum charging time chart in this section, the train crew shall stop and repair leaks if possible. If unable to make repairs, train may proceed with cautuion only if the rear brake pipe pressure is greater than 60 PSI.

Rule 527 B - is changed to read:

B.When helper locomotives are added to other than the head end of train, after the helpers are coupled and before the angle cocks are opened to prevent an undesired release of the brakes on the train being handled:

1. Helper engineer must make an automatic brake pipe reduction down to the same pressure as the rear brake pipe pressure of the train being handled. If the rear brake pipe pressure is not known, helper engineer must make a 10 psi automatic brake pipe reduction.
2. Move the automatic brake valve cutout valve to the OUT position.
3. Move the automatic brake valve handle to CONTINUOUS SERVICE position and ensure equalizing reservior pressure is reduced to zero (0).
4. Angle cocks may now be opened.

*If the train being handled does not have a brake application in effect, step 1 is not necessary.

Locomotive Speed Indicators–

When a locomotive is used as a controlling unit, at speeds in excess of 20 MPH, it must be equipped with an operative speed indicator. If the speed indicator should fail enroute, the locomotive may continue as the controlling unit only if no other locomotive is available to be picked up or switched to the controlling position, and then, only to the next repair facility.

Business Cars–

Business cars must not be handled on the rear of trains consisting predominantly of auto racks, or other equipment with end of car cushioning.

16. Maintenance of Way Rules Changes and Additions

Track and Time Limits, Track Warrant, Track Bulletins and Occupancy Control System (OCS)

When verbally issuing and repeating track and time limits, track warrants, track bulletins and OCS, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Automatic Switches- Maintenance of Way equipment that shunts the track must not pass a overlap sign unless authorized to proceed.

Rule J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 3

Time signals received from WWV TIME may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8–998–8463 (8–WWV–TIME)

Rule 6 - explanation of characters:

A–Automatic Interlocking (actuated automatically by the approach of a train).
B–General orders, notices, and circulars.
I–Manual Interlocking (operated by a control operator).
J–Junction.
K –Standard clock.
M–Railroad crossing protected by signals or gates.
T–Turntable or wye.
U–Railroad crossing not protected by signals or gates.
X–Crossover.
X(2)–Multiple crossovers.
Y–Yard limits.

Rule 9-the following third paragraph is added:

Speed restrictions covered by General Order must be protected by permanent speed signs. Train dispatcher must be notified when permanent speed signs are in place.

Rule 9(B) - that part of Maintenance of Way Rule 9(b) reading:

Yellow flags will be displayed only on the track affected as follows: ON SINGLE OR MULTIPLE MAIN TRACKS, flags protecting a temporary speed restriction, track condition, men or equipment must be displayed in both directions to protect all possible access to the restricted area.

ON DOUBLE TRACK OR TRACKS WHERE THERE IS A CURRENT OF TRAFFIC, flags protecting a temporary speed restriction or track condition will be displayed for trains moving in both directions until advised by train dispatcher that track bulletin or track warrant has been issued to protect temporary speed restriction or track condition. After having been advised that the track bulletin or track warrant has been issued, flags placed for trains moving against the current of traffic may be removed. When protection is to be provided for men or equipment, this will not apply and flags must be placed in both directions on each track affected.

Is Changed to Read:

Yellow flags must be placed to protect all possible access to the restricted area until track bulletin, track warrant or general order has been issued to cover the restriction. After track bulletin or track warrant has been issued, yellow flags will be placed only on the track affected. On double track or tracks where there is a current of traffic, yellow flags placed in advance of a speed restriction for trains moving against the current of traffic may be removed after track bulletin, track warrant or general order has been issued.

Rule 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS:

This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.As used in this rule, the following definitions apply:

Outfit Car

Any on–track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

– Name and craft of employee requesting protection;

– Identification of track(s) protected;

– Date and time employee in charge of outfit cars notified that protection has been provided; and,

– Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with aneffective locking device. Warning signals must be displayed ateach derail.

(2) ON OTHER THAN MAIN TRACK- One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

–Name and craft of employee requesting protection;

–Identification of track(s) protected;

–Date and time employee in charge of outfit cars notified that protection has been provided; and,

–Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

–positioned at least 150 feet from the end of the occupied outfit cars; or,

–positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH. Warning signals must be displayed at each derail.

(3) WARNING SIGNALS - When a warning signal is displayed for the protection of occupied outfit cars:

–Such occupied outfit cars must not be coupled to or moved;

–Rolling equipment must not pass the warning signal; and,

–Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal..

Rule 45 - is changed to read:

When warning required for employees working on or near the tracks, request dispatcher issue the following:

From (time) until (time) between MP___ and MP__ trains on ____ track whistle frequently approaching gang.

Rule 351 - following paragraph is added:

Employee releasing track and time limits must state their name, track and time limit number being released and track limits that where authorized.

Rule 410 - following paragraph is added:

Employees releasing track warrant must state their name, track warrant number being released and track limits that were authorized.

Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

17. Instructions For Agents, Control Operators, Clerks/Operators, Bridgetenders Changes and Additions

Item 5A3d - is changed to read:

d. Line-up; 10 inch short form may be used when receiving machine is using 10 inch wide paper.

Item 5A4 - is changed to read:

The error correction feature, on machines so equipped, must be activated when transmitting or receiving track warrants, track bulletins or train location line-ups. Refer to Manufacturer's Operating Manual to determine if machine is equipped with error correction feature. Track warrants, track bulletins or train location line-ups may be inserted vertically. They must not be inserted horizontally (sideways) unless the receiving machine is using 10 inch wide white paper.

Item 5A5 - is changed to read:

Facsimile machines must be set to the resolution which produces the best copy.

Item 5A6 - is canceled.

Item 6L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule26 (2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6N - new item added:

Before granting track and time limits that will be in effect only between the outer opposing absolute signals governing movement over a dual control switch, the limits must be protected by placing blocking or markers at adjacent control points.

Item 7D - new item added:

D. Releasing:
When employee releases track and time limits, contol operator will state:
a.Name of employee releasing track and time limits.
b.Track and time limit's number being released, and
c. Time track and time limit released

18. Safety Rules and General Rules Changes and Additions

Getting On and Off Moving Equipment

Getting on or off moving engines and cars is prohibited except where otherwise specified by Special Instructions or in cases of emergency.

Rule 181 - is modified as follows:

181. This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:
WORKMEN:
(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:
(1) Replacing, repositioning or repairing a marker when rear of train is on any track;
(2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 299 - following paragraph is added:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

Rule 336 m - added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

Rule 345 - following paragraph is added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

Rules 382 through 414 - are canceled.

BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

I–10 Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

I–13 Loading /unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

I–14 All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or rail car and its connection to prevent injury.

I–15 Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

I–22 Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

I–32 All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

Rule 564 - following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

Rule 565 - is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited. Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 566 - is canceled.

Rule 572 - is changed to read:

Employees are prohibited from having firearms or other deadly weapons,including knives with a blade in excess of three inches, in their possession while on duty or on Company property except those authorized to have them in the performance of their duties or those given special permission by division general manager.

Rule 575(A) - added:

575(A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident. Commercial telephones on Company property, except pay telephones,are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

Rule 585 - All accidents/incidents must be reported to immediate supervisor or as soon as possible by first available means of communication. A determination must be made as to reportability. Diagnosed illnesses and injuries requiring treatment beyond first aid require an F–27 to be completed. Information surrounding a first aid injury shall be entered into the First Aid Log Book maintained locally.

Rule 592 - is changed to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved,they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

Rule 597 is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

19. Automatic Cab Signals

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Chicago Division.

20. Certificate of Rules Examination

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

21. Crossing Accidents & Trauma Incidents

1. Note time, call Dispatcher (All Accidents)–Call 911.
2. Determine if there are injuries.
3. Emergency Vehicles.
4. Locations of crossing, D.O.T. number, cross street, milepost.
5. Cooperate with authorities.
6. Determine if there is: Track, Engine, or property damage.
7. Was: Whistle blowing, Lights on, were signals/gates working.
8. When was train placed in emergency? (Note: Sand on Rail)
9. Indentify "Rail Car" on crossing (car number).
10. Secure Wheel Report
11. Witnesses: Name, phone number, address.
12. Vehicle license number, weather conditions, road conditions.
13. Information to police–Your name, address, phone number.
14. Relief of crew?
15. If insisted, consent to blood test (ask if Company officer can okay, due to protecting train.
16. "SYSTEM E.A.P." Representative 1–800–383–2327

EXCEPTIONS:

a. Do not give written statements.
b. Do not give interviews with reporters.
c. Do not release speed tapes to outside authorities.

22.Physical Examinations

Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjuction with physicial examinations. Such examinations will be at company expense.

23. Policy for Use of Mobile Radio Access System (MRAS)

The Mobile Radio Access System is a radio system and all radio rules contained in the General Code of Operating Rules, Second Addition, effective October 29, 1989, Maintenance of Way Rules, Form 15125, Revised 10/29/89 and Safety Rules and General Rules, Form 15001, revised 8/81 apply. Mobile radios and base station radios must be identified and the use of "over" and "out" is required.

Further, the Mobile Radio Access System is not to be used for personal business which includes phone calls to home or access to tape recorded crew line up information.

24. Smoking Policy

Smoking is prohibited in all common and shared company premises, and multi-employee work stations, which includes locomotives, cabooses and company vehicles.

Smoking will be permitted in designated smoking areas, and in spaces, offices and work stations to which and individual employee is assigned.

This policy is subject to modification to the extent necessary:
(a) to comply with federal, state and local non-smoking regulations, which may be applicable to company premises; and
(b) to accomodate a localized situation where the nuisance and potential health effect of secondary tobacco smoke may warrant a deviation from the corporate policy.

25. Tornado Instructions

WATCH

A **Tornado Watch** means that atmospheric conditions are such that tornadoes could develop. During a **Tornado Watch**, train and yard movements will continue unless skies look threatening or a **Tornado Warning** is issued. Be alert for warnings or signs of a tornado. Signs to look for are severe thunderstorms, hail, loud roaring noise, a funnel cloud or any combination of those signs. Use company radios to monitor instructions from the train dispatcher or person in charge of the yard. If a funnel cloud is seen, immediately notify train dispatcher or person in charge of the yard if safety permits.

WARNING

A **Tornado Warning** means that a tornado is imminent, has been sighted or has been verifyed by the National Weather Service or its spotters; **be prepared to take necessary precautions.**

When a **Tornado Warning** includes the area you are in, or when Civil Defense sirens are heard, stop all train movements and yard activities and seek shelter. When possible, the train dispatcher will advise appropriate personnel of **Tornado Warnings** covering their respective areas.

PERSONNEL ACTIVITIES

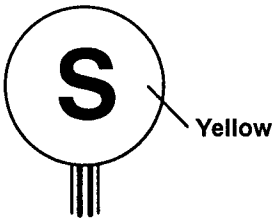
When in the area where a **Tornado Watch** is in effect, employees occupying a caboose must move to the engine consist. If the **Tornado Watch** is changed to a **Tornado Warning** or a funnel cloud is sighted while the crew is moving to the engine, crew members not in the engine must immediately take shelter in a nearby ditch, ravine, depression, culvert or under a bridge. If none of these is available, lie face down on the ground, with hands over head, far enough away from caboose or cars so that they cannot overturn on you. If safety of personnel permits, avoid stopping trains and yard movements on high bridges, on railroad or highway crossings at grade or where such equipment could cause a problem.

When in a building, go to the basement, keep away from windows and seek protection under sturdy furniture, a stairway or in a closet, on the lowest floor. Cover your self with blankets or similar items for protection from flying glass and debris.

The forward compartment of a diesel locomotive is an excellent shelter.

After train crew members become aware the the **Tornado Warning** has been cleared or that the hazard no longer exists, they must inspect their train and the track structure for damage or derailed cars if the tornado could have possibly crossed the tracks or at their immediate vicinity. After such inspection, communicate with the train dispatcher before proceeding, if possible. When train does proceed it must be prepared to stop when approaching bridges, culverts and other points that could have been affectef by the storm.

26. Roadway Signs - Except as shown, the following roadway signs have white background and black letters and/or numbers

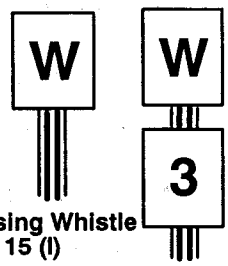


Spring Switch
Rule 104 (M)

One Mile Switch

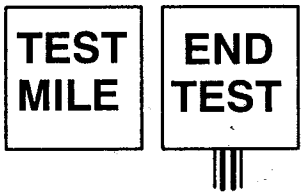
Derail
Rule 104 (L)

Crest of Grade
Air Brake Rule 344 (f)
Black on yellow reflective background. Some locations were Rule 344(F) applies may not be identified with this sign.

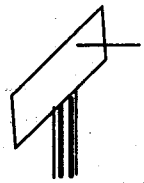


Crossing Whistle
Rule 15 (l)

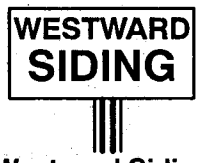
Numeral when attached, denotes the number of crossings less than 1,320 feet apart.



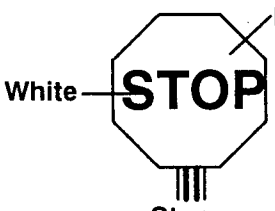
Begin Test Mile and End Test Mile



FLANGER



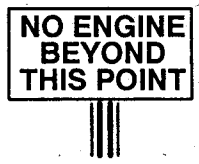
Westward Siding or
Eastward Siding
Rule 105 (A)



Stop
Rules 98 and 98(B)

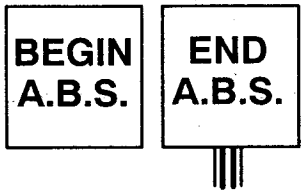
Stop

White letters on reflective red background, or black letters on white background.

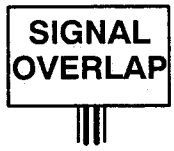


No Engine Beyond
This Point

No Clearance

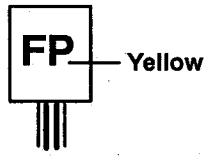


Begin and End A.B.S.

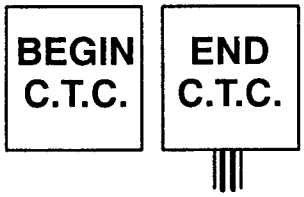


Signal Overlap
Rule 303

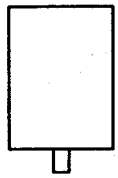
End of Overlap
Rule 303



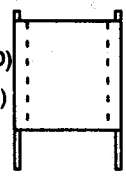
Fouling Point



Begin and End C.T.C.

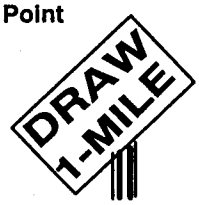


Track Flag

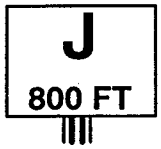


Yellow–Rules 10 & 10 (D)
Red–Rule 10 (A) or
Green–Rules 10 & 10(D)

Track Flag



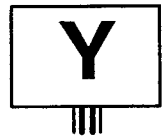
One Mile Draw Span
Rule 98



Junction
Rule 98(B)

End Double Track

Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93

27. Tonnage Profile Chart

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

```
        TONNAGE CHART PROFILE OF TRAIN 808      15 - JAN - 91 22:42

a. * * * SPEED RESTRICTION EXISTS ON THIS TRAIN * * *

b. STATION  LDS   MTYS   TONS   FEET
   TOTALS   52    11     6452   3736      63 CARS     1 CABS      2 ENGS

c. 102 TONS/OP. BRAKE

d. TON
   150 ..                                                                        .
   140 ..                                                                        .
   130 .. X                  X XXXXX      XXXX  X XX XXXXXX                      .
   120 .. X X   X            X XXXXXXXXXX XXXX  X XX XXXXXX  X              X X  .
   110 .. X X   XX XXXXXX    X XXXXXXXXXX XXXX  X XX XXXXXXXXXX XX X XXX    XXXX .
   100  EEX X   XX XXXXXXX   X XXXXXXXXXX XXXX  X XX XXXXXXXXXX XXXXXXXX    XXXXC
    90  NNX X   XX XXXXXXX   X XXXXXXXXXX XXXX  X XX XXXXXXXXXX XXXXXXXX    XXXXA
    80  GGX X   XX XXXXXXX   X XXXXXXXXXX XXXX  X XX XXXXXXXXXX XXXXXXXX    XXXXB
    70 .. X X   XX XXXXXXX   X XXXXXXXXXX XXXX  X XX XXXXXXXXXX XXXXXXXX    XXXX .
    60 .. X X   XX XXXXXXXXX X XXXXXXXXXX XXXXX X XX XXXXXXXXXX XXXXXXXXXX  XXXX .
    50 .. X X   XX XXXXXXXXX X XXXXXXXXXX XXXXXXX XX XXXXXXXXXX XXXXXXXXXX  XXXX .
    40 .. X XX  XX XXXXXXXXX X XXXXXXXXXX XXXXXXX XX XXXXXXXXXX XXXXXXXXXX  XXXX .
    30 .. XXXXXXXX XXXXXXXXX X XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX  XXXX .
    20 .. XXXXXXXX XXXXXXXXX X XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX  XXXX .

e. LEN                          S S    SSS SS       L
L    S  S  LLLSS                S
f. SPH            D#                                    D            ################
 D=DAN E=EXP H=HWI P=POG R=RM #=ALL OTHER SPHDLG CODES
```

NOTES:

a. ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.

b. Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.

c. Tons per operative brake – per Timetable System Special Instructions. Engines are not included.

d. Tonnage indicator (20 to 150 tons) – cars are listed vertically using X's to indicate amount of tonnage per car. For example: First car behind engine weighs 130 tons and the 62nd car weighs 110 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".

e. "LEN" represents car length – "S" = Short car 50 feet or shorter.
"L" = Long car 80 feet or longer.

f. "SPH" represents special handling – "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

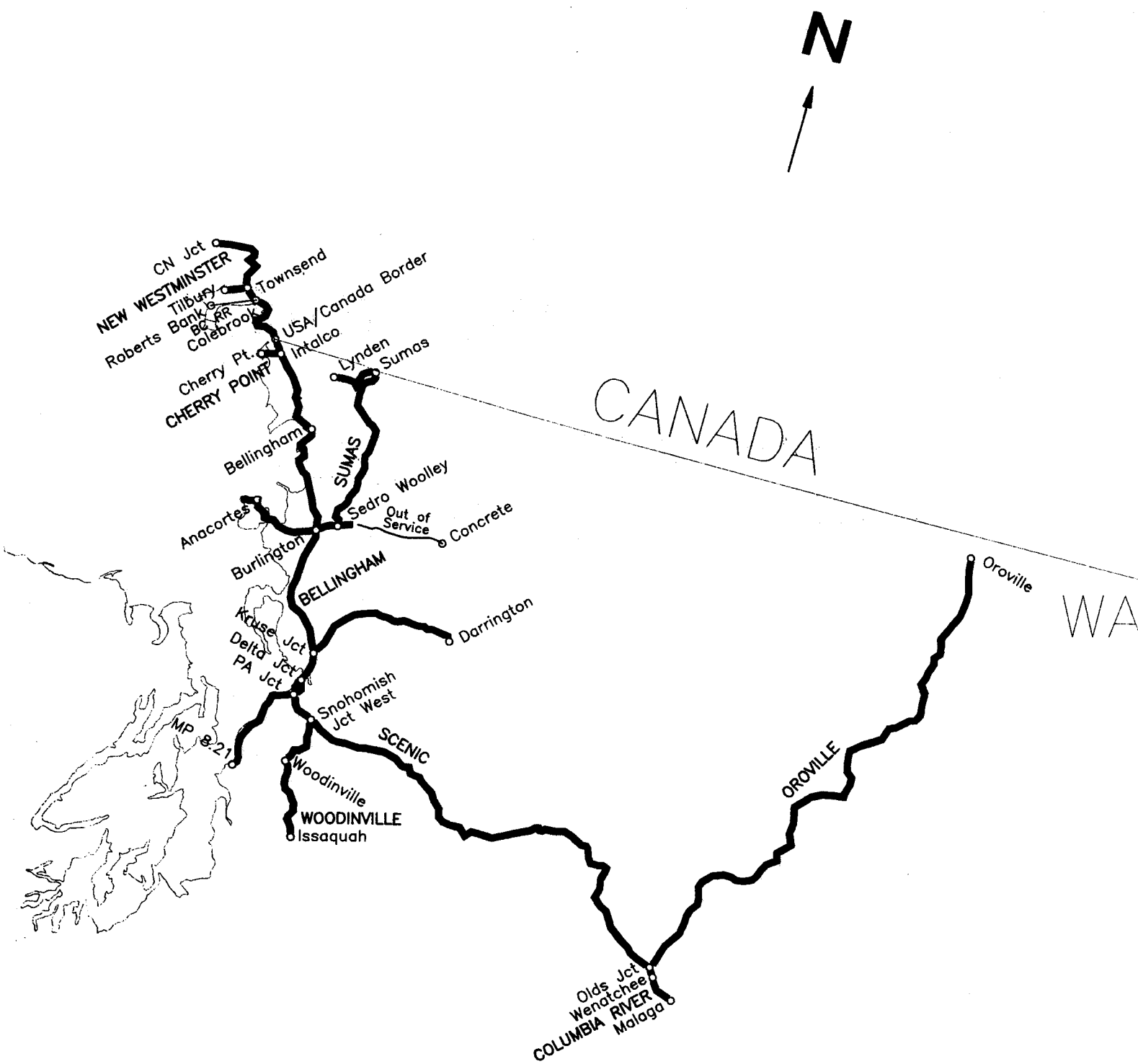
Special Handling Codes shown on wheel report.

CCR	Customer Chassis Required	MRE	Mechanical Refrigeration
COM	Combustible	NPR	No Placard Required
CRO	Circus Ramp	ORM	Other Regulated Material
DAN	Dangerous	PBC	Perishable in Boxcar
DNH	Do Not Hump	POG	Poison Gas
EHI	Excessive Height or Weight Not Being Handled as a Hi–Wide or Overload	RAM	Radioactive Material
		RE	Rear Ender
		RII	Rejected in Interchange
EPG	Explosives and Poison Gas	RSS	Rail Surveillance Service
EXP	Explosives	R90	Rejected Interchange Rule 90
HFR	Home For Repair	SPD	Speed Restricted
HIV	High Value Load	Sxx	Speed in Miles Per Hour (xx is MPH)
HWI	High Wide	TSS	Tank Surveillance Service
INB	In Bond	UOS	Unload From One Side Only
MIC	Person in Charge of Car	ZIP	Expeditor Trains Only

CASCADE DIVISION

D.L. MAZE, DIVISION SUPERINTENDENT, SEATTLE

K.J. ROYAL	Supt. Canadian Operations	New Westminster
L.A. CREED	Trainmaster	New Westminster
S.A.GORDON	Terminal Manager	Everett
R.M. LINNANE	Trainmaster	Everett
D.G. VERITY	Trainmaster	Bellingham
R.R. PERKINS	Trainmaster	Wenatchee
J.L. KIME	Trainmaster	Seattle



CASCADE DIVISION

1. **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.

2. **FRA Random Drug Testing–**

   TY & E employees selected for FRA Random Drug Testing must show the start time of the RDT in the remarks column of their timeslip. Start time of RDT begins when a supervisor hands the employee a letter advising him/her that they are selected for RDT. A stop time on RDT is necessary only if different from their off duty time.

3. **Occupancy Control System (OCS)**

   OCS is in effect at locations designated under individual Subdivision Special Instructions, item 3, as follows:

   OCS for Trains and Engines

   In addition to complying with Rule 93 the following will apply:

   Permission, in the following form, must be obtained from the train dispatcher before trains or engines occupy the main track:

   "Proceed from _____ to _____ on _____ track"

   or

   "Work between _____ and _____ on _____ track"

   When requesting permission, give your engine number, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

   Trains or engines must advise train dispatcher when they are clear of the limits authorized.

   When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

   When permission is granted to work between two specific points, movement may be made in either direction between those points.

   Before permission is granted in the same limits with a train or engine working between two locations, a crew member of each train or engine must be notified.

   Before permission is granted in the same limits with men or equipment, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

   OCS for Maintenance of Way

   Permission, in the following form, must be obtained from the train dispatcher before men or equipment occupy or foul the main track:

   "Proceed from _____ to _____ on _____ track"

   or

   "Work between _____ and _____ on _____ track"

   Track may be used within limits specified without flag protection. If track is not safe for movement at restricted speed, employee in charge must protect track by placing red flags per rule 10(a).

   When requesting permission, give your name, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

   When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

   When permission is granted to work between two specific points, movement may be made in either direction between those points.

   Before permission is granted in the same limits with a train or engine, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

4. **Stack Cars–**

   All single 71 foot container stack cars shall be handled the same as existing stack cars as described in Item 3B, page 5, of the System Special Instructions.

5. **Failed Equipment Detectors–**

   Failed Equipment Detectors (FED) can be identified as Dragging Equipment Detectors (DED), Hot Bearing Detectors (HBD) or Hot Wheel Detectors (HWD) or any combination of the above. These initials are used to identify failed equipment detectors under Item 5 (A&B) of Individual Subdivision Instructions.

6. **Close Clearance**–Close clearance may exist on all auxillary tracks.

7. **Air Repeater Cars–**

   BN Northern Corridor Timetable, System Special Instructions, Item 4, contains information covering air repeater operation.

   The following information concerns air car air tests:

   Anytime a brake pipe leakage test is required:

   Locomotive brake pipe 90 PSI
   Dial air car number on head–end–device
   Charge until head–end–device reads 75 PSI
   Dial R–O–T number on head–end–device
   Charge until head–end–device reads 80 PSI
   Make brake pipe leakage test

   Air car operation:

   1. Air car must be operated with a rear–of–train device.
   2. Air car must be operated in approximate middle of train.
   3. Caboose is not required.
   4. Brake pipe pressure may be greater on last car than on locomotive.

   Air repeater car waiver from the FRA

   BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the three following conditions:

   1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valve setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater air unit;
   2. The brake pipe gradient on the portion of the train behind the repeater unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
   3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end–of–train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train forward of the repeater air unit, and on the rear of the last car in the train behind the repeater air which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

   This waiver translated into the following:

   - Maximum leakage between the locomotive and the air repeater car is five PSI per minute.
   - Maximum gradient between the locomotive and the air repeater car is 15 PSI.
   - Maximum gradient between the air repeater car and the last car in train is five PSI.
   - There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with a modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH–22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in rule 205 of the Air Brake and Train Handling Rules.

Due to the 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct five PSI gradient on the rear half of the train. To do this the engineer must dial in the end–of–train ID number and use the following chart:

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe device)	Minimum brake pipe pressure on last car in train. (Also read on head end leakage test)
90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket–size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to Trainmasters by Managers of Operating Practices.

Scenic Subdiv
MAIN LINE
STATIONS

↑WESTWARD↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Wenatchee ↑EASTWARD
	02044		1650.2		WENATCHEE BJKY	ABS	00
					2.7		
			1652.9		OLDS JCT Y		2.7
					8.3		
8,049	02056		1661.2		CASHMERE		11.0
					11.0		
7,905	02067		1672.2		LEAVENWORTH		22.0
					13.5		
10,978	02081		1686.9		WINTON		35.5
					6.6		
6,729	02087		1692.4		MERRITT T		42.1
					7.0		
12,323	02094		1698.5		BERNE		49.1
					9.0		
		37	1708.5				
9,259	02103		1719.5		SCENIC		56.1
					12.8		
8,949	02116		1732.3		SKYKOMISH T		70.9
					7.6		
10,099	02124		1739.5		BARING		78.5
					14.5		
10,244	02139		1755.7		GOLD BAR		93.0
					12.9		
11,988	02152		1768.6		MONROE		105.9
					6.6		
	02159		1775.2		SNOHOMISH JCT EAST JT	CTC	112.5
					1.0		
	02159		1776.2		SNOHOMISH JCT WEST JT		113.5
					5.0		
	02163		1781.2		LOWELL		118.5
					1.5		
12,517	02165		1782.7		PA JCT J		120.0
					1.4		
	02166		1783.9		EVERETT B		121.4
					0.8		
			1784.7				
	02169		32.1	2MT	EVERETT JCT JX		122.2
					3.8		
	02172		28.3		MUKILTEO		126.0
					0.5		
			27.8		MP 28		126.5
					1.7		
			27.1	2MT	MP 27		128.2
					8.4		
			17.8		MP 18		136.6
					0.2		
	02182		17.6		EDMONDS		136.8
					1.7		
			15.9		MP 16		138.5
				2MT	8.2		
			7.9		MP 8 Y		146.7
		50			0.8		
			7.1		MP 7 Y		147.3
					0.7		
	02193		6.4		BALLARD IY		148.0
					0.2		
			6.2	2MT	DRAWBRIDGE 4 IY		148.2
					1.1		
			5.1		23rd STREET IY		149.3
					0.3		
					INTERBAY		
	02195		4.9		(Balmer Yard) BIKTY	ABS	149.6
					1.1		
			3.3		GARFIELD STREET IT		150.7
					2.1		
			1.4		NORTH PORTAL IXY		152.8
				2MT	1.4		
					SEATTLE BIKT		
	02200		0.0		(King St. Station) X(2)Y		154.2

BN Radio Channel No. 1 in service on this Subdivision.
Radio Channel No. 2 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
Emergency Train Dispatcher Call – 911

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

See inside of back cover for routes, times and station stops for NRPC trains.

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.	
MP 1756.7 to MP 1757.6	50 MPH.	
MP 1757.6 to MP 1760.5	65 MPH.	
MP 1760.5 to MP 1763.0	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.	
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.	
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.	
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.
Balmer Yard–Tracks A and B		15 MPH.
Ballard–Over Bridge 4		20 MPH.
Bridge 4 Ballard cars heavier than 268,000 lbs.	10 MPH.	10 MPH.
Everett over Pacific Ave	20 MPH.	20 MPH.
Scenic to Skykomish: Westward freight trains between West switch Scenic and MP 1729.0 while handling loaded C–6 covered hopper cars OR 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, and 23rd St.	30 MPH.	30 MPH.
MP 28, MP 27, MP 16, MP 8	35 MPH.	35 MPH.

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

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.

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

Six axle locomotives not permitted and not more than two (2) four axle locomotives on Standard Oil spur.

Six axle locomotives 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 93 Yard limits in effect:
Wenatchee MP 1650.2 to Olds Jct MP 1652.8
Trains and engines must obtain permission from Wenatchee Yardmaster or Operator before entering these limits.
MP 7.7 to Seattle MP 0.0

Occupancy Control System in effect:
MP 7.7 to Seattle MP 0.0
See Cascade Division Special Instructions item 3.

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

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.

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

Rule 99– When flagging is required, distance will be 2.5 miles.

Rule 350(B)–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 450–Trains from Bellingham Subdivision must receive track warrant endorsed "Seattle East" at Delta Jct prior to entering Scenic Subdivision.

Westward NRPC trains must receive track warrant endorsed "Seattle East" at Wenatchee.

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

A. Protecting bridges, tunnels or other structures:

EASTWARD		WESTWARD	
Interbay–	MP 6.0 (DED)	Cashmere	MP 1661.6 (DED)
Snohomish–	MP 1778.8 (DED)	Berne–	MP 1695.2 (DED)
Goldbar–	MP 1751.9 (DED)	Berne–	MP 1697.3 (DED)
Baring–	MP 1740.5 (DED)	Baring–	MP 1740.5 (DED)
Scenic	MP 1721.2 (DED)	Gold Bar–	MP 1751.9 (DED)
Berne–	MP 1697.3 (DED)	Monroe–	MP 1771.1 (DED)
Berne–	MP 1695.2 (DED)	MP8	MP 8.0 (DED)

B. Other FED locations:

Cashmere MP 1661.6(DED) Leavenworth–MP 1668.2(HBD&DED)
Scenic– MP 1721.2(DED) Skykomish– MP 1725.5(DED)
Skykomish–MP 1730.7(DED) Grotto– MP 1735.0(HBD&DED)
Sultan– MP 1762.0(HBD&DED)

6. **FRA Excepted Track–**

In Seattle, Ballard Lowline Zone 1 and 2, and Terry Avenue Line Zone 4. Between Wenatchee and Merritt: Wenatchee – Michelsen Spur, Team track, Lower Cascadian; Industry track at Monitor, Cashmere, Dryden; Peshastin–All Tracks; Merritt–Wye. See System Special Instructions Item 6.

7. **Special Conditions–**

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 station 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.

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 foot or longer cars weighing less that 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 or trains handling conventional with double stack equipment must not exceed 4800 tons, 70 cars or 7000 feet not including power.
d. Trains consisting of solid double stacks without helper locomotives must not exceed 5500 tons.
e. Eastward trains handling conventional with loaded double stack equipment must handle all loaded double stack equipment next behind engine. 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 trailing tons must handle 80 foot or longer cars weighing less that 50 tons in the rear 2900 tons.
h. Single loaded 50 foot 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 accessable 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	DISPATCHER PHONE, 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–Road Foreman Seattle. 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.

l. **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
I. 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.
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.
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.
Trains with **Caboose**	Eastward: Order fans shut off and exit if possible. Westward: Order fans remain on and exit if possible.

(Continued On Next Column)

8. 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

Bellingham Subdiv
MAIN LINE
STATIONS

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from US/CAN Border	NORTHWARD
				119.6		USA CANADA BORDER	Y	0.0	
						0.3			
	6,060	15088		119.3		BLAINE	Y	0.3	
						7.3			
		15081		112.1		INTALCO	JTY	7.6	
						5.9	ABS/TWC		
	6,600	15075	50	106.3		FERNDALE	BY	13.5	
						9.0			
		15067		97.0		BELLINGHAM	BKY	22.5	
						3.2	ABS		
	6,347	15062		92.9		SOUTH BELLINGHAM	Y	25.7	
						13.4			
	6,384	15049		79.7		BOW		39.1	
						7.4	CTC		
	4,635	15042		71.9		BURLINGTON	J	46.5	
						to MT. VERNON 3.9			

WWD									EWD
		15042	409	16.6		BURLINGTON	Y		
						16.6	TWC		
		66216		0.0		ANACORTES			

SWD									NWD
						to BURLINGTON 3.9			
	6,075	15038		66.8		MT VERNON	B	50.4	
						12.4			
	6,381	15025	50	55.5		STANWOOD	CTC	62.8	
						9.7			
	6,846	15016		45.5		ENGLISH		72.5	
						to KRUSE JCT. 3.6			

WWD									EWD
		66136	406	34.8		DARRINGTON			
						34.8	TWC		
		15012		0.0		KRUSE JCT			

SOUTHWARD									NORTHWARD
						to ENGLISH 3.6			
		15012		42.2		KRUSE JCT		76.1	
						3.4			
	2,557	15009	50	38.8		MARYSVILLE	CTC	79.5	
						2.7			
				37.0		DELTA JCT	IY	82.2	
				10.9					
			408			1.8			
		15005		9.1		DELTA	Y	84.0	
						1.9	ABS		
		02165	407	0.0		PA JCT	JY	85.9	

BN Radio Channel No. 2 in service on this Subdivision.

Seattle Train Dispatcher Calls–Everett–37, Burlington–38, Bellingham–39.

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 41.0 to MP 39.5	25 MPH.
MP 39.5 to MP 37.3	20 MPH.
MP 37.3 to MP 37.0	10 MPH.
Bridges 105.8, 99.1, 97.1, 70.0, 50.4, 49.2, 38.3, 37.8 cars heavier than 275,000 lbs	10 MPH.
Bellingham–over street crossings	10 MPH.
Burlington to Anacortes	25 MPH.
MP 4 to MP 7.7	10 MPH.
MP 15 to MP 16.5	10 MPH.
Kruse Jct to Darrington	25 MPH.
MP 6.0 to MP 7.9	20 MPH.
MP 16.5 to MP 16.6	15 MPH.
MP 21.6 to MP 22.4	10 MPH.
MP 24.4 to MP 24.6	10 MPH.
On sidings	10 MPH.
Six axle locomotives and 150–ton wrecking derricks over Bridge 10–Darrington Spur	10 MPH.
Bridges 10 and 11 Darrington Spur cars heavier than 263,000 lbs.	10 MPH.
Cars weighing over 177,000 lbs. when coupled in groups of two or more over Bridge 61.1 Darrington Spur	10 MPH.

2. Bridge and Equipment Weight Restrictions–

Anacortes to Fidalgo–Maximum gross weight of car permitted 263,000 lbs.
Kruse Jct to Darrington–Item 5d not permitted.
Mt. Vernon, Cenex Spur MP 68.7 only one 4 axle locomotive permitted.
Darrington Spur–Six axle locomotives in excess of 350,000 lbs and six axle derricks not permitted.
Burlington to Anacortes–Six axle locomotives 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 99.3
Burlington MP 16.6 to Anacortes MP 0.0
Kruse Jct MP 0.0 to Darrington MP 34.8

Rule 93 Yard limits in effect:
USA Canada Border MP 119.6 to Blaine MP 117.8
Intalco MP 114.0 to MP 110.0
Ferndale MP 108.0 to MP 105.0
Bellingham MP 99.3 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 99.3 to South Bellingham MP 93.5
See Cascade Division Special Instructions, item 3.

Locations Designated as Industrial Track between:
Delta Jct, Bayside, and Everett Jct
Delta MP 9.1 and Lowell MP 6.4
GCOR Rule 105 applies.

Interlockings and Drawbridges not Indicated at Station–

Drawbridge 11–1.2 miles south of Marysville– manual interlocking.
Drawbridge 12–0.5 miles south of Marysville– manual interlocking.
Drawbridge 12A–2 .0 mile west of Whitney– 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 derails are posted at absolute signals.

4. General Code of Operating Rules Items–

Rule 99–When flagging is required, distance will be 2.0 miles.

Rule 350(B)–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 450–Trains operating between Blaine and PA Jct must receive track warrant endorsed "Seattle Terminal" prior to departure from Blaine or Delta Jct.

Bayside–Delta–Everett Jct–PA Jct–Kruse Jct–Delta Jct–Trains originating must obtain a track warrant at Delta Jct.

5. **Trackside Failed Equipment Detectors (FED)–**
   A. Protecting bridges, tunnels or other structures:
   English MP 46.2 Northward (DED)
   Stanwood MP 55.2 Southward (DED)
   Mt. Vernon MP 67.5 Northward (DED)
   Burlington MP 73.6 Southward (DED)
   B. Other FED locations:
   Stanwood MP 58.9 (HBD & DED)
   Bow MP 81.9 (HBD & DED)
6. **FRA Excepted Track–** Fidalgo and Anacortes MP 0.0 to MP 4.0, Cement Track lead and Orchard Street lead at Bellingham, and Twin City Food spur at Stanwood. Between Oso and Darrington, MP 20 to MP 34.4. North Mt. Vernon Lead, MP 68.7. Belleville Pit Track MP 76.1. See System Special Instructions Item 6.
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.

Train Dispatchers–Territory between PA Jct and North switch Blaine is under jurisdiction of Seattle Terminal train dispatcher at Seattle.

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

Arlington to Darrington–Main track out of service MP 8.0 to MP 34.8.

Arlington–Account rusty rail conditions automatic crossing signals at Lebanon Road MP 6.7 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

8. **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
15046	Belleville Pit	5.3 north of Burlington	102	North
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 eastof Kruse Jct	44	Both
66023	Arlington on spur	6.9 east of Kruse Jct	Yard	Both
66120	Oso on spur	18.9 east of Kruse Jct	10	Both
66135	Andron on spur	34.5 east of Kruse Jct	Wye	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		

New Westminster Subdiv
MAIN LINE
STATIONS

SOUTHWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from CN Jct.	NORTHWARD ↑
		15126	56	155.3	2 Multitrack	CN JCT	BYZ	ABS	0.0	
						1.5				
		15125		153.8		STILL CREEK	Z		1.5	
						2.1				
		15123		151.8		WILLINGDON JCT	XZ		3.6	
						2.0		CTC		
				149.8		SPERLING	X		5.6	
						1.8				
				148.0		PIPER	X		7.4	
						1.1				
		15118		146.9		BURNABY			8.5	
						.5				
				146.4		LAKE CITY	X		9.0	
						.3				
				146.1		NORTH ROAD	X		9.3	
						.7				
				145.4		BRUNETTE	X		10.0	
						.1				
				145.3		CP JCT			10.1	
						.2				
				145.0		BRAID	X		10.3	
						.1				
		15114		144.8		NEW WESTMINSTER	BCY		10.4	
						0.3				
				144.5		SPRUCE			10.7	
						1.6				
		15111		141.3		FRASER RIVER JCT			12.3	
						1.4				
	5,908	15109		139.5		BROWNSVILLE			13.7	
						2.6				
		15105		136.9		TOWNSEND		ABS/ OCS	16.3	
						6.5				
	2,422	15100		131.1		COLEBROOK		CTC	22.8	
						To Roberts Bank BCR	15.5			
						10.8				
		15091		119.9		WHITE ROCK	Z	ABS/ OCS	33.6	
						0.3				
				119.6		USA CANADA BORDER	Z		33.9	

BN Radio Channel No. 1 in service on this Subdivision.

New Westminster Train Dispatcher Call–Blaine–01

1. **Maximum Speed Permitted–** **Freight**

CN Jct to CP Jct Passenger Trains ..... 40 MPH.
CN Jct to USA Canada Border ..... 40 MPH.
MP 155.2 to MP 153.7 ..... 25 MPH.
MP 153.7 to MP 145.5 ..... 30 MPH.
MP 145.5 to MP 141.5 ..... 20 MPH.
MP 141.5 to MP 140.8 ..... 5 MPH.
MP 137.3 to MP 136.7 ..... 30 MPH.
MP 131.6 to MP 129.9 ..... 35 MPH.
MP 127.9 to MP 127.6 ..... 15 MPH.
MP 123.0 to MP 122.7 ..... 30 MPH.
MP 122.7 to MP 121.3 ..... 21 MPH.
MP 121.3 to MP 119.9 ..... 30 MPH.
MP 119.9 to MP 119.6 ..... 15 MPH.
Bridge 140.8 cars heavier than 275,000 lbs ..... 10 MPH.
Brownsville–On siding, interchange and crossovers ..... 10 MPH.
New Westminster–Fraser River Bridge ..... 6 MPH.
CP Jct –East leg of wye ..... 5 MPH.
Between Burnaby and Still Creek, all freight trains, loaded or empty ..... 30 MPH.
Still Creek–Over Grandview Highway North and Renfrew Street ..... 25 MPH.
Burrard Inlet Line ..... 8 MPH.
Through turnout CN Jct ..... 15 MPH.
Through turnouts, at the following CTC Control points:
Braid MP 144.9 ..... 10 MPH.
Lake City MP 146.4 (Lead switch from East Track only)
North Road MP 146.1
Brunette MP 145.4 ..... 15 MPH.
Spruce MP 144.5 ..... 20 MPH.

Willingdon Jct MP 151.8
Sperling MP 149.8
Piper MP 148.0
Lake City MP 146.4 ..... 30 MPH.
Colebrook–through dual control turnouts ..... 35 MPH.
Roberts Bank, B.C.–within fenced area of west shore terminals ..... 10 MPH.

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

Between CN Jct and USA Canada Border–Transport Canada orders that BN trains/transfers do not exceed 35 MPH between CN Jct and USA Canada Border, while handling one or more full carloads of hazardous materials.

2. **Bridge and Equipment Weight Restrictions–**
Fraser River Bridge–Cars exceeding 263,000 lbs gross may only be handled with special permission from CN general superintendent transportation, Edmonton, Alberta.

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.

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–Manual Interlocking.
All movements approaching bridge will use radio to contact bridge control if necessary.
Trains, if tandem, must not exceed 100 cars and must not disconnect while any portion of the train is 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.

Semi–Automatic Interlocking not Indicated at Station–

Spruce–Cumberland Crossover to CP trackage.
Vancouver–CPR crossing at Burrard Inlet. Normal position of gates is Stop for Burlington Northern.

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.

Rule G: The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.
Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana, or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.
Rule 41: Applies on this Subdivision. Crew members are not required to replace torpedoes as stipulated in paragraph (b). Maintenance foreman is responsible for replacing torpedoes that have been exploded.
Rules 40, 41, 42, 43: Signals will be two (2) miles in advance of the defective or working point.
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. Clearance is obtained 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 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 104 (a) (b)–CN Jct switch may be lined and locked in either normal or reverse position.

Rule 313: Where OCS is in effect:

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

Rule 401: Left-hand signals at following locations:

MP 133.3

Northward absolute signal at South Colebrook.

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

Publications, Rules Books–Employees are also governed by Superintendent's General Orders, Notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules, Rules for the Protection of Track Units and Track Work, and all other applicable rules in accordance with existing policy wherein they do not conflict with the Canadian Rail Operating Rules.

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

A. Protecting bridges, tunnels or other structures:
Brownsville–MP 139.1 Northward (DED)

B. Other FED locations:
Townsend–MP 134.8 (HBD, HWD & DED)
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–I 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.

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	

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

Parker–BI Line	Raymer St.– BI Line
Vienablies–BI Line	Powell St.–BI Line
Union St.–BI Line	

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

a. All crossings in Still Creek Industrial Area.
b. Industrial spur at Burnaby MP 149.6.
c. 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 and Vancouver, B.C.

Clearance from top of rail as follows:
Powell Street–Vancouver, B.C.BI Line 22'4"
Renfrew Street–Still Creek 21'0"

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.

In Canada, tank cars with DOT specifications 105, 114 and 112 may not be cut off in motion. They must be shoved to a joint making coupling with no more force than necessary, nor may any car rolling under its own momentum be allowed to strike one of these cars. 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.

Placarded Cars and Trailers–

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 Westminster or Brownsville are provided at these locations respectively and are to be handled in same manner as northward documents.

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.

8. 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	Both
66565	Roberts Bank on BCR	15.5 from Colebrook	Yard	Both

Cherry Point Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ / ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Intalco
	15081	418	0.0		INTALCO JTY	TWC	0.0
					5.1		
	66604		5.1		ARCO		5.1
					3.8		
	66608		8.9		CHERRY POINT		8.9

BN Radio Channel No. 2 In service on this Subdivision.
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 263,000 lbs ..... 10 MPH.
Item 1A, System Special Instructions, applies.

2. Bridge and Equipment Weight Restrictions–
Six axle locomotives not permitted on Arco Lead.

3. Type of Operation–

TWC in effect:
Intalco MP 0.0 to Cherry Point MP 8.9

Rule 93 Yard limits in effect:
Intalco MP 0.0 to MP 2.0

4. General Code of Operating Rules Items–

Rule 99–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– NONE

8. Locations not Shown as Stations– NONE

Sumas Subdiv
BRANCH LINE
STATIONS

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

BN Radio Channel No: 2 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. Maximun Speed Permitted– **Freight**

Sumas to Burlington ..... 40 MPH.
MP 20.8 to MP 87.5 ..... 5 MPH.
MP 97.0 to MP 123.9 ..... 30 MPH.
MP 109.9 to MP 110.0 Loaded Unit Trains over bridge ..... 10 MPH.
MP 124.9 to MP 127.2 ..... 10 MPH.
On sidings ..... 10 MPH.
Sumas to Lynden, Sedro Woolley to Concrete ..... 10 MPH.
Item 1A, System Special Instructions, applies except where authorized speed is between 13 MPH and 21 MPH.

2. Bridge and Equipment Weight Restrictions–

Item 5d not permitted.

Six axle locomotives in excess of 350,000 lbs, four axle locomotives in excess of 270,000 lbs, and six axle derricks not permitted.

Bridge 110– Cars under 38 feet long weighing between 177,000 lbs. and 220,000 lbs. and cars under 44 feet long weighing between 220,000 lbs and 263,000 lbs must be separated from each other by a car weighing less than 177,000 lbs.

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 93 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
Sedro Woolley MP 21.3 and Concrete MP 44.7
GCOR Rule 105 applies.

4. General Code of Operating Rules Items–

Rule 99–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)
Sedro Woolley MP 86.8 (DED)
Deming MP108.6 (DED)

6. FRA Excepted Track–

Sedro Woolley and Concrete MP 21.3 to MP 44.7; Sumas and Lynden MP 1.0 to MP 11.3, all tracks; Sedro Woolley yard tracks, and Sumas Scale track. See System Special Instructions Item 6.

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 should be attempted with train stretched and moving through the 14 degree curve.

After stopping, release automatic 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.

Between Sedro Woolley and Concrete–Main track out of service between MP 24.3 and Concrete.

8. 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
66308	Cokedale Spur on spur	3.1 east of Sedro Woolley	5	West
66317	Hamilton on spur	11.7 east of Sedro Woolley	26	Both
66320	Supreme Cedar Prods on spur	15.6 east of Sedro Woolley	7	East
66322	Birdsview on spur	16.9 east of Sedro Woolley	34	Both
66326	Grassmere on spur	22.2 east of Sedro Woolley	70	Both
66328	Concrete on spur	23.4 east of Sedro Woolley	Yard	Both
66405	Hampton on spur	6.0 west of Sumas	Wye	Both
66410	Lynden on spur	11.3 west of Sumas	Yard	Both

Woodinville Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Snohomish Jct. West ↑ EASTWARD
	02159	408	1.2		SNOHOMISH JCT WEST JTY		0.0
					1.2		
			0.0			TWC	
	65601		37.6		BROMART	Y	1.2
					7.4		
2,855	65608	403	29.9		MALTBY		8.6
					to WOODINVILLE 5.5		
	65819	404	18.4		ISSAQUAH	TWC	
					18.3		
	65614		0.1		WOODINVILLE	TUY	
					to MALTBY 5.5		
		403	24.7				
	65614		24.1		WOODINVILLE	TUY	14.1
					7.1		
	65622		17.0		KIRKLAND		21.2
					4.4		
3,413	65626		12.7		BELLEVUE		25.6
					0.8	TWC	
	65627	405	12.0		WILBURTON		26.4
					7.3		
	65634		4.3		SCOPA	Y	33.7
					2.1		
			2.2				
3,660	65637		12.4		RENTON	Y	35.8
					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. 1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

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

1. **Maximum Speed Permitted–**

	Freight
Snohomish Jct West to Black River	25 MPH.
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.

Item 1A, System Special Instructions, applies, except between MP 25.0 (Woodinville) to MP 37.0 (Bromart)

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

Item 5d 10 MPH over the following bridges:
Bridges 11.5 and 11.7 at Renton
Bridges 6, 6.1, 9, 9.1, 11.1, 16, 17 and 23 between Renton and Woodinville
Bridge 24 on industry wye at Woodinville
Bridges 34, 35 and 36 between Woodinville and Snohomish Jct West
Six axle derricks not permitted.
Bridge 38 between Snohomish Jct West and Snohomish:
Item 5d not permitted
Six axle locomotives in excess of 350,000 lbs–10 MPH.

Between Woodinville and Issaquah and between Snohomish Jct West and Snohomish–
Item 5c not permitted.
Four axle locomotives in excess of 270,000 lbs not permitted.
Six axle locomotives 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 93 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 0.5
Issaquah MP 16.0 to MP 18.4

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

Rule 99–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 System Special Instructions Item 6.

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.

8. **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

Oroville Subdiv
BRANCH LINE
STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Oroville	EASTWARD
		66836		137.0		OROVILLE			0.0	
						40.8				
	3,386	66795		95.7		OMAK	Y		40.8	
						4.2				
	2,857	66791		91.5		OKANOGAN	Y		45.0	
						26.5				
	2,549	66764		65.0		BREWSTER		TWC	71.5	
						6.2				
	5,710	66758	387	58.9		PATEROS			77.7	
						20.0				
		66738		38.9		CHELAN			97.7	
						18.5				
		66720		20.4		ENTIAT			116.2	
						17.1				
		66702		3.3		OLDS	Y		133.3	
						0.7				
				2.6		OLDS JCT	IJY	ABS	134.0	
						2.6				
		02044		0.0		WENATCHEE	BJKXY	TWC	136.6	

BN Radio Channel No. 1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. Maximum Speed Permitted–

	Freight
Oroville to Wenatchee	40 MPH.
Through all turnouts and on sidings	10 MPH.
MP 33.4 to MP 35.4	25 MPH.
MP 58.2 to MP 59.1	25 MPH.
MP 97.0 to MP 105.0	25 MPH.
MP 118.1 to MP 136.0	25 MPH.
MP 136.0 to MP 137.0	10 MPH.
Chief Joseph, passing LPG tank cars on industry track	25 MPH.

Item 1A, System Special Instructions, applies.

2. Bridge and Equipment Weight Restrictions–
Item 5d not permitted.
Six axle locomotive and derricks not permitted between Oroville and Olds Jct.

3. Type of Operation–

ABS in effect:
Wenatchee MP 0.0 to Olds MP 3.0

TWC in effect:
Wenatchee MP 0.0 to Oroville MP 137.0

Rule 93 Yard limits– in effect:
Wenatchee MP 0.0 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

4. General Code of Operating Rules Items–

Rule 99–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 System Special Instructions Item 6.

7. Special Conditions– NONE

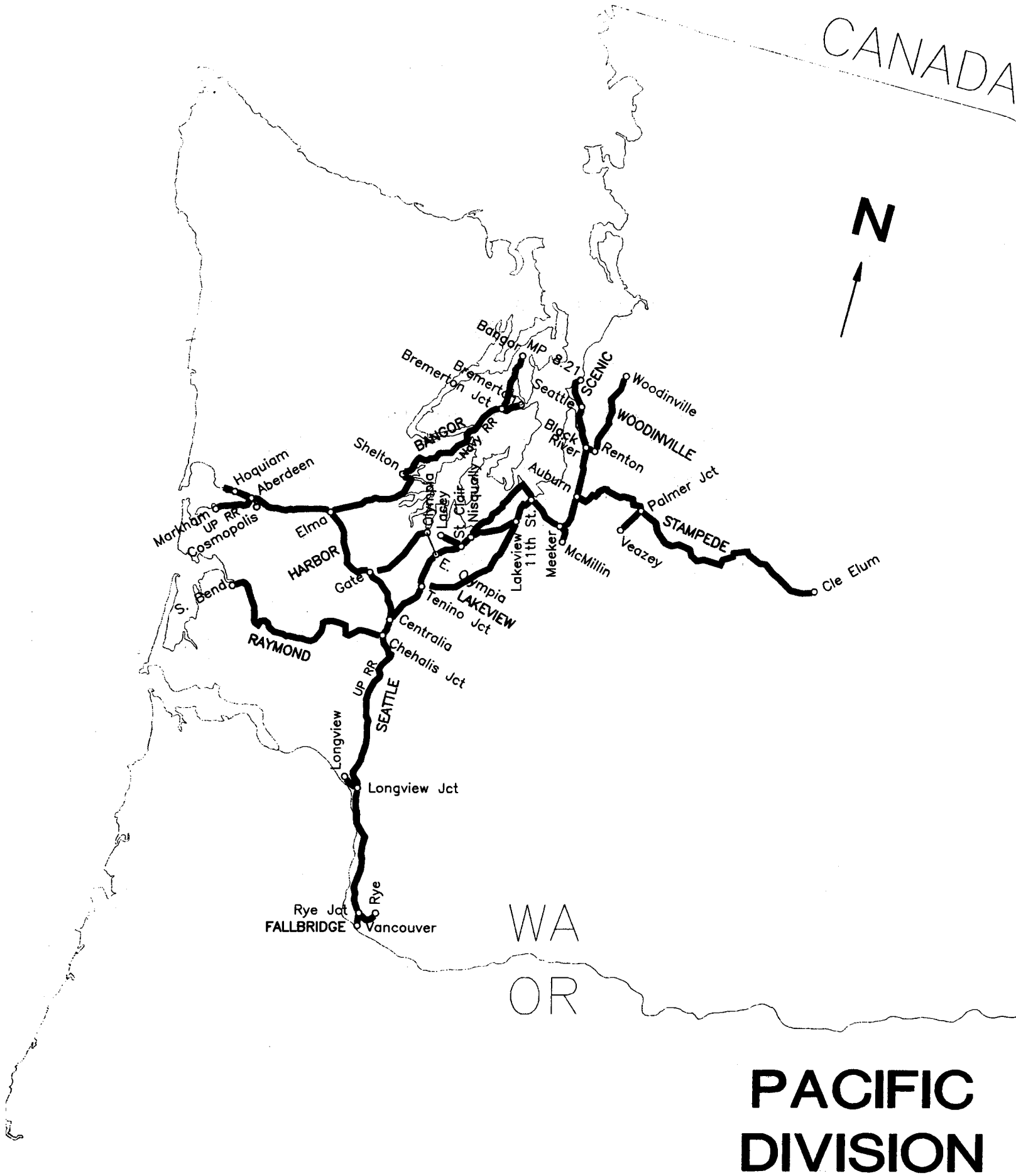
8. Locations not Shown as Stations–

	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	46	West
66704	Welch	2.0 east of Olds	25	Both

PACIFIC DIVISION

K.C. SPRADLIN, DIVISION SUPERINTENDENT, SEATTLE

G.B. WICK	Supt. Termianl Operations	Seattle
G.S. MALING	Trainmaster	Seattle
J.K. WOVCHA	Trainmaster	Seattle
C.M. JAMES	Trainmaster	Seattle
M.A. VOELKER	Trainmaster	Seattle
D.C. MEHL	Trainmaster	Seattle
G.A. REIN	Trainmaster	Seattle
K.E. CARTER	Trainmaster	Seattle
W.A. FRY	Supt. Terminal Operations	Tacoma
B.L. WROLSTAD	Trainmaster	Tacoma
M.J. GODSIL	Trainmaster	Tacoma
W.H. LYTLE	Trainmaster	Tacoma
D.J.FUREY	Trainmaster	Tacoma
J.D. WRIGHT	Trainmaster	Centralia
G.M. McNEIL	Trainmaster	Longview


CANADA
N
Bangor
MP 8.21
SCENIC
Woodinville
Bremerton Jct
Bremerton
Seattle
WOODINVILLE
BANGOR
Black River
Renton
Shelton
Hoquiam
Aberdeen
Auburn
Palmer Jct
Markham
UP RR
Cosmopolis
Elma
Olympia
Lacey
St. Clair
Nisqually
11th St.
Meeker
McMillin
Veazey
STAMPEDE
Cle Elum
HARBOR
Gate
E. Olympia
Lakeview
LAKEVIEW
S. Bend
Tenino Jct
Centralia
RAYMOND
Chehalis Jct
UP RR
SEATTLE
Longview
Longview Jct
Rye
Rye Jct
FALLBRIDGE
Vancouver
WA
OR
PACIFIC
DIVISION

1. **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.

2. **FRA Random Drug Testing–**

   TY & E employees selected for FRA Random Drug Testing must show the start time of the RDT in the remarks column of their timeslip. Start time of RDT begins when a supervisor hands the employee a letter advising him/her that they are selected for RDT. A stop time on RDT is necessary only if different from their off duty time.

3. **Occupancy Control System (OCS)**

   OCS is in effect at locations designated under individual Subdivision Special Instructions, item 3, as follows:

   OCS for Trains and Engines

   In addition to complying with Rule 93 the following will apply:

   Permission, in the following form, must be obtained from the train dispatcher before trains or engines occupy the main track:

   "Proceed from _____ to _____ on _____ track"

   or

   "Work between _____ and _____ on _____ track"

   When requesting permission, give your engine number, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

   Trains or engines must advise train dispatcher when they are clear of the limits authorized.

   When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

   When permission is granted to work between two specific points, movement may be made in either direction between those points.

   Before permission is granted in the same limits with a train or engine working between two locations, a crew member of each train or engine must be notified.

   Before permission is granted in the same limits with men or equipment, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

   OCS for Maintenance of Way

   Permission, in the following form, must be obtained from the train dispatcher before men or equipment occupy or foul the main track:

   "Proceed from _____ to _____ on _____ track"

   or

   "Work between _____ and _____ on _____ track"

   Track may be used within limits specified without flag protection. If track is not safe for movement at restricted speed, employee in charge must protect track by placing red flags per rule 10(a).

   When requesting permission, give your name, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

   When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

   When permission is granted to work between two specific points, movement may be made in either direction between those points.

   Before permission is granted in the same limits with a train or engine, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

4. **Stack Cars–**

   All single 71 foot container stack cars shall be handled the same as existing stack cars as described in Item 3B, page 5, of the System Special Instructions.

5. **Failed Equipment Detectors–**

   Failed Equipment Detectors (FED) can be identified as Dragging Equipment Detectors (DED), Hot Bearing Detectors (HBD) or Hot Wheel Detectors (HWD) or any combination of the above. These initials are used to identify failed equipment detectors under Item 5 (A&B) of Individual Subdivision Instructions.

6. **Close Clearance**–Close clearance may exist on all auxillary tracks.

7. **Air Repeater Cars–**

   BN Northern Corridor Timetable, System Special Instructions, Item 4, contains information covering air repeater operation.

   The following information concerns air car air tests:

   Anytime a brake pipe leakage test is required:

   Locomotive brake pipe 90 PSI
   Dial air car number on head–end–device
   Charge until head–end–device reads 75 PSI
   Dial R–O–T number on head–end–device
   Charge until head–end–device reads 80 PSI
   Make brake pipe leakage test

   Air car operation:

   1. Air car must be operated with a rear–of–train device.
   2. Air car must be operated in approximate middle of train.
   3. Caboose is not required.
   4. Brake pipe pressure may be greater on last car than on locomotive.

   Air repeater car waiver from the FRA

   BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the three following conditions:

   1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valve setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater air unit;
   2. The brake pipe gradient on the portion of the train behind the repeater unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
   3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end–of–train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train forward of the repeater air unit, and on the rear of the last car in the train behind the repeater air which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

   This waiver translated into the following:

   - Maximum leakage between the locomotive and the air repeater car is five PSI per minute.
   - Maximum gradient between the locomotive and the air repeater car is 15 PSI.
   - Maximum gradient between the air repeater car and the last car in train is five PSI.
   - There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with a modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH–22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in rule 205 of the Air Brake and Train Handling Rules.

Due to the 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct five PSI gradient on the rear half of the train. To do this the engineer must dial in the end–of–train ID number and use the following chart:

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe device)	Minimum brake pipe pressure on last car in train. (Also read on head end leakage test)
90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket–size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to Trainmasters by Managers of Operating Practices.

Seattle Subdiv
MAIN LINE
STATIONS

SOUTHWARD | NORTHWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Seattle
	02200				SEATTLE BIK		
	02201		0.0		(King St. Station) TX(2)Y		0.0
					3.3		
	02203		3.3		ARGO IX(2)Y		3.3
					4.6		
	16001		7.9		SOUTH SEATTLE BX(2)Y	ABS	7.9
					1.6		
	16004		9.5		BLACK RIVER JXY		9.5
					0.5		
		51	10.0		TUKWILA IJXY		10.0
					2.2		
C 5,238	16006		12.2	DT	ORILLIA TX(2)Y		12.2
					4.1		
	16010		16.3		KENT X(2)Y		16.3
					5.2		
	16014		21.5		AUBURN BJKTX(2)Y	ABS	21.5
					7.5	TWC	
	16021		29.0		SUMNER Y		29.0
					1.5		
	16022		30.5		MEEKER TXY		30.5
					1.4		
	16023		31.9		PUYALLUP Y		31.9
					6.3		
	16029		38.2		RESERVATION IJX(2)Y		38.2
					1.4		
	16031		39.6		TACOMA BKTY		39.6
					1.1	ABS	
			0.6	2MT	11th STREET JY		40.7
					4.5		
	16038		5.1		RUSTON Y		45.2
					1.6		
	16040		6.7		NELSON BENNETT		46.8
					3.3		
	16043		10.0		TITLOW		50.1
					3.2		
	16046		13.5		PIONEER X(2)		53.3
					1.2		
	16048		14.4		WEST TACOMA		54.5
					10.0		
	16057		24.5		NISQUALLY JX(2)		64.5
					3.8		
	16061		28.2		SAINT CLAIR		88.3
					4.0		
			32.2		CENTENNIAL		72.3
					2.7		
	16068		34.9		EAST OLYMPIA J		75.0
					2.6		
			37.5		PLUMB X(2)		77.6
					12.0		
	16084		49.5		WABASH X(2)		89.6
					3.0		
			52.5		CENTRALIA NORTH		92.6
					1.5		
(2)6,400	16085	52	54.0		CENTRALIA BJKTX		94.1
					1.3		
			55.8		CENTRALIA SOUTH X(2)		95.4
					2.4		
	16090		57.7	2MT	CHEHALIS	CTC	97.8
					1.0		
	16091		58.7		CHEHALIS JCT JTX(2)		98.8
					7.5		
			66.2		NAPAVINE SOUTH X(2)		106.3
					10.8		
(2)4,999	16111		77.0		VADER X(2)		117.1
					8.0		
			85.0		MP 85 X(2)		125.1
					8.4		
			93.4		OSTRANDER X(2)		133.5
					2.4		
	16128		95.8		ROCKY POINT		135.9
					1.5		
(1)5,100	16130		97.3		KELSO		137.4
					1.6		
			98.9		KELSO SOUTH X(2)		139.0
					2.2		
(1)9,382	16134		101.1		LONGVIEW JCT BJTX		141.2
					1.5		
			102.6		LONGVIEW JCT S X(2)		142.7
					4.9		
	16140		107.5		KALAMA X		147.6
					3.4		
			110.9		MP 111 X(2)		151.0
					11.1		
(2)4,700	16155		122.0		RIDGEFIELD		162.1
					1.6		
			123.6		RIDGEFIELD SOUTH X(2)		163.7
					9.1		
			132.5		VANCOUVER JCT N X(2)		172.8
					0.5		
	16166		133.0		RYE JCT		173.3
					3.1		
	12365		136.5	DT	VANCOUVER BIJK TX(2)Y	ABS	176.4

BN Radio Channel No.2 in Service Between Seattle and Tukwila.
BN Radio Channel No.1 in Service Between Tukwila and Centralia.
BN Radio Channel No.1 in Service Between Centralia and Vancouver.

UPRR Co. Base Channel No. 2 in service between Tacoma and Vancouver.

Union Pacific signal aspects are in effect at UP interlocking at Tukwila.

Train Dispatcher Calls South Seattle–40, Auburn–42, Tacoma–43, Steilacoom–52, Chehalis North–45, Chehalis South–46, Kalama–47, Lacey–50, Black River(UPRR)*, MP 85–25, Plumb–26.
Emergency Train Dispatcher Call –911
Rye Jct to Vancouver is part of and under the jurisdiction of the Portland Division.

See inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speed Permitted–	Passenger	Freight
Seattle to Longview Jct South	75 MPH.	50 MPH.
Longview Jct South to Vancouver Jct North	79 MPH.	
MP 0.0 to MP 2.0	20 MPH.	20 MPH.
MP 2.0 to MP 3.4	40 MPH.	30 MPH.
MP 3.4 to MP 5.3	70 MPH.	
MP 5.3 to MP 5.4	40 MPH.	40 MPH.
MP 5.4 to MP 8.8	70 MPH.	
MP 8.8 to MP 10.0	55 MPH.	45 MPH.
MP 14.1 to MP 15.5	65 MPH.	
MP 15.5 to MP 17.1	40 MPH.	40 MPH.
MP 20.9 to MP 21.6	40 MPH.	40 MPH.
MP 27.4 to MP 28.0	65 MPH.	
MP 28.0 to MP 28.9	40 MPH.	40 MPH.
MP 28.9 to MP 30.5	65 MPH.	
MP 30.5 to MP 32.8	30 MPH.	30 MPH.
MP 32.8 to MP 33.0	70 MPH.	35 MPH.
MP 34.4 to MP 34.6	45 MPH.	45 MPH.
MP 34.6 to MP 36.4	65 MPH.	
MP 36.4 to MP 37.8	45 MPH.	40 MPH.
MP 37.8 to MP 39.7	30 MPH.	30 MPH.
MP 39.7 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.	
MP 5.1 to MP 6.5	40 MPH.	40 MPH.
MP 6.5 to MP 9.5	60 MPH.	
MP 9.5 to MP 10.3	35 MPH.	35 MPH.
MP 10.3 to MP 10.8	60 MPH.	
MP 10.8 to MP 13.2	70 MPH.	
MP 13.2 to MP 14.2	60 MPH.	
MP 14.2 to MP 14.3	30 MPH.	30 MPH.
MP 14.3 to MP 15.9	50 MPH.	
MP 15.9 to MP 19.1	60 MPH.	
MP 19.1 to MP 21.9	70 MPH.	
MP 21.9 to MP 23.8	60 MPH.	
MP 23.8 to MP 25.6	55 MPH.	
MP 27.3 to MP 28.0	70 MPH.	
MP 33.8 to MP 34.2	70 MPH.	
MP 36.2 to MP 36.5	70 MPH.	
MP 41.4 to MP 41.7	70 MPH.	
MP 46.0 to MP 47.8	65 MPH.	
MP 47.8 to MP 47.9	60 MPH.	
MP 51.1 to MP 52.2	65 MPH.	
MP 52.2 to MP 53.1	65 MPH.	40 MPH.
MP 53.1 to MP 55.2	40 MPH.	40 MPH.
MP 55.2 to MP 57.6	65 MPH.	40 MPH.
MP 57.6 to MP 58.0	50 MPH.	40 MPH.
MP 58.0 to MP 58.1	65 MPH.	40 MPH.
MP 58.1 to MP 58.3		40 MPH.
MP 62.2 to MP 64.5	60 MPH.	
MP 64.5 to MP 65.1	50 MPH.	
MP 69.1 to MP 70.4	60 MPH.	
MP 70.4 to MP 72.2	50 MPH.	
MP 77.8 to MP 79.5	60 MPH.	

MP 79.5 to MP 81.5	70 MPH.	
MP 81.5 to MP 81.8	60 MPH.	
MP 81.8 to MP 83.2	70 MPH.	
MP 85.4 to MP 86.4	70 MPH.	
MP 86.4 to MP 86.9	70 MPH.	
MP 86.9 to MP 87.5	50 MPH.	
MP 89.0 to MP 89.9	60 MPH.	
MP 89.9 to MP 91.0	70 MPH.	
MP 91.0 to MP 91.2	60 MPH.	
MP 91.2 to MP 92.5	70 MPH.	
MP 92.5 to MP 93.7	65 MPH.	
MP 93.7 to MP 95.0	60 MPH.	
MP 95.0 to MP 96.6	45 MPH.	40 MPH.
MP 96.6 to MP 98.0	40 MPH.	40 MPH.
MP 98.0 to MP 100.6	60 MPH.	40 MPH.
MP 106.5 to MP 107.8	70 MPH.	50 MPH.
MP 107.8 to MP 112.1	70 MPH.	
MP 114.1 to MP 114.7	70 MPH.	
MP 115.0 to MP 118.0	75 MPH.	
MP 118.8 to MP 122.0	70 MPH.	
MP 122.0 to MP 122.9	35 MPH.	35 MPH.
MP 122.9 to MP 126.7	70 MPH.	
MP 131.5 to MP 132.6	70 MPH.	
MP 132.6 to MP 136.5	35 MPH.	35 MPH.
Seattle–King Street station, through turnouts	10 MPH.	10 MPH.
Seattle–King St. Station Handling Amtrak Superliner bilevel cars while passing umbrella sheds	5 MPH.	5 MPH.
Seattle–Over public crossings	20 MPH.	20 MPH.
Except over Military Road South at MP 5.3 between Argo and South Seattle	40 MPH.	40 MPH.
Black River to Reservation against the current of traffic	59 MPH.	49 MPH.
Olympia– over street crossings	10 MPH.	10 MPH.
Through dual control turnouts and crossover at Reservation	25 MPH.	25 MPH.
Through dual control turnouts at following locations:		
Centralia North Centralia		
Chehalis Jct to Raymond Subdivision		
Longview Jct South to Main 1 Siding	15 MPH.	15 MPH.
Black River	20 MPH.	20 MPH.
Nisqually	25 MPH.	25 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 No	35 MPH.	35 MPH.
North end Ruston Tunnel South end Nelson– Bennett Tunnel	40 MPH.	40 MPH.
On sidings: Centralia, Vader, Kelso, Longview Jct, Ridgefield	10 MPH.	10 MPH.
St Clair to Lacey, Olympia to Gate, Rye Jct to Rye		10 MPH.
Bridge 119 Woodland, cars heavier than 268,000 lbs	10 MPH.	10 MPH.
Bridge 8.78 Port of Tacoma, cars heavier than 263,000 lbs and locomotives heavier than 350,000 lbs		10 MPH.
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line		10 MPH.
Over road Crossings: MP 25.4 between Auburn and Sumner MP 34.1 between Puyallup and Reservation	65 MPH.	

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

	Up to 100 Tons O/B	Over 100 Tons O/B
Seattle and Tacoma–Engine Southward freight train passing signals		
8.9	45 MPH.	35 MPH.
23.9		35 MPH.
35.7		40 MPH.
Engine Northward freight train passing signals:		
24.0		35 MPH.
11.4		40 MPH.

2. Bridge and Equipment Weight Restrictions–

Item 5d not permitted West Seattle line; Meeker to McMillin; Port of Tacoma spur; Longview Jct to Longview; Rye Jct to Rye; St Clair to Lacey; Olympia to Belmore.

Six axle locomotives in excess of 350,000 lbs not permitted on West Seattle line and Olympia.

Six axle derricks not permitted on West Seattle line, Olympia, and Port of Tacoma spur.

Trains over 100 tons O/B and grain storage not permitted on the following tracks:

Centralia–Main 1 siding, Chehalis–Main 1 and Main 2 siding, Rocky Point–track 2, Kalama–Stub 1 and 2.

Kalama–Maximum of two (2) locomotives allowed on Peavey Grain Elevator tracks.

3.Type of Operation–

CTC in effect:
Ruston MP 5.1 to Vancouver MP 136.3

ABS in effect:
Seattle MP 0.5 to Ruston MP 5.1
Vancouver MP 136.3 to MP 136.5

TWC in effect:
Tukwila MP 10.0 to Reservation MP 38.2

Rule 93 Yard limits in effect:

Seattle	MP 0.0	to Thomas	MP 18.5
Auburn	MP 20.0	to MP 24.8	
Sumner	MP 28.2	to Puyallup	MP 33.0
Reservation	MP 38.2	to Ruston	MP 5.1
Vancouver	MP 136.3	to MP 136.5	

Occupancy Control System in effect:

Seattle	MP 0.0	to Thomas	MP 18.5
Auburn	MP 20.0	to MP 24.8	
Sumner	MP 28.2	to Puyallup	MP 33.0
Reservation	MP 38.2	to Ruston	MP 5.1
Vancouver	MP 136.3	to MP 136.5	

See Pacific Division Special Instructions, item 3.

Two Main Tracks between:
Reservation MP 38.5 and Ruston MP 5.1
Nelson Bennett MP 6.6 and Vancouver MP 136.3

Double Track between:
Seattle MP 0.0 and Tacoma MP 38.5
Vancouver MP 136.3 and MP136.5

Locations Designated as Industrial Tracks between:
St. Clair MP 0.0 and Lacey MP 6.7
Olympia MP 9.1 and Gate MP 28.4
Rye Jct MP 0.0 and Rye MP 3.6
GCOR Rule 105 Applies

Tukwila–Trains entering the interlocking to back in on north leg of wye, or working interchange tracks, or making reverse movement between Tukwila station and interchange track, must notify UP dispatcher.

Interlockings and Drawbridges not Indicated at Station–
Between Reservation and 11th Street:
River Street MP 38.8– Manual interlocking
D Street MP 39.8– Manual interlocking
21st Street MP 40.1 – Manual interlocking
West Tacoma, Drawbridge 14 – Manual interlocking
West Seattle Line, Drawbridge 36.8

Railroad Crossings not Indicated at Station–

Atlantic Street UP
Duwamish Avenue UP
Coach Wye
West Seattle Line: East Marginal Way, joint track crossing
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 99–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 350(B)–Following switches not equipped with electric locks:

Main 1–MP 10.3–Titlow

Main 2–MP 1 5.5–Steilacoom

Main 1–MP 18.3–Ketron

Main 2–MP 43.6–Tenino

Main 2–MP 44.2–Tenino

Main 1 –MP 58.1–Chehalis–Darigold spur

Main 2–MP 95.5–Rocky Point–North & South end of storage tracks.

Main 2–MP 115.7–Woodland–Down River Forest Products

Main 2–MP 116.4–Woodland–House track

Rule 450–Trains operating between Tukwila and Wabash must receive track warrant endorsed "Centralia North" prior to departure from initial station.

Trains operating between Wabash and Vancouver Jct North must receive track warrant endorsed "Centralia South" prior to departure from initial station.

Trains operating between Vancouver Jct North and Vancouver must receive track warrant endorsed "Wishram West" prior to departure from initial station.

5. **Trackside Failed Equipment Detectors (FED)**–
A. Protecting bridges, tunnels or other structures:
Titlow–MP 11.3 both MT (DED)
West Tacoma–MP 18.5 both MT (DED)

B. Other FED locations:
Auburn–MP 26.4 Both MT (HBD & DED)
Kyro–MP 30.0 Both MT(HBD & DED)
Chehalis–MP 56.9 Both MT (HBD & DED)
Castle Rock–MP 87.4 Both MT (HBD & DED)
Woodland–MP 113.5 Both MT (HBD & DED)

6. **FRA Excepted Track**–

In Seattle, 7th Avenue Yard Zone 14 and Shoreline Lead Zone 15.

At Stacy St. Yard, tracks WATL, WATM, WAT1, WAT2, WAT3, WAT4. In Tacoma, Smelter Lead on all smelter and yard tracks at Asarco and the following trackage in the GN yard; Tracks, 1, 3, 4, 5, 6, 7, 8, 9,10,11,12,13,14,14A, 14B, 14C, 734, 740 and 741. Rip Track, Ramp Track, and all lead switches from GN 3 thru Ramp Track. In Kent, Zone 12 and all industry tracks within limits of Zone 12. At Auburn, tracks 17, 17 Pocket track, Backway, Cal Gas. Van Gas, Tyee Lumber, Cement Spur, Ice House tracks, Diesel Lead and Switches serving these tracks. Between St. Clair and Lacey (MP 0.0 to MP 6.7), Olympia and Belmore (MP 9.1 to MP 15.1), Rye and Rye Jct. Between Meeker and McMillin, MP 25 to MP 32.9.

See System Special Instructions Item 6.

7. **Special Conditions**–

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: Orillia, Puyallup, Titlow, Centralia, Vader, Kelso, Longview Jct and Ridgefield.

Stacy St. Yard Power Switch Machines–Twelve power switch machines have been placed in service on the north end of Stacy Yard on North Lead, and SY 08 thru SY 19.
These switches are operated by the switch crews on the ground at the switches by pushing the green button located on the post near the switch stand. If the switch fails to throw, or the switch point is gapped, the switch can be manually thrown by the use of switch handle.
To report problems with these switches contact the Seattle Wire Chief at 625–6457. He will contact the signal maintainer.

Stacy Street–High car detector located on south lead of SIG tracks. Instructions for use posted at yard office.
Holgate Street Crossing–Train and engine movements over Holgate Street crossing on 2nd Avenue yard tracks MP 0.9 must stop before moving over, and movement must be protected by a man on ground at crossing account rusty rail.

Grade Crossing Ordinances

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

The bell of any locomotive operated on or along Alaskan Way shall be sounded continuously from Atlantic Street to end of track.

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 ordinances 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 of the ordinance 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 so and then board the car.

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.

Auburn–Highway signals at Main Street crossing are not connected with team track lead and operate only with train movements on main tracks.

At Auburn, setting out of loaded grain 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

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

Trains delivering cars to Tacoma Municipal Belt Line yards must do so by pulling into yard when practicable. Shoving loaded grain trains is prohibited. When doing station work at Tacoma southward trains cut their train 600 feet north of D Street crossing to clear walkway.

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.

Olympia–Trains consisting of locomotive and more than 5 cars cannot be operated over any of the following grade crossing between the hours of 0730 to 0815; 1150 to 1220, 1240 and 1305, 1525 and 1545 and 1650 and 1730:

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

Between Belmore and Gate– Track out of service between MP 15.1 and MP 28.3.

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.

Castle Rock–When setting out engines or cars, do not place closer than 500 feet to stub track switch.

Kalama– Kingswood Crossing MP 107.2 is designated emergency evacuation route and must not be blocked.

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

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.

Rye Jct Close Clearance–An Automatic Equipment Indentification (AEI) site has been installed between MP 133 and MP 133.5 between Rye Jct and Vancouver. Antennas have been installed between the main tracks at a height of 30 inches above the rails.

Dimensional Restrictions–Between Seattle and Vancouver train dispatchers must be notified by terminals or train crews of trains handling cars over 12 feet 0 inches wide and arrangements must be made by the train dispatcher for meeting or passing other trains handling cars in excess of 12 feet 0 inches wide.

8. 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
16012	Thomas (S Track)	1.9 south of Kent	8	South
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
67503	Quadlock	3.1 west of St. Clair		
67504	Lacey	5.0 west of St. Clair	22	Both
	Georgia Pacific Spur	6.4 west of St. Clair	10	West
67510	Olympia	7.2 west of East Olympia	Yard	Both
67512	Graystone Spur	9.9 west of East Olympia	8	West
67514	Ohm Spur	11.7west of East Olympia		West
67614	Gate	26.1 west of East Olympia	80	Both
16077	Tenino	8.6 south of East Olympia	52	Both
16080	Bucoda	2.8 north of Wabash	85	Both
16097	Napavine	1.2 north of Napavine South	84	Both
16104	Winlock	5.7 north of Vader	41	Both
16120	Castle Rock	2.3 south of MP 85	68	Both
16150	Woodland	5.7 south of MP 111		
68104	Longview on spur	1.5 from Longview Jct	Yard	Both
16142	North Pacific Grain Growers	1.5 south of Kalama	38	North
67005	McMillin on spur	8.0 from Meeker	Yard	Both
68152	Ampere on spur	2.4 from Rye Jct	20	North
68154	Rye on spur	3.6 from Rye Jct	57	Both

Stampede Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ / ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Cle Elum
	13150	49	24.9		CLE ELUM TY	TWC	0.0
					12.6		
	13163		38.1		EASTON IT		12.6
					3.0		
	13166		41.1		CABIN CREEK		15.6
					1.0		
	13167		42.1		UPHAM		16.6
					4.4		
	13172		46.5		MARTIN		21.0
					3.2		
	13175		50.0		STAMPEDE		24.2
					10.0		
	13185		59.7		LESTER T		34.2
					7.2		
	13192		67.1		MAYWOOD		41.4
					7.5		
	13199		73.8		EAGLE GORGE		48.9
					6.7		
	13206		81.3		PALMER JCT T		55.6
					to KANASKAT 1.2		
	13206	411	0.0		PALMER JCT T	TWC	
					6.0		
	67027		6.0		VEAZEY		
					to PALMER JCT 1.2		
	13207	49	82.3		KANASKAT	TWC	56.8
					5.9		
	13213		88.2		RAVENSDALE		62.7
					6.9		
	13220		94.3		COVINGTON		69.6
					7.4		
	13228		102.0		EAST AUBURN Y		77.0
					0.9		
	16014		102.9		AUBURN JTY		77.9

BN Radio Channel No.1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. Maximum Speed Permitted– **Freight**

Cle Elum to Auburn ..... 35 MPH.
Ce Elum over crossing west of Depot ..... 25 MPH.
Easton to Lester ..... 20 MPH.
Palmer Jct to Veazey ..... 10 MPH.
Auburn – Wye Track ..... 10 MPH.
MP 98.4 to MP 101.2 ..... 30 MPH.
MP 101.2 to MP 102.6 ..... 25 MPH.

2. Bridge and Equipment Weight Restrictions–

Six axle locomotives not permitted on Lester Loop track and Easton Wye track.

Cabin Creek–Not more than two (2) locomotives permitted on Industrial spur.

Between Palmer Jct and Veazey: Item 5d not permitted.

3. Type of Operation–

TWC in effect:
Cle Elum MP 24.9 to Auburn MP 102.9
Palmer Jct MP 0.0 to Veazey MP 6.0

Rule 93 Yard limits in effect:
East Auburn MP 100.6 to Auburn MP 102.9
Cle Elum MP 24.9 to MP 27.0

4. General Code of Operating Rules Items–

Rule 99–When flagging is required, distance will be 2.0 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–

Auburn–Normal position of Wye/Jct switch is lined and locked for Auburn Yard.

Seattle Subdivision instructions govern.

Between East Auburn and Cle Elum–All crossing signals, except Covington MP 94.3, out of service account rusty rail. Crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

Ravensdale–When cars are set out on siding spur, west switch must be lined for spur to serve as derail.

Between Palmer Jct and Veazey–Trains must not operate between Palmer Jct and Veazey until track has been inspected. Red flag displayed at Palmer Jct.

Between Palmer Jct and Cle Elum–Main track out of service between MP 81.0 Palmer Jct and MP 24.9 Cle Elum.

Between Martin and Stampede–Trains handling loaded TOFC cars must not exceed 10 MPH through tunnel 4 between MP 49 to MP 50.

Between Martin and Cabin Creek–Trains handling loaded C–6 covered hoppers or exceeding 100 tons per operative brake must not exceed 12 MPH.

Mountain Grade Operation–

Air Brake and Train Handling Rules for mountain grade operation 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.

Handling 80 Feet or Longer Cars–

Between Easton and Lester–Trains of greater than 2900 trailing tons must handle empty cars, 80 feet and longer, in the rear 2900 tons.

Eighty feet or longer loaded cars weighing less than 50 tons gross weight must be regarded the same as an 80 feet or longer empty cars.

8. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
13154 Bullfrog	4.1 west of Cle Elum	20	Both

Lakeview Subdiv

BRANCH LINE

STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from 11th Street	EASTWARD ↑
			0.6		11th STREET	JY	0.0	
					4.5			
	67305	400	5.5		SOUTH TACOMA	Y	4.5	
					3.4	TWC		
1,726	67309		8.9		LAKEVIEW	Y	7.9	
					to MOBASE 3.5			
1,726	67309	401	0.0		LAKEVIEW	Y		
					11.5			
	16057		11.5		NISQUALLY	Y		
					to LAKEVIEW 3.5			
	67313		12.4		MOBASE		11.4	
					7.8			
2,660	67320		20.2		ROY		19.2	
					5.3			
	67326	400	25.5		YELM	TWC	24.5	
					7.4			
	67332		32.9		WETICO		31.9	
					7.3			
1,481	16077		40.2		TENINO JCT		39.2	

BN Radio Channel No.1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. Maximum Speed Permitted– **Freight**

11th Street to Tenino Jct	25 MPH.
15th Street to Commerce St	5 MPH.
MP 1.4 to MP 3.1	10 MPH.
Over 35th Street	20 MPH.
DuPont–Within corporate limits	20 MPH.
Lakeview and Nisqually:	
MP 7.5 to MP 10.2	10 MPH.
On Sidings	10 MPH.

Item 1A, System Special Instructions, will apply when handling any bi-level or tri-level cars.

2. Bridge and Equipment Weight Restrictions–

Item 5d not permitted.

McChord Field–Locomotives must not go beyond derail of McChord Field track connection.

3.Type of Operation–

TWC in effect:

11th Street MP 0.6 to Tenino Jct MP 40.2

Rule 93 Yard limits in effect:

11th Street MP 0.6 to Lakeview MP 9.7
Lakeview MP 0.0 to Nisqually MP 11.5

Trains and engines must obtain permission from train dispatcher before entering these limits.

4. General Code of Operating Rules Items–

Rule 99–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– NONE

7. Special Conditions–

Between Lakeview and Fort Lewis– At following locations, if crossing indicator lights are not flashing, all trains will stop and flag crossing:

Bridgeport Way	Signals 06 and 07
Thorne Lane	Signals 31 and 32
Berkeley Street	Signals 38 and 39
41st Division Drive	Signals 56 and 57
Lake Street	Signals 91 and 92

Fort Lewis– On cantonment tracks when backing or pushing cars ahead of engine over street crossing, movement must be protected by flagman on ground.

Many government warehouses, semi–portable loading ramps and other structures have less than standard side clearance, and employees working along these tracks will be governed accordingly.

Mobase–Permanent drainage ditch, about 3 feet deep and 1700 feet long in place between main track leading into cantonment and first track south, does not allow room to walk between these tracks. Gate into Mount Rainier Ordnance Depot will be kept locked at all times with switch lock.

Between Mobase and Roy–U.S. Army has gun emplacements in the area east of track, with firing to be over main track.

When firing is in progress, Army guards will be stationed at the following locations

MP 15.2	MP 17.6
MP 17.0	MP 19.8

On the approach of train or track car, guards will immediately arrange for firing to cease and allow train and/or track car to pass through normally.

Between Roy and Tenino–Account rusty rail conditions, all highway crossings protected by signal apparatus between MP 24.0 and MP 39.2 must have member of crew on ground at crossing prior to movement by train or engine to warn highway traffic.

Between Yelm and Tenino Jct–
Track out of service between MP 26.0 to MP 40.2.

Mountain Grade Operation–
Air Brake and Train Handling Rules for mountain grade operations apply between 15th Street Tacoma, and 2.5 miles west (Wilkeson St.).

Ruling grade descending east–2.2.

8. Locations not Shown as Stations–

	Name	Miles–Location	Capacity Cars	Switch Opens
67306	Weston	2.0 west of South Tacoma	26	East
67308	Hull Hardwood	1.1 east of Lakeview	2	East
67311	McChord Field	1.7 west of Lakeview	Yard	West
67312	Metreco	2.9 west of Lakeview	25	East
67314	Spanaway Spur	4.3 west of Lakeview	Conn.	Both
67340	West Tenino	0.2 east of Tenino Jct	23	Both
67404	Camp Murray	4.4 west of Lakeview	15	East
67407	Fort Lewis	7.8 west of Lakeview		

Harbor Line Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Centralia	EASTWARD ↑
	16085		0.6		CENTRALIA BJKTY		0.0	
					1.6			
	67602		2.2		BLAKESLEE JCT AJY		1.6	
					4.2			
2,636	67606	421	6.8		GRAND MOUND		5.8	
					4.3			
2,281	67611		10.7		ROCHESTER		10.1	
					2.9			
			13.3					
3,376	67614		28.4		GATE		13.0	
					4.9			
1,170	67619		33.2		OAKVILLE	TWC	17.9	
					12.5			
	67631		46.7		VENTRON Y		30.4	
					2.0			
	67633		48.7		ELMA BJTY		32.4	
					9.7			
	67643	402	57.0		MONTESANO		42.1	
					11.2			
	67654		69.0		ABERDEEN BJTY		53.3	

BN Radio Channel No.1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. Maximum Speed Permitted– **Freight**

Centralia to Aberdeen	40 MPH.
Blakeslee Jct over Reynolds Ave. (MP 2.1 to MP 2.3)	10 MPH.
MP 13.2 to MP 28.5	25 MPH.
Oakville over street crossings (MP 32.9 to MP 34.0)	30 MPH.
MP 57.4 to MP 61.0	25 MPH.
MP 61.0 to MP 69.0	10 MPH.
Aberdeen to Markham	10 MPH.
Aberdeen to Hoquiam	10 MPH.
On Sidings	10 MPH.
Locomotives in Groups G, H and I and 250–ton wrecking derricks: Over Bridge 2 near South Aberdeen Jct	10 MPH.
Aberdeen–Over streets and crossings	10 MPH.
Bridges 1, 12.1 and 46 cars heavier than 263,000 lbs.	10 MPH.
Handling loaded air dump cars between Blakeslee Jct and Elma	35 MPH.

Item 1A, System Special Instructions, applies.

2. Bridge and Equipment Weight Restrictions–

Item 5d not permitted.

Between Cosmopolis and Markham–Six axle locomotives and derricks, four axle locomotives in excess of 270,000 lbs not permitted.

3.Type of Operation–

TWC in effect:
Centralia MP 0.6 to Aberdeen MP 69.0

Rule 93 Yard limits in effect:
Centralia MP 0.6 to Blakeslee Jct MP 3.4
Ventron MP 46.0 to Elma MP 49.1
MP 67.5 to Aberdeen MP 69.0

Locations Designated as Industrial Track–
BN track between Aberdeen MP 69.0 and Hoquiam MP 74.1
Between South Aberdeen MP 2.0 and Markham MP 13.2
GCOR Rule 105 applies

BN operates on UPRR and UP Rules and Timetable govern between the following locations–

Aberdeen MP 68.9 and MP 69.4
Aberdeen MP 70.3 and Hoquiam MP 72.0
Aberdeen MP 69.0 and South Aberdeen
South Aberdeen and Cosmopolis

Interlockings and Drawbridges not Indicated at Station–

Aberdeen–
Drawbridge 68, Wishkah River, manual interlocking. Westward trains stop east of Fleet Street when signals do not indicate route is clear.

Hoquiam–
Drawbridge 72.2, Hoquiam River, manual interlocking.

Drawbridge 3.2, Horn Track. Trains must not pass over until proceed signal is given by bridgetender.

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

Rule 99–When flagging is required, distance will be 1.5 miles.

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting bridges, tunnels or other structures:
Oakville MP 38.4 (DED)

B. Other FED locations: NONE

6. **FRA Excepted Track–**
All trackage Aberdeen to Markham. Horn Track at Hoquiam. Mary's River Spur at Montesano. Line segment 423, MP 2.0 to MP 2.28 at South Aberdeen. See System Special Instructions Item 6.

7. **Special Conditions–**

Blakeslee Jct Interlocking–Normal position of the spring switch is for the BN main track.

Cosmopolis–On Weyerhaeuser tracks both chlorine spurs have derails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.

Montesano–On St. Mary's River spur track watch for close clearance due to State Highway speed sign being in close proximity to east side of track. Structure will not clear person on side of moving equipment.

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

Name		Miles–Location	Capacity Cars	Switch Opens
67609	Briarwood	3.0 west of Grand Mound	5	West
67613	Wolfkill Spur	0.4 west of Rochester	9	East
67658	Hoquiam	3.6 west of Aberdeen	Yard	Both
67901	South Aberdeen Jct	0.6 east of Aberdeen via UP	25	Both
67902	South Aberdeen	1.3 east of Aberdeen via UP	20	Both
67903	Cosmopolis	2.7 east of Aberdeen via UP	8	Both
67913	Markham on spur	12.2 west of Aberdeen	30	Both

Bangor Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Bangor	EASTWARD ↑
	67768	426	42.8		BANGOR TY	TWC	0.0	
					3.4			
	67765		39.7		SILVERDALE		3.4	
					to BREMERTON JCT 7.8			
	67805	427	4.6		BREMERTON	TWC		
					4.6			
2,924	67757		0.0		BREMERTON JCT			
					to SILVERDALE 7.8			
2,924	67757	426	32.1		BREMERTON JCT	TWC	11.2	
					3.1			
2,623	67754		28.8		BELFAIR		14.3	
					12.6			
2,622	67741		16.3		ALLYN		26.9	
					13.1			
2,627	67728		3.2		BAYSHORE Y		40.0	
					3.2			
			0.1					
	67725	425	25.2		SHELTON TUY		43.2	
					10.7			
	67715		14.6		MARMAC		53.9	
					4.4			
1,029	67710		10.1		STIMSON		58.3	
					2.6			
	67707		7.5		McCLEARY JCT T		60.9	
					7.5			
	67633		0.0		ELMA BJTY		68.4	

The track between Shelton–Bangor–Bremerton is owned by the United States Government and its maintenance and operation by the BNRR is covered by contract with the Government.
BN Radio Channel No.1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. **Maximum Speed Permitted–**

	Freight
Bangor to Elma	25 MPH.
MP 17.6 to MP 17.9 (Marmac and Shelton)	10 MPH.
MP 36.3 to MP 36.4	10 MPH.
On Sidings	10 MPH.
Cars under 38 feet long and weighing over 177,000 lbs.when coupled in groups of two or more over Bridges 1 and 17	20 MPH.
Bridge 1, cars heavier than 263,000 lbs.	10 MPH.

Item 1A, System Special Instructions, applies.

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

Item 5d not permitted.

3. **Type of Operation–**

TWC in effect:
Bangor MP 42.8 to Elma MP 0.0
Bremerton Jct MP 0.0 to Bremerton MP 4.6

Rule 93 Yard limits in effect:
Bangor MP 42.8 to MP 42.3
Bayshore MP 4.0 to Shelton MP 24.1
Elma MP 0.0 to MP 1.8
Bremerton MP 4.0 to MP 4.6

Railroad Crossings not Indicated at Station–
Between Shelton and Bayshore, Simpson Timber Co., 200 feet east of Government railroad connection.

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

Rule 99–When flagging is required, distance will be 1.5 miles.

5. **Trackside Failed Equipment Detectors (FED)–**
   A. Protecting bridges, tunnels or other structures:
   Allyn MP 14.0 (DED)
   B. Other FED locations: NONE
6. **FRA Excepted Track–** NONE
7. **Special Conditions–**
   Bayshore–Due to excessive curvature, cars exceeding 50 feet in length must not be handled on Port of Shelton spur tracks Nos, 1, 2 and 3. Crews will leave such cars on port track lead just west of Bonneville Road crossing. Single locomotives only may be used on Tracks 1, 2 and 3.

   Bremerton–Siding out of service from west switch to crossover switch.

   Handling 80 Feet or Longer Cars–
   All 80 feet or longer cars will be handled on rear of train.
8. **Locations not Shown as Stations–**

Name		Miles–Location	Capacity Cars	Switch Opens
67802	Gorst on spur	2.3 east of Bremerton Jct	10	West
67801	Wesco	1.4 east of Bremerton Jct	9	East
67762	N. A. D.	5.4 east of Bremerton Jct	27	Both
67761	Pro–Gas	2.9 west of Silverdale	4	West
67752	South Belfair	2.6 west of Belfair	36	Both
67724	Olympia Plywood	1.0 west of Shelton	10	West
67721	Cole Road Bldrs Supply	3.7 west of Shelton	3	East
67708	McCleary on spur	0.7 east of McCleary Jct	Yard	Both
67704	Whites	3.5 west of McCleary Jct	10	West

Raymond Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Chehalis Jct.	↑ EASTWARD
	16091		0.0		CHEHALIS JCT	JTY		0.0	
					1.5				
	68002		1.5		CME JCT	JUY		1.5	
					3.4				
	68005		4.9		ADNA			4.9	
					1.7				
	68007	420	6.6		MILBURN			6.6	
					15.6				
	68022		22.2		PE ELL		TWC	22.2	
					6.5				
2,335	68029		28.7		PLUVIUS			28.7	
					9.2				
	68038		37.9		LEBAM			37.9	
					12.6				
	68051		50.5		WILLAPA			50.5	
					2.5				
	68053		53.0		RAYMOND			53.0	
					3.1				
	68057		56.1		SOUTH BEND	T		56.1	

BN Radio Channel No.1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. **Maximum Speed Permitted–** **Freight**
   Chehalis Jct to South Bend ..... 25 MPH.
   MP 24.9 to MP 25.1 ..... 10 MPH.
   MP 28.9 to MP 32.6 ..... 10 MPH.
   MP 41.6 to MP 54.0 ..... 10 MPH.
   On Sidings ..... 10 MPH.
   Cars over 44 feet long weighing over 220,000 lbs.:
   Over Bridges 0,2,5, and 37 ..... 10 MPH.
   Cars over 38 feet long weighing over 177,000 lbs. when coupled in groups of two or more:
   Over Bridge 38 ..... 20 MPH.
   Over Bridges 0, 2, 5 and 37 ..... 10 MPH.
   Item 1A, System Special Instructions, applies except where authorized speed is between 13 MPH and 21 MPH
2. **Bridge and Equipment Weight Restrictions–**
   Maximum gross weight of car permitted 263,000 lbs.

   Six axle locomotives and derricks, four axle locomotives in excess of 270,000 lbs not permitted.
3. **Type of Operation–**

   TWC in effect:
   Chehalis Jct MP 0.0 to South Bend MP 56.1

   Rule 93 Yard limits in effect:
   Chehalis Jct MP 0.0 to CME Jct MP 1.5
4. **General Code of Operating Rules Items–**

   Rule 99–When flagging is required, distance will be 1.5 miles, except 0.5 mile between Raymond and South Bend.
5. **Trackside Failed Equipment Detectors (FED)–**
   A. Protecting bridges, tunnels or other structures: NONE

   B. Other FED locations: NONE
6. **FRA Excepted Track–**
   MP 41.6 to MP 54.0. See System Special Instructions Item 6.
7. **Special Conditions–**

   Between Raymond and South Bend–Main Track out of service between MP 53.5 and MP 56.1.

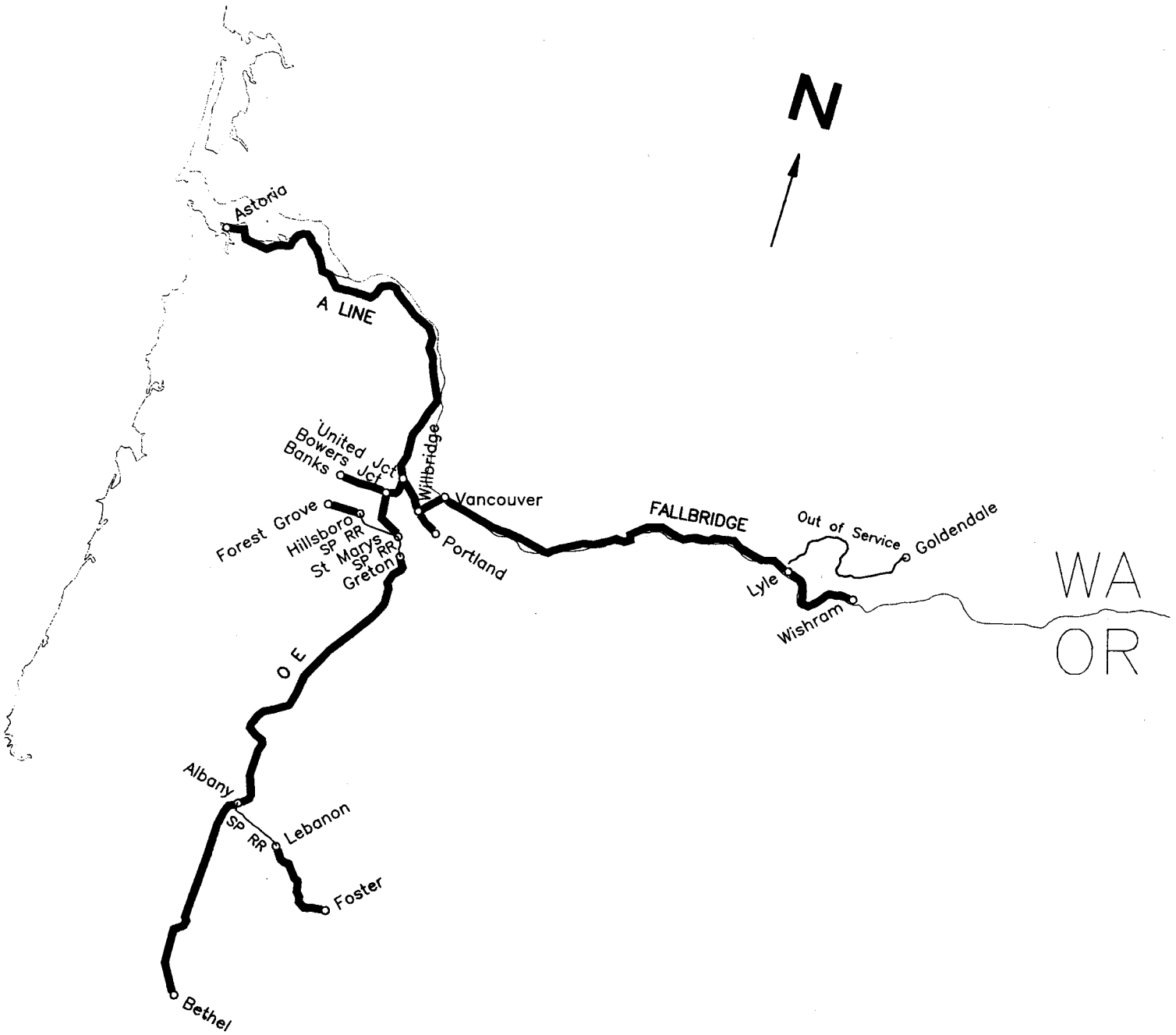
   Handling 80 Feet or Longer Cars–
   All cars 80 feet or longer must be handled on rear of train.
8. **Locations not Shown as Stations–** NONE

NOTES

PORTLAND DIVISION

R.R. FAY, DIVISION SUPERINTENDENT, VANCOUVER

M.C. BRUCE	Supt. Terminal Operations	Vancouver
C.E. BROOKS	Trainmaster	Vancouver
G.W. BOWMAN	Trainmaster	Vancouver
J.Z. ALBINGER	Trainmaster	Vancouver
K.R. DEPEE	Trainmaster	Vancouver
E.E. PERCIVAL	Trainmaster	Vancouver
T.L. KEENE	Trainmaster	Vancouver
J.E. MEYER	Trainmaster	Vancouver
G.A. FILCHER	Trainmaster	Albany



PORTLAND DIVISION

1. **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.

2. **Hazardous Material: Oregon Statute ORS 761.395–**

   Transportation of hazardous materials in the state of Oregon reads as follows: "761.395 Visual external inspections required on cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an "Explosive A" "Flammable Gas" or "Poison Gas" placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall be visually inspected externally by the transporting railroad within two hours of the cars arrival and within two hours prior to the cars departure.

   As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no carman is on duty, shall be made by a member of the train or switch crew at each yard or station where the affected rail cars terminates or originates. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

3. **Occupancy Control System (OCS)**

   OCS is in effect at locations designated under individual Subdivision Special Instructions, item 3, as follows:

   OCS for Trains and Engines

   In addition to complying with Rule 93 the following will apply:

   Permission, in the following form, must be obtained from the train dispatcher before trains or engines occupy the main track:

   "Proceed from _____ to _____ on _____ track"

   or

   "Work between _____ and _____ on _____ track"

   When requesting permission, give your engine number, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

   Trains or engines must advise train dispatcher when they are clear of the limits authorized.

   When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

   When permission is granted to work between two specific points, movement may be made in either direction between those points.

   Before permission is granted in the same limits with a train or engine working between two locations, a crew member of each train or engine must be notified.

   Before permission is granted in the same limits with men or equipment, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

   OCS for Maintenance of Way

   Permission, in the following form, must be obtained from the train dispatcher before men or equipment occupy or foul the main track:

   "Proceed from _____ to _____ on _____ track"

   or

   "Work between _____ and _____ on _____ track"

   Track may be used within limits specified without flag protection. If track is not safe for movement at restricted speed, employee in charge must protect track by placing red flags per rule 10(a).

   When requesting permission, give your name, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

   When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

   When permission is granted to work between two specific points, movement may be made in either direction between those points.

   Before permission is granted in the same limits with a train or engine, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

4. **Stack Cars–**

   All single 71 foot container stack cars shall be handled the same as existing stack cars as described in Item 3B, page 5, of the System Special Instructions.

5. **Failed Equipment Detectors–**

   Failed Equipment Detectors (FED) can be identified as Dragging Equipment Detectors (DED), Hot Bearing Detectors (HBD) or Hot Wheel Detectors (HWD) or any combination of the above. These initials are used to identify failed equipment detectors under Item 5 (A&B) of Individual Subdivision Instructions.

6. **Close Clearance**–Close clearance may exist on all auxillary tracks.

7. **FRA Random Drug Testing–**

   TY & E employees selected for FRA Random Drug Testing must show the start time of the RDT in the remarks column of their timeslip. Start time of RDT begins when a supervisor hands the employee a letter advising him/her that they are selected for RDT. A stop time on RDT is necessary only if different from their off duty time.

8. **Air Repeater Cars–**

   BN Northern Corridor Timetable, System Special Instructions, Item 4, contains information covering air repeater operation.

   The following information concerns air car air tests:

   Anytime a brake pipe leakage test is required:

   Locomotive brake pipe 90 PSI
   Dial air car number on head–end–device
   Charge until head–end–device reads 75 PSI
   Dial R–O–T number on head–end–device
   Charge until head–end–device reads 80 PSI
   Make brake pipe leakage test

   Air car operation:

   1. Air car must be operated with a rear–of–train device.
   2. Air car must be operated in approximate middle of train.
   3. Caboose is not required.
   4. Brake pipe pressure may be greater on last car than on locomotive.

   Air repeater car waiver from the FRA

   BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the three following conditions:

   1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valve setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater air unit;
   2. The brake pipe gradient on the portion of the train behind the repeater unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
   3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end–of–train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train forward of the repeater air unit, and on the rear of the last car in the train behind the repeater air which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

This waiver translated into the following:

- Maximum leakage between the locomotive and the air repeater car is five PSI per minute.
- Maximum gradient between the locomotive and the air repeater car is 15 PSI.
- Maximum gradient between the air repeater car and the last car in train is five PSI.
- There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with a modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH–22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in rule 205 of the Air Brake and Train Handling Rules.

Due to the 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct five PSI gradient on the rear half of the train. To do this the engineer must dial in the end–of–train ID number and use the following chart:

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe device)	Minimum brake pipe pressure on last car in train. (Also read on head end leakage test)
90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket–size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to Trainmasters by Managers of Operating Practices.

Fallbridge Subdiv
MAIN LINE
STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Wishram	EASTWARD
		12269		106.1	2MT	WISHRAM BJKTX(2)	CTC	0.0	
						2.1			
		12272		103.2		AVERY		2.1	
						9.7			
	9,935	12282		93.3		NORTH DALLES		11.8	
						8.8			
	3,327	12290		85.3		LYLE		20.6	
						9.7			
	11,115	12299		75.9		BINGEN		30.3	
						9.8			
	9,888	12309		85.8		COOKS		40.1	
						12.0			
	11,085	12321		54.8		STEVENSON		52.1	
						11.0			
	9,958	12333		42.5		SKAMANIA		63.1	
						15.4			
	9,910	12347	47	28.9		WASHOUGAL		78.5	
						3.0			
		12351		23.8		CAMAS		81.5	
						10.4			
		12361		14.5		McLOUGHLIN		91.9	
					2MT	1.8			
		12363		12.1		EAVAN X		93.7	
						2.4			
		12365		9.9		VANCOUVER BIJKTXY		96.1	
						1.9			
		12368		8.1		N PORTLAND JCT IJXY		98.0	
						1.1			
		12369		7.0		EAST ST JOHNS BXY		99.1	
						2.7	ABS		
		12372		4.3	DT	WILLBRIDGE BIJKTXY		101.8	
						2.3			
		12373		2.0		LAKE YARD KTXY		104.1	
						2.0			
		12375				PORTLAND			
		12374		0.0		(Union Station) BKTXY		106.1	

BN Radio Channel No.1 in service on this Subdivision.

Train Dispatcher Calls: Wishram–76, Lyle–78, Bingen–79, Stevenson–80, Camas–81.
Emergency Train Dispatcher Call – 911

See Inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speed Permitted–

	Passenger	Freight
Wishram to Portland	70 MPH.	
MP 106.1 to MP 105.9	60 MPH.	50 MPH.
MP 105.9 to MP 103.0 (MT 1)	60 MPH.	50 MPH.
MP 105.9 to MP 102.4 (MT 2)	25 MPH.	25 MPH.
MP 92.5 to MP 92.1	65 MPH.	
MP 86.5 to MP 83.6	60 MPH.	55 MPH.
MP 83.6 to MP 82.6	55 MPH.	50 MPH.
MP 82.6 to MP 79.2	60 MPH.	55 MPH.
MP 75.9 to MP 75.3	45 MPH.	45 MPH.
MP 75.3 to MP 54.2	60 MPH.	55 MPH.
MP 54.2 to MP 53.6	45 MPH.	45 MPH.
MP 53.6 to MP 45.1	60 MPH.	55 MPH.
MP 45.1 to MP 33.9	55 MPH.	50 MPH.
MP 28.8 to MP 25.6	65 MPH.	55 MPH.
MP 25.6 to MP 24.9	55 MPH.	40 MPH.
MP 24.9 to MP 24.0	40 MPH.	40 MPH.
MP 24.0 to MP 21.7		40 MPH.
MP 11.5 to MP 10.5	50 MPH.	50 MPH.
MP 10.5 to MP 9.8 (Both MT)	10 MPH.	10 MPH.
MP 9.8 to MP 8.5	30 MPH.	30 MPH.
MP 8.5 to MP 5.5		50 MPH.
MP 5.5 to MP 5.0	30 MPH.	30 MPH.
MP 5.0 to MP 0.9	35 MPH.	35 MPH.
MP 0.9 to MP 0.0	10 MPH.	7 MPH.
Vancouver Middle Lead Track between 8th Street and Vancouver Center	10 MPH.	10 MPH.
On Willbridge Wye track		15 MPH.
Portland on PTRR Co. tracks		10 MPH.

On sidings and/or through dual control turnouts at the following locations:

Wishram	Avery		
Stevenson			
McLoughlin	Eavan	25 MPH.	25 MPH.
North Dalles	Bingen		
Cooks	Skamania		
Washougal		35 MPH.	35 MPH.
On other sidings		10 MPH.	10 MPH.
Through turnouts:			
Vancouver Center			
Vancouver Center to Yard Lead		10 MPH.	10 MPH.
Through dual control turnouts:			
Columbia River Bridge			
Interlocking to Fallbridge Subdivision		10 MPH.	10 MPH.
Willbridge Interlocking		15 MPH.	15 MPH.
North Portland Interlocking		10 MPH.	10 MPH.
Lyle to Goldendale			10 MPH.

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

Portland and Vancouver–	Up to 100 tons O/B	Over 100 tons O/B
Engine Westward freight trains passing signals:		
Interlocking, Willamette River bridge 5.1	25 MPH.	15 MPH.
3.1		30 MPH.
2.1		25 MPH.
1.5	30 MPH.	20 MPH.
Engine Eastward freight trains passing signals:		
1.2		25 MPH.
2.8		25 MPH.
6.2	40 MPH.	35 MPH.

Item 1A. System Special Instructions, Applies between Lyle and Goldendale

2. Bridge and Equipment Weight Restrictions–

Six axle locomotives are not permitted on the following tracks: Dallesport Industrial Park, Lyle to Goldendale, Industry tracks at Bingen, Flat track at Hood, Co–ply track at Home Valley, Co–ply track at Stevenson, Port of Washougal Lead, at Camas all tracks except: Old Pass , House Track, Portco tracks, Columbia Business Park.

Between Lyle and Goldendale:
Item 5d not permitted. 175 ton and heavier derricks not permitted.

3.Type of Operation–

CTC in effect:
Wishram MP 106.1 to Vancouver MP 10.1

ABS in effect:
Vancouver MP 10.1 to Portland MP 0.4

Rule 93 Yard limits in effect:
Vancouver MP 10.1 to Portland MP 0.0

Occupancy Control System in effect:
Vancouver MP 10.1 to Portland MP 0.0
See Portland Division Special Instructions, item 3.

All trains at Portland Union Station must obtain permission from Wishram West Train Dispatcher and PTRR Yardmaster prior to departing.

Two Main Tracks between:
Wishram MP 106.1 and Avery MP 102.4
McLoughlin MP 14.9 and Vancouver MP 10.1

Double Track between:
Vancouver MP 10.1 and Portland MP 0.6

Locations Designated as Industrial Track between:
Lyle MP 0.0 and Goldendale MP 41.8
GCOR Rule 105 applies

Interlockings and Drawbridges not Indicated at Station–
Columbia River Drawbridge MP 9.6– Manual Interlocking.
Oregon Slough Drawbridge MP 8.8 – Manual Interlocking, normally unattended. Be governed by Rule 312(2).
Willamette River Drawbridge MP 5.1– Manual Interlocking.

Between Columbia River Drawbridge MP 9.8 and Begin/End CTC MP 10.1–All train, engine and hi–rail movements are controlled by Wishram West dispatcher. Westward train and engine movements must communicate with Bridgetender on Columbia River Drawbridge before entering these limits.

SP Trackage– Train, engine and yard crews operating over SP trackage between Brooklyn Yard and East Portland Interlocking are governed by SP Rules and Timetable.

UP Trackage– Train, engine and yard crews operating over UP trackage between East Portland Interlocking and North Portland are governed by UP Rules and Timetable.

PTRR Trackage– Train, engine and yard crews operating over PTRR trackage at Portland between Union Station and 17th Ave. on Eastward MT and 14th Ave. on Westward MT are governed by PTRR yard bulletins and instructions.

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

Rule 99–When flagging is nequired, distance will be 2.5 miles between Wishram and Vancouver, 2.0 miles between Vancouver and Willbridge and 1.0 mile between Willbridge and Portland.

Rule 350(B)–Following switches not equipped with electric locks:
MP 20.5 near Camas–Columbia Vista Lumber Mill spur
MP 24.0 Camas– James River Mill spur track
MP 25.8 near Camas–Hamilton Lumber Spur track
MP 26.0–CRT spur track
MP 37.8 Prindle–Spur track
MP 42.5 Skamania–East and west switches of outfit spur
MP 54.0 Stevenson–East and west switches of house spur
MP 54.1 Stevenson–Standard Oil Company spur
MP 71.2 Hood–Broughton Lumber Flat track
MP 75.1 Underwood–Fruit spur
MP 96.6 Dam Spur

Rule 450–Westward NRPC trains must receive track warrant endorsed "Wishram West" at Wishram.

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Prindle–	MP 37.6(HBD & DED)
HomeValley–	MP 61.0 (HBD & DED)
Bingen–	MP 81.7 (HBD & DED)
Avery–	MP 100.0(HBD & DED)

6. **FRA Excepted Track–**
Between Lyle and Goldendale (MP 0 to MP 42). See System Special Instructions Item 6.

7. **Special Conditions–**

Portland, Lake Yard, Willbridge–Eastward trains from Hoyt St. yard using westward main track from 14th Avenue to 17th Avenue will do so under flag protection, then through crossover to eastward main track, but must not occupy westward main track while waiting for outbound passenger trains.

Cars spotted on city streets must be protected by two red lights on each end of end car.

At the intersection of 29th Avenue and Nicolai Street control of traffic signals operate as follows:

Before movement enters intersection, crew members will actuate traffic signals by use of switch key controller. After movement has entered intersection, switch key may be removed and signals will return to automatic operation when movement has cleared intersection.

Flashing light signals will protect crossing movements on N.W. Front Avenue for the following spur tracks–

Tricon	Waterway Tracks 3, 4, and 8
Gunderson Tracks	Pennwalt Spurs 1, 3, and 6
Gemstar	(flashing lights and gates)

Before entering the crossing, movement must stop at Stop signs on each side of crossing and a crew member must actuate the crossing protection by use of a switch key controller located on either side of the crossing.

Insert the switch key in the start position and turn to actuate the crossing protection. Key can then be removed and lights will continue to operate. After movement is clear of crossing a crew member must restore the crossing protection to normal by inserting the switch key in the Stop position, turning to "Stop" and removing key.

Traffic signals will protect crossing movements on Oregon Steel Spur track at N.W. Front Avenue near N.W. Kittridge Avenue intersection. Before entering the crossing, movement must stop at Stop signs on each side of the crossing and a crew member must actuate the traffic signals by use of a switch key controller on either side of the crossing. After movement is clear of crossing, a crew member must restore the traffic signals to normal operation by use of the switch key controller.

Indicator lights are located adjacent to each switch key controller and will be illuminated to indicate the following traffic signal indications:

Red: Normal operation for traffic. Green: Traffic signals are operating to provide crossing protection.

Flashing lights with gates in service at Balboa Street crossing near MP 4.2 at Willbridge. Movements on Pennwalt–Chipman–Gilmore Steel spur must stop at Stop sign 25 feet from crossing, and wait for signals and gates to operate for sufficient time to provide warning. Switch key controller on signal bungalow near crossing provides for manual operation of signals and gates.

26th Ave. and Front Street in Portland– Traffic signals are activated by island track circuits. Rail movements must stop at stop signs prior to entering Front Street to allow crossing signals to activate.

At Willbridge crossing signal protection for Garbage Transfer Station – Signals located at North crossing entrance to garbage transfer site near 61St Street and the Atochem Company.

Train or engine must stop at railroad stop sign before occupying the crossing.

Prior to occupying the crossing train crew must observe the light on the top of the case located in the Northwest quadrant of the crossing is illuminated.

If the light on the case fails to light, the train crew must observe that the traffic signals are **all** red and provide flag protection before occupying the Crossing. Should the light fail to light the Signal Department must be promptly notified.

Care must be exercised to avoid blocking the crossings unnecessarily.

Basic Operation:

Train occupies track circuit in approach of the stop sign, this starts the traffic signal preemption to place the traffic signal at stop for all possible moves across the crossing. When the traffic signals have been set to stop, a light on the top of the signal case in the Northwest quadrant will be illuminated to indicate to the train crew that the traffic signals are at stop and their move can be made across the crossing.

The South crossing will be protected by standard railroad crossing equipment. Speeds in approach to the crossing must not exceed 10 MPH.

Impaired Clearance– Hoyt Street Yard– All tracks except Nos. 1, 2, and 3 in the Middle yard have impaired clearance and will not clear a man on side of car.

Four fire hydrants adjacent to St. Helens Road between MP 3 to MP 3.5 impair standard side clearance in this area by 1 foot 5 inches. Impaired clearance.signs not placed.

Terminal 6– Track occupancy south of Marine Drive will be controlled by a Staff System. A Staff is located on a stand next to the rail at Marine Drive. This Staff is secured by a BN switch lock and a Rampmaster lock. BN or Rampmaster crews occupying any track south of Marine Drive must have Staff in their possession. Staff must be returned to stand when track occupancy completed.

Hyundai Lead crossing signal activation procedures:

Prior to crossing road leading into container facility on Hyundai Lead, the following must be complied with:

1. Train on engine must stop at sign located 75 ft. from crossing.
2. Activate key controller. Observe that indicator light on signal bungalow has been activated.
3. After light has been activated, movement can proceed into the crossing area. Note: A 20 second delay occurs from the time key controller is activated until light on bungalow is illuminated.
4. Movement over crossing must not be made until light on bungalow is illuminated.
5. After movement has been completed over crossing, any other movement over crossing must be made in accordance with items 1, 2, and 3 above.
6. A recorder unit is tied to the key controllers to keep a record of each activation and the amount of time elapsed between manual activation of the crossing signal and train occupation of the crossings island track circuit.

Camas–When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at least two feet with couplers in closed position. Operator from the James River Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

No switching service is to be performed on the New spur at James River between the hours of 1200 and 1215, 1245 to 1300 and 1700 to 1715. Cars must not be dropped or kicked when performing switching on the following tracks owned by James River Corporation: New spur, Converting spur, Mill spur and Warehouse spur No. 3.

No switching service is to be performed on wood chip tracks between 1400 and 0830 without first contacting James River personnel.

Skamania–Do not block crossing west end of siding between 0700 and 0800, and between 1530 and 1630 Monday through Friday when school is in session to allow school bus access.

Hood–Cars exceeding 75 feet in length must not be handled on Broughton Lumber Flat Track.

Bingen–Bridge 75.3 is protected by detector actuated by high load passing through underpass. Eastward trains receiving Rule 241 aspect at signal 74.0 and westward trains stopped at West Bingen by a stop indication, after complying with rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.

Lyle to Goldendale–Track out of service.

Handling 80 feet or longer cars– Between Lyle and Goldendale– Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

8. Locations not Shown as Stations–

Name		Miles–Location	Capacity Cars	Switch Opens
12278	Dallesport Ind. Park	3.7 east of North Dalles	Yard	East
12279	Dam Spur	3.3 east of North Dalles	10	West
12300	Underwood Fruit & Whse.	0.9 west of Bingen	6	East
12304	Hood	4.3 west ot Bingen	54	Both
12316	Home Valley	6.6 west of Cooks	40	Both
12322	Stevenson Plywood Co	1.6 west ot Stevenson	15	East
12326	North Bonneville (1 Track)	5.0 west of Stevenson	104	Both
12337	Prindle	4.3 west of Skamania	3	East
12343	Mt Pleasant	4.0 east of Washougal	95	Both
	Old Siding Washougal	Washougal	70	Both
12350	Camas–Washougal Port	3.6 east of Camas	15	East
	CRT Spur	2.2 east of Camas	3	East
	Hamilton Bros. Lumber Co.	2.0 east of Camas	3	East
12355	Columbia Vista Lbr Co.	3.4 west of Camas	2	West
12362	Portco (Main 2)	1.0 east of Eavan	6	East
64742	Goldendale on spur	41.5 east ot Lyle		

A Line Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ / ↑ EASTWARD

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Will-bridge
	12372		4.3		WILLBRIDGE	BIJKTY	0.0
					3.0		
	68203		7.3		LINNTON	Y	3.0
					1.6		
4,945	68204		8.9		HARBOR SIDING	Y	4.6
					1.1		
	68206		10.0		UNITED JCT	JY	5.7
					2.8		
1,440	68208		12.8		HOLBROOK		8.5
					7.1		
1,653	68216		19.9		SCAPPOOSE	Y	15.6
					7.7		
2,365	68223		27.6		ST. HELENS	BKY	23.3
					3.7		
2,278	68227	440	31.3		REICHHOLD	Y	27.0
					8.0		
1,121	68235		39.5		GOBLE		35.0
					7.5		
2,595	68243		46.8		AVON	TWC	42.5
					9.0		
2,574	68252		56.1		MAYGER		51.5
					6.4		
2,304	68258		62.2		CLATSKANIE	Y	57.9
					9.0		
1,426	68267		71.1		WESTPORT		66.9
					2.3		
	68269		73.5		WAUNA		69.2
					4.9		
2,113	68274		78.7		CLIFTON		74.1
					8.1		
1,122	68282		86.7		KNAPPA		82.2
					13.2		
	68296		99.7		ASTORIA	Y	95.4

BN Radio Channel No. 1 and 2 In service on this Subdivision. Train Dispatcher Call: Green Mountain–48.
Emergency Train Dispatcher Call – 911

1. Maximum Speed Permitted–

	Freight
Willbridge to Astoria	30 MPH.
MP 17.3 to MP 18.8	25 MPH.
MP 18.8 to MP 20.4	20 MPH.
MP 20.4 to MP 45.3	25 MPH.
MP 45.3 to MP 45.9	10 MPH.
MP 45.9 to MP 72.8	25 MPH.
MP 72.8 to MP 73.8	15 MPH.
MP 73.8 to MP 98.9	25 MPH.
MP 98.9 to MP 102.0	10 MPH.
On sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions–

Maximum gross weight of car permitted– 263,000 lbs.

175 ton and heavier derricks not permitted.

Between United Jct and Astoria–Six axle locomotives in excess of 350,000 lbs not permitted.

Astoria–Item 5c not permitted.

3.Type of Operation–

TWC in effect:
United Jct MP 10.0 to Astoria MP 99.7

Rule 93 Yard limits in effect:
Willbridge MP 4.3 to United Jct MP 10.0
Trains and engines must obtain permission from Willbridge yardmaster before entering these limits.
Scappoose MP 18.6 to MP 21.0
St. Helens MP 25.5 to Reichhold MP 32.0
Clatskanie MP 61.4 to MP 63.0
Astoria MP 96.1 to MP 99.7

Drawbridges not Indicated at Station–
John Day River, MP 94.8. Clatskanie River, MP 62.7.
Blind Slough, MP 84.8.

4. General Code of Operating Rules Items–

Rule 98 (A) Normal position for main track switch United Jct is lined for OE subdivision.

Rule 99–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 Ecepted Track– NONE

7. Special Conditions–

St. Helens–Crossing signals have been installed at old Portland Road at Multnomah switch lead, located at MP 26.5. Trains must stop at stop signs, 25 feet from crossing, and wait for signals and gates to operate before proceeding over crossing.

Astoria–Account rusty rail conditions, automatic crossing signals at MP 100.1, MP 100.2, MP 100.3, MP 100.4, MP 100.5, amd MP 101.5 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.
Stop signs installed on both sides of 3rd St. protect crossing as outlined above.

8. Locations not Shown as Stations–

	Name	Miles–Location	Capacity Cars	Switch Opens
68202	Gasco	1.3 west of Willbridge	10	West
68222	Multnomah Plywood	1.5 east of St. Helens	25	East
68226	Columbia City Tracks	0.6 east of Reichhold	50	Both
68237	Trojan	1.3 west of Goble	10	West
68254	Port Westward on spur	2.2 west of Mayger	Yard	East

O E Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ / ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from United Jct.
	66206		10.0		UNITED JCT JY		0.0
					4.5		
	68705		14.6		TUNNEL SPUR		4.5
					2.5		
	68707	442	17.1		BOWERS JCT Y	TWC	7.0
					9.4		
6,336	68410		26.4		BEAVERTON BKY		16.4
					0.3		
	66411		26.7		ST. MARYS JY		16.7
					4.5		

BETWEEN ST. MARYS AND GRETON SOUTHERN PACIFIC TRANSPORTATION COMPANY RULES AND TIMETABLE GOVERN.

	68414		31.3		GRETON J		21.2
					0.7		
3,803	68415		32.1		TIGARD Y		21.9
					11.0		
1,166	68476		42.8		WILSONVILLE		32.9
					3.0		
3,664	68428		45.6		CURTIS		35.9
					7.5		
	68436		53.3		LOGANVILLE		43.4
					1.1		
3,647	68437	442	54.4		WEST WOODBURN		44.5
					14.1	TWC	
3,554	68452		68.6		BUSH Y		58.6
					0.4		
	68454		69.0		SALEM BKY		59.0
					3.8		
5,668	68456		72.6		MINTO Y		62.8
					12.0		
3,546	68468		84.6		SIDNEY		74.8
					11.9		
	68479		96.5		ALBANY BJKTY		86.7
					to AMERICAN 20.8		

	68479	634	0.0		ALBANY BJKTY		
					14.5		

BETWEEN ALBANY AND LEBONON SOUTHERN PACIFIC TRANSPORTATION COMPANY RULES AND TIMETABLE GOVERN

	68815	634	14.5		LEBANON Y		
					17.4		
	68832		31.9		FOSTER Y		
					to ALBANY 20.8		

1,500	68500		117.1		AMERICAN		107.5
					11.0		
	68512	442	128.8		JUNCTION CITY	TWC	118.5
					10.2		
			139.0		BETHEL Y		128.7

BN Radio Channel No. 1 and 2 in service on this Subdivision. Train Dispatcher Calls: Beaverton–84, Salem–85, Albany–86, Eugene–87, Green Mountain–48.
Emergency Train Dispatcher Call – 911

1. **Maximum Speed Permitted–**

	Freight
MP 10 to MP 17.6 Westward	15 MPH.
Eastward	10 MPH.
MP 17.6 to MP 21.4	20 MPH.
MP 21.4 to MP 22.2	10 MPH.
MP 22.2 to MP 25.4	20 MPH.
MP 25.4 to MP 26.7	10 MPH.
MP 31.3 to MP 32.9	20 MPH.
MP 32.9 to MP 51.5	35 MPH.
MP 36.1 over Tualatin – Sherwood Hwy	25 MPH.
MP 51.5 to MP 57.4	25 MPH.
MP 57.4 to MP 66.4	35 MPH.
MP 66.4 to MP 69.1	20 MPH.
MP 69.1 to MP 71.4	10 MPH.
MP 71.4 to MP 73.3	20 MPH.
MP 73.3 to MP 78.3	25 MPH.
MP 78.3 to MP 93.1	10 MPH.
MP 93.1 to MP 100.5	20 MPH.
MP 100.5 to MP 117.0	10 MPH.
MP 117.0 to MP 124.0	25 MPH.
MP 124.0 to MP 129.0	10 MPH.
MP 129.0 to MP 135.7	25 MPH.
MP 135.7 to MP 139.0	20 MPH.
MP 139.0 to End of track MP 141.5	10 MPH.
Through turnouts MP 139.0 to end of track MP 141.5	5 MPH.
Bridges 17.4 and 22.1, cars heavier than 263,000 lbs.	10 MPH.
Bowers Jct to Banks	10 MPH.
BN Jct Hillsboro to Forest Grove	10 MPH.
Lebanon to Foster	20 MPH.
Sweet Home over 18th Ave	15 MPH.
Over Santiam Hwy., Salem Rd., and Geary St. on Foster branch line	10 MPH.
Over Geary St. and Water St. crossing Albany	10 MPH.
On sidings	10 MPH.

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

Item 5d not permitted.

Six axle locomotives and 175 ton and heavier derricks not permitted.

St Marys to Bethel–maximum gross weight of car permitted 263,000 lbs.

Albany to Foster:

Not more than two (2) locomotives in excess of 265,000 lbs each permitted.
Maximum gross weight of car permitted 263,000 lbs.

Salem–Item 5c not permitted on Bridge SP719.7.

3. **Type of Operation–**

TWC in effect:
United Jct MP 10.0 to Bethel MP 139.0

Rule 93 Yard limits in effect:
United Jct MP 10.0 to MP 10.9
Bowers Jct MP16.6 to MP 17.6
Beaverton MP 25.0 to St. Marys MP 26.7
Greton MP 31.3 to Tigard MP 32.9
Bush MP 66.4 to Minto MP 73.3
Albany MP 93.1 to MP 100.5
Bethal MP 135.7 to MP 139.0
Lebanon MP 14.5 to Foster MP 31.9

Locations Designated as Industrial Track–between:
Bowers Jct MP 17.1 and Banks MP 28.0
BN Jct Hillsboro MP 4.7 and Forest Grove MP 10.3
GCOR Rule 105 applies

Between St. Mary's and BN Jct Hillsboro– Southern Pacific Transportation Co. Rules and timetable govern.

St. Marys to Greton–CTC under control of SP Branch Dispatcher at Roseburg, CA telephone number 916–781–7041 or 800–452–1699 ext. 7041.

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

Rule 99–When flagging is required, distance will be 1.5 miles.

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting bridges, tunnels or other structures:
Tonquin MP 39.1 (DED)
Donald MP 46.9 (DED)

B. Other FED locations: NONE

6. **FRA Excepted Track–**
All tracks between between Bowers Jct. MP 17.1 and Banks MP 28.0, and between Hillsboro MP 4.7 and Forest Grove MP 10.3. See System Special Instructions Item 6.

7. Special Conditions–

Between Bowers Jct and Eugene–Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.

North Plains–All movements over Main Street Crossing must have member of crew on ground at crossing prior to movement by train or engine to warn highway traffic.

Greton–Eastward trains must stop at Tiedeman Road Crossing to determine if way is clear prior to occupying crossing assuring that any vehicles approaching from the west side have been stopped by SP Crossing gates and are not fouling OE Subdivision.

Tigard Siding–Account rusty rail conditions automatic crossing signals at Main St. crossing MP 32.2 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

Between Tigard and West Woodburn–Dragging equipment detectors at MP 39.1 and MP 46.9 consisting of two white lights mounted back to back on a single mast and a flashing amber light mounted on adjacent mast operate as follows:

Enginemen must alert crew members on rear of train when approaching detector site.

Continuously illuminated white light as viewed from an approaching train–Train will be inspected.

Continuously illuminated white light as viewed from the rear of a passing train–No dragging equipment detected.

Flashing amber light illuminated and white lights extinguished–Dragging equipment detected–Stop and inspect train.

All lights extinguished as viewed from the rear of a passing trainDetector inoperative. Stop and inspect train and notify train dispatcher by first available means of communication.

Train must not move beyond dragging equipment sign located 10,000 feet beyond dragging equipment detector site until authorization to proceed is received from rear of train.

Bush–Before train or engine occupy Industry Drive Crossing, Industrial spur serving Capital Lumber Co., it will be necessary for a crew member to protect crossing.

Salem–The OPUC prohibits the sounding of train whistle at the followng fully protected crossings within the city limits of Salem, Whistles will not be sounded unless engineer perceives an immediate emergency:

CROSSING	LOCATION
Salem Industrial Drive NE	MP 68.90
Cherry Street	MP 69.20
Locust Street	MP 69.30
Pine Street NE	MP 69.50
Maple Avenue	MP 69.64
Highland Avenue	MP 69.71
North Church Street	MP 69.74
Broadway	MP 69.97
Liberty Street North	MP 70.11
Commercial Street North	MP 70.18
Court Street at Front Street	MP 71.31
Minto Island Road	MP 73.10

Albany–The following will govern the use of the weigh–in–motion scale:

Maximum speed over scale is 5 MPH.

When a train or yard engine enters the storage track, the engineer will call Albany yard and receive permission from either the operator or yard clerk before crossing scale.

After permission is received, train speed will be governed by fixed signals, located at the scale, the west end and the east end of the storage track.

There, signals will display the following aspects:

Green light–movement is being made within speed limits.
Red light–within speed limits, but at the upper limits of the permissible speed.

No lights–too fast, or scale not activated.

Junction City–Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.

Eugene–Automatic crossing signals at Garfield St. MP 141.3 are out of service. Crew member must be in position on ground at the crossing prior to movement by train or engine to warn traffic.

Handling 80 Feet or Longer Cars–

Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.

Between United Jct and Tunnel Spur–Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.

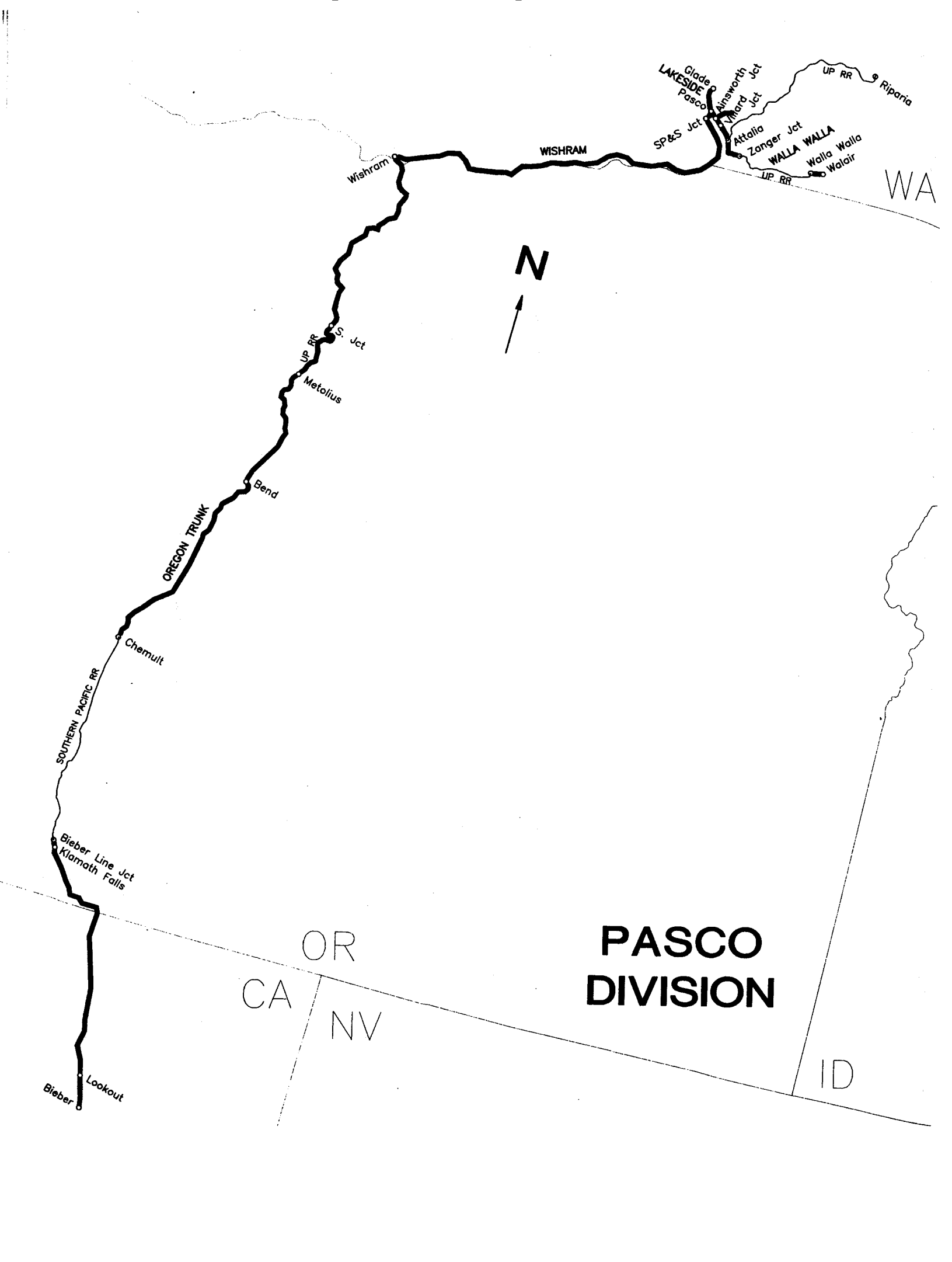
8. Locations not Shown as Stations–

Namex		Miles–Location	Capacity Cars	Switch Opens
68402	Bendemeer	1.4 west of Bowers Jct	11	East
68404	Merle	3.9 West of Bowers Jct	16	West
68419	Tualatin	4.0 west of Tigard	8	Both
68420	Albertson–Oregon Culvert	5.4 west of Tigard	4	West
68421	Tri–County Industrial	5.8 west of Tigard	6	East
68423	Storwest (Mulloy)	5.2 east of Curtis	6	East
68432	Donald	3.7 west of Curtis	21	Both
68440	St. Louis	2.9 west of West Woodburn	8	East
68446	Hopmere	5.5 east of Bush	32	Both
68463	Orville	4.9 east of Sidney	14	Both
68487	Ehlen–Van Waters and Rogers	6.2 west ol Albany	10	East
68489	Verdure	8.2 west of Albany	4	West
68494	Fayetteville	13.2 west of Albany	12	East
68497	Potter	3.3 east of American	3	East
68501	Miller Seed Co.	10.4 east of Junction City	3	West
68504	Cartney	7.3 east of Junction City	6	East
68507	Harrisburg	5.0 east of Junction City	8	East
68518	Awbrey	3.3 east of Bethel	8	West
68519	Enid	1.3 east of Bethel	20	East
68526	Eugene	2.8 west of Bethel	Yard	Both
68816	Weldwood	15.9 west of Albany on spur	30	Both
68821	Bauman Lumber Co	20.9 west of Albany on spur	13	East
68826	Boise Cascade Plywood	26.0 west of Albany on spur	8	Both
68829	Sweet Home	29.0 west of Albany on spur	20	Both
68712	North Plains	4.9 west of Bowers Jct on spur	8	Both
68718	Banks	10.4 west of Bowers Jct on spur	15	Both
68605	Hillsboro	20.4 west of Bowers Jct on spur	14	Both
68611	Forest Grove	26.0 west of Bowers Jct on spur	14	Both

PASCO DIVISION

T.N. BISSON, DIVISION SUPERINTENDENT, PASCO

S.F. WEST	Supt. Terminal Operations	Pasco
E.L. HENCZ	Trainmaster	Pasco
G.L. WEEKLEY	Trainmaster	Pasco
W.H. SCHARF	Trainmaster	Pasco
R.R. KOELLNER	Trainmaster	Pasco
R.K. TWOGOOD	Trainmaster	Pasco
W.E. THOMPSON	Trainmaster	Wishram
J.F. WHITE	Trainmaster	Bend
D.L. BURNS	Trainmaster	Klamath Falls


Glade
LAKESIDE
Pasco
Ainsworth Jct
Ward Jct
UP RR
Riparia
SP&S Jct
Attalia
Zanger Jct
WALLA WALLA
Walla Walla
Walair
UP RR
WISHRAM
Wishram
WA
N
S. Jct
UP RR
Metolius
Bend
OREGON TRUNK
Chemult
SOUTHERN PACIFIC RR
Bieber Line Jct
Klamath Falls
OR
CA
NV
ID
PASCO
DIVISION
Lookout
Bieber

1. **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.

2. **Hazardous Material: Oregon Statute ORS 761.395–**

   Transportation of hazardous materials in the state of Oregon reads as follows: "761.395 Visual external inspections required on cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an "Explosive A" "Flammable Gas" or "Poison Gas" placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall be visually inspected externally by the transporting railroad within two hours of the cars arrival and within two hours prior to the cars departure.

   As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no carman is on duty, shall be made by a member of the train or switch crew at each yard or station where the affected rail cars terminates or originates. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

3. **FRA Random Drug Testing–**

   TY & E employees selected for FRA Random Drug Testing must show the start time of the RDT in the remarks column of their timeslip. Start time of RDT begins when a supervisor hands the employee a letter advising him/her that they are selected for RDT. A stop time on RDT is necessary only if different from their off duty time.

4. **Stack Cars–**

   All single 71 foot container stack cars shall be handled the same as existing stack cars as described in Item 3B, page 5, of the System Special Instructions.

5. **Failed Equipment Detectors–**

   Failed Equipment Detectors (FED) can be identified as Dragging Equipment Detectors (DED), Hot Bearing Detectors (HBD) or Hot Wheel Detectors (HWD) or any combination of the above. These initials are used to identify failed equipment detectors under Item 5 (A&B) of Individual Subdivision Instructions.

6. **Close Clearance**–Close clearance may exist on all auxillary tracks.

7. **Air Repeater Cars–**

   BN Northern Corridor Timetable, System Special Instructions, Item 4, contains information covering air repeater operation.

   The following information concerns air car air tests:

   Anytime a brake pipe leakage test is required:

   Locomotive brake pipe 90 PSI
   Dial air car number on head–end–device
   Charge until head–end–device reads 75 PSI
   Dial R–O–T number on head–end–device
   Charge until head–end–device reads 80 PSI
   Make brake pipe leakage test

   Air car operation:

   1. Air car must be operated with a rear–of–train device.
   2. Air car must be operated in approximate middle of train.
   3. Caboose is not required.
   4. Brake pipe pressure may be greater on last car than on locomotive.

   Air repeater car waiver from the FRA

   BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the three following conditions:

   1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valve setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater air unit;
   2. The brake pipe gradient on the portion of the train behind the repeater unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
   3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end–of–train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train forward of the repeater air unit, and on the rear of the last car in the train behind the repeater air which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

   This waiver translated into the following:

   – Maximum leakage between the locomotive and the air repeater car is five PSI per minute.
   – Maximum gradient between the locomotive and the air repeater car is 15 PSI.
   – Maximum gradient between the air repeater car and the last car in train is five PSI.
   – There is no requirement to test for leakage between the air repeater car and the last car in the train.

   All air repeater cars are equipped with a modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH–22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in rule 205 of the Air Brake and Train Handling Rules.

   Due to the 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct five PSI gradient on the rear half of the train. To do this the engineer must dial in the end–of–train ID number and use the following chart:

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe device)	Minimum brake pipe pressure on last car in train. (Also read on head end leakage test)
90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket–size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to Trainmasters by Managers of Operating Practices.

Wishram Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Pasco
	12143	46	231.4		PASCO	BIJKTY		0.0
					1.7			
	12148		229.7		SP&S JCT	IJY	ABS	1.7
					1.1			
7,932	12147		228.5		HOVER			2.8
					5.7			
3,632	12151		223.9		FINLEY			8.5
					7.3			
9,352	12159		215.8		YELLEPIT			15.8
					12.6			
7,015	12172		203.3		BERRIAN			28.4
					11.2			
9,351	12183		192.0		PLYMOUTH			39.6
					13.6			
7,052	12195		179.8		PATERSON			53.2
					9.4			
9,128	12205	47	170.4		WHITCOMB			62.6
					11.3		CTC	
7,103	12218		157.7		McCREDIE			73.9
					10.9			
8,459	12228		147.8		ROOSEVELT			84.8
					12.3			
7,099	12240		135.9		BATES			97.1
					10.9			
9,136	12250		125.0		TOWAL			108.0
					10.0			
7,092	12261		113.8		MARYHILL			118.0
					8.2			
	12269		106.1		WISHRAM	BJKT		126.2

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls: Yellepit–70, Umatilla–71, Whitcomb–73, Roosevelt–59, Towal–75, Maryhill–41, Wishram–76
Emergency Train Dispatcher Call –911

See Inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speed Permitted–

	Passenger	Freight
Pasco to Wishram	79 MPH.	
Pasco Wye Track	10 MPH.	10 MPH.
Over Switch No. 9 from Walla Walla Main to Eastward Freight Main	5 MPH.	5 MPH.
MP 231.3 to MP 230.9	10 MPH.	10 MPH.
MP 230.9 to MP 229.1	25 MPH.	25 MPH.
MP 215.1 to MP 211.5	60 MPH.	50 MPH.
MP 187.5 to MP 182.4	70 MPH.	
MP 174.6 to MP 174.3	60 MPH.	50 MPH.
MP 174.2 to MP 154.2	70 MPH.	
MP 150.2 to MP 142.5	70 MPH.	
MP 138.6 to MP 137.7	70 MPH.	
MP 132.9 to MP 131.3	70 MPH.	
MP 121.4 to MP 112.7	70 MPH.	
MP 112.7 to MP 107.7	50 MPH.	50 MPH.
MP 107.7 to MP 106.1	60 MPH.	
On sidings and/or through dual control turnouts at the following locations:		
Hover	10 MPH.	10 MPH.
Roosevelt	30 MPH.	30 MPH.
Yellepit, Berrian, Plymouth, Paterson, Whitcomb, McCredie, Bates, Towal, Maryhill	35 MPH.	35 MPH.
Through dual control turnouts at the following locations:		
Pasco (MP 230.2) SP&S Jct	25 MPH.	25 MPH.

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

2. Bridge and Equipment Weight Restrictions–None

3. Type of Operation–

CTC in effect:
SP & S Jct MP 229.3 to Wishram MP 106.1

ABS in effect:
Pasco MP 231.4 to SP&S Jct MP 229.3

Rule 93 Yard limits in effect:
Pasco MP 231.4 to SP&S Jct MP 229.3

4. General Code of Operating Rules Items–

Rule 99–When flagging is required, distance will be 2.5 miles between Pasco and Wishram.

Rule 350(B)–Following switches not equipped with electric locks:

MP 113.6	Maryhill–Spur track
MP 125.0	Towal–Spur track
MP 135.9	Bates–Spur track
MP 147.8	Roosevelt–Industry switches
MP 157.7	McCredie–Spur track
MP 170.4	Whitcomb– Industry Track switches
MP 179.8	Paterson–Spur track
MP 192.0	Plymouth–All switches off siding
MP 202.6	Berrian–Spur track
MP 215.4	Yellepit–Spur track
MP 228.7	Hover–Pacific Hide & Fur Spur

Rule 450–Eastward NRPC trains must receive track warrant endorsed "Wishram East" at Wishram.

Westward NRPC trains must receive track warrant endorsed "Wishram East" at Pasco.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Towal–	MP 128.0 (HBD & DED)
Roosevelt–	MP 152.2 (HBD & DED)
Paterson–	MP 177.2 (HBD & DED)
Berrian–	MP 207.8 (HBD & DED)

6. FRA Excepted Track– In Pasco Yard, Storage tracks 5 through 16, including switches to these tracks. See System Special Instructions Item 6.

7. Special Conditions–

Pasco–All trains arriving Pasco must, after requesting yard tracks from Pasco operator, obtain permission from Pasco Tower before entering yard.

All outbound trains will secure verbal authority from Pasco operator before moving from yard track.

Between East Switch Pasco and East Switch Hover– Controlled signals are under jurisdiction of operator at Pasco.

Cliffs–Due to extreme grade, air will be cut in and operative on all cars being handled to and from Aluminum Plant.

Trains pulling loads into Columbia Aluminum plant must use Center #2 track as running track and use crossovers to set cars to South #1 track. Trains shoving loads to Columbia Aluminum can use Center #2 track and South #1 track as running tracks.

8. Locations not Shown as Stations–

	Name	Miles–Location	Capacity Cars	Switch Opens
12200	Ballast Track MP 174	3.9 east of Whitcomb	37	Both
12254	Aluminum Plant on Spur	1.6 from Cliffs	Yard	West
12255	Cliffs	5.0 east of Maryhill	33	West
12256	Hewett	4.0 east of Maryhill	60	Both

Oregon Trunk Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Wishram EASTWARD ↑
	12269		0.0		WISHRAM	BJKTY		0.0
					1.5			
	14002		1.0		O T JCT	AJY		1.5
					4.0			
4,399	14006		5.4		MOODY			5.5
					12.7			
5,449	14018		17.8		LOCKIT			18.2
					8.1			
2,544	14026		25.9		DIKE			28.3
					4.2			
2,539	14030	53	29.9		SINAMOX			30.5
					9.6			
6,292	14040		39.2		OAKBROOK			40.1
					14.6			
	14055		54.2		MAUPIN			54.7
					0.8			
4,526	14056		55.1		CAMBRAI			55.5
					8.3			
2,557	14064		63.3		NENA			63.8
					6.9			
5,533	14071		70.6		DIXON			70.7
					9.7			
5,294	14080		79.6		KASKELA			80.4
					5.5			
5,386	14086		85.3		SOUTH JCT			85.9
					8.2			
1,746	14094		93.5		GATEWAY		ABS	94.1
					5.8			
5,579	14100		99.3		PAXTON		TWC	99.9
					5.3			
2,474	14105		104.7		MADRAS	Y		105.2
					5.0			
4,885	14110		109.7		METOLIUS			110.2
					4.7			
2,677	14115		114.5		CULVER			114.9
					7.1			
5,570	14122		121.1		OPAL CITY			122.0
					7.5			
2,548	14130		129.0		TERREBONNE			129.5
					2.8			
4,202	14132		131.8		PRINEVILLE JCT	JY		132.3
					2.7			
5,122	14135		134.1		REDMOND	Y		135.0
					9.1			
6,336	14144		143.3		DESCHUTES			144.1
					7.4			
			152.0					
	14152		0.0		BEND	BKTY		151.5
					13.1			
8,725	14165		12.6		LAVA			164.6
					18.4			
7,836	14183		31.6		LAPINE		TWC	183.0
		54			20.2			
7,816	14203		50.7		CRESCENT			203.2
					16.9			
8,229	14220		67.8		CHEMULT	JY		220.1
					75.4			

BETWEEN CHEMULT AND BIEBER LINE JCT. SOUTHERN PACIFIC TRANSPORTATION COMPANY RULES AND TIMETABLE GOVERN.

	14295		0.0		BIEBER LINE JCT	JY		295.5
					1.0			
	14296		1.0		KLAMATH FALLS	BKTY		296.5
					14.1			
2,620	14311		15.4		MERRILL			310.6
					9.4			
	14320		24.5		MALIN			320.0
					7.2			
2,487	14327		31.6		STRONGHOLD	A		327.2
					12.7			
5,073	14340	55	44.7		MAMMOTH		TWC	339.9
					10.3			
6,751	14350		54.2		KEPHART			350.2
					11.9			
5,036	14362		66.5		SCARFACE			362.1
					11.8			
6,820	14374		78.3		LOOKOUT	J		373.9
					11.2			
8,024	14385		91.0		BIEBER	JTY		385.1

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls: Sinamox–74, Wishram–89, Maupin–10, South Jct–19, Madras–12, Redmond–13, Bend–14, Beal–15, Klamath Falls–16, Malin–17, Lookout–Bieber–18.
Emergency Train Dispatcher Call – 911

1. Maximum Speed Permitted–

	Freight
Wishram to Metolius	35 MPH.
Metolius to Bend	50 MPH.
Bend to Bieber	49 MPH.
Between Wishram and Bend:	
MP 0.0 to MP 1.1	10 MPH.
MP 23.4 to MP 24.3	10 MPH.
MP 24.3 to MP 43.6	30 MPH.
MP 43.6 to MP 44.6	25 MPH.
MP 49.1 to MP 49.3	30 MPH.
MP 61.3 to MP 62.5	10 MPH.
MP 62.5 to MP 67.6	30 MPH.
MP 67.6 to MP 68.0	10 MPH.
MP 75.3 to MP 79.1	25 MPH.
MP 87.0 to MP 98.5	
Eastward	10 MPH.
Westward	13 MPH.
MP109.1 to MP 109.3	25 MPH.
MP 114.2 to MP 114.8	35 MPH.
MP 134.4 to MP 134.9	35 MPH.
Bridge 104.3 cars heavier than 268,000 lbs	10 MPH.
Between Bieber Line Jct and Bieber	
MP 5.1 to MP 5.5	30 MPH.
MP 14.8 to MP 15.1	40 MPH.
MP 31.1 to MP 31.4	30 MPH.
On sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions–

Bend–Six axle locomotives not permitted on Haines, Drill and Mill spurs.

Lobert and Chiloquin–Not more than one six axle locomotive permitted on industry tracks.

3.Type of Operation–

ABS in effect:
Wishram MP 0.0 to Bend MP 149.8

TWC in effect:
Wishram MP 0.0 to Chemult MP 67.8
Bieber Line Jct MP 0.0 to Bieber MP 91.0

Rule 93 Yard limits in effect:
Wishram MP 0.0 to OT Jct MP 1.5
Madras MP 103.2 to MP 106.0
Prineville Jct MP 130.6 to Redmond MP 136.6
Bend MP 148.6 to MP 3.1
Chemult MP 66.2 to MP 67.8
Bieber Line Jct MP 0.0 to Klamath Falls MP 2.5
Bieber MP 89.3 to MP 91.0

Interlockings and Drawbridges not Indicated at Station–

Columbia River Drawbridge MP 0.6 is controlled by automatic interlocking. Eastward trains must stop at first eastward absolute signal at OT Jct. and be governed by instructions posted in box. Westward trains must not enter draw span 75 foot approach circuits, or bridge must not be lowered by maintenance personnel or be occupied by hi–rail inspection vehicles or motorcars until permission is obtained from Wishram operator. After instructions received from operator have been fulfilled and signals fail to clear, be governed by instructions posted in control box. Trains from UP trackage must not enter track release section at O.T. Jct. if restricted by opposing train movement until movement clears O.T. Jct.

4. General Code of Operating Rules Items–

Rule 99–When flagging is required, distance will be 1 mile between Wishram and Metolius and 2 miles between Metolius and Bieber.

Rule 450–OT Jct–Westward Union Pacific trains will receive track warrant at The Dalles.

5. **Trackside Failed Equipment Detectors (FED)–**
   A. Protecting bridges, tunnels or other structures: NONE

   B. Other FED locations: NONE

6. **FRA Excepted Track–**
   In Klamath Falls, all trackage Whiteline Yard; Bieber, all yard tracks. See System Special Instructions Item 6.

7. **Special Conditions–**

   Between OT Jct and Chemult–Loaded unit grain trains or freight trains handling one or more loaded grain pools will hold the main line when meeting, passing, or being passed by other trains, except when authorized by train dispatcher.

   Moody–Siding must not be blocked between East Switch and Industry track.

   Bend–Wilson Ave. Crossing and Murphy Road Crossing (MP 3.5) are whistle free crossings. Engine whistle will not be sounded as prescribed by Rule 15(L) except to prevent accidents not otherwise avoidable.

   Lapine–When handling dimensional shipments on siding, look out for close clearance at loading device overhanging siding.

   Handling 80 Feet or Longer Cars–Trains of greater than 6600 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6600 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

   Between Madras and South Jct–Trains of greater than 4300 trailing tons must handle empty cars, 80 feet and longer, in the rear 4300 tons.

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

Name		Miles–Location	Capacity Cars	Switch Opens
14047	Sherar	7.3 east of Maupin	34	East
14051	Tuscan	3.8 east of Maupin	10	East
14068	Dant	3.7 west of Nena	3	East
14154	Cascan	2.8 west of Bend	Yard	Both
14225	Diamond Lake (SPT)	5.3 west of Chemuit	112	Both
14231	Yamsay (SPT)	10.7 west of Chemuit	111	Both
14240	Lenz (SPT)	19.9 west of Chemuit	112	Both
14249	Fuego (SPT)	28.8 west of Chemuit	112	Both
14253	Kirk (SPT)	33.0 west of Chemuit	111	Both
14258	Calimus (SPT)	38.0 west of Chemuit	130	Both
14266	Chiloquin (SPT)	46.6 west of Chemuit	113	Both
14271	Lobert (SPT)	50.6 west of Chemuit	130	East
14276	Modoc Point (SPT)	56.1 west of Chemuit	111	Both
14284	Aigoma (SPT)	64.4 west of Chemuit	111	Both
14289	Wocus (SPT)	69.2 west of Chemuit	111	Both
14291	Chelsea (SPT)	71.4 west of Chemuit	113	Both
14293	Kiamath Falls Depot (SPT)	73.8 west of Chemuit	Yard	Both
14300	Henley	3.4 west of Kiamath Falls	30	East
14312	Stonebridge	1.7 west of Merrill	20	East
14332	Hannchen	4.7 west of Stronghold	22	West
14348	Tionesta	6.0 west of Mammoth	39	Both
69034	Hambone (MCR)	33.9 from Lookout	Conn.	Both

Walla Walla Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6 Oper	Distance from Walair ↑ EASTWARD
	64334	450	67.7		WALAIR Y	0.0
					3.9	
	64331		63.8		WALLA WALLA UY	3.9
					37.2	

BETWEEN WALLA WALLA AND VILLARD JCT. UNION PACIFIC RULES AND TIMETABLE GOVERN.

	64106	450	5.7		VILLARD JCT JY	41.1
					2.1	
	64104		4.0		BURBANK Y	43.2
					1.2	
			2.7			
	12142		233.2		AINSWORTH JCT Y	44.4
					2.8	
	12143	47	231.3		PASCO BIJKTXY	47.2

BN Radio Channel No. 1 in service on this Subdivision.
Emergency Train Dispatcher call – 911

1. **Maximum Speed Permitted–** **Freight**

Walair to Pasco	20 MPH.
MP 2.7 to MP 3.0	10 MPH.
MP 62.0 to MP 68.0	10 MPH.
Ainsworth Jct to East Pasco	10 MPH.
Pasco – over Oregon Ave.	10 MPH.
Switch No. 3 from MT to Walla Walla Main	10 MPH.
Crossover Switch No. 9 from Eastward to Westward track	5 MPH.

Item 1A, System Special Instructions, applies.

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

Item 5d not permitted.

Walair to Walla Walla–Six axle locomotives and derricks not permitted. Not more than one four axle locomotive permitted.

3. **Type of Operation–**

Rule 93 Yard limits in effect:
Walair MP 67.7 to Walla Walla MP 63.8
Villard Jct MP 5.7 to Pasco MP 231.3

Locations Designated as Industrial Track between:
Ainsworth Jct MP 233.2 and East Pasco MP 235.5
GCOR Rule 105 applies.

Interlockings and Drawbridges not Indicated at Station–
Between Ainsworth Jct and Burbank, Snake River Bridge 3 Drawspan is controlled by an automatic interlocking. The following instructions will apply:

Trains must not enter drawspan 75–feet approach circuits, or bridge must not be lowered by maintenance personnel, or be occupied by hy–rail inspection vehicles or motor cars until permission is obtained from Pasco Control Operator. Permission must not be requested until you are ready to occupy the bridge.

After obtaining permission, **train crews** will do the following:
1. Occupy 75–feet approach circuit with lead engine.
2. Wait twelve (12) minutes.
3. When bridge lowers and absolute signal aspect indicates proceed, cross the bridge.
4. Notify Pasco Control Operator when caboose, last car, or light engine is clear of bridge.

If bridge **does not lower** after twelve (12) minutes:
1. Unlock case marked Train Crew Case, and follow instructions posted in case.

Hy–Rail Vehicles, on–track machinery, and motor cars must do the following after obtaining permission to use bridge:
1. Open case marked M/W Case, and follow instructions posted in case.

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

Rule 99–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–**
At Burbank, MP 4.1 lead off main track including Columbia Basin Steel. At Walla Walla, MP 62.0 to MP 68.0 including all yard tracks. See System Special Instructions Item 6.

7. **Special Conditions–**

Pasco– All inbound trains must receive permission from Pasco operator before passing Ainsworth Jct.

All outbound trains must receive verbal authority from Pasco operator before moving from yard track.

All trains arriving Pasco must, after requesting yard tracks from Pasco operator, receive permission from Pasco tower before entering yard.

Permission must be received from Pasco operator before coming onto Walla Walla Main from Big Barn.

Pasco to Ainsworth Jct–Normal position of Ainsworth Jct switch is to be lined for East Pasco.

Normal position of Big Barn switch on Walla Walla Main is to be lined for the Walla Walla Main.

Between Ainsworth Jct and Villard Jct–
Signals governing the movement of trains over the dual control switch at Villard Jct are controlled by the Union Pacific control operator. Trains must not occupy the main track between Ainsworth Jct and Villard Jct without authority of Pasco control operator.

Walla Walla–Crossings at Palouse and Main Streets protected by crossing signals. Trains or engines must operate switch key controller located in lock box on either side of crossing to establish signal protection. Signals will time out after movement. Controller box is to be left locked.

A split rail derail installed at MP 66.5 between Walla Walla and Walair.

Handling 80 Feet or Longer Cars–

Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

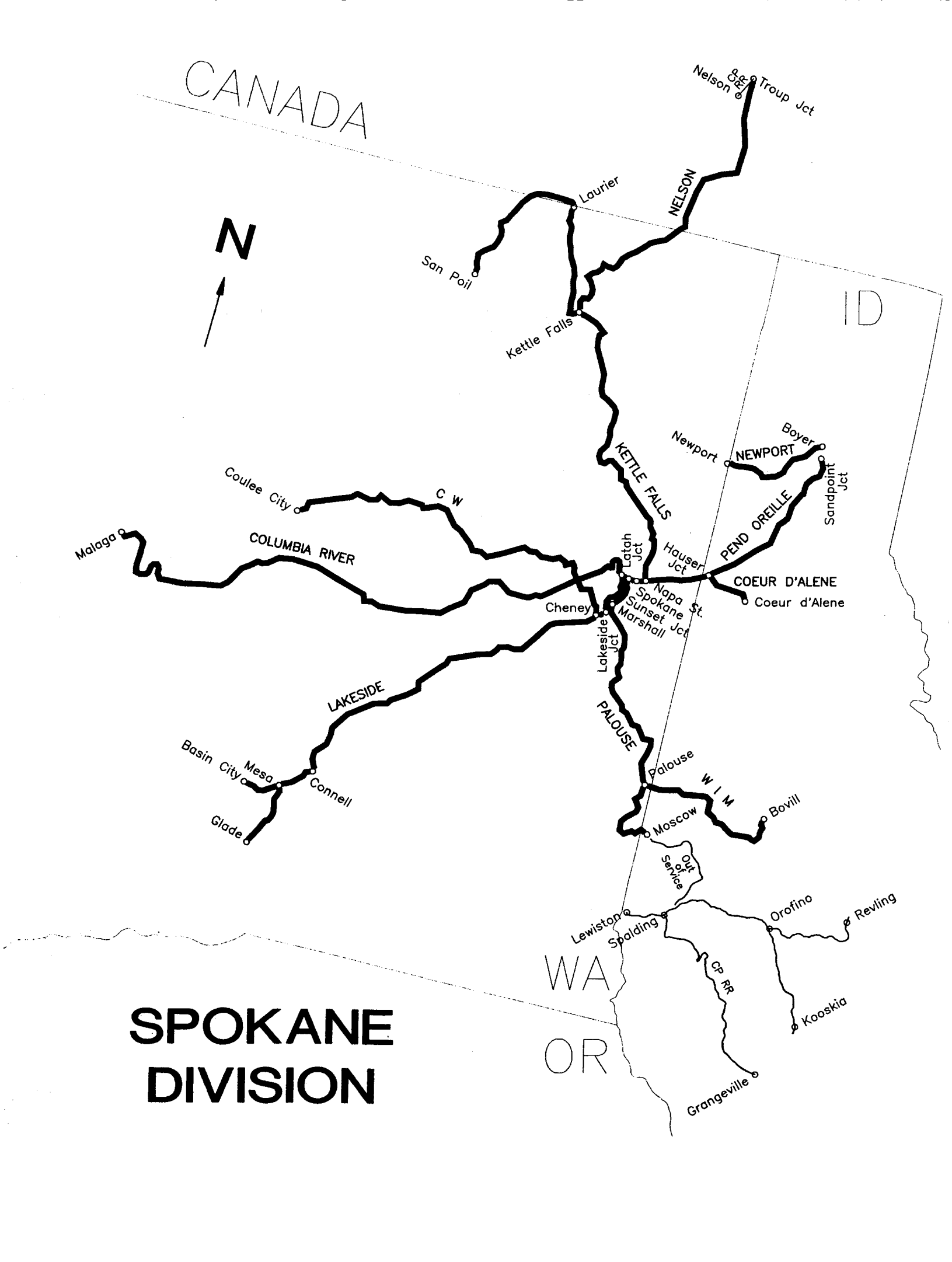
8. **Locations not Shown as Stations–**

Name		Miles–Location	Capacity Cars	Switch Opens
64112	Attalia	6.3 east of Villard Jct	Yard	Both
64329	Penitentiary (on Spur)	1.3 from Walla Walla	Conn	West
64335	Craik	4.0 east of Walla Walla	6	East
64869	Riparia via UPRR	75.0 east of Villard Jct	Yard	Both
12140	East Pasco	2.3 east of Ainsworth Jct		

SPOKANE DIVISION

K.D. TOWNSEND, DIVISION SUPERINTENDENT, SPOKANE

J.D.YEAGER	Supt. Terminal Operations	Spokane
R.H. FOX	Trainmaster	Spokane
A.J. SCHUURMANS	Trainmaster	Spokane
G.L. HEIN	Trainmaster	Spokane
D.E. SIMPSON	Trainmaster	Spokane
K.E. BETTIS	Trainmaster	Spokane
D.R. WILKERSON	Trainmaster	Spokane
Y.S. SOLOMOU	Trainmaster	Kettle Falls
T.N. ROWLEY	Trainmaster	Pasco


CANADA
Nelson
CPR
Troup Jct
Laurier
NELSON
San Poil
N
Kettle Falls
ID
Newport
NEWPORT
Boyer
Sandpoint Jct
KETTLE FALLS
PEND OREILLE
Coulee City
C W
Malaga
COLUMBIA RIVER
Latah Jct
Hauser Jct
COEUR D'ALENE
Coeur d'Alene
Napa St.
Spokane
Sunset Jct
Marshall
Cheney
Lakeside Jct
LAKESIDE
PALOUSE
Basin City
Mesa
Connell
Glade
Palouse
W I M
Bovill
Moscow
Out of Service
Lewiston
Spalding
Orofino
Revling
CP RR
Kooskia
WA
OR
Grangeville
SPOKANE
DIVISION

1. **Train Inspections–**

   A member of inbound crews on through trains operating caboooseless 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.

2. **FRA Random Drug Testing–**

   TY & E employees selected for FRA Random Drug Testing must show the start time of the RDT in the remarks column of their timeslip. Start time of RDT begins when a supervisor hands the employee a letter advising him/her that they are selected for RDT. A stop time on RDT is necessary only if different from their off duty time.

3. **Occupancy Control System (OCS)**

   OCS is in effect at locations designated under individual Subdivision Special Instructions, item 3, as follows:

   OCS for Trains and Engines

   In addition to complying with Rule 93 the following will apply:

   Permission, in the following form, must be obtained from the train dispatcher before trains or engines occupy the main track:

   "Proceed from _____ to _____ on _____ track"

   or

   "Work between _____ and _____ on _____ track"

   When requesting permission, give your engine number, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

   Trains or engines must advise train dispatcher when they are clear of the limits authorized.

   When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

   When permission is granted to work between two specific points, movement may be made in either direction between those points.

   Before permission is granted in the same limits with a train or engine working between two locations, a crew member of each train or engine must be notified.

   Before permission is granted in the same limits with men or equipment, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

   OCS for Maintenance of Way

   Permission, in the following form, must be obtained from the train dispatcher before men or equipment occupy or foul the main track:

   "Proceed from _____ to _____ on _____ track"

   or

   "Work between _____ and _____ on _____ track"

   Track may be used within limits specified without flag protection. If track is not safe for movement at restricted speed, employee in charge must protect track by placing red flags per rule 10(a).

   When requesting permission, give your name, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

   When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

   When permission is granted to work between two specific points, movement may be made in either direction between those points.

   Before permission is granted in the same limits with a train or engine, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

4. **Stack Cars–**

   All single 71 foot container stack cars shall be handled the same as existing stack cars as described in Item 3B, page 5, of the System Special Instructions.

5. **Failed Equipment Detectors–**

   Failed Equipment Detectors (FED) can be identified as Dragging Equipment Detectors (DED), Hot Bearing Detectors (HBD) or Hot Wheel Detectors (HWD) or any combination of the above. These initials are used to identify failed equipment detectors under Item 5 (A&B) of Individual Subdivision Instructions.

6. **Close Clearance**–Close clearance may exist on all auxillary tracks.

7. **Air Repeater Cars–**

   BN Northern Corridor Timetable, System Special Instructions, Item 4, contains information covering air repeater operation.

   The following information concerns air car air tests:

   Anytime a brake pipe leakage test is required:

   Locomotive brake pipe 90 PSI
   Dial air car number on head–end–device
   Charge until head–end–device reads 75 PSI
   Dial R–O–T number on head–end–device
   Charge until head–end–device reads 80 PSI
   Make brake pipe leakage test

   Air car operation:

   1. Air car must be operated with a rear–of–train device.
   2. Air car must be operated in approximate middle of train.
   3. Caboose is not required.
   4. Brake pipe pressure may be greater on last car than on locomotive.

   Air repeater car waiver from the FRA

   BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the three following conditions:

   1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valve setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater air unit;
   2. The brake pipe gradient on the portion of the train behind the repeater unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
   3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end–of–train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train forward of the repeater air unit, and on the rear of the last car in the train behind the repeater air which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

   This waiver translated into the following:

   - Maximum leakage between the locomotive and the air repeater car is five PSI per minute.
   - Maximum gradient between the locomotive and the air repeater car is 15 PSI.
   - Maximum gradient between the air repeater car and the last car in train is five PSI.
   - There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with a modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH–22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in rule 205 of the Air Brake and Train Handling Rules.

Due to the 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct five PSI gradient on the rear half of the train. To do this the engineer must dial in the end–of–train ID number and use the following chart:

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe device)	Minimum brake pipe pressure on last car in train. (Also read on head end leakage test)
90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket–size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to Trainmasters by Managers of Operating Practices.

Pend Oreille Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Sandpoint Jct. ↑ EASTWARD
			1403.3		SANDPOINT JCT J		
	01798		2.9		0.1		0.0
	01803		3.0		SANDPOINT B		0.1
					7.2		
	01810		10.1	2MT	ALGOMA		7.3
					6.7		
10,792	01817		17.6		COCOLALLA		14.0
					12.6		
13,287	01830		31.5		ATHOL	CTC	26.6
					7.3		
10,661	01837		37.7		RAMSEY		33.9
					5.7		
9,146	01843	45	45.5		RATHDRUM		39.6
					1.4		
	01845		47.0		HAUSER		41.0
					5.6		
	01850		51.5		HAUSER JCT J		46.6
					5.8		
10,095	01855		57.9		OTIS ORCHARDS		52.4
					5.9		
	01861		63.3		IRVIN		58.3
				2MT	3.3		
	01865		66.6		PARKWATER XY		61.6
					1.5		
	01866		68.1		YARDLEY BKITXY		63.1
					1.6		
			69.7	DT	NAPA ST IJXY		64.7
					1.9		
			71.5			ABS	
	01870	46	0.0		SPOKANE BKXY		66.6
					1.0		
	01877		1.1		SUNSET JCT JX(2)Y		67.6
					0.8		
	01878	37	1481.6		LATAH JCT J		68.4
					3.4		
11,537	12005		370.3		OVERLOOK		71.8
					4.2		
4,027	12008	47	367.1		SCRIBNER X		76.0
					2.0	CTC	
	12009		365.8		UP JCT J		78.0
					0.5		
	63009		11.8		LAKESIDE JCT J		78.5

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 2 in service Lakeside Jct to UP Jct

Train Dispatcher Calls– Sandpoint East–48, Sandpoint West–49.
Emergency Train Dispatcher Call – 911

See inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speed Permitted –

	Passenger	Freight
Sandpoint Jct to Lakeside Jct	79 MPH.	
MP 2.9 to MP 5.0	35 MPH.	35 MPH.
MP 5.0 to MP 7.5	50 MPH.	45 MPH.
MP 7.5 to MP 14.2 (MT 1)	60 MPH.	50 MPH.
MP 7.5 to MP 14.2 (MT 2)	70 MPH.	
MP 14.6 to MP 16.6	40 MPH.	40 MPH.
MP 19.3 to MP 19.6	75 MPH.	
MP 21.6 to MP 22.0	70 MPH.	
MP 33.0 to MP 33.5	70 MPH.	
MP 44.4 to MP 44.5	60 MPH.	
MP 65.9 to MP 68.2	35 MPH.	35 MPH.
MP 68.2 to MP 1.0	25 MPH.	25 MPH.
MP 1481.0 to MP 374.8	30 MPH.	30 MPH.
MP 374.8 to MP 368.8	60 MPH.	
MP 368.8 to MP 365.8	55 MPH.	55 MPH.
On sidings and/or through dual control turnouts at following locations:		
Cocolalla	25 MPH.	25 MPH.
Athol	30 MPH.	30 MPH.
Ramsey Rathdrum Otis Orchards Overlook	35 MPH.	35 MPH.
Through dual control turnouts Algoma (East and West), Sunset Jct, Latah Jct, UP Jct, Lakeside Jct	35 MPH.	35 MPH.
Hauser–through Dual control turnouts	20 MPH.	20 MPH.
Hauser East and West yard leads and Scale track	20 MPH.	20 MPH.
Irvin and Parkwater through dual control turnouts and on Main Track 1	35 MPH.	35 MPH.
Parkwater– through dual control turnout from Eastward Main Track to Main Track 2	35 MPH.	35 MPH.
Napa Street–Through crossovers and Dual Control switches	10 MPH.	10 MPH.
Through crossover Scribner to Marshall	25 MPH.	25 MPH.

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

	Up to 100 Tons/OB	Over 100 Tons/OB
Athol and Ramsey, engines westward freight trains passing signal 35.1	55 MPH.	45 MPH.
Ramsey and Rathdrum, engines westward freight trains passing signal 42.9	55 MPH.	45 MPH.

2. Bridge and Equipment Weight Restrictions–

Spokane–Locomotives in excess of 251,000 lbs not permitted on tracks 8 and 9 at east end of passenger station.

3.Type of Operation–

CTC in effect:

Sandpoint Jct	MP 2.9 to Parkwater	MP 65.8
Sunset Jct	MP 1.1 to Lakeside Jct	MP 11.8

ABS in effect:

Parkwater	MP 65.8 to Sunset Jct	MP 1.1

Rule 93 Yard limits in effect:

Parkwater	MP 65.8 to Sunset Jct	MP 1.1

Occupancy Control System in effect:

Parkwater	MP 65.8 to Sunset Jct	MP 1.1

See Spokane Division Special Instructions, item 3.

Two Main Tracks between:

Sandpoint	MP 7.5 and Cocolalla	MP 14.1
Irvin	MP 63.0 and Parkwater	MP 65.8

Double Track between:

Parkwater	MP 65.8 and Sunset Jct	MP 1.1

4. General Code of Operating Rules Items–

Rule 99– When flagging is required, distance will be 2.5 miles.

Rule 350(B)– Following switches not equipped with electric locks:

Cocolalla	Ramsey	Otis Orchards
Athol	Rathdrum	Algoma Main 1

Rule 450–Trains operating between Sandpoint Jct and Lakeside Jct must receive track warrant endorsed "Boyer West" prior to departure from initial station.

Eastward NRPC trains operating to Spokane must receive track warrant endorsed "Boyer West" at Wenatchee or Pasco.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures:

Spokane	MP69.8(DED)
Latah Bridge eastward	MP 371.4 (DED)

B. Other FED locations:

Granite	MP 22.2 (HBD & DED)
Ramsey	MP 41.2 (HBD & DED)

6. FRA Excepted Track–

Industrial trackage on SCP line between UP Crossover east of Long Lake Lumber and Argonne Road, Ideal Cement Spur off Main 1 at Irvin, Industrial SCP tracks, Centennial Mill Tracks and leads, and at Napa Street all trackage on Alkia Spur. See System Special Instructions Item 6.

7. Special Conditions–

Athol–Due to line change, MP 29 and MP 30 are missing.

Hauser–Weighing grain trains–
All loaded grain trains will contact the Yardmaster at Yardley prior to their arrival at Hauser and ascertain if their train is to be weighed. Train crews will then contact the Boyer West Dispatcher notifying him of the instructions received.
When using scale trains must not exceed 13 MPH or fall below 3 MPH in a contiuous motion until train reaches west block signal Hauser Yard.

After weighing, trains will wait for results and be governed by the Yardmaster's instructions before departing Hauser Yard and notify the Boyer West Dispatcher of their instructions.

Spokane– Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, or to communicate with a flagman.

Sunset Jct and Latah Jct–Westward Freight Trains do not use in excess of 4th throttle position west of Sunset Jct. until all units are on the Latah Creek Bridge.

Moveable Point Frogs– Sandpoint Jct, East and West Algoma, East and West Hauser and Irvin. Instructions for hand operation are contained in System Special Instructions.

8. Locations not Shown as Stations–

	Name	Miles–Location	Capacity Cars	Switch Opens
01858	Velox	1.1 east of Irvin	20	West
01860	Trentwood	0.5 east of Irvin	30	Both
12010	Fishiake	0.7 west of UP Jct	Conn	East

Columbia River Subdiv
MAIN LINE
STATIONS

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Latah Jct.	↑ EASTWARD
		01878		1481.6		LATAH JCT	J		0.0	
						7.8				
	7,442	01883		1489.8		LYONS		CTC	7.8	
						9.5				
	6,930	01893		1499.3		ESPANOLA			17.3	
						12.2				
	7,532	01905		1510.8		EDWALL			29.5	
						9.1				
		01914		1520.2		BLUESTEM			38.6	
						7.5				
		01922		1527.7	DT	HARRINGTON	X	ABS TWC	46.1	
						15.1				
		01937		1542.9		LAMONA			61.2	
						10.2				
	9,232	01947		1553.2		ODESSA			71.4	
						12.5				
	9,552	01959	37	1565.6		GIBSON			83.9	
						10.4				
	8,794	01970		1577.0		WILSON CREEK			94.3	
						13.1				
	10,794	01983		1568.6		ADRIAN			107.4	
						10.0				
		01993		1599.3		EPHRATA			117.4	
						5.1				
	10,360	01998		1803.8		NAYLOR		CTC	127.5	
						11.2				
	10,398	02009		1615.5		QUINCY			133.7	
						10.8				
	7,856	02020		1628.8		TRINIDAD			144.5	
						9.3				
	8,154	02030		1635.0		COLUMBIA RIVER			153.8	
						5.6				
		02035		1640.1		ROCK ISLAND			159.4	
						3.3				
	5,000	02038		1643.3		MALAGA			162.7	
						6.9				
		02044		1650.2		WENATCHEE	BJKY	ABS	169.6	

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls–Edwall–20, Harrington–21, Odessa–24, Wilson Creek–25, Ephrata–26, Wenatchee East–27, Trinidad –51, Emergency Train Dispatcher Call– 911

Wenatchee to MP 1641.1 is part of and under the jurisdiction of the Cascade Division.

See Inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speed Permitted–

	Passenger	Freight
Latah Jct to Wenatchee	79 MPH.	
Lamona to Bluestem against current of traffic	49 MPH.	40 MPH.
MP 1481.6 to MP 1483.3	30 MPH.	30 MPH.
MP 1483.3 to MP 1488.6	55 MPH.	45 MPH.
MP 1488.6 to MP 1489.2	40 MPH.	35 MPH.
MP 1489.2 to MP 1490.4	70 MPH.	50 MPH.
MP 1494.8 to MP 1498.0	65 MPH.	
MP 1508.8 to MP 1513.7	65 MPH.	
MP 1513.7 to MP 1516.8	55 MPH.	50 MPH.
MP 1516.8 to MP 1520.5	50 MPH.	50 MPH.
MP 1520.5 to MP 1522.7	45 MPH.	40 MPH.
MP 1522.7 to MP 1526.7	60 MPH.	50 MPH.
MP 1526.7 to MP 1529.0	50 MPH.	45 MPH.
MP 1529.0 to MP 1541.8	60 MPH.	50 MPH.
MP 1547.7 to MP 1555.2	65 MPH.	
MP 1555.2 to MP 1559.0	50 MPH.	45 MPH.
MP 1559.0 to MP 1570.9	70 MPH.	
MP 1570.9 to MP 1579.2	55 MPH.	50 MPH.
MP 1579.2 to MP 1587.4	70 MPH.	
MP 1587.4 to MP 1589.2	55 MPH.	50 MPH.
MP 1589.2 to MP 1598.2	70 MPH.	
MP 1598.2 to MP 1602.8	65 MPH.	
MP 1614.5 to MP 1615.1	65 MPH.	
MP 1615.1 to MP 1616.4	60 MPH.	
MP 1616.4 to MP 1620.0	65 MPH.	

MP 1620.0 to MP 1622.5	45 MPH.	40 MPH.
MP 1622.5 to MP 1624.2	25 MPH.	25 MPH.
MP 1624.2 to MP 1629.4	50 MPH.	45 MPH.
MP 1629.4 to MP 1640.6	60 MPH.	50 MPH.
MP 1640.6 to MP 1642.6	30 MPH.	25 MPH.
MP 1642.6 to MP 1646.5	65 MPH.	50 MPH.
MP 1646.5 to MP 1649.6	45 MPH.	40 MPH.
MP 1649.6 to MP 1650.2	35 MPH.	35 MPH.
On sidings and/or through dual control turnouts at following locations:		
Lyons Espanola Edwall Odessa Gibson Wilson Creek Adrian Naylor Quincy Trinidad Columbia River Malaga	30 MPH.	25 MPH.
End of double track Lamona and Bluestem	35 MPH.	35 MPH.
Wenatchee–MP 1652.7 to MP 1650 on W.O. main track		20 MPH.

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

	Up to 100 TonsO/B	Over 100 TonsO/B
Engines of freight trains passing signals:		
Westward signal between Bluestem and Lamona No. 1539.9	50 MPH.	40 MPH.
Westward signal between Ephrata and Naylor No. 1601.1	55 MPH.	45 MPH.
Westward absolute signal West Trinidad MP 1627.0		40 MPH.
Westward signal between Trinidad and Columbia River No. 1629.9		40 MPH.
Westward absolute signal Wenatchee at MP 1646.7		30 MPH.
Eastward signal Wenatchee No. 1649.4		30 MPH.

2. Bridge and Equipment Weight Restrictions–

Six axle locomotives not permitted on following tracks:

Geiger Air Field
Air Base Spur
Harrington Fertilizer Tracks
Odessa Elevator Tracks
Rock Island Old Siding
Quincy Yard Tracks, except Track 1.

3.Type of Operation–

CTC in effect:

Latah Jct MP 1481.6 to Bluestem MP 1520.6
Lamona MP 1541.6 to Wenatchee MP 1646.7

ABS in effect:

Bluestem MP 1520.6 to Lamona MP 1541.6
Wenatchee MP 1646.7 to MP 1650.2

TWC in effect:

Bluestem MP 1520.6 to Lamona MP 1541.6
Trains moving with current of traffic will not require Track Warrant authority.

Rule 93 Yard limits in effect:

Wenatchee MP 1646.7 to MP 1650.2
Trains and engines must obtain permission from yardmaster or operator before entering these limits.

Double Track between:

Bluestem MP 1520.6 and Lamona MP 1541.6

4. General Code of Operating Rules Items–

Rule 99–When flagging is required, distance will be 2.5 miles, except between Bluestem and Lamona when operating against the current of traffic the distance will be 1.5 miles.

Rule 412–Where TWC is in effect, Maintenance of Way track warrant authority will be issued to permit occupancy of main track when train location line–up is not in effect or will not permit movement.

Rule 450–Trains Operating between Latah Jct and Wenatchee must receive track warrant endorsed "Seattle East" prior to departure from initial station.

Eastward NRPC trains must receive track warrant endorsed "Seattle East" at Wenatchee.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures:

Trinidad	MP 1622.2 Westward (DED)
Trinidad	MP 1624.2 (DED)
Voltage	MP 1638.1 (DED)

B. Other FED locations:

Fairchild	MP 1495.9 (HBD & DED)
Bluestem	MP 1524.6 Both MT (HBD & DED)
Odessa	MP 1555.8 (HBD & DED)
Stratford	MP 1580.2 (HBD & DED)
Naylor	MP 1607.9 (HBD & DED)
Columbia River	MP 1633.6 (HBD & DED)

6. FRA Excepted Track–

Alcoa Spur, and Geiger Spur (no explosives or hazardous chemicals may be shipped through Fairchild Air Force base). See System Special Instructions Item 6.

7. Special Conditions–

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

Handling 80 Feet or Longer Cars–

Between Quincy and Wenatchee–

Trains of greater than 5700 trailing tons must handle empty cars, 80 feet and longer in the rear 5700 tons.

Trains of greater than 8800 trailing tons must handle loaded cars 80 feet and longer, in the rear 8800 tons except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

8. Locations not Shown as Stations–

	Name	Miles–Location	Capacity Cars	Switch Opens
01889	Fairchild Storage Track	4.1 east of Espanola	100	Both
01896	Geiger Field on spur	4.7 from Fairchild	Yard	West
01899	Waukon	5.7 east of Edwall	55	East
01909	Canby	3.7 west of Edwall	29	East
01928	Mohler	6.7 west of Harrington	55	Both
01932	Downs	4.7 east of Lamona	49	Both
01956	Irby	8.9 west of Odessa	25	Both
01963	Marlin	6.6 east of Wilson Creek	60	Both
01978	Stratford	7.8 west of Wilson Creek	60	Both
01991	Air Base	2.2 east of Ephrata	Yard	East
02003	Winchester	5.1 west of Naylor	50	Both
02033	Voltage	2.5 east of Rock Island	32	Both
02036	Alcoa Spur on spur	1.2 west of Rock Island	Yard	West

Lakeside Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Sunset Jct. EASTWARD ↑
	01877		1.1		SUNSET JCT J		0.0
					1.6		
12,641	63002		2.6		EMPIRE		1.6
					6.4		
	63007		9.3		MARSHALL JT		8.0
					2.6		
	63009		11.8		LAKESIDE JCT J		10.6
					4.8		
5,711	63014		16.6		CHENEY JT		15.3
					3.2		
8,100	63019		19.8		BABB		18.5
					9.9		
8,100	63028		29.7		FISHTRAP		28.4
					12.5		
8,100	63040		42.4		SPRAGUE		40.9
					8.9		
8,277	63048		51.1		KEYSTONE		49.8
					6.7		
8,100	63054		57.8		TOKIO		56.5
					7.1		
5,658	63062	46	64.9		RITZVILLE		63.6
					7.6		
8,100	63072		72.5		PAHA	CTC	71.2
					9.5		
6,441	63079		80.5		LIND		80.7
					5.0		
8,100	63082		84.9		SAND		85.7
					3.0		
5,753	63087		88.6		PROVIDENCE		88.7
					3.1		
2,619	63090		92.4		BEATRICE		91.8
					4.2		
8,100	63096		97.7		CUNNINGHAM		96.0
					12.0		
8,110	63108		109.7		CONNELL J		108.0
					4.3		
8,100	63113		114.9		CACTUS		112.3
					5.2		
6,784	63117		118.2		MESA		117.5
					8.4		
8,100	63124		126.3		ELTOPIA		125.9
					6.8		
	63131		133.9		SAGEMOOR		132.7
					3.1		
8,100	63135		137.0		GLADE		135.8
					8.6		
	12143		145.6		PASCO BIJKTY	ABS	144.4

BN Radio Channel No. 2 in service on this Subdivision. Train Dispatcher Calls–Hill–61, Lind–62, Connell–63, Richland–64.
Emergency Train Dispatcher Call – 911
Glade to Pasco is part of and under the jurisdiction of the Pasco Division

See inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speed Permitted–

	Passenger	Freight
Sunset Jct to Pasco	79 MPH.	
MP 1.0 to MP 1.7	25 MPH.	25 MPH.
MP 1.7 to MP 8.4	55 MPH.	55 MPH.
MP 8.4 to MP 11.7	40 MPH.	35 MPH.
MP 1.7 to MP 11.9	35 MPH.	35 MPH.
MP 11.9 to MP 15.3	45 MPH.	35 MPH.
MP 15.3 to MP 16.8	35 MPH.	35 MPH.
MP 22.5 to MP 26.2	75 MPH.	
MP 26.2 to MP 27.5	70 MPH.	
MP 27.5 to MP 27.8	65 MPH.	
MP 27.8 to MP 28.4	50 MPH.	45 MPH.
MP 31.9 to MP 40.4	75 MPH.	
MP 40.4 to MP 42.4	45 MPH.	45 MPH.
MP 42.4 to MP 43.9	60 MPH.	45 MPH.
MP 43.9 to MP 44.5	40 MPH.	40 MPH.
MP 44.5 to MP 48.5	50 MPH.	45 MPH.
MP 61.1 to MP 61.3	70 MPH.	
MP 64.4 to MP 65.2	50 MPH.	40 MPH.
MP 65.2 to MP 67.0	75 MPH.	
MP 67.0 to MP 68.1	70 MPH.	
MP 68.1 to MP 69.2	65 MPH.	
MP 69.2 to MP 70.5	55 MPH.	55 MPH.
MP 70.5 to MP 75.5	75 MPH.	55 MPH.
MP 75.5 to MP 77.5	70 MPH.	55 MPH.
MP 77.5 to MP 79.8	75 MPH.	55 MPH.
MP 79.8 to MP 86.6	45 MPH.	40 MPH.
MP 86.6 to MP 90.5	35 MPH.	35 MPH.
MP 90.5 to MP 92.5	50 MPH.	45 MPH.
MP 92.5 to MP 94.9	60 MPH.	45 MPH.
MP 94.9 to MP 96.7	40 MPH.	35 MPH.
MP 96.7 to MP 100.7	60 MPH.	
MP 100.7 TO MP 101.3	50 MPH.	50 MPH.
MP 101.3 to MP 108.0	35 MPH.	35 MPH.
MP 108.0 to MP 111.2	45 MPH.	45 MPH.
MP 111.2 to MP 112.9	50 MPH.	45 MPH.
MP 112.9 to MP 114.6	60 MPH.	55 MPH.
MP 114.6 to MP 114.9	55 MPH.	55 MPH.
MP 116.0 to MP 116.4	75 MPH.	
MP 119.0 to MP 121.5	75 MPH.	
MP 125.5 to MP 125.8	75 MPH.	
MP 130.1 to MP 131.3	70 MPH.	
MP 138.3 to MP 138.8	65 MPH.	50 MPH.
MP 138.8 to MP 139.3	50 MPH.	50 MPH.
MP 139.3 to MP 145.5	65 MPH.	50 MPH.
MP 145.5 to MP 145.6	10 MPH.	10 MPH.
On sidings and/or through dual control turnouts at the following locations:		
Cheney	10 MPH.	10 MPH.
Babb, Fishtrap	25 MPH.	25 MPH.
Lakeside Jct Sprague		
Tokio Paha		
Sand Cunningham		
Connell Cactus		
Eltopia Glade	35 MPH.	35 MPH.
On other sidings	12 MPH.	12 MPH.
Through crossover Marshall to Scribner and Palouse Subdivision Switch at Marshall	25 MPH.	25 MPH.
Head end westward trains or engines leaving siding over Clark St. Crossing MP110 Connell	25 MPH.	25 MPH.
Mesa to Basin City		20 MPH.

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

	Up to 100 tons O/B	Over 100 tons O/B
Providence and Beatrice Westward freight trains passing signal: 90.9		40 MPH.
Item 1A, System Special Instructions, applies to Westward freight trains between MP 84.0 to MP 90.0		

2. Bridge and Equipment Weight Restrictions–

Mesa and Basin City–
Six axle locomotives and derricks not permited.

Ritzville–Six axle locomotives not permitted east 500 feet of Greens track.

3.Type of Operation–

CTC in effect:
Sunset Jct MP 1.1 to Pasco MP 140.4

ABS in effect:
Pasco MP 140.4 to MP 145.6

Rule 93 Yard limits in effect:
Pasco MP 140.4 to MP 145.6

Locations Designated as Industrial Track between:
Mesa MP 0.0 and Basin City MP 10.0
GCOR Rule 105 applies

4. General Code of Operating Rules Items–

Rule 99–When flagging is required, distance will be 2.5 miles.

Rule 350(B)–Following switches no equipped with electric locks:

MP 31.1 Fishtrap–Spur track
MP 54.8 C&F Ind.–East switch to industry
MP 55.1 C&F Ind.–West switch to industry
MP 97.5 Cunningham–West switch to Storage track
MP 97.6 Cunningham–Switch to Elevator
MP 128.8 Eltopia–Switch to Elevator
MP 133.1 Sagemoor–East switch to siding
MP 134.1 Sagemoor–West switch to siding
MP 137.8 Glade–Glade Produce and Cenex Ind.
MP 138.4 Glade–East switch to Asphalt Spur
MP 138.7 Glade–West switch to Asphalt Spur
MP 139.3 Glade–Switch to Pure Gro

Rule 450–Trains operating between Lakeside Jct and Pasco must receive track warrant endorsed "Wishram East" prior to departure from initial station. Eastward NRPC trains must receive track warrant endorsed "Wishram East" at Pasco.

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Babb– MP 25.7 (HBD & DED)
Keystone– MP 47.8 (HBD & DED)
Ritzville– MP 68.6 (HBD & DED)
Beatrice– MP 94.2 (HBD & DED)
Mesa– MP 122.3 (HBD & DED)

6. **FRA Excepted Track–** In Pasco yard, storage tracks 5 through 16, including switches to these tracks. See System Special Instructions Item 6.

7. **Special Conditions–**
Pasco–All outbound trains will secure verbal authority from Pasco Operator before moving from Yard Track.

All trains arriving Pasco must, after requesting yard tracks from Pasco Operator, obtain permission from Pasco Tower before entering yard.

Between East Switch Pasco and East Switch Hover–
Controlled signals are under jurisdiction of Operator at Pasco.

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

	Name	Miles–Location	Capacity Cars	Switch Opens
63039	Sprague Elevator Track	0.7 east of Sprague	20	Both
63039	Sprague Old Siding	0.2 east of Sprague	54	Both
63053	Tokio–C&F Ind	2.6 east of Tokio	20	Both
63095	Cunningham Storage Track	0.2 east of Cunningham	12	West
63095	Cunningham Elevator Track	0.6 east of Cunningham	15	East
63126	Eltopia Elevator Track	0.4 west of Eltopia	20	West
63708	Basin City	8.6 west of Mesa	52	Both

Kettle Falls Subdiv
BRANCH LINE
STATIONS

SOUTHWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Napa St.	↑ NORTHWARD
		37	1476.7		NAPA ST IJXY		0.0	
					3.7			
	61972		1473.0		HILLYARD		3.7	
					4.9			
	61968		1468.1		MEAD		8.6	
					4.2			
	61963		13.8		DEAN		12.8	
					12.6			
1,350	62012		26.4		DEER PARK		25.4	
					12.0			
2,062	62025		38.4		LOON LAKE		37.4	
					18.1			
4,080	62043	376	56.5		VALLEY		55.5	
					7.7			
3,990	62050		64.2		CHEWELAH		63.2	
					22.9			
	62073		87.1		COLVILLE		86.1	
					8.5			
			95.6					
	62081		0.0		KETTLE FALLS BJKTY	TWC	94.6	
					4.7			
	62204		4.4		WEST KETTLE FALLS Y		99.3	
					7.4			
1,320	62212	377	11.8		BOYDS		106.7	
					5.4			
1,800	62217		17.2		BARSTOW		112.1	
					5.1			
2,100	62222		22.3		DULWICH		117.2	
					12.1			
			34.4					
600	62234		34.4		LAURIER, WA.		129.3	
					12.6			
	62246	392	47.0		GRAND FORKS, B.C. Y		141.9	
					1.8			
			48.8					
600	62249		48.8		DANVILLE, WA.		143.2	
					10.2			
900	62259	377	59.0		CURLEW		153.9	
					16.0			
2,040	62276		75.0		TORBOY Y		169.9	
					0.9			
	62227		75.9		SAN POIL Y		170.8	

BN Radio Channel No. 1 in service on this subdivision.

Train Dispatcher call–Monumental Mountain–10

Emergency Train Dispatcher Call – 911

1. **Maximum Speed Permitted–** **Freight**

Napa St. to Kettle Falls	40 MPH.
MP 1476.7 to MP 1475.4	20 MPH.
MP 1475.4 to MP 1470.4	25 MPH.
MP 1470.4 to MP 13.8	35 MPH.
MP 13.8 to MP 18.6	25 MPH.
MP 18.6 to MP 22.3	10 MPH.
MP 22.3 to MP 35.3	25 MPH.
MP 35.3 to MP 36.0	10 MPH.
MP 36.0 to MP 63.8	25 MPH.
MP 63.8 to MP 64.8	20 MPH.
MP 64.8 to MP 73.2	35 MPH.
MP 73.2 to MP 74.2	25 MPH.
MP 74.2 to MP 78.5	30 MPH.
MP 78.5 to MP 87.0	40 MPH.
MP 87.0 to MP 87.7	25 MPH.
MP 87.7 to MP 93.8	40 MPH.
MP 93.8 to MP 94.1	25 MPH.
MP 94.1 to MP 95.6	20 MPH.
Kettle Falls to San Poil	30 MPH.
MP 0.0 to MP 8.0	20 MPH.
MP 8.0 to MP 26.3	25 MPH.
MP 26.3 to MP 27.3	10 MPH.
MP 27.3 to MP 59.9	25 MPH.
MP 59.9 to MP 68.9	30 MPH.
MP 68.9 to MP 75.0	25 MPH.
MP 75.0 to MP 75.9	20 MPH.

Bridges 15.7,16.7,16.8, 18.9 19.2, 47.5, 60.2, 63.3, 64.5, 64.6, 70.6, 80.9, 0.6, 4.8, 10.9, 21.2, 22.5 and 27.7cars heavier than 272,000 lbs ..... 10 MPH.
Mead, over switches and frogs on curves at Aluminum Plant ..... 5 MPH.

2. **Bridge and Equipment Weight Restrictions–**
Six axle locomotives and derricks not permitted.

3. **Type of Operation–**

TWC in effect:
Napa St. MP 1476.7 to San Poil MP 75.9
MP 1476.7 (Napa St.) through MP 1468.1 (Mead) will be designated on track warrants as MP 476.7 through MP 468.1.

Rule 93 Yard limits in effect:
Napa St. MP 1476.7 to MP 1475.4
Kettle Falls MP 94.1 to MP 95.6
Kettle Falls MP 0.0 to MP 8.0
Torboy MP 75.0 to San Poil MP 75.9

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

Rule 99– When flagging is required in U.S., distance will be one mile. Canadian Rail Operating Rules are in effect for Canadian Operation and Rule 99.1 applies.

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

Rule G– The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on company property, is prohibited.
Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana, or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 41– Applies in Canada. Crew members are not required to replace torpedoes as stipulated in paragraph (b). Maintenance foreman is responsible for replacing torpedoes that have been exploded.

Rules 40, 41, 42, 43– Signals will be two (2) miles in advance of the defective or working point.

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/track bulletin.

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

Publications and Rules Books–Employees are also governed by Superintendent's General Orders, Notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules, Rules for the Protection of Track Units and Track Work, and all other applicable rules in accordance with existing policy wherein they do not conflict with the Canadian Rail Operating Rules.

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. **FRA Excepted Track–**
Safeway Lead including all track plus Food Services Lead and all trackage on Tosco Lead. At Mead, all industry track leading to Kaiser Aluminum. All Trackage on Spike Yard Lead in Zone 11. See System Special Instructions Item 6.

7. **Special Conditions–**

Between Valley and Dean– Trains on descending grade will slow or control speed in accordance with Air Brake and Train Handling Rule 344(B).

Between Kettle Falls and Dean– Trains in excess of 9500 trailing tons must have all empties on rear of train.

Addy– Trains switching Northwest Alloys, Inc., will ring bell and use engine whistle when moving over crossing in plant.

Laurier to Danville–Trains must not pass international border without permission of customs and immigration inspectors.

Grand Forks, B.C.– Transport Canada requires all train movements over Carson Road crossing on wye tracks shall be flagged by member of crew and do not occupy Carson Spur between BN main track and CP main track between the hours of 0700 and 1000 daily.

In Canada–Transport Canada requires that occupied cabooses and occupied service equipment be governed as follows while operating in Canada.

1. Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
2. Where track configurations require extreme care in set–off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

In Canada– Tank cars with DOT specifications 105, 114 and 112 may not be cut off in motion. They must be shoved to a joint making coupling with no more force than necessary, nor may any car rolling under its own momentum be allowed to strike one of these cars. Tank cars containing Flammable Compressed Gases must be separated in a train from tank car shipments of: Chlorine, Anhydrous Ammonia and Sulphur Dioxide by at least five (5) 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 making of train blocks to comply with proper placement is authorized.

Trains operating within the Canadian Province handling hazardous material will make a visual inspection of such cars at intervals of no greater than twenty (20) miles.

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

Name		Miles–Location	Capacity Cars	Switch Opens
62073	Vaagen Bros. Spur	0.1 west of Colville	45	Both
62067	Arden	6.7 east of Colville	47	Both
62059	Addy	9.1 west of Chewelah	17	Both
62042	Lane Mtn Silica Spur	1.0 east of Valley	29	Both
62041	Valley Lbr Spur	1.7 east of Valley	9	West
62040	Nanome	2.0 east of Valley	4	West
62034	Cline	8.1 east of Valley	18	Both
62033	Allied Mineral	8.4 east of Valley	8	East
62032	Springdale	9.6 east of Valley	20	West
62018	Clayton	5.3 west of Deer Park	9	East
62207	Plumb Creek Spur	2.7 west of Kettle Falls	10	Both
62208	Brauner Lbr Co Spur	3.0 west of Kettle Falls	4	East
62211	Portland Cement Spur	5.9 west of Kettle Falls	6	East
62228	Goldstake	6.1 east of Laurier	13	West
62235	Cascade	0.3 west of Laurier	14	Both

Nelson Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ — ↑ EASTWARD

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Nelson
	62185	391	200.0		NELSON	BYZ		0.0
					5.5			
	62180		194.5		TROUP JCT	Z		5.5
					29.7			
	62151		164.8		SALMO	Z		35.2
					24.4			
	62128	391	140.4		WANETA, B.C.	Z		59.6
					2.1			
	62124		138.3		BOUNDARY, U.S.	Y		61.7
					8.8			
3,009	62115		129.5		NORTHPORT	Y		70.5
					9.5			
2,224	62105	376	120.0		DOLOMITE			80.0
					14.1		TWC	
1,844	62092		105.6		EVANS			94.1
					9.9			
	62081		95.7		KETTLE FALLS	BJKTY		104.0

BETWEEN TROUP JCT AND NELSON

CP RAIL TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN

BN Radio Channel No. 2 in service between Nelson, B.C. and Salmo, B.C.

BN Radio Channel No. 1 in service elsewhere on this Subdivision.

Emergency Train Dispatcher Call – 911

1. **Maximum Speed Permitted–**

	Freight
Nelson to MP 129.0	10 MPH.
MP 129.0 to MP 100.3	25 MPH.
MP 100.3 to MP 95.7	10 MPH.
Northport Wye track	8 MPH.

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

Item 5d not permitted.

Six axle locomotives and derricks not permitted.

3. **Type of Operation–**

TWC in effect:

Kettle Falls MP 100.0 to Northport MP 129.0

Rule 93 Yard limits in effect:

Kettle Falls MP 95.7 to MP 100.0

Northport MP 129.0 to Troup Jct MP 194.5

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

Rule 99–Canadian Rail Operating Rules are in effect for Canadian operation and Rule 99.1 applies. When flagging is required in U.S., distance will be one mile.

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

Rule G– The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana, or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 41– Applies in Canada. Crew members are not required to replace torpedoes as stipulated in paragraph (b). Maintenance foreman is responsible for replacing torpedoes that have been exploded.

Rules 40, 41, 42, 43– Signals will be two (2) miles in advance of the defective or working point.

Rules 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/track bulletin.

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

Publications and Rules Books–Employees are also governed by Superintendent's General Orders, Notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules, Rules for the Protection of Track Units and Track Work, and all other applicable rules in accordance with existing policy wherein they do not conflict with the Canadian Rail Operating Rules.

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

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. **FRA Excepted Track–**

Between MP 129.0 and MP 139.7 between Northport and Waneta, B.C. See System Special Instructions Item 6.

7. **Special Conditions–**

Northport to Waneta–

Trains must not pass international border without permission of customs and immigration inspectors.

Kootenai Valley Saw Mills–Eastward trains stop at siding switch MP 169.75, Kootenai Valley Saw Mills, and westward trains stop at siding switch MP 170.01, and all trains between siding switches be protected by person qualified on Canadian Rail Operating Rules from a point on the ground.

Between Salmo and Troup Jct–Main track out of service between MP 171.5 and MP 194.5.

Automatic Crossing Signals–Account rusty rail conditions automatic crossing signals at MP 173.0, MP 173.6, MP 182.2 and MP 185.5 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

Mountain Grade Operation–

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Salmo and Troup Jct. MP 183.5–MP 194.0.

Ruling Grade Descending East: 2.5.

In Canada–Transport Canada requires that occupied cabooses and occupied service equipment be governed as follows while operating in Canada.

1. Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
2. Where track configurations require extreme care in set–off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

In Canada– Tank cars with DOT specifications 105, 114 and 112 may not be cut off in motion. They must be shoved to a joint making coupling with no more force than necessary, nor may any car rolling under its own momentum be allowed to strike one of these cars. Tank cars containing Flammable Compressed Gases must be separated in a train from tank car shipments of: Chlorine, Anhydrous Ammonia and Sulphur Dioxide by at least five (5) 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 making of train blocks to comply with proper placement is authorized.

Trains operating within the Canadian Province handling hazardous material will make a visual inspection of such cars at intervals of no greater than twenty (20) miles.

8. Locations not Shown as Stations–

	Name	Miles–Location	Capacity Cars	Switch Opens
62165	Hall on spur	14.9 west of Troup Jct.	14	Both
62156	Hardy Lbr Co Ltd Spur	24.0 west of Troup Jct.	16	West
62155	Louisiana Pacific Chip Track on spur	24.1 west of Troup Jct.	13	Both
62154	Boulder Mill on spur	3.3 east of Salmo	9	Both
62140	Parks	10.0 west of Salmo	8	Both
62136	ATCO Spur	10.0 east of Waneta, B.C.	3	West
62135	Fruitvale	9.1 east of Waneta, B.C.	27	Both
62132	Equipment Spur	6.0 east of Waneta, B.C.	3	East
62130	Columbia Gardens	3.6 east of Waneta. B.C.	11	Both
62129	Quirk	2.3 east of Waneta, B.C.	20	Both
62110	Cameron Spur	4.4 west of Northport	17	East
62107	Marble	8.3 west of Northport	37	Both

SOUTHWARD ↓ ↑ NORTHWARD

C W Subdiv

BRANCH LINE

STATIONS

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Cheney
	63014	378	0.0		CHENEY	JTY	TWC	0.0
					26.8			
1,420	62327		26.8		REARDAN			26.8
					14.9			
1,136	62341		41.7		DAVENPORT	1		41.7
					22.7			
1,252	62364		64.4		CRESTON			64.4
					10.0			
1,293	62374		74.4		WILBUR			74.4
					13.3			
1,442	62387		87.7		ALMIRA			87.7
					21.1			
552	62408		108.8		COULEE CITY	T		108.8

BN Radio Channel No. 1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. Maximum Speeds Permitted– **Freight**

Cheney to Coulee City ..... 25 MPH.

150–ton wrecking derricks and larger, and locomotive cranes, over bridges ..... 12 MPH.

Item 1A, System Special Instructions, applies.

2. Bridge and Equipment Weight Restrictions

Six axle locomotives and derricks not permitted between MP 3.0 and Coulee City.

3.Type of Operation–

TWC in effect:

Cheney MP 0.0 to Coulee City MP 108.8

Rule 93 Yard limits in effect :

Cheney MP 0.0 to MP 3.0

4. General Code of Operating Rules Items–

Rule 99– 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– NONE

7. Special Conditions–NONE

8. Locations not Shown as Stations–

	Name	Miles–Location	Capacity Cars	Switch Opens
62310	Medical Lake	10.8 west of Cheney	15	East
62321	Hite	5.8 east of Reardan	21	Both
62334	Mondovi	7.3 west of Reardan	25	Both
62347	Rocklyn	6.3 west of Davenport	21	Both
62381	Govan	6.6 west of Wilbur	15	Both
62390	Hanson	3.6 west of Almira	15	West
62397	Hartline	9.1 west of Almira	17	Both
62404	Cement	4.2 east of Coulee City	48	Both
62406	Odair	2.1 east of Coulee City	86	West

Newport Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Boyer	EASTWARD ↑
	01803		1401.2		BOYER	JTY	0.0	
					1.3			
	01803		1401.9		NORTH SANDPOINT	TY	1.3	
					13.4	TWC		
6,209	01917	37	1415.7		LACLEDE		14.7	
					8.2			
	61925		1424.2		PRIEST RIVER		22.9	
					6.6			
6,765	61931		1431.3		NEWPORT	JY	29.5	

BN Radio Channel No. 2 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. **Maximum Speed Permitted–** **Freight**
   Boyer to Newport ..... 25 MPH.
   On Sidings ..... 10 MPH.
2. **Bridge and Equipment Weight Restrictions–** None.
3. **Type of Operation–**

   TWC in effect:
   Boyer MP 1401.2 to Newport MP 1431.3
   MP 1401.2 through MP 1431.3 will be designated on track warrants as MP 401.2 through MP431.3.

   Rule 93 Yard limits in effect:
   Boyer MP 1401.2 to Dover MP 1405.1
   Newport MP 1430.7 to MP 1431.3
4. **General Code of Operating Rules Items–**

   Rule 99– 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–**
   All trackage on Albeni Falls Spur starting at MP 1428.22. See System Special Instructions Item 6.
7. **Special Conditions–**

   Slide Fence Indicator–

   Westward Signals–MP 1408.5, MP 1412.5, MP 1417.5, MP 1419.3, MP 1428.3.
   Eastward Signals–MP 1411.2,MP 1414.2, MP 1419.4, MP 1420.8,. MP 1429.7.
8. **Locations not Shown as Stations–**

Name		Miles–Location	Capacity Cars	Switch Opens
61906	Dover (SI Conn)	3.3 west of North Sandpoint	10	East
61921	Thama	4.7 west of Laclede	120	Both
61924	Hediund Lumber Co. Spur	0.8 east of Priest River	16	West
61928	Albeni Falls on spur	2.7 east of Newport	21	East

Coeur d' Alene Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Hauser Jct.	EASTWARD ↑
	01850	381	0.0		HAUSER JCT	JTY	0.0	
					2.3			
	82702		2.3		GRAND JCT	UY	2.3	
					1.9			
	62705	382	4.1		POST FALLS	Y	4.2	
					8.1			
	62713	375	12.2		COEUR d'ALENE	TY	12..3	

BN Radio Channel No. 2 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. **Maximum Speed Permitted–** **Freight**
   Hauser Jct to Coeur d'Alene ..... 10 MPH.
2. **Bridge and Equipment Weight Restrictions–**

   Item 5d not permitted.

   Six axle locomotives and derricks not permitted.
3. **Type of Operation–**

   Rule 93 Yard limits in effect:

   Hauser Jct MP 0.0 to Coeur d'Alene MP 12.2
4. **General Code of Operating Rules Items–**

   Rule 99– When flagging is required, distance will be 0.5 mile.
5. **Trackside Failed Equipment Detectors (FED)–**
   A. Protecting bridges, tunnels or other structures: NONE

   B. Other FED locations: NONE
6. **FRA Excepted Track–**
   Hauser Jct to Coeur d'Alene. See System Special Instructions Item 6.
7. **Special Conditions–**

   Coeur d'Alene– 11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings: Train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.

   Switching movement from east leg of wye will only be made to main track.

   Gibbs– Do not use the Flat Track as a switching lead for the UP Transfer Track. Switch the UP Transfer Track from the west end.
8. **Locations not Shown as Stations–**

Name		Miles–Location	Capacity Cars	Switch Opens
62625	Alpine Sales Spur	26.4 east of Spokane	5	East
62626	Huetter	27.7 east of Spokane	15	Both
62629	Atlas	28.4 east of Spokane	37	Both
62630	Gibbs	30.5 east of Spokane	7	Both

Palouse Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ — ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper		Distance from Marshall
	63007		0.0		MARSHALL	JTY		0.0
					26.9			
2,502	63227		26.7		ROSALIA			26.9
					10.9			
1,643	63238		37.6		OAKESDALE	U		37.8
					11.9			
2,668	63250	384	49.4		GARFIELD	U	TWC	49.7
					9.6			
1,368	63259		59.1		PALOUSE	JY		59.3
					16.6			
3,845	63276		75.7		PULLMAN	UY		75.9
					1.5			
	63277		77.1		PULLMAN JCT			77.4
					8.6			
	63286		85.9		MOSCOW	Y		86.0

BN Radio Channel No. 1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. Maximum Speed Permitted–

	Freight
Marshall to Moscow	40 MPH.
MP 0.0 to MP 1.0	10 MPH.
MP 1.0 to MP 3.3	25 MPH.
MP 10.8 to MP 11.7	25 MPH.
MP 20.8 to MP 25.2	35 MPH.
MP 25.2 to MP 28.3	25 MPH.
MP 28.3 to MP 35.0	35 MPH.
MP 35.0 to MP 47.4	25 MPH.
MP 47.4 to MP 50.0	10 MPH.
MP 50.0 to MP 58.0 (Eastward)	12 MPH.
MP 50.0 to MP 58.0 (Westward)	25 MPH.
MP 58.0 to MP 60.0	10 MPH.
MP 60.0 to MP 73.5	25 MPH.
MP 73.5 to MP 77.8	10 MPH.
MP 77.8 to MP 81.8	25 MPH.
MP 81.8 to MP 84.7	25 MPH.
MP 84.7 to MP 86.7	10 MPH.
Bridges 28 and 53, cars heavier than 220,000 lbs.	10 MPH.

Item 1A, System Special Instructions, applies.

2. Bridge and Equipment Weight Restrictions–

Item 5d not permitted.
Six axle locomotives and derricks not permitted.
Bridge derricks, wrecker derricks, locomotive cranes and cars weighing over 177,000 lbs must be separated from locomotives.

Palouse–Grain Growers spur restricted to one locomotive.

3. Type of Operation–

TWC in effect:
Marshall MP 0.0 to Moscow MP 85.9

Rule 93 Yard limits in effect:

Marshall	MP 0.0 to MP 1.0
Palouse	MP 58.0 to MP 60.0
Pullman	MP 74.6 to MP 76.3
Moscow	MP 84.8 to MP 85.9

4. General Code of Operating Rules Items–

Rule 99– 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 Ecepted Track– NONE

7. Special Conditions–

Moscow–Account rusty rail conditions automatic crossing signals at Highay 95 and Highway 8 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

8. Locations not Shown as Stations–

	Name	Miles–Location	Capacity Cars	Switch Opens
63211	Spangle	11.5 west of Marshall	55	Both
63220	Plaza	21.2 west of Marshall	9	Both
63644	Spring Valley on spur	5.8 from Rosalia	Yard	Both
63232	McCoy	5.2 west of Rosalia	10	Both
63235	Flaig	8.2 west of Rosalia	7	East
63243	Belmont	5.3 west of Oakesdale	56	Both
63244	Farmington	6.0 west of Oakesdale	20	East
63247	Eden	10.3 west of Oakesdale	47	Both
63266	Fallon	6.8 west of Palouse	32	Both
63267	Madson	8.1 west of Palouse	5	West
63271	Whelan	5.2 east of Pullman	11	Both

W I M Subdiv

BRANCH LINE

STATIONS

WESTWARD ↓ Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Bovill ↑ EASTWARD
	70048	396	47.0		BOVILL Y		0.0
					35.8		
	70012		11.2		POTLATCH BY		35.8
					11.2		
	63259		0.0		PALOUSE JY		47.0

BN Radio Channel No. 1 in service on this Subdivision.
Emergency Train Dispatcher Call – 911

1. **Maximum Speed Permitted–** **Freight**
   Bovill to Palouse ..... 10 MPH.
   Palouse, within corporate limits ..... 8 MPH.
2. **Bridge and Equipment Weight Restrictions**

   Item 5d not permitted.

   Six axle locomotives and derricks not permitted.

3. **Type of Operation–**

   Rule 93 Yard limits in effect:
   Bovill MP 47.0 to Palouse MP 0.0
4. **General Code of Operating Rules Items–**
   Rule 99– When flagging is required, distance will be 0.5 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 Bovill and Palouse. See System Special Instructions Item 6.
7. **Special Conditions–**
   Bovill– Siding east of crossover must be kept clear.
8. **Locations not Shown as Stations–**

Name		Miles–Location	Capacity Cars	Switch Opens
70035	Deary	12.3 west of Bovill	12	Both
70032	Vassar	16.8 west of Bovill	36	East
70021	Harvard	9.0 east of Potlatch	21	Both
70015	Princeton	3.9 east of Potlatch	8	West
70008	Kennedy Ford	3.1 west of Potlatch	31	Both

NOTES

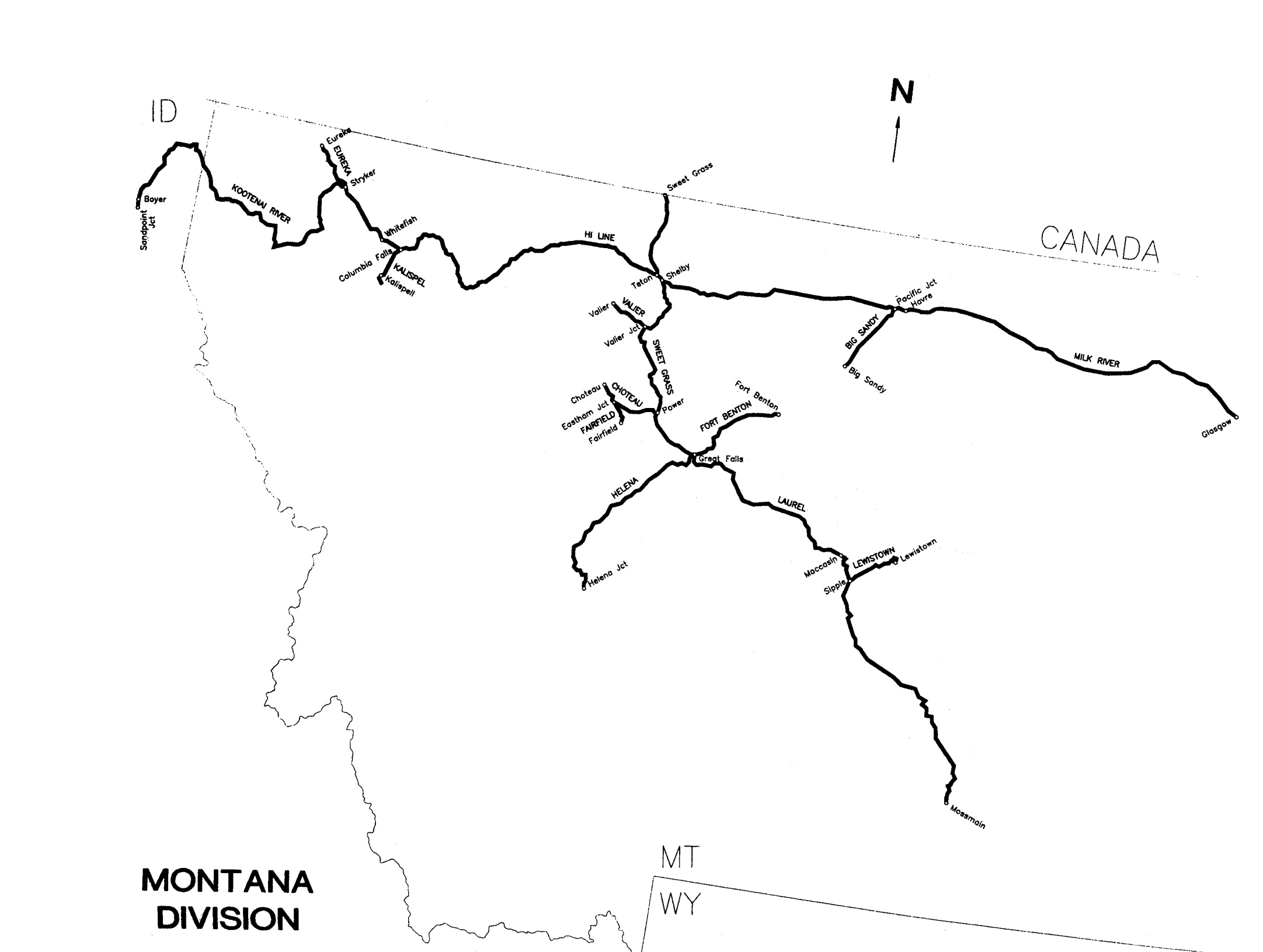
MONTANA DIVISION

D.G. ANDERSON, SUPERINTENDENT HAVRE 265–0410

D.G. BOESPFLUG ...	Trainmaster	265–0257 ...	Havre
J.E. ENGEL	Trainmaster	265–0311 ...	Shelby
R.J. WOLFF	Trainmaster	862–0255	Whitefish
R.P. OLSON	Trainmaster	862–0257	Whitefish
S.M. STOA	Trainmaster	791–3355	Great Falls

D.L. Meyers, Terminal Manager, Havre 265–0424

W.R. WALTERS	Trainmaster	265–0255 ...	Havre
C.B. ALEXANDER ...	Trainmaster	265–0256 ...	Havre


ID
N
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Eureka
EUREKA
Stryker
Boyer
Sandpoint Jct
KOOTENAI RIVER
Whitefish
Columbia Falls
KALISPEL
Kalispell
HI LINE
Sweet Grass
Shelby
Teton
Valier
VALIER
Valier Jct
SWEET GRASS
Pacific Jct
Havre
BIG SANDY
Big Sandy
MILK RIVER
Glasgow
Choteau
CHOTEAU
Eastham Jct
FAIRFIELD
Fairfield
Power
Fort Benton
FORT BENTON
Great Falls
HELENA
Helena Jct
LAUREL
Maccasin
LEWISTOWN
Lewistown
Sipple
Mossmain
MT
WY
MONTANA
DIVISION

1.Fuel Tender Placement–

For unit grain or coal trains with three or more locomotives, fuel tender must be separated from the train by at least one locomotive.

On 54 car grain trains with two or less locomotives the fuel tender cannot be used.

For all other trains, fuel tender may be first car in train, or may be ahead of the last locomotive.

2.Revenue Movement of Locomotives over Burlington Northern–

If a foreign locomotive is offered in interchange from a connecting carrier, or direct from a shipper on Burlington Northern, it must be verified at those points.

1. There are proper waybills in BN's possession.
2. That the continued movement over BN property is valid and in compliance with all Federal Regulations (CFR46 229.9) governing locomotives being moved dead, before continued movement is allowed.

3.Safety Committee Hot Line–

An employee Safety Committee Hot Line has been established in Havre for use by all Montana Division employees.

This telephone will be monitored daily. Employees should call this number with any non emergency issues. Please leave your name and be specific as possible in identifying a problem area or incident. It is our intent to respond to all individuals as soon as possible to inform them of corrective action. 265–0479.

4.Daily Locomotive Inspection Policy–

Effective April 16, 1990 the following daily locomotive inspection policy is in effect:

1. Compliance with Daily Locomotive Inspection laws must be enforced (RUL 229.21)
2. Engineers will be supplied with the new daily inspection form (Form 16450) which are now available. The engineers will be responsible for maintaining possession of the 16450 Forms.
3. It is essential all operating personnel comply and lend support to the new policy which is as follows:
   A. It will be the responsibility of the engineer to inspect Form 16450 and Form 15042 for eack locomotive in the consist. If the daily inspection record in the cab, Form 15042, indicates that the inspection for the current calendar day has not been performed the engineer will be responsible for making the inspection, even if he will be going to a mechanical facility before the end of the current calendar day.
   B. The daily ispection is to be done during the first tour of duty following 001 hours without further train delay. The engineer is responsible for performing the inspection before ending tour of duty on such calendar day.
   C. If a defect is found, the engineer will comply with Rule 123(D) and/or Rule 125 of the Air Brake and Train Handling Rules. Any FRA defects written on this form, must be signed off by the operating or mechanical employee making the repairs before:
      1. The Locomotive is used and;
      2. The locomotive is sent to the assignment point.

      If the locomotive is to be moved under Rule 125, Movement of Non–complying Locomotives, Form 16450 showing the defects to remain on the locomotive in the holder with the Cab Card, Form 15042.

      Form 16450 must accompany the engineer's daily timeslip at the end of tour of duty unless FRA defects have not been repaired, and signed off. Form 16450 must then be left at a locotion with the locomotive to be signed off by the person making the repairs, who will then be responsible for sending the signed report to the assignment point.

      D. The agents, clerks, or operating personnel who will process engineer's timeslips will be issued region instructions on forwarding the daily inspection sheets to the assigned maintenance facilities..

5.Air Repeater Car Operation–

System Special Instructions Item No.4, contain information covering air repeater operation.

The following information concerns Air Car tests:

Anytime a brake pipe leakage test is required:

–Locomotive brake pipe 90 PSI.
–Dial Air Car number on head-end device.
–Charge until head-end device reads 75 PSI.
–Dial R-O-T number on head-end device.
–Charge until head-end device reads 80 PSI.
–Make brake pipe leakage test.

Air Car Operation:

1. Air car must be operated with Rear–of-Train device.
2. Air car must be operated in approximate middle of the train.
3. Caboose is not required.
4. Brake pipe pressure may be greater on last car than on locomotive.

Air repeater car waiver from the FRA–

BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the following three conditions:

1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valves setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater unit;
2. The brake pipe gradient of the portion of the train behind the repeater car unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
3. The railroad must provide an operative telemetry reciever display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end-of-train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

The Waiver translated into the following–

–Maximum leakage between the locomotive and the air repeater car is 5 PSI.
–Maximum gradient between the locomotive and the air repeater car is 15 PSI.
–Maximum gradient between the air repeater car and the last car in train is 5 PSI.
–There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH-22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in Rule 205 of the Air Brake and Train Handling Rules.

Due to the 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct 5 PSI gradient on the rear half of the train. To do this the engineer must dial in the End-of-train ID number and use the following chart:

BRAKE PIPE PRESSURE INTO AIR CAR (Same as pressure read on head end device during brake pipe leakage test)	BRAKE PIPE PRESSURE OUT–AFTER 20% BOOST	MINIMUM BRAKE PIPE PRESSURE ON LAST CAR IN TRAIN (Also read on head end device)
90	108	103
89	106	101
88	105	100
87	104	99
86	103	98
85	102	97
84	100	95
83	99	94
82	98	93
81	97	92
80	96	91
79	94	89
78	93	88
77	92	87
76	91	86
75	90	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.
Air flow method of qualifying trains may not be used.

Pocket size copies of the chart showing the minumum brake pipe pressure for the last car will be supplied to trainmasters by managers of operating practices.

6. Instructions to Conductors–

When setting cars out on line including bad orders, the details of activity for each car must be recorded on a copy of the wheel report and submitted to a clerk or agent at the end of each tour of duty. This information is to include:

- Exact location where cars are spotted or set out
- Time and date set out
- If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.

This information is necessary to maintain expedient service to our customers and proper records of car movements.

If car bad ordered, state specific defect and wheel number if applicable.

Conductors are required to submit a train delay report with their timeslip whenever operating outside the switching limits of their headquarters.

7. Shut–down and Restart of Locomotives–

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and locomotive properly secured when ambient temperature is expected to be 40 degrees or above.

In addition to complying with the requirements of Rule 417 of the Air Brake and Train Handling Rules (BN FORM 15338 10–89, revised 10–90), locomotive engineers are remined to open main battery switch before leaving locomotive. On EMD locomotives the main battery switch must not be opened until after turbo aux. pump light has gone out. This indicated that the 15-35 minute cycle necessary to cool turbocharger bearings has expired.

In the event the locomotive fails to re-start the appropriate train dispatcher and Diesel Shop must be notified in order to initiate action to correct the situation.

Locomotives must not be shut down when the ambient temperature is expected to be 40 degrees fahrenheit or below.

8. Temperature Restrictions–

Cold and hot weather restrictions will be placed as conditions require.

9. Right of Way Fires–

Conductor must advise roadmaster in charge if his train started fires, and the cause of the fire.

10. Conductor Delay Reports–

Effective immediately please FAX all Conductor Delay Reports, train calls and any other pertinent information for the following trick dispatchers in Seattle to the following numbers:
Havre east dispatcher (Havre to Bainville) 8–625–6179
Havre west dispatcher (Havre to Whitefish) 8–625–6406
Boyer east dispatcher (Whitefish to Boyer) 8–625–6743

11. 911 Emergency Number–

A 911 Emergency Call-in is available on the Seattle and Northtown dispatcher radio network. When an emergency exits, portable, mobile and train radios operating on the dispatcher frequency cam enter "911" on their touchtone pads to immediately alert the dispatcher to an emergency call.
The mobile caller will receive three short answerback tones, indicating the "911" call has been sent to the dispatcher office. The dispatcher office communication equipment will recognize the "911" and give the call priority over other dispatcher radio activity. Audio from the mobile center will be connected directly to the dispatcher console speaker. This is to be used only for emergencies.

Milk River Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Glasgow EASTWARD ↑
11,700	01192		277.5	2MT	GLASGOW	BK		0.0
					11.8			
8,431	01205		289.4		TAMPICO			11.8
					14.1			
13,183	01219		303.5		HINSDALE			25.9
					12.7			
10,169	01232		316.2	2MT	SACO			38.6
					13.7			
8,000	01245		330.7		BOWDOIN			52.3
					13.3			
8,418	01259		343.3		MALTA			65.6
					9.6			
10,389	01268	35	352.8		WAGNER		CTC	75.2
					7.9			
7,264	01276		360.7		DODSON			83.1
					15.3			
8,456	01291		376.0		SAVOY			98.4
					11.8			
7,463	01303		387.6		HARLEM			110.2
					11.8			
10,302	01315		399.6		ZURICH			122.0
					9.3			
7,525	01324		408.8		CHINOOK			131.3
					8.1			
10,109	01332		416.7		LOHMAN			139.4
					13.6			
9,504	01345		430.4		HAVRE	BKTX(2)Y		153.0

See back page for AMTRAK schedule

BN Radio Channel No. 1 in service on this Subdivision.
Glasgow is part of and under the jurisdiction of the Minot Division.

Train Dispatcher calls:Glasgow–18, Hinsdale–19, Malta–20, Harlem–23, Havre–25.

1. **Maximum Speed Permitted –**

	Passenger	Freight
Glasgow and Havre	**79 MPH.**	**60 MPH.**
MP 277.5 to MP 276.8	65 MPH.	
MP 276.8 to MP 277.3	55 MPH.	50 MPH.
MP 277.3 to MP 279.6	65 MPH.	
MP 296.3 to MP 300.7	60 MPH.	55 MPH.
MP 311.8 to MP 312.1	65 MPH.	
MP 428.0 to MP 429.3	55 MPH.	50 MPH.
MP 429.3 to MP 430.4	20 MPH.	20 MPH.
Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.		
Chinook South Milk River factory tracks	5 MPH.	
Havre on 'A' track	20 MPH.	

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

Chinook–Locomotives weighing greater than 263,000 lbs and six axle derricks not permitted on South Milk River factory tracks.

3. **Type of Operations–**

Eastward Amtrak trains out of Havre will obtain track warrant from Havre East Dispatcher for territory between Havre and Bainville. A second track warrant received from Minot West Dispatcher will apply at Bainville.

All other eastward trains will receive their second track warrants from Minot East dispatcher at Glasgow which apply at Bainville.

All westward trains out of Minot will obtain track warrant from Minot West Dispatcher for territory between Minot and Bainville and a second track warrant received from Havre East Dispatcher will apply at Bainville

Track warrant series 7000 for trains operating between Minot and Bainville.

Track warrant series 2000 for trains operating between Havre and Bainville.

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

Rule 93–Yard limits in effect between MP 429.25 (Havre Center) to MP 431.95 (Havre West).

Glasgow– Unless otherwise provided all train crews relieved at Glasgow must deliver all track warrants, track bulletins and messages to relieving conductor, engineer or both. If the relieving crew cannot person ally confer with the crew being relieved, all track warrants, track bulletins and other pertinent information must be compared by the relieving conductor and engineer; and with the train dispatcher, before proceeding.

Rule 99–When flagging is required, flagging distance is 2.0 miles.

Test Mile Locations–

Glasgow–	MP 283.1 to MP 284.1
Malta–	MP 345.8 to MP 346.8
Chinook–	MP 411.6 to MP 412.6

Havre– Westward trains must not pass signals at Havre East MP 427.4 and Eastward trains must not pass signals at Havre West MP 432.0 without permission of Havre Yardmaster.

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

A. Protecting Bridge, Tunnel or other Structures:

Glasgow–	MP 282.2
Hinsdale–	MP 307.5
Saco–	MP 313.2
Malta–	MP 340.9
Malta–	MP 347.0

B. Other FED Locations:

Vandalia–	MP 292.9
Saco–	MP 322.8
Malta–	MP 347.0
Dodson–	MP 364.0
Harlem–	MP 383.5
Chinook–	MP 404.0

6. **FRA Excepted Track**– NONE

7. **Special Conditions–**

Rule 350(B)–

Following switches are not equipped with electric locks:

Havre–All switches between MP 429.7 to MP 431 0.

8. **Locations Not Shown as Stations–**

Name		Miles–Location	Capacity Cars	Switch Opens
01210	Vandalia (2 Tracks)	8.7 east of Hinsdale	85	West
01257	Malta Stock Yards	2.0 east of Malta	46	East
01286	Coburg	5.0 east of Savoy	16	West

Hi Line Subdiv
MAIN LINE
STATIONS

WESTWARD ↓ — ↑ EASTWARD

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Havre
	01345	35	430.4	2MT	HAVRE	8KTX(2)Y		0.0
					4.0			
			434.0					
	01350		964.0		PACIFIC JCT	J		40
					5.7			
8,431	01356		970.9		BURNHAM			9.7
					9.6			
8,574	01365		980.1		KREMLIN			19.3
					10.1			
8,577	01375		990.7		GILDFORD			29.4
					11.9			
8,579	01387		1002.7		RUDYARD			41.3
					13.0			
9,571	01400		1015.8		BUELOW			54.3
					7.1			
8,552	01407		1022.9		CHESTER			61.4
					13.1			
8,585	01420		1035.6		LOTHAIR			74.5
					12.0			
8,556	01432		1047.6		DEVON			86.5
					8.6			
9,062	01441		1056.3		DUNKIRK			95.1
					9.5			
	01451		1065.4		SHELBY	BJKTX		104.6
					2.7			
			1068.4	2MT	TETON	X(2)		107.3
					21.5			
	01475		1090.1		CUT BANK	BKX(2)		128.8
					16.4			
	01491		1106.5	2MT	PIEGAN	X(2)		145.2
					9.7			
	01501		1116.2		BLACKFOOT	T		154.9
					7.3			
12,183	01508		1123.9		BROWNING			162.2
					7.9			
	01517		1131.8		SPOTTED ROBE			170.1
					4.3			
		36	1136.1	2MT	GRIZZLEY		CTC	174.4
					2.0			
4,631	01522		1138.1		GLACIER PARK			176.4
					5.3			
9,536	01525		1144.0		BISON			181.7
					6.3			
	01534		1149.8		SUMMIT			188.0
					2.4			
			1152.2		MARIAS	TX(2)		190.4
					4.6			
	01540		1157.6	2MT	BLACKTAIL	X		195.0
					7.3			
	01548		1165.2		JAVA EAST			202.3
					0.9			
			1166.1		JAVA WEST			203.2
					4.1			
	01552		1170.2	2MT	ESSEX	TX(2)		207.3
					3.0			
	01558		1173.2		PINNACLE			210.3
					4.3			
			1177.6		PAOLA			214.6
					7.5			
	01568		1185.2	2MT	RED EAGLE	TX		222.1
					2.9			
			1188.0		NYACK			225.0
					7.7			
10,232	01578		1196.1		BELTON			232.7
					7.9			
11,157	01586		1204.9		CORAM			240.6
					4.4			
	01590		1208.7		CONKELLEY		ABS	245.0
				DT	2.9			
W4,015	01593		1211.6		COLUMBIA FALLS	TX(2)Y	TWC	247.9
					7.6			
	01601		1219.2		WHITEFISH	BIKTX(2)Y		255.5

See Back Page for AMTRAK Schedule
BN Radio Channel No.2 in service in Whitefish Yard
BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls: Havre–27, Rudyard–28, Lothair–29, Shelby–30, Cut Bank–31, Browning–32, Glacier Park–34, Summit–35, Blacktail–36, Essex–37, Red Eagle–38, Belton–39, Coram–40, Whitefish 41.

1. Maximum Speeds Permitted–	Passenger	Freight
Havre and Conkelley	**79 MPH.**	**60 MPH.**
MP 430.4 to MP 431.0	20 MPH.	20 MPH.
MP 431.0 to MP 967.2	55 MPH.	50 MPH.
MP 992.6 to MP 993.3	70 MPH.	
MP 1040.3 to MP 1046.1	70 MPH.	
MP 1062.6 to MP 1065.3	70 MPH.	
MP 1065.3 to MP 1068.7	65 MPH.	45 MPH.
MP 1068.7 to MP 1075.1	55 MPH.	50 MPH.
MP 1080.1 to MP 1082.4	70 MPH.	
MP 1082.4 to MP 1083.1	60 MPH.	55 MPH.
MP 1083.1 to MP 1087.9	70 MPH.	
MP 1087.9 to MP 1095.0	50 MPH.	45 MPH.
MP 1111.4 to MP 1112.7	55 MPH.	50 MPH.
MP 1117.2 to MP 1122.4	70 MPH.	
MP 1122.4 to MP 1126.9	55 MPH.	50 MPH.
MP 1126.9 to MP 1135.1	65 MPH.	50 MPH.
MP 1135.1 to MP 1138.4	45 MPH.	40 MPH.
MP 1138.4 to MP 1140.7	35 MPH.	30 MPH.
MP 1140.7 to MP 1145.7	50 MPH.	45 MPH.
MP 1145.7 to MP 1151.4	40 MPH.	35 MPH.
MP 1151.4 to MP 1166.5	30 MPH.	25 MPH.
MP 1166.5 to MP 1169.1	35 MPH.	30 MPH.
MP 1169.1 to MP 1173.7	45 MPH.	40 MPH.
MP 1173.7 to MP 1180.7	50 MPH.	40 MPH.
MP 1180.7 to MP 1184.2	40 MPH.	35 MPH.
MP 1184.2 to MP 1187.9	60 MPH.	45 MPH.
MP 1187.9 to MP 1190.2	50 MPH.	45 MPH.
MP 1190.2 to MP 1195.9	45 MPH.	40 MPH.
MP 1195.9 to MP 1204.4	60 MPH.	50 MPH.
MP 1204.4 to MP 1207.3	55 MPH.	50 MPH.
MP 1207.3 to MP 1208.9	40 MPH.	35 MPH.
MP 1208.9 to MP 1210.8	70 MPH.	
MP 1210.8 to MP 1212.9	70 MPH.	45 MPH.
MP 1212.9 to MP 1217.8	70 MPH.	
MP 1217.8 to MP 1219.2	35 MPH.	35 MPH.
Conkelley and Whitefish, against the current of trafiic	59 MPH.	49 MPH.
Whitefish West trains or engines through turnout end of double track	35 MPH.	35 MPH.
Whitefish through crossovers east of yard MP 1217.5 to MP 1217.7	35 MPH.	35 MPH.

The following head end restrictions are in effect:	UP TO 100 TONS/OB	OVER 100 TONS/OB
Head end of Westward Trains		
Signal 433.1		40 MPH.
MP 1087.9 to MP 1090.9	30 MPH.	30 MPH.
MP 1150.9		20 MPH.
Signal 1215.7 Freight trains only		55 MPH.
Head end of Eastward Trains		
Signal 433.4		40 MPH.
MP 1023.0 to MP 1022.4 Passenger Trains	70 MPH.	
Signal 1024.8 Freight Trains	55 MPH.	55 MPH.
West Switch Bison MP 1145.1		40 MPH.
MP 1087.9 to MP 1090.9	30 MPH.	30 MPH.

Trains or engines through No. 20 turnouts at following locations:	Passenger	Freight
End of two main tracks Pacific Jct	35 MPH.	35 MPH.
End of two main tracks at Shelby	35 MPH.	35 MPH.
Through crossovers at Teton	35 MPH.	35 MPH.
Through crossovers Cut Bank	35 MPH.	35 MPH.
End of two main tracks Cut Bank	35 MPH.	35 MPH.
Through crossovers at Piegan	35 MPH.	35 MPH.
End of two main tracks at Blackfoot	35 MPH.	35 MPH.
End of two main tracks at Spotted Robe	35 MPH.	35 MPH.
End of two main tracks at Grizzley	35 MPH.	35 MPH.
End of two main tracks at Summit	35 MPH.	35 MPH.
Through crossovers at Essex	35 MPH.	35 MPH.
End of two main tracks at Pinnacle	35 MPH.	35 MPH.
End of two main tracks Paola	35 MPH.	35 MPH.
Through crossover at Red Eagle	35 MPH.	35 MPH.
End of double track at Conkelley	35 MPH.	35 MPH.
Through crossovers at Marias	30 MPH.	25 MPH.

End of two main tracks Java East and Java West	30 MPH.	25 MPH.
End of two main tracks at Nyack	45 MPH.	45 MPH.

Trains departing sidings on proceed indication, except Glacier Park, may increase speed to 35 MPH after engine has passed signal.
Havre on "A" track ..... 20 MPH.

2. **Bridge and Equipment Weight Restrictions–**
Six axle locomotives not permitted:
Stoltz Lumber Industry Track

3. **Type of Operations–**

TWC –In effect between:

Double Track–MP 1208.6 to MP 1219.2
Two Main Tracks–
MP 431.9 to MP 964.7
MP 1065.3 to MP 1090.9
MP 1090.9 to MP 1116.4
MP 1131.9 to MP 1136.1
MP 1149.8 to MP 1165.1
MP 1166.0 to MP 1173.2
MP 1177.4 to MP 1187.9

Conkelley and Whitefish, running authority is not required for trains moving with the current of traffic.

Westward NRPC trains must receive a track warrant endorsed 2nd Subdivision at Havre. Eastward NRPC trains must receive a track warrant endorsed 2nd Subdivision at Whitefish.

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

Rule 93–Yard Limits–in effect between:
MP 429.25 (Havre Center) to MP 431.95 (Havre West).
Conkelley MP 1208.6 and Columbia Falls MP 1213
Whitefish East MP 1216.4 and Whitefish West MP 1220.3

Rule 99– When flagging is required, flagging distance is as follows:
Flagging against westbound frains is 2.0 miles.

Flagging against eastbound trains is 2.0 miles except:

MP 1164.0 to MP 1150.0 ..... 1.0 miles

When flagging is required, distance will be 2.0 miles, except between Whitefish and Conkelley when operating against the current of traffic, distance will be 1.5 miles.

Maintenance of Way–Between Conkelley and Whitefish train location lineup will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

Track warrant authority will be issued to permit occupancy of main track when line–up is not in effect or does not permit movement.

Test Mile Locations–

Burnham–	MP 973.0 to	MP 974.0
Dunkirk–	MP 1059.0 to	MP 1060.0
Ethridge–	MP 1077.0 to	MP 1078.0
Piegan	MP 1105.0 to	MP 1106.0
Conkelly	MP 1207.0 to	MP 1208.0
Columbia Falls	MP 1213.6 to	MP 1214.6

Following locations have movable point frogs – West Switch Bison, West Switch Belton, Paola and Pinnacle.

Movable point frogs are equipped with two switch machines. When dual switches at these locations are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog must both be operated.

Havre– Westward trains must not pass signals at Havre east MP 427.4 and Eastward trains must not pass signals at Havre west MP 432.0 without permission of Havre Yardmaster.

Shelby–The normal position of hand operated switch at MP 1065.75 is for movement to or from the Hi-Line Subdivision Main Track 2. When switch is in reverse position movement will be lined to or from the Sweet Grass Subdivision to the Shelby South Yard.

Crossovers on Double track not otherwise shown–
MP 1215.0 Half Moon Trailing Point

Columbia Falls–Trains from Kalispell Subdivision must not enter main track on Hi-Line Subdivision until permission is received from train dispatcher.

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting Bridge, Tunnel or other Structures:

Burnham–	MP 969.7	Blacktail–	MP 1157.2
Cut Bank–	MP 1086.3	Java East–	MP 1162.1
Sundance–	MP 1099.0	Essex–	MP 1170.3
.....	Main1 and 2 Eastward	Nyack–	MP 1188.0
		Belton–	MP 1198.9
High/wide Load Detector–	MP 1118.0	Conkelley–	MP 1208.3
Spotted Robe–	MP 1131.8		
Bison–	MP 1142.5		

B. Other FED Locations:

Kremlin–	MP 981.7	Blackfoot–	MP 1119.1
Inverness–	MP 1009.3	Bison–	MP 1145.5
Lothair–	MP 1030.8	Pinnacle–	MP 1175.1
Dunkirk–	MP 1059.3		
Sundance–	MP 1099.0		
.....	Main 1 and 2 Westward		

6. **FRA Excepted Track**–NONE

7. **Special Conditions–**

Do not exceed 5 MPH over electric scales at NFO spur Inverness.

Rule 350(B)– Following switches are not equipped with electric locks:

Havre	Between MP 429.7 to MP 431.0
Joplin	Elevator spur north of main track
Ethridge	Industry track south of No. 2 main track
Union Oil Spur	South of No. 2 main track
Cut Bank	Farmers Elevator track north of No. 1 main track
Pardue	Elevator track spur south of No. 2 main track
Meriwether	Elevator spur south of No. 2 main track
Blacktail	Industry track south of No. 2 main track
Spotted Robe	Industry track south of No. 2 main track
Java East	Industry track south of No. 2 main track

Mountain Grade Operation–

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Summit MP 1151.0 and Java East MP 1165.2.

Ruling grade descending westward is 1.8

Ruling grade descending eastward between MP 1146.0 to MP 1141.0 (Bison) is 1.2.

Manned Helper Operation–

(See System Special Instructions, Item 3 and 4A.)

The maximum number of powered axles in head end Consists on grain trains ascending heavy **or** mountain grades must not exceed 30 and not more than 24 in the head end consists of all other freight trains ascending such territories.

Between Browning and Whitefish–

Locomotives equipped with bolster stops may be coupled to cars in helper service.

Handling 80 Feet or Longer Cars–

(See System Special Instructions, Items 3.)

Java East to Summit–Eastbound only

Trains of greater than 4250 trailing tons must handle empty cars 80 feet and longer in the rear 4250 tons.

Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives of twelve powered axles are used at rear of train, a buffer of at least 900 tons must be provided to separate helper from the rearmost empty car, 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

Helper locomotives up to 18 powered axles may be cut into train with loss than the rated tonnage of the helper locomotives behind the helpers, provided that following restrictions are observed:

Helper Powered Axles	Tonnage Behind Helper	Buffer Required*
12–14	0–1,000	900 tons
	1,001–2,000	450 tons
	Above 2,000	None
16	0–1,000	2,250 tons
	1,001–2,500	1,250 tons
	Above 2,500	None
18	0–1,000	Prohibited
	1,001–2,000	2,100 tons
	2,001–3,500	1,100 tons
	Above 3,500	None

*Buffer to separate helper from next empty car, 80 feet **or** longer, ahead of the helper.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

EXCEPTION: Trains Consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must cut in ahead of caboose on such trains.

8. **Locations Not Shown as Stations–**

	Name	Miles–Location	Capacity Cars	Switch Opens
01381	Hingham	5.9 west of Gildford	48	Both
01394	Inverness	6.2 west of Rudyard	104	Both
01397	Joplin	10.01 west of Rudyard	104	Both
01413	Tiber (2 Tracks)	5.5 west of Chester	167	Both
01464	Ethridge (Main Two)	11.2 east of Cut Bank	20	East
01470	Union Oil Spur (3 Tracks)	4.6 east of Cut Bank	36	East
01486	Pardue Sammons Spur	10.4 west of Cut Bank	11	Main 2 East
01495	Meriwether–storage track	5.9 east of Blackfoot	34	Main 2 East
01555	Essex Pit	2.9 west of Essex	50	Main 1 East
01596	Halfmoon (E. Trk)	4.7 east of Whitefish	46	West

Kootenai River Subdiv
MAIN LINE
STATIONS

↓WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Whitefish	EASTWARD↑
		01601		1219.2		WHITEFISH	BIKTX(2)Y	ABS	0.0	
						5.4				
	7,060	01607		12246		VISTA			5.4	
						6.4				
	9,325	01613		1231.1		LUPFER			11.8	
						11.2				
	9,711	01624		1243.3		RADNOR			23.0	
						7.1				
		01631		1249.3		STRYKER	JT		30.1	
						3.4				
	9,722	01636		1252.8		BRIMSTONE			33.5	
						10.7				
	9,763	01646		1263.5		TWIN MEADOWS			44.2	
						9.6				
	9,760	01656		12732		ROCK CREEK			53.8	
						9.0				
	9,730	01665		1282.2		WOLF PRAIRIE			62.8	
						7.9				
	8,742	01672		1290.0		TAMARACK			70.7	
						7.9				
	9,769	01683		1298.0		FISHER RIVER			78.6	
						8.9				
	10,799	01692		1306.9		RIVERVIEW			87.5	
						7.0				
	9,568	01710	36	1312.2		RIPLEY			94.5	
						7.2				
	10,510	01718		1319.6		LIBBY	BK		101.7	
						11.0				
	8,641	01729		1331.3		KOOTENAI FALLS			112.7	
						7.2				
	14,286	01736		1337.9		TROY	BT		119.9	
						6.7				
	6,982	01742		1343.3		YAKT			126.6	
						6.8				
	8,235	01749		1350.3		LEONIA			133.4	
						13.5				
	8,394	01763		1364.3		CROSSPORT			146.9	
						4.3				
	9,742	01767		1368.4		BONNERS FERRY		CTC	151.2	
						11.4				
	9,577	01778		1379.8		NAPLES			162.6	
						7.4				
	9,912	01786		1387.4		ELMIRA			1170.0	
						6.7				
	7,439	01793		1394.1		COLBURN			176.7	
						7.2				
	10,363			1401.3		BOYER	JM		183.9	
						2.0				
		01798		1403.3		SANDPOINT JCT	J		185.9	

See Back Page for AMTRAK Schedule
BN Radio Channel No. I in service on this Subdivision.
BN Radio Channel No. 3 in service in Whitefish Yard. (AAR channel 36 on the 97 channel radios)

Train Dispatcher Calls–Whitefish–41, East Portal Flathead Tunnel–42, Flathead Tunnel–43, West Portal Flathead Tunnel–45, Blue Mountain–46, Moyie Springs–47, Sand Point East–48, Sand Point West–49.

1. **Maximum Speeds Permitted–**

	Passenger	Freight
Whitefish and Sandpoint Jct	**79 MPH.**	**60 MPH.**
MP 1219.2 to MP 1220.1	35 MPH.	35 MPH.
MP 1220.1 to MP 1227.2	55 MPH.	50 MPH.
MP 1227.2 to MP 1230.8	60 MPH.	55 MPH.
MP 1230.8 to MP 1239.9	65 MPH.	
MP 1239.9 to MP 1242.5	60 MPH.	55 MPH.
MP 1246.5 to MP 1250.8	70 MPH.	
MP 1264.6 to MP 1272.1	50 MPH.	50 MPH.
MP 1279.5 to MP 1279.9	75 MPH.	
MP 1285.3 to MP 1285.9	75 MPH.	
MP 1296.6 to MP 1301.1	75 MPH.	
MP 1305.2 to MP 1324.8	60 MPH.	55 MPH.
MP 1324.8 to MP 1329.6	55 MPH.	50 MPH.
MP 1329.6 to MP 1333.5	45 MPH.	40 MPH.
MP 1333.5 to MP 1336.0	50 MPH.	45 MPH.
MP 1336.0 to MP 1339.8	60 MPH.	55 MPH.
MP 1339.8 to MP 1344.1	45 MPH.	40 MPH.

MP 1344.1 to MP 1363.2	35 MPH.	30 MPH.
MP 1363.2 to MP 1366.8	60 MPH.	55 MPH.
MP 1366.8 to MP 1371.3	50 MPH.	45 MPH.
MP 1371.3 to MP 1376.5	40 MPH.	40 MPH.
MP 1376.5 to MP 1382.2	70 MPH.	
MP 1382.2 to MP 1384.2	50 MPH.	45 MPH.
MP 1401.2 to MP 1403.3	35 MPH.	35 MPH.

The following head end restrictions are in effect:

Head end of Westward Trains:

MP 1337.0 to MP 1337.5	60 MPH.	55 MPH.

Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.

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

Cars heavier than 286,000 lbs. not permitted.

Libby–Locomotives not permitted on Champion International Corp. wye track.

Bonners Ferry and Troy–Six axle locomotives not permitted on wye tracks.

Six axle Locomotives not permitted on Idaho Timber industry tracks.

3. **Type of Operations–**

TWC–Trains operating between Whitefish and Sandpoint Junction must receive track warrant endorsed Boyer East prior to departure from initial station.

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

Rule 99– When flagging is required, distance will be 2.5 miles.

Test Mile Location–

Radnor	MP 1243.1–MP 1244.1
Ripley	MP 1311.95–MP 1312.95

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

A. Protecting Bridge, Tunnel or other Structures:

Swamp Creek–	MP 1259.1	Libby–	MP 1322.1
Rock Creek–	MP 1276.4	Naples–	MP 1381.9
Libby–	MP 1315.9		

B. Other FED Locations:

Olney–	MP 1236.6	Crossport–	MP 1366.7
Fisher River–	MP 1296.1	Boyer–	MP 1398.4
Yakt–	MP 1341.6		

6. **FRA Excepted Track**–NONE

7. **Special Conditions–**

Rule 350(B)–Following switches not equipped with Electric Locks: Katka – Industry track spur.

Flathead Tunnel, between Twin Meadows and Rock Creek– If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough under standing with entire, crew whether train will be backed out of tunnel or proceed eastward to Twin Meadows.

If a train is stopped in the tunnel, protection and safety of all crew members must be provided for including deadhead crews. Comply with rules pertaining to protection of your train.

In case of emergency, a train in the tunnel may make a forward or reverse movement to Twin Meadows or Rock Creek without flag protection.

Crews of all trains stopped in Flathead Tunnel must communicate with train dispatcher, to have tunnel ventilating fans operating and door at Twin Meadows closed during time train is standing. Telephones are located in each bay in tunnel.

The ventllatlng fan and tunnel door are located at the East Portal of Flathead Tunnel, MP 1264.5, eastward absolute signal is located 120 feet west of tunnel door, and westward absolute slgnal is located 166 feet east of tunnel door. When a train or englne is stopped by either of these signals, contact by telephone to train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is in fully opened position.

In the event tunnel door, Flathead Tunnel, is closed, denying movement, crew must first contact train dispatcher, who will take proper action. However, instructions and emergency push buttons for operating the tunnel door are located inside the air lock door at east end south side of tunnel.

Five Scott Air Packs have been placed at the east end of the tunnel and each bay of the Tunnel. Whenever one is used, notity dispatcher immediately and advise the trainmaster at Whitefish the number of air packs used and where left so that they can be recharged at once. Used air packs must be left at Libby or Whitefish depots.

Employees must be careful when using a fusee in the Flathead Tunnel and crews handling hazardous materials must exercise extreme caution when using a fusee.

1. When practical the tunnel must be given a full flush between trains.
2. If traffic is such, that a full flush is not pratical, the dispatcher must notify the crew and be governed by their instructions as to wether a full flush will be necessary.
3. Locomotive cabs must have doors and windows closed, when operating through the tunnel and locomotive cabs with excessive air leaks around windows and doors must require a full flush before entering the tunnel. Crew must notify dispatcher no later than Tamarack or Brimstone if a full flush will be necessary.

In October 1991 testing was conducted on both lead and trailing locomotives to determine the level of contaminates from the diesel exhaust in the tunnel. The test results indicated that employees are not exposed to any contaminate that exceeded Occupational Safety and Health Administrations permissible exposure limits even though there was a distinct odor of diesel fuel exhaust.

As an additional safety measure employees are encouraged and employees with repiratory problems are required to wear a respirator when operating through the tunnel. Employees requiring a respirator must be trained and fitted.

8. **Locations Not Shown as Stations–**

	Name	Miles–Location	Capacity Cars	Switch Opens
01618	Olney	5.5 west of Lupfer	75	Both
01744	Swamp Creek (3 Trks)	3.1 east of Twin Meadows	83	East
01713	Zonolite Spur	4.8 east of Libby	49	East
01756	Katka Spur	6.5 east of Crossport	18	East
01772	Moravia	4.9 west of Bonners Ferry	21	East
01790	Samuels (Cedapine Veneer)	10.0 east of Boyer	9	East
01791	Emerson Spur	Off W.I. Forest Prod Spur	15	West
01792	W.I. Forest Prods Spur	7.8 east of Boyer	15	West

Sweet Grass Subdiv
MAIN LINE
STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Great Falls	EASTWARD
		32777		0.9		GREAT FALLS BJKTY		0.0	
						11.3			
	2,847	32788		12.3		VAUGHN		11.3	
						14.0			
	6,455	32802		26.8		POWER JT		25.3	
						10.6			
	6,358	32813		37.3		DUTTON	TWC	35.9	
						7.4			
		32820		45.3		COLLINS		43.3	
						10.0			
	5,115	32830		55.2		BRADY		53.3	
						13.4			
	8,970	32843		68.6		CONRAD TY		68.7	
						3.2			
		32847	354	71.8		VALIER JCT J		69.9	
						7.6			
	6,890	32854		79.5		LEDGER		77.5	
						4.7			
		32859		84.1		FOWLER		82.2	
						6.5			
	6,387	32868		90.8		NAISMITH		88.7	
						9.3			
		01451		100.0	2MT	SHELBY BJKTXY	CTC	98.0	
						19.7			
		61217		120.1		KEVIN	TWC	117.7	
						10.4			
		61228		130.6		SUNBURST		128.1	
						8.4			
	6,600	61236		138.9		SWEET GRASS KTY		136.5	

BN Radio Channel No. 2 in service on this Subdivision.
(AAR Channel 70 on the 97 channel radios)
Train dispatcher calls: Great Falls–71, Dutton–75, Conrad–76, Shelby–78,Sunburst–80.

1. **Maximum Speeds Permitted–**

	Freight
Great Falls and Shelby	49 MPH.
MP 7.20 to MP 8.20	10 MPH.
MP 10.9 to MP 13.80	25 MPH.
MP 43.50 to MP 46.25	30 MPH.
MP 48.85 to MP 49.50	30 MPH.
MP 63.50 to MP 64.10	35 MPH.
MP 66.8 to MP 71.00	20 MPH.
MP 71.00 to MP 72.70	40 MPH.
MP 74.85 to MP 75.85	35 MPH.
MP 91.10 to MP 93.60	25 MPH.
Shelby and Sweetgrass	40 MPH.
All Sidings	10 MPH.

Item 1A. All Subdivisions, applies.

2. **Bridge and Equipment Weight Restrictions**–NONE.

3. **Type of Operations–**

TWC– in effect on this subdivision.

Maintenance of Way– Rule 35, Recorded Train Location Line-up available on this subdivision.

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

Rule 99– When flagging is required, flagging distance is as follows:

MP 0.0 – MP 99.8	2.0 Miles
MP 102.4 – MP 138.9	1.0 Miles

Shelby–

The normal position of hand operated switch at MP 1065.75 is for movement to or from the Hi–Line Subdivision Main Track 2. When switch is in reverse position movement will be lined to or from the Sweet Grass Subdivision to the Shelby South Yard.

Yard limits in effect between:

Great Falls–	MP 0.9 to MP 4.4
Conrad–	MP 66.8 to MP 71.
Shelby–	MP 98 to MP 103.
Sweet Grass–	MP 136 to MP 138.9.

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. **FRA Excepted Track–**

Great Falls– New yard tracks 2 and 3 are FRA excepted tracks.

7. **Special Conditions–**

Handling 80 Feet or Longer Cars–

(See System Special Instructions, Item 3).

8. **Locations Not Shown as Stations–**

	Name	Miles–Location	Capacity Cars	Switch Opens
32825	Exxon Yard	4.5 west of Collins	17	Both

Laurel Subdiv
MAIN LINE
STATIONS

WESTWARD	Length of Siding In Feet	Station Nos	Line Segment	Mile Post Location	Trk		Rule 6	Oper	Distance from Moss-Main	EASTWARD
		30853		0.0		MOSSMAIN	JTY		0.0	
						4.0				
		32557		4.2		HESPER			4.0	
						32.3				
	6,400	32590		36.5		BROADVIEW			36.3	
						19.6				
	6,442	32609		56.1		CUSHMAN			55.9	
						25.7				
	6,399	32635		81.8		HEDGESVILLE			81.6	
						20.3				
	6,654	32655		102.1		JUDITH GAP			101.9	
						12.3				
		32668		114.4		BUFFALO			114.2	
						8.0				
				122.4		SIPPLE	J		122.2	
						7.4				
		32683	362	129.8		HOBSON		TWC	129.6	
						5.4				
	6,196	32688		135.1		MOCCASIN	JT		135.0	
						18.7				
	3,182	32707		153.9		STANFORD			153.7	
						16.9				
	2,671	32724		170.7		GEYSER			170.6	
						12.4				
		32736		183.1		RAYNESFORD			183.0	
						11.2				
	6,743	32748		194.4		ARMINGTON			194.2	
						2.0				
		32750		196.3		BELT			196.2	
						16.5				
	2,618	32766		212.8		GERBER			212.7	
						10.0				
		32777		224.5		GREAT FALLS	BJKTY		222.7	

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls: Broadview–70, Judith Gap–71, Stanford–72, Raynsford–73, Great Falls–71, Hesper–60.

1. **Maximum Speeds Permitted–**

	Freight
Mossmain and Great Falls	49 MPH.
MP 0 to MP 0.8	10 MPH.
MP 10.0 to MP 10.8	25 MPH.
MP 10.8 to MP 13.1	10 MPH.
MP 16.0 to MP 19.2	40 MPH.
MP 19.2 to MP 19.6	25 MPH.
MP 19.6 to MP 22.3	40 MPH.
MP 40.5 to MP 40.7	25 MPH.
MP 44.1 to MP 44.7	25 MPH.
MP 54.3 to MP 54.5	25 MPH.
MP 149.0 to MP 149.5	10 MPH.
MP 161.0 to MP 161.5	10 MPH.
MP 181.5 to MP 184.0	40 MPH.
MP 198.3 to MP 200.4	35 MPH.
MP 200.4 to MP 200.8	25 MPH.
MP 208.0 to MP 208.3	40 MPH.
MP 208.3 to MP 210.2	25 MPH.
MP 210.2 to MP 219.1	40 MPH.
MP 219.1 to MP 222.4	30 MPH.
All Sidings	10 MPH.

Item 1A, All Subdivisions, applies.

2. **Bridge and Equipment Weight Restrictions**

Six–axle locomotives not permitted on west leg of wye track at Moccasin.

3. **Type of Operations–**

TWC– in effect on this subdivision.

Maintenance of Way– Rule 35 Recorded Train Location Line-up available on this subdivision.

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

Rule 99– When flagging is required, flagging distance is 2.0 miles.

Test Mile Locations–

Hesper– MP 3.5 to MP 4.5
Gerber– MP 215.8 to MP 216.8

Yard limits in effect between:

Mossman– MP 0.0 to MP 1.2.
Great Falls– MP 220.8 to MP 224.5.

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. **FRA Excepted Track– NONE**

7. **Special Conditions–**

Handling 80 Feet or Longer Cars–

(See System Special Instructions, Item 3).

8. **Locations Not Shown as Stations–**

Name		Miles–Location	Capacity Cars	Switch Opens
32568	Rimrock	5.3 west of Hesper	10	East
32575	Acton	17.3 west of Hesper	18	West
32581	Comanche	8.5 east of Broadview	30	East
32622	Franklin	12.6 east of Hedgesville	18	Both
32700	Windham	7.1 east of Stanford	38	East
32754	Wayne	4.9 west of Belt	27	West
32758	Fife	7.0 west of Belt	19	East
32763	Bovey's Elevator Spur	13.1 west of Belt	15	East

Helena Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Great Falls ↑ EASTWARD
	32777		115.5		GREAT FALLS BJKTY		0.0
					14.2		
2,213	11133		129.8		ULM		14.2
					14.5		
2,211	11148		144.3		CASCADE		28.7
					22.9		
6,100	11171	336	167.2		CRAIG		51.6
					7.9	TWC	
2,488	11179		175.1		WOLF CREEK		59.5
					9.3		
2,276	11188		184.4		SIEBEN		68.8
					12.1		
5,112	11200		196.5		SILVER CITY		80.9
					14.5		
	31082		210.9		HELENA JY		95.4

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls:– Helena Jct.–53, Craig–71, Great Falls–71.

1. **Maximum Speeds Permitted–** **Freight**

Great Falls and Helena Jct.	35 MPH
MP 121.3 to MP 122.0	25 MPH
MP 137.0 to MP 137.5	25 MPH
MP 146.0 to MP 146.6	25 MPH
MP 148.9 to MP 149.1	25 MPH
MP 152.9 to MP 155.0	25 MPH
MP 155.0 to MP 155.7	10 MPH
MP 155.7 to MP 164.6	25 MPH
MP 164.6 to MP 164.8	10 MPH
MP 164.8 to MP 181.4	25 MPH
MP 181.4 to MP 181.7	10 MPH
MP 181.7 to MP 183.5	25 MPH
MP 183.5 to MP 184.5	10 MPH
MP 184.5 to MP 210.0	25 MPH
All Sidings	10 MPH

Item 1A, All Subdivisions, applies.

2. **Bridge and Equipment Weight Restrictions**

Trains handling cars weighing over 263,000 lbs. are restricted over the following bridges:
Bridge 121.0 – 10 MPH. Bridge 162.1 – 10 MPH.

3. **Type of Operations–**
TWC– in effect on this subdivision.
Maintenance of Way– Rule Recorded Train Location Line-up available on this subdivision.

4. **General Code of Operating Rules Items–**
Rule 99– When flagging is required, flagging distance is 1.5 miles.
Test Mile Locations–
Ulm– MP 124 to MP 125
Yard limits in effect between:
Great Falls MP 115.6 to MP 120.9
Helena Jct. MP 209.0 to MP 210.9

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting Bridge, Tunnel or other Structures: NONE
B. Other FED Locations: NONE

6. **FRA Excepted Track**– NONE

7. **Special Conditions–**
Handling 80 Feet or Longer Cars–
(See System Special Instructions, Item 3).
Between Wolf Creek and Helena Jct.–
Trains of 6500 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 6500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train. Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

8. **Locations Not Shown as Stations–**

Name	Miles–Location	Capacity Cars	Switch Opens
11156 Hardy	6.2 west of Cascade	29	West

Lewistown Subdiv
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Sipple ↑ EASTWARD
			0.0		SIPPLE J		0.0
					7.4		
	61368		7.4		MOORE		7.4
					9.6		
	61358	368	17.0		GLENGARRY	TWC	17.0
					8.0		
	61331		250		LEWISTOWN JT		25.0

BN Radio Channel No. 1 in service on this Subdivision.

1. **Maximum Speeds Permitted–** **Freight**

Sipple and Lewistown	25 MPH
Lewistown City Limits	8 MPH
All industry tracks	10 MPH

Item 1A. All Subdivisions, applies.

2. **Bridge and Equipment Weight Restrictions**

Cars heavier than 268,000 lbs, not permitted between Glengarry and Lewistown.

Six axle derricks not permitted

Six axle locomotives and four axle locomotives exceeding 280,000 pounds not permitted west of Moore.

3. **Type of Operations–**
TWC– in effect on this subdivision.
Maintnenance of Way– Rule 35–Recorded Train Location Line-up available on this subdivision.

4. **General Code of Operating Rules Items–**
Rule 99– When flagging is required, flagging distance is 1.0 mile

5. **Trackside Failed Equipment Detectors (FED)–**
A. Protecting Bridge, Tunnel or other Structures: NONE
B. Other FED Locations: NONE

6. **FRA Excepted Track**– NONE

7. **Special Conditions–**
Handling 80 Feet or Longer Cars–
(See System Special Instructions, Item 3).

8. **Locations Not Shown as Stations**– NONE

Ft Benton Subdiv
BRANCH LINE
STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Fort Benton	EASTWARD
	4,822	11075		74.6		FORT BENTON		0.0	
						15.7			
	4,054	11090		90.3		CARTER		15.7	
						12.6			
	4,646	11103	353	102.9		PORTAGE	TWC	28.3	
						5.6			
	5,334	11109		106.1		SHEFFELS		33.9	
						10.7			
		32777		119.4		GREAT FALLS BJKTY		44.6	

BN Radio Channel No. 2 in service on this Subdivision.

(AAR Channel 70 on the 97 channel radios)
Train Dispatcher calls: Great Falls–71, Fort Benton–79.

1. **Maximum Speeds Permitted–** **Freight**

Fort Benton and Great Falls	25 MPH
MP 106 to MP106.5	10 MPH
MP 112.4 to MP 112.9	10 MPH
MP 115.0 to MP 119.4	10 MPH
All Sidings	10 MPH

Item 1A, All Subdivisions, applies.

2. **Bridge and Equipment Weight Restrictions**–NONE.

3. **Type of Operations**–

TWC– in effect on this subdivision.

Maintenance of Way– Rule 35 Recorded Train Location Line-up available on this subdivision.

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

Rule 99– When flagging is required, flagging distance is 1.0 mile.

Test Mile Locations–

Sheffels MP 106.0 to MP 107.0

Yard limits in effect between:

Great Falls MP 113.1 to MP 119.4

5. **Trackside Failed Equipment Detectors (FED)**–
A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. **FRA Excepted Track**– NONE

7. **Special Conditions**–

Handling 80 Feet or Longer Cars–

(See System Special Instructions, Item 3).

8. **Locations Not Shown as Stations**–

Name		Miles–Location	Capacity Cars	Switch Opens
11080	Kershaw	5.0 west of Fort Benton	104	Both
11085	Tunis	5.6 east of Carter	8	West
11095	Floweree	7.5 east of Portage	37	Both

Choteau Subdiv
BRANCH LINE
STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Power	EASTWARD
		32802		0.0		POWER JT		0.0	
						21.2			
		61521	360	21.1		EASTHAM JCT J	TWC	21.2	
						7.5			
		61529		28.5		CHOTEAU		28.7	

BN Radio Channel No. 2 in service on this Subdivision.
(AAR Chanel 70 on the 97 Channel Radios)

1. **Maximum Speeds Permitted–** **Freight**

Power and Choteau	25 MPH
MP 0.0 to MP 3.0	10 MPH
Eastham Jct. Switch MP 21.1	10 MPH

Item 1A, All Subdivisions, applies.

2. **Bridge and Equipment Weight Restrictions**

Six axle locomotives and six axle derricks not permitted.

3. **Type of Operations**–

TWC– in effect on this subdivision.

Maintenance of Way– Rule 35– Recorded Train Location Line–up available on this subdivision.

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

Rule 99– When flagging is required, flagging distance is 1.0 mile.

5. **Trackside Failed Equipment Detectors (FED)**–
A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. **FRA Excepted Track**– NONE

7. **Special Conditions**–

Handling 80 Feet or Longer Cars–

(See System Special Instructions, Item 3).

8. **Locations Not Shown as Stations**–

Name		Miles–Location	Capacity Cars	Switch Opens
61506	Cordova	5.7 west of Power	9	East
61520	Flume Spur	0.4 east of Eastham Jct	13	East