BNSF Safety Vision

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

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

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

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

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

BNSF

Burlington Northern Santa Fe Railway

Northwest Division

Timetable No. 1

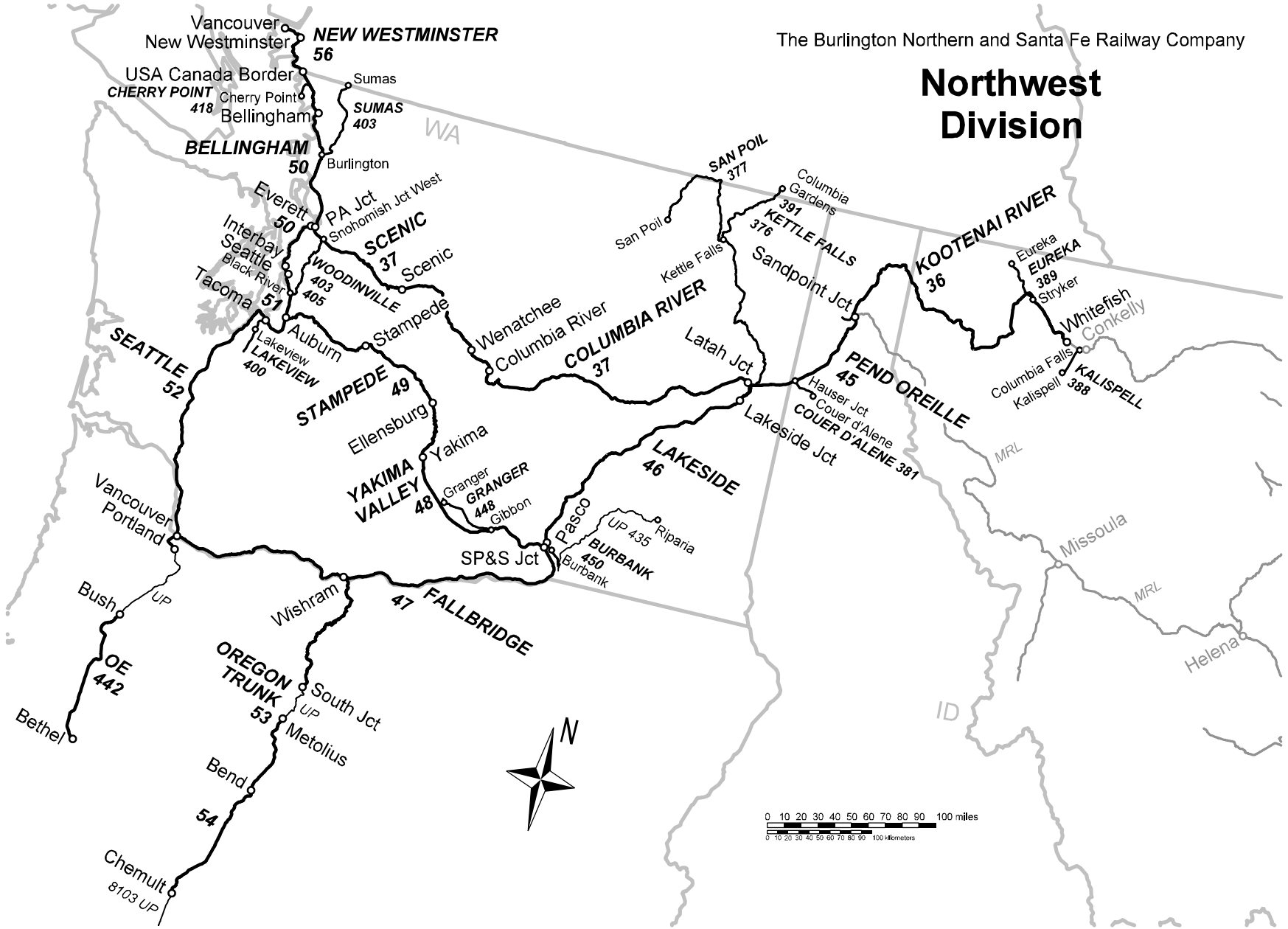
IN EFFECT AT 0001
Pacific Continental Time
Mountain Continental Time between
Sandpoint Jct. and Whitefish

Sunday, January 20, 2002

Division General Manager
D.L. Maze
Seattle, WA
(206) 625-6333
General Director Transportation
R.R. Fay
Seattle, WA
(206) 625-6266

The Burlington Northern and Santa Fe Railway Company

Northwest Division



Division Managers

Albany
G.D. AVERY ..... Roadmaster ..... (360) 418-6324
R.W. NELSON ..... Trainmaster ..... (541) 967-6753

Bellingham
S.R. MORAN ..... Roadmaster ..... (360) 625-6701
T.L. NIES ..... Trainmaster ..... (360) 625-6700

Bend
B.C. RUNNING ..... Trainmaster ..... (541) 385-7530
..... Roadmaster ..... (541) 385-7535

Bingen
J.A. GUERRERO ..... Roadmaster ..... (509) 748-3204

Bonners Ferry
A.K. OLSON ..... Roadmaster ..... (208) 267-6813

Centralia
G.A. GOWER ..... Signal Supervisor ..... (360) 330-2525

Ellensburg
G.A. FILCHER ..... Trainmaster ..... (206) 625-6885
I.V. SANDOVAL ..... Roadmaster ..... (206) 625-6880
R.J. SUTTON ..... Signal Supervisor ..... (509) 625-6883

Ephrata
S.A. ALBUS ..... Roadmaster ..... (509) 664-2356

Everett
K. BEASLEY ..... Terminal Trainmaster ..... (425) 304-6635
D. FERRIS ..... Terminal Trainmaster ..... (425) 304-6635
R.E. GIBBS ..... Signal Supervisor ..... (425) 304-6687
S.A. GORDON ..... Terminal Manager ..... (425) 304-6646
J.C. HENDERSON ..... Trainmaster ..... (425) 304-6699
R.G. KAZEN ..... Roadmaster ..... (425) 304-6690
M. PRATT ..... Terminal Trainmaster ..... (425) 304-6635
R. STAFFORD ..... Terminal Trainmaster ..... (425) 304-6635

Kettle Falls
K.J. ABEYTA ..... Roadmaster ..... (509) 536-2520
S.L. BOATMAN ..... Trainmaster ..... (509) 536-2450

Klamath Falls
G.L. GRAGG ..... Road Foreman ..... (541) 880-5671

Longview
D.L. MESFORD ..... Roadmaster ..... (360) 578-2360
J.D. WRIGHT ..... Mgr., Longview Sw. Co. ..... (360) 578-2372

Longview Jct.
K.R. DEPEE ..... Trainmaster ..... (360) 578-2366

New Westminster, BC
C. JONES ..... Trainmaster ..... (604) 520-5251
L. McCASIN ..... Trainmaster ..... (604) 520-5207

Pasco
W.C. ANGELOS ..... Terminal Trainmaster ..... (509) 546-3270
A.A. ARD ..... Terminal Trainmaster ..... (509) 546-3270
R.S. BARTHOLOMEW .. Road Foreman ..... (509) 546-3391
M.L. BELL ..... Terminal Trainmaster ..... (509) 546-3270
F.K. GIBSON ..... Roadmaster ..... (509) 546-3290
B.G. GELLNER ..... Terminal Trainmaster ..... (509) 546-3270
G.L. HEIN ..... Terminal Superintendent .... (509) 546-3252
T.W. OUDEANS ..... Terminal Manager ..... (509) 546-3219
S.L. SWEETWOOD ..... Terminal Trainmaster ..... (509) 546-3270
C.R. THOMPSON ..... Terminal Trainmaster ..... (509) 546-3270

Seattle
J. ALBINGER ..... Mgr., Commuter Oper. ..... (206) 625-6091
L.R. BREWER ..... Terminal Trainmaster ..... (206) 272-3743
R. BOYCE ..... Division Engineer ..... (206) 625-6339
M.P. CAROLAN ..... Terminal Trainmaster ..... (206) 272-3743
T.J. DRISCOLL ..... B&B Supervisor ..... (206) 625-6295
J.W. ELLSTROM ..... Superintendent Operations (206) 625-6362
L.G. HALL ..... Terminal Trainmaster ..... (206) 272-3735
S.M. HARRIS ..... Road Foreman ..... (206) 272-3620
B. HAUBER ..... Terminal Trainmaster ..... (206) 272-3743
E. HENNINGS ..... Terminal Trainmaster ..... (206) 272-3743
J.L. HENNESSEY ..... Terminal Trainmaster ..... (206) 272-3743
R.D. HILLSTROM ..... Safety Manager ..... (206) 625-6364
B.E. HIPOL ..... Construction Roadmaster .. (206) 625-6622
E.L. HOLMAN ..... Terminal Trainmaster ..... (206) 272-3743
K.R. IVERSON ..... Director Administration ..... (206) 625-6275
R.C. JACOBSEN ..... Supt. Commuter Oper. ..... (206) 625-6079
J.L. KIME ..... Road Foreman ..... (206) 272-3770
S.A. KIPPERBURG ..... Supervisor Structures ..... (206) 625-6238
R.M. LINNANE ..... Terminal Trainmaster ..... (206) 625-6072
J.A. LITTON ..... Terminal Trainmaster ..... (206) 272-3743
D. McCASLIN ..... Terminal Trainmaster ..... (206) 272-3743
R. MILLS ..... Terminal Trainmaster ..... (206) 272-3743
J.H. PANG ..... Roadmaster ..... (206) 625-6462
D.D. PERRY ..... Division Engineer ..... (206) 625-6363
S.C. SEXHUS ..... Terminal Superintendent .... (206) 272-3719
L. SMITH ..... Asst. Terminal Supt. ..... (206) 272-3663
J.H. WILLIAMS ..... Terminal Trainmaster ..... (206) 272-3743

Spokane
K.A. BEALER ..... Terminal Trainmaster ..... (509) 536-2492
E.A. BOUNOUS ..... Division Engineer ..... (509) 536-2252
R.D. CARTWRIGHT ..... Road Foreman ..... (509) 536-2526
J.L. CHICKS ..... Roadmaster ..... (509) 536-2235
C.A. CHRIST ..... Roadmaster ..... (509) 536-2306
M. B. DUNCAN ..... Trainmaster ..... (509) 536-2615
C.J. FROSCHEISER ..... Supt. Operations ..... (509) 536-2224
P. GRAY ..... Terminal Trainmaster ..... (509) 536-2492
D.L. KAYSER ..... Terminal Supt. ..... (509) 536-2258
D. KARLS ..... Trainmaster ..... (509) 536-6925
B. LEAVITT ..... Road Foreman ..... (509) 536-2527
G.M. McNEIL ..... Terminal Manager ..... (509) 536-2613
J.L. POTESTIO ..... Asst. Roadmaster ..... (509) 536-2480
R.H. PRICE ..... Terminal Trainmaster ..... (509) 536-2492
J.B. WHITACRE ..... Terminal Trainmaster ..... (509) 536-2492

Tacoma
D.L. BURNS ..... Terminal Manager ..... (253) 591-2557
M.P. CASSIDY ..... Terminal Trainmaster ..... (253) 591-2556
K.A. ESTERBY ..... Terminal Trainmaster ..... (253) 591-2556
S. KIPPERBERG ..... B&B Supervisor ..... (253) 591-2643
W.G. LONNGREN ..... Roadmaster ..... (253) 591-2563
D.M. MYERS ..... Terminal Trainmaster ..... (253) 591-2556
J.R. NELSON ..... Terminal Trainmaster ..... (253) 591-2556

Vancouver
S. M. ANDERSON ..... Terminal Superintendent .... (360) 418-6377
G.D. AVERY ..... Roadmaster ..... (360) 418-6324
B.K. BROWN ..... Terminal Trainmaster ..... (360) 418-6331
G.W. BOWMAN ..... Terminal Trainmaster ..... (360) 418-6331
C.D. DELARGY ..... Terminal Trainmaster ..... (360) 418-6331
R.B. DUNN ..... Road Foreman ..... (360) 418-6222
B.D. ELLER ..... Terminal Trainmaster ..... (360) 418-6331
J.F. EOFF ..... Division Engineer ..... (360) 418-6415
P.H. HJERTSTEDT ..... Terminal Trainmaster ..... (360) 418-6331
T.L. KEENE ..... Terminal Manager ..... (360) 418-6429
D.P. MANSON ..... Terminal Trainmaster ..... (360) 418-6331
J.L. RIPPLINGER ..... Asst. Roadmaster ..... (360) 418-6481
S.O. SADLER ..... Terminal Trainmaster ..... (360) 418-6331
W.C. STUHLDREHER ... Supt. Operations ..... (360) 418-6321

Wenatchee
G.R. BELL ..... Road Foreman ..... (509) 664-2248
J.S. SOLOMOU ..... Terminal Manager ..... (509) 664-2246
J. STROP ..... Asst. Roadmaster ..... (509) 664-2249

Wishram
R.V. RAEBEL ..... Trainmaster ..... (509) 748-3203

Whitefish
R.L. MONTINI ..... Trainmaster ..... (406) 863-0228
D.L. SCHUCH ..... Terminal Manager ..... (406) 863-0257
G.J. SMITH ..... Roadmaster ..... (406) 863-0253

Yakima
G.A. FILCHER ..... Trainmaster ..... (509) 546-3306

SOUTHWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Bellingham Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD
			119.6	USA CANADA BORDER	Y	ABS OCS	50	0.3	
	6,060	15088	119.3	BLAINE	BY			2.4	
	8,588		116.4	SWIFT		CTC		4.3	
		15081	112.1	INTALCO	JT			5.9	
	8,478	15075	106.3	FERNDALE				9.0	
		15067	97.0	BELLINGHAM	BY	ABS OCS		3.2	
	6,347	15062	92.9	SOUTH BELLINGHAM	Y	CTC		13.4	
	8,884	15049	79.7	BOW				7.4	
	4,635	15042	71.9	BURLINGTON to MT. VERNON 3.9	J				
WWD		15042	16.6Z	BURLINGTON	R		409	12.4	EWD
		66216	4.2Z	FIDALGO		TWC			
SWD	6,075	15038	66.8	to BURLINGTON 3.9 MT. VERNON	B	CTC	50	12.4	NWD
	6,381	15025	55.5	STANWOOD				9.7	
	6,846	15016	45.5	ENGLISH to KRUSE JCT. 3.6					
WWD		66023	6.9X	ARLINGTON		TWC	406	7.2	EWD
		15012	0.0X	KRUSE JCT.					
SWD		15012	42.2	to ENGLISH 3.6 KRUSE JCT.		CTC	50	3.4	NWD
	2,557	15009	38.8	MARYSVILLE				2.7	
			37.0 10.9	DELTA JCT.	BMTY			1.8	
		15005	9.1	DELTA	Y	ABS		1.9	
		02165	0.0	PA JCT.	JY			97.4	

Radio Channel No. 76 in service.

Bayside Yard at Everett is assigned Channel 14. All Bayside switch jobs and yardmasters will operate on this channel. Yardmaster will monitor Mainline Channel 1 and Seattle North Branch Channel 3. Delta Yard will operate on Channel 60.

Radio Call-In		
Everett - 37(X)	Burlington - 38(X)	Bellingham - 39(X)
Blaine - 41(X)	Seattle North Branch Disp. - Stanwood - 65(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number
(800) 789-0739 or 8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
PA Jct. to Delta Jct.	35 MPH.	15 MPH.
MP 8.10 to MP 8.20	35 MPH.	25 MPH.
USA Canada Border to Delta Jct.	79 MPH.	60 MPH.
Amtrak Talgo Trains-PA Jct. to Delta Jct.	50 MPH.	
Loaded Coal Trains		40 MPH.
Delta Jct. to Everett Jct. via Bayside	15 MPH.	15 MPH.
Lowell to Sea Line Jct.		10 MPH.

1(B). Speed—Permanent Restrictions

MP 119.6 to MP 118.2	50 MPH.	30 MPH.
MP 118.2 to MP 108.7	79 MPH.	60 MPH.
MP 108.7 to MP 108.3	70 MPH.	50 MPH.
MP 108.3 to MP 106.2	79 MPH.	60 MPH.
MP 106.2 to MP 105.8	45 MPH.	40 MPH.
MP 105.8 to MP 103.4	70 MPH.	50 MPH.
MP 103.4 to MP 101.1	55 MPH.	50 MPH.
MP 101.1 to MP 100.2	40 MPH.	35 MPH.
MP 100.2 to MP 97.1	45 MPH.	35 MPH.
MP 97.1 to MP 96.7	20 MPH.	20 MPH.
MP 96.7 to MP 93.6	35 MPH.	30 MPH.
MP 93.6 to MP 90.45	40 MPH.	35 MPH.
MP 90.45 to MP 88.3	45 MPH.	35 MPH.
MP 88.3 to MP 87.2	40 MPH.	35 MPH.
MP 87.2 to MP 85.1	45 MPH.	35 MPH.
MP 85.1 to MP 82.5	40 MPH.	35 MPH.
MP 82.5 to MP 76.7	79 MPH.	60 MPH.
MP 76.7 to MP 76.5	60 MPH.	55 MPH.
MP 76.5 to MP 74.8	79 MPH.	55 MPH.
MP 74.8 to MP 74.5	45 MPH.	40 MPH.
MP 74.5 to MP 70.4	79 MPH.	60 MPH.
MP 70.4 to MP 67.9	50 MPH.	45 MPH.
MP 67.9 to MP 51.0	79 MPH.	60 MPH.
MP 51.0 to MP 49.5	65 MPH.	55 MPH.
MP 49.5 to MP 48.9	60 MPH.	50 MPH.
MP 48.9 to MP 47.9	70 MPH.	60 MPH.
MP 47.9 to MP 41.0	79 MPH.	60 MPH.
MP 41.0 to MP 38.7	50 MPH.	50 MPH.
MP 38.7 to MP 37.7	20 MPH.	20 MPH.
MP 37.7 to MP 37.2	35 MPH.	20 MPH.
MP 37.2 to MP 37.0	10 MPH.	10 MPH.
MP 10.9 to MP 10.7	10 MPH.	10 MPH.
MP 10.7 to MP 8.2	35 MPH.	15 MPH.
MP 8.2 to MP 8.1	25 MPH.	15 MPH.
MP 8.1 to MP 7.9	35 MPH.	15 MPH.
MP 0.8 to MP 0.0	30 MPH.	15 MPH.
Bellingham—over street crossings (HER)		
MP 96.2—Pine Street crossing	20 MPH.	20 MPH.
Burlington to Fidalgo		10 MPH.
Kruse Jct. to Arlington		10 MPH.
Delta Roundhouse/Rip Tracks		5 MPH.

Amtrak Talgo Train Maximum Speeds	Passenger
MP 119.6 to MP 118.2	50 MPH.
MP 118.2 to MP 106.2	79 MPH.
MP 106.2 to MP 105.8	45 MPH.
MP 105.8 to MP 103.4	79 MPH.
MP 103.4 to MP 101.1	60 MPH.
MP 101.1 to MP 100.2	45 MPH.
MP 100.2 to MP 97.1	50 MPH.
MP 97.1 to MP 96.7	20 MPH.
MP 96.7 to MP 93.6	40 MPH.
MP 93.6 to MP 90.5	40 MPH.
MP 90.5 to MP 88.3	45 MPH.
MP 88.3 to MP 87.2	40 MPH.
MP 87.2 to MP 85.1	45 MPH.
MP 85.1 to MP 82.5	40 MPH.
MP 82.5 to MP 76.7	79 MPH.
MP 76.7 to MP 76.5	67 MPH.
MP 76.5 to MP 74.8	79 MPH.
MP 74.8 to MP 74.5	50 MPH.
MP 74.5 to MP 70.4	79 MPH.
MP 70.4 to MP 67.9	50 MPH.
MP 67.9 to MP 51.0	79 MPH.
MP 51.0 to MP 49.5	70 MPH.
MP 49.5 to MP 48.9	67 MPH.
MP 48.9 to MP 41.0	79 MPH.
MP 41.0 to MP 38.7	50 MPH.
MP 38.7 to MP 37.7	30 MPH.
MP 37.7 to MP 37.2	40 MPH.
MP 37.2 to MP 37.0	10 MPH.
MP 10.9 to MP 10.7	10 MPH.
MP 10.7 to MP 8.2	42 MPH.
MP 8.2 to MP 8.1	25 MPH.
MP 8.1 to MP 7.9	35 MPH.
MP 0.8 to MP 0.0	30 MPH

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:

Bow, Ferndale and Swift	30 MPH.	30 MPH.
English and Mt Vernon	20 MPH.	20 MPH.

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

1(D). Speed—Other

Sidings: Bow, Ferndale, and Swift	30 MPH.	30 MPH.
Sidings: English and Mt Vernon	20 MPH.	20 MPH.
All other sidings	10 MPH.	10 MPH.
Bridges 105.8, 99.1, cars heavier than 138 tons.	25 MPH.	25 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

USA Canada Border to PA Jct. ..... 143 tons, Restriction D
Burlington to MP 13 ..... 143 tons, Restriction D
MP 13 to Fidalgo ..... 134 tons, Restriction G
Kruse Jct. to Arlington ..... 136 tons, Restriction F

Everett—Six-axle locomotives not permitted on Mill A Track 104 or on Kimberly Clark Tracks 220 through 229.

Mt. Vernon—Cenex Spur MP 68.71 only one 4 axle locomotive permitted.

Arlington Spur—Six-axle locomotives in excess of 175 tons and six-axle derricks not permitted beyond MP 1.0X.

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

3. Type of Operation

CTC—in effect:
North Swift MP 116.8 to Bellingham MP 98.7
South Bellingham MP 93.5 to Delta Jct. MP 37.0

ABS—in effect:
USA Canada Border MP 119.6 to North Swift MP 116.8
Bellingham MP 98.7 to South Bellingham MP 93.5
Delta Jct. MP 10.5 to PA Jct. 0.0

TWC—in effect:
Kruse Jct. MP 0.0X to Arlington MP 7.2X

Yard Limits—in effect:
USA Canada Border MP 119.6 to North Swift MP 116.8
Bellingham MP 98.7 to South Bellingham MP 93.5
Delta Jct. MP 10.5 to PA Jct. MP 0.0

Occupancy Control System—in effect:
Bellingham MP 98.7 to South Bellingham MP 93.5
USA Canada Border MP 119.6 to North Swift MP 116.8

Trains and engines may occupy the main track with verbal OCS permission.

See System Special Instructions, Item 14, Rule 18.0 Occupancy Control System (OCS).

Locations Designated as Industrial Track—Between:
- Delta Jct., Bayside, and Everett Jct.
- Sea Line Jct. and Lowell MP 6.4
- Delta Jct., Delta and GN Jct.
- Burlington MP 16.6Z to Fidalgo MP 4.2Z

GCOR Rule 6.28 applies.

Interlockings and Drawbridges Not Indicated at Station
Drawbridge 37.0—1.7 miles south of Marysville—manual interlocking.

Drawbridge 37.8—1.2 miles south of Marysville—manual interlocking.

Drawbridge 38.3—0.5 miles south of Marysville—manual interlocking.

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

Drawbridge 7.6—2.0 miles west of Whitney—Drawbridge.

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

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees
Delta Jct.—Maintenance of Way employees may occupy manual interlocking on verbal authority from Bridge 37.0 bridge operator. Bridge 37.0 bridge operator must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

Drawbridges 37.8, 38.3—Maintenance of Way employees must obtain authority to occupy manual interlockings from the Train Dispatcher.

4. General Code of Operating Rules Items

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

Rule 7.7—Dropping cars is permitted Bellingham Yard Track 2507 to Waterfront Tracks.

Rule 10.2—Following switches not equipped with electric locks:
MP 38.69—South siding switch Marysville
MP 39.19—North siding switch Marysville
MP 43.2—Pacific Grinding Wheel Spur
MP 49.8—Industry Track Silvana
MP 62.3—Conway Feed Spur
MP 62.5—Pole Yard Spur
MP 68.7—Mt. Vernon Terminal Railroad Interchange
MP 68.71—Mt. Vernon Skagit Farmers/Cenex Spur
MP 71.32—South switch Gravel Track Burlington
MP 71.85—North switch Gravel Track Burlington
MP 93.2—Spur Track South Bellingham
MP 102.1—Noranda Spur
MP 110.94—South Switch Custer
MP 112.12—North Switch Custer

Rule 15.1—Trains operating between Blaine and PA Jct. must receive track warrant prior to departure from Blaine or Delta Jct.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 46.2—DED—NWD only
MP 55.2—DED—SWD only
MP 67.4—DED—NWD only
MP 74.6—DED—SWD only

B. Other TWD locations
MP 40.7—DED—Recall Code 378
Exception Reporting Only
MP 46.2—DED—SWD only—Recall Code 408
MP 55.2—DED—NWD only—Recall Code 387
MP 58.9—Recall Code 388
MP 67.4—DED—SWD only—Recall Code 407
MP 74.6—DED—NWD only—Recall Code 389
MP 81.9—Recall Code 398
MP 110.5—Recall Code 418

6. FRA Excepted Track

Everett—Track 316 (Scale Track) Bayside, Track 422 Kokoku, Track 1414 Delta, Tracks 1901-1912 (Rip Track/ Roundhouse), Tracks 1921-1922 (WFE).
MP 0.0X Kruse Jct. to MP 7.2A Arlington.
Stanwood—Twin City Food Spur, North Star Industries.
MP 68.7—Mt. Vernon Terminal Railroad Interchange.
Bellingham—Orchard Street Lead, Cement Track Lead.

7. Special Conditions

Close Clearance—May exist on all auxiliary tracks.

Double-Stack Equipment—Trains handling double-stack equipment between Bow and Blaine must have containers in bottom well only. Containers are restricted to single level loading only.

EXCEPTION: Rabanco containers 48 feet long, 9 feet high, gray in color, number series RABU 480291 through 480490, and RABU 481001 through 481260 may be double stacked.

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

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

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.
MP 49.0 to MP 63.0
MP 70.0 Bridge
MP 75.63 Bridge
MP 83.0 to MP 93.0
MP 104.0 to MP 105.0

Automatic Equipment Identification Locations
Everett—MP 38.6
Bellingham—MP 79.1
Bellingham—MP 100.3
Blaine—MP 119.3

Locations Approved for Gravity Drop Movements
Texaco—Fidalgo
Yard—Bellingham

Everett—When using Alumina Loadout Track at Hewitt Ave., MP 33.16, crossing must be protected by a flagman on the ground unless crossing warning signals are known to have been operating for more than 20 seconds.

Marysville—MP 37 to MP 38: distance is 9,946 feet.

Stanwood—At Wolfkill Feed, do not run locomotive over auger.

Ferndale—Loaded or empty LPG cars must not be left adjacent to high school.

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

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

Blaine - White Rock—Trains will not pass USA Canada Border without permission of Customs and Immigration inspectors.

Edgecomb—MP 3.85X normal position for hand throw switch at west siding is lined for movement to the siding. Switch target displays Stop when switch is lined for the main track.

Stop signs are located on main track approaching 172nd Street. Trains are required to stop, and may proceed after lights are flashing and gates are down.

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.

Arlington Branch, MP 6.75 Public Crossing.
Crossing activation has been modified account rusty rail to include railroad stop signs and island track circuits. Trains must stop at stop signs and ensure gates are fully lowered before movement fouls the crossing.

All southward trains originating in Canada and destined USA and the LPAC 6261 and the LPAC 6271 when exceeding 5,500 tons, are exempt from train make-up rules as outlined by the current Train Make-up Instructions System General order with one exception. The first 10 cars at the head end of the train must weigh a minimum of 45 tons by car count (or all available cars weighing a minimum of 45 tons must be at the head end, if less than 10). This applies between Vancouver on the New Westminster Subdivision and Interbay on the Scenic Subdivision.

Burlington—If Burlington South is at Stop (Rule 9.1.15) the approach signal (74.6) to Burlington North, MP 72.4, will be yellow (Rule 9.1.8) and Burlington North will be yellow (Rule 9.1.8) for southbound trains.

At Burlington South MP 69.9, a second northbound head is added and displays a red over lunar (Rule 9.1.13) and a red over red (9.1.15) aspect.

Blaine and Swift—US and Canadian Customs are inspecting both Northbound and Southbound box car equipment for unauthorized or illegal passengers. Any box car equipment with doors opened or partially opened, or closed but not sealed will have to be inspected. BNSF has contracted Border Cargo Services (BCS) of Blaine, Washington to open and close equipment for Customs. BCS will inspect both sides of train looking for unauthorized or illegal passengers and will close and seal car doors. BCS will perform these inspections at Swift. Conductor of train will be required to accompany BCS during their inspection, assisting only in identifying cars that need to be opened, closed and sealed, along with communications to the train dispatchers, Blaine clerks and Engineer. Trains will be inspected on main or siding at Swift. BCS will notify the North Branch Dispatcher that they will be working on the train and ask for blocking to be provided. Dispatcher will block track and record information. Dispatcher will respond to BCS that the siding or main has been blocked and BCS will then Blue Flag both ends of train along with Blue Light on the engineer's control stand. Conductor will then accompany BCS during the inspection. Once inspection is complete, Blue Flags and Blue Light will be removed and BCS will notify the North Branch Dispatcher time blue flags were removed and train is released.

8. Line Segments

Yard Line Segments

Line Segment	Yard	Limits
603	Bellingham	
616	Bellingham Yard and Runaround	
399	Bellingham	Ex-Milw. trackage to MP 4.9
604	Bayside Yard	
605	Delta Yard	
50	Everett Jct. Bayside/Delta Jct.	MP 32.1 to MP 37.1

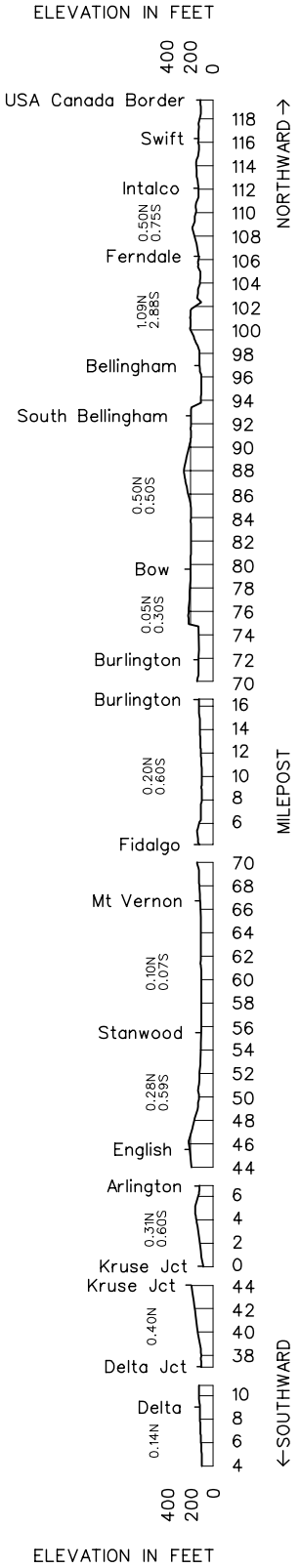
Road Line Segments

Line Segment	Limits	Mileposts
429	Stanwood—Twin City Food Spur	0.0 to 2.4
50	USA Canada Border to Delta Jct.	
409	Burlington to Fidalgo	
406	Arlington to Kruse Jct.	
408	Delta Jct. to Lowell	
407	Sea Line Jct. to PA Jct.	

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
15080	Custer	5.5 north of Ferndale	49	Both
15069	Noranda	4.1 south of Ferndale	11	South
Rabanco Spur		2.1 south of Ferndale	12	North
15053	Samish	3.8 north of Bow	55	Both
15041	MVB Station	1.4 north of Mt. Vernon	2	North
15032	Fir	5.3 south of Mt. Vernon	20	South
15025	Twin City Food (on Spur)	2.4 west of Stanwood	Yard	South
15020	Silvana	5.5 south of Stanwood	20	Both
15013	Pacific Grinding Wheel	1.0 north of Kruse Jct.	15	North
66020	Edgecomb (on Spur)	3.8 east of Kruse Jct.	44	Both
66207	Whitney (on Spur)	7.0 west of Burlington		
66210	Whitmarsh (on Spur)	10.2 west of Burlington		
66212	Fidalgo (on Spur)	12.4 west of Burlington	24	Both
Bayside		2.4 south of Delta Jct.	Yard	Both
02169	Everett Jct.	4.9 south of Delta Jct.		

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	**Burbank Subdivision BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		64869	65.3	RIPARIA	TY			74.1	
	BETWEEN RIPARIA AND VILLARD JCT., UNION PACIFIC RULES AND TIMETABLE GOVERN.								
		64106	5.7	VILLARD JCT.	JY		450	2.1	
		64104	4.0	BURBANK	Y			1.2	
		12142	2.7 233.2	AINSWORTH JCT.	Y		47	2.8	
		12143	231.3	PASCO	BMJTX			6.1	

Radio Channel No. 70 in service.

Train Dispatcher Phone Numbers
(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

Emergency Train Dispatcher—Call 911

UPRR Dispatcher Phone Numbers:
402-636-1710 - Weekdays
402-636-1709 - Weekends

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Villard Jct. to Pasco	20 MPH.

1(B). Speed—Permanent Restrictions

MP 231.3 to MP 233.2	10 MPH.
MP 2.7 to MP 3.0	10 MPH.
Ainsworth Jct. to Martindale	10 MPH.

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

1(D). Speed—Other

On sidings	10 MPH.

Item 1(A) of the System Special Instructions applies.

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

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

Villard Jct. to Burbank	134 tons, Restriction G
Burbank to Pasco	143 tons, Restriction D

3. Type of Operation
Yard Limits—in effect:
Villard Jct. MP 5.7 to Ainsworth Jct. MP 2.7

Locations Designated as Industrial Track—between:
Pasco MP 231.3 and Ainsworth Jct. MP 233.2
Ainsworth Jct. MP 233.2 and Martindale MP 242.0
GCOR Rule 6.28 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 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 the bridge:
1. Open case marked M/W Case, and follow instructions posted in case.

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees
Pasco—Maintenance of Way employees may occupy manual interlocking on verbal authority from Pasco operator. Pasco operator must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
At Burbank, MP 4.1, the lead off the main track including all industry tracks. In addition, 5 MPH speed signs are posted in isolated areas are subject to vandalism. Train crews not familiar with speed sign locations should operate not to exceed 5 MPH on all tracks, especially Columbia Basin Steel tracks due to extreme track curvature.

7. Special Conditions
Pasco—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 the Pasco operator, receive permission from Pasco tower before entering yard.

Normal position of Big Barn switch on Walla Walla Main is to be lined for the Walla Walla Main.

Pasco to Villard Jct.—Trains must not occupy the main or industrial track between Pasco and Villard Jct. without the permission of the Pasco operator.

Ainsworth Jct.—Normal position of Ainsworth Jct. switch is to be lined for East Pasco.

Villard Jct.—Signals governing the movement of trains over the dual control switch at Villard Jct. are controlled by the Union Pacific control operator.

Handling 80-feet or Longer Cars
Regardless of tonnage of train, all cars 80 feet or longer must be handled on rear of train.

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

Close Clearance
May exist on all auxiliary tracks.

8. Line Segments

Yard Line Segments

Line Segment Limits

471 ..... Pasco Hump
630 ..... Pasco
631 ..... Pasco WFE
435 ..... Riparia

Road Line Segments

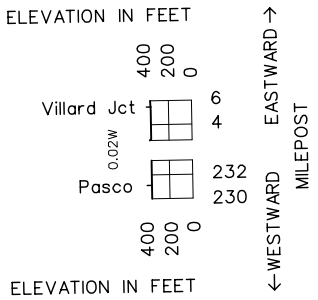
Line Segment Limits

450 ..... Villard Jct. to Ainsworth Jct.
47 ..... Ainsworth Jct. to Pasco

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity	Switch Opens
64112 Attalia	6.3 east of Villard Jct.	Yard	Both
64113 Wallula	7.3 east of Villard Jct.	Yard	Both
12140 East Pasco	2.3 east of Ainsworth Jct.		

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cherry Point Subdivision **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		15081	1.8	INTALCO	JT	TWC	418	3.3	
		66604	5.1	ARCO				0.8	
		66606	5.9	ELLIOTT				3.0	
		66608	8.9	CHERRY POINT				8.9	

Radio Channel No. 76 in service.

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

Train Dispatcher Telephone Number
(800) 789-0739 or 8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Intalco to Cherry Point	25 MPH.

1(B). Speed—Permanent Restrictions
MP 5.2 to MP 5.3 ..... 10 MPH.
MP 7.2 to MP 8.9 ..... 10 MPH.

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

1(D). Speed—Other
Bridge 4.0 Arco, cars heavier than 134 tons ..... 10 MPH.
Item 1(A), System Special Instructions, applies.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Cherry Point to Intalco ..... 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted on Arco Lead.

3. Type of Operation
TWC—in effect:
Intalco MP 1.8 to Cherry Point MP 8.9

Industrial Track—in effect:
MP 0.0 to MP 1.8 both legs of Intalco Wye
GCOR Rule 6.28

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

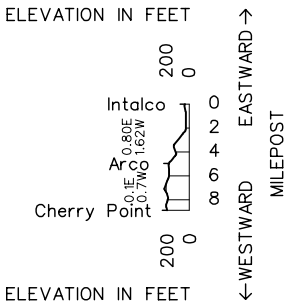
7. Special Conditions
Close Clearance—May exist on all auxiliary tracks.

Locations Approved for Gravity Drop Movements
Cherry Point

8. Line Segments
Road Line Segments
Line Segments Limits
418 ..... Intalco to Cherry Point

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Coeur d'Alene Subdivision **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		62713	12.2	COEUR d'ALENE	T	TWC	381	8.1	
		32705	4.1	POST FALLS				1.9	
		82702	2.3	GRAND JCT.	U			2.3	
		01850	0.0	HAUSER JCT.	JT			12.3	

Radio Channel No. 66 in service.
UPRR Channel 42-42, UPRR Call-Up *16

Train Dispatcher Phone Numbers
(817) 234-1609, (800) 285-0059, Fax (800) 234-1610
UPRR dispatcher phone number:
402-636-1710 - Weekdays
402-636-1709 - Weekends

Emergency Train Dispatcher—Call 911 (Channel 76)

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Coeur d'Alene to Hauser Jct.	10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other
On sidings ..... 10 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Coeur d'Alene to Hauser Jct. ..... 134 tons, Restriction G

Six-axle locomotives and derricks not permitted.

3. Type of Operation
TWC—in effect:
Coeur d'Alene MP 12.5 to Hauser Jct. MP 0.0

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 0.5 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
Coeur d'Alene MP 12.5 to Huetter MP 8.3

7. Special Conditions
Coeur d'Alene—Switching movement from west leg of wye will only be made to main track.

When departing Coeur d' Alene for Spokane, a member of the train or engine crew will call the UPRR Dispatcher. The crew member will advise the UPRR Dispatcher that their train is departing Coeur d' Alene for Spokane and furnish the dispatcher the estimated arrival time of their train at Grand Jct.

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.

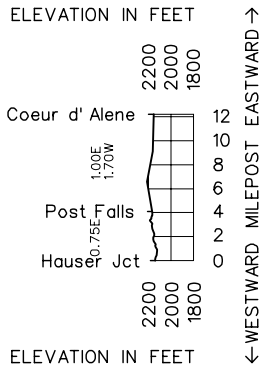
Hauser Jct.—When departing Hauser Jct. for Coeur d' Alene, a member of the train or engine crew will call the UPRR Dispatcher. The crew member will advise the UPRR Dispatcher that their train is departing Hauser Jct. for Coeur d' Alene and furnish the dispatcher the estimated arrival time of their train at Grand Jct.

8. Line Segments
Road Line Segments
Line Segment Limits
381 ..... Coeur d'Alene to Hauser Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
62625 Alpine Sales Spur	6.4 east of Hauser Jct.	5	East
62626 Huetter	7.7 east of Hauser Jct.	15	Both
62629 Atlas	8.4 east of Hauser Jct.	37	Both
62630 Gibbs	10.5 east of Hauser Jct.	7	Both

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Columbia River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	01878	1481.6	LATAH JCT.	J	CTC	37	7.8	
7,442	01883	1489.8	LYONS				9.5	
6,930	01893	1499.3	ESPANOLA				12.2	
7,532	01905	1510.8	EDWALL				9.1	
	01914	1520.2	BLUESTEM		DT ABS		7.5	
	01922	1527.7	HARRINGTON	X			15.1	
	01937	1542.9	LAMONA		CTC		10.2	
9,232	01947	1553.2	ODESSA				12.5	
9,552	01959	1565.6	GIBSON				10.4	
8,794	01970	1577.0	WILSON CREEK				13.1	
10,794	01983	1588.6	ADRIAN				10.0	
	01993	1599.3	EPHRATA				5.1	
10,360	01998	1603.8	NAYLOR				11.2	
10,398	02009	1615.5	QUINCY				10.8	
7,856	02020	1626.6	TRINIDAD				9.3	
8,154	02030	1635.0	COLUMBIA RIVER				5.6	
	02035	1640.1	ROCK ISLAND				3.3	
5,000	02038	1643.3	MALAGA				6.9	
	02044	1650.2	WENATCHEE	BJY	ABS		169.6	

Radio Channel No. 66 in service.

Radio Call-In		
Lyons - 19(X)	Edwall - 20(X)	Harrington - 21(X)
Odessa - 24(X)	Wilson Creek - 25(X)	Ephrata - 26(X)
Wenatchee East - 27(X)	Trinidad - 51(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers
(817) 234-1615 or (800) 285-0061, Fax (817) 234-1616
Monday through Friday 0700-1500 PST—(817) 234-1649,
Fax (817) 234-1616

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Latah Jct. to Wenatchee	79 MPH.	60 MPH.

Exception to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

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 1571.6	55 MPH.	50 MPH.
MP 1571.6 to MP 1571.9	25 MPH.	25 MPH.
MP 1571.9 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.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:		
Columbia River and Malaga	35 MPH.	35 MPH.
Lyons Espanola		
Edwall Odessa		
Gibson Wilson Creek		
Adrian Naylor		
Quincy Trinidad	30 MPH.	25 MPH.
End of double track Lamona and Bluestem	35 MPH.	35 MPH.

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

	Up to 100 TOB	Over 100 TOB
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.	

1(D). Speed—Other

On sidings at the following locations:		
Columbia River and Malaga	35 MPH.	35 MPH.
Lyons Espanola		
Edwall Odessa		
Gibson Wilson Creek		
Adrian Naylor		
Quincy Trinidad	30 MPH.	25 MPH.

Temperature Restrictions
All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Latah Jct. to Wenatchee ..... 143 tons, Restriction B

Six-axle locomotives and six-axle derricks not permitted on following tracks:
Geiger Spur
Ephrata Air Base Spur
Harrington Fertilizer Tracks
At Quincy, Del Monte, Celite and Lamb Weston Spur Track

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

Rule 9.14 and 9.15—in effect:
Bluestem MP 1520.6 to Lamona MP 1541.6

Trains moving westward on Main 1 or eastward on Main 2 will not require track permit authority.

Yard Limits—in effect:
Wenatchee MP 1646.7 to MP 1650.2

Trains and engines must obtain permission from the yardmaster at Wenatchee or other designated employee before entering these limits.

Double Track—in effect between:
Bluestem MP 1520.6 and Lamona MP 1541.6

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.5 miles. When operating against the current of traffic between Bluestem and Lamona, the distance will be 1.5 miles.

Test Mile Locations
MP 1497.0 to MP 1498.0
MP 1612.0 to MP 1613.0

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 1622.2—DED—WWD only
MP 1624.2—DED
MP 1638.1—DED—WWD only

B. Other TWD locations
MP 1495.9—Recall Code 198
MP 1519.3—Recall Code 208
MP 1543.2—Recall Code 218
MP 1555.8—Recall Code 248
MP 1580.2—Recall Code 258
MP 1607.9—Recall Code 268
MP 1622.2—DED—EWD only
MP 1633.6—Recall Code 518
MP 1638.1—DED—EWD only

6. FRA Excepted Track

Alcoa Spur and Geiger Spur—No explosives or hazardous chemicals may be shipped through Fairchild Air Force Base. See GCOR Rule 6.12.

7. Special Conditions

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

Derail in place 700 feet west of the East House Lead Switch. Derail installed 700 feet west of the House Lead Switch.

Harrington—When service is anticipated, train crew is to notify Western Farm Services of anticipated arrival. Calling prior to arrival will allow the customer to prepare the facility for switch service and possibly reduce crew members walking through customer property. For contact call (509) 253-4311. Call is to be made 45 minutes prior to anticipated arrival.

Grade Locations—Locations with a grade equal to or greater than 1%:
MP 1482.3 to MP 1484.5—1% ascending
MP 1486.8 to MP 1489.9—1% ascending
MP 1594.6 to MP 1596.2—1% ascending
MP 1623.5 to MP 1632.5—1.04% descending

In the application of hand brakes, nothing between Latah Junction and Wenatchee exceeds 1% grade.

Recommended Roll-By Inspection Locations—
Espanola**—**Inspection only from the north side. Daylight .. inspections performed at the location of the overhead power transmission lines at MP 1499.0.
Lamona**—**From the crossing located 400 feet east of the signal.
Odessa West**—**Near the crossing.
Gibson West & East**—**For trains in the siding, conduct inspection from the side furthest away from the main line.
Wilson Creek East**—**At the highway grade crossing.
Wilson Creek West**—**Stop train 400 to 500 feet from the signal; inspect from the north side.
Adrian West**—**At the grade crossing. Westbound trains in the siding, use a spot 500 to 600 feet east of the signal.
Columbia River East**—**At the grade crossing.
Malaga East**—**On the south side, 500 feet west of the signal.

Bluestem Elevator Track—Derail in place on both ends.

Long and Short Miles—MP 1633.0 to MP 1634.0 between Trinidad and Columbia River is 11,000 feet long.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:
MP 1511.4 to MP 1512.4
MP 1503.0 to MP 1504.0

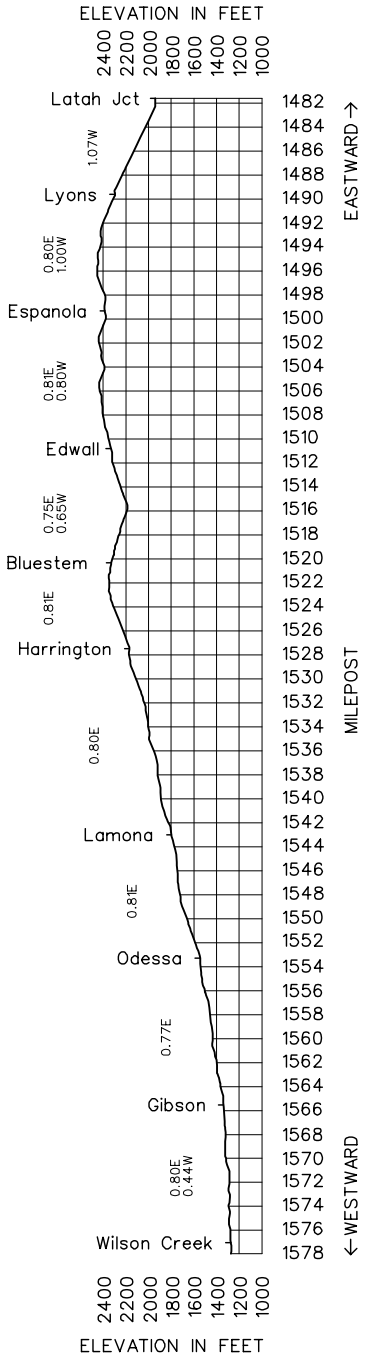
8. Line Segments

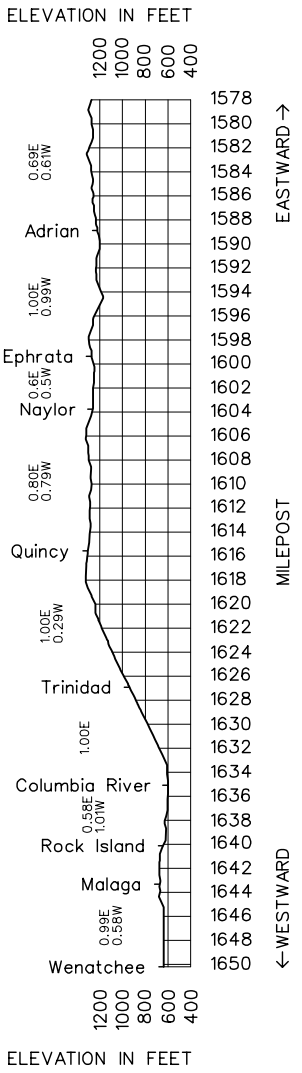
Road Line Segments
Line Segment Limits
37 ..... Latah Jct. to Wenatchee

9. 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 Spur	4.7 from Fairchild	Yard	West
01899	Waukon	5.7 east of Edwall	55	Both
01909	Canby	3.7 west of Edwall	29	East
01913	Bluestem Elevator	0.1 east of Bluestem	52	Both
01928	Mohler-Main 2	6.7 west of Harrington	55	Both
01928	Mohler-Main 1	6.7 west of Harrington		West
01932	Downs-Main 2	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

10. Grade Chart





Eureka Subdivision
BRANCH LINE STATIONS

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
	4,946	01631	1250.0	STRYKER	JT	TWC	389	10.6	
	2,667	61663	1260.6	FORTINE				10.6	
	3,370	61675	1270.6	EUREKA				21.2	

Radio Channel No. 54 in service.

Radio Call-In
Whitefish - 41(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Numbers
(817) 234-1611, (800) 285-0057, Fax (817) 224-1612

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Stryker and Eureka	25 MPH.

1(B). Speed—Permanent Restrictions

MP 1251.4 to MP 1251.6	10 MPH.
MP 1256.1 to MP 1256.4	10 MPH.
MP 1264.4 to MP 1264.6	10 MPH.
MP 1271—end of track	10 MPH.

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

1(D). Speed—Other

Eureka, Gwynn Lumber Industry Track	5 MPH.
All sidings	10 MPH.

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Stryker to Eureka ..... 143 tons, Restriction D

Six-axle locomotives not permitted between MP 1250.0 and MP 1272.5 and west leg of wye at Stryker.

3. Type of Operation
TWC—in effect:
Stryker to Eureka

4. General Code of Operating Rules Items
Rule 5.8.2—Item 11, sound the whistle approaching all crossings, public and private, between MP 1248.5 and MP 1273.0.

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

Rule 6.28—in effect:
StrykerMP 1248.5 to MP 1250.0
EurekaMP 1270.6 to MP 1273.0

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Eureka—West switch on Gwynn Lumber Company track must be lined and locked for Gwynn Lumber Company industry track.

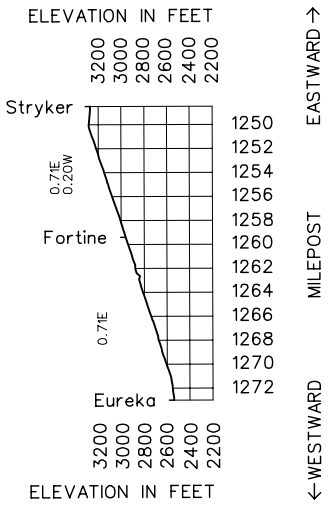
Flash Flood Warnings—Refer to Item 33 of the System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:
MP 1268.3
MP 1269.0

8. Line Segments
Road Line Segments
Line Segment Limits
389 ..... Stryker to Eureka

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
61669 Tobacco	5.2 west of Fortine	60	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Fallbridge Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		12148	229.7	SP&S JCT	MJY	ABS		1.2	
	7,932	12147	228.5	HOVER		CTC		4.6	
		12151	223.9	FINLEY				8.1	
	9,352	12159	215.8	YELLEPIT				12.5	
	7,015	12172	203.3	BERRIAN				11.3	
	9,351	12183	192.0	PLYMOUTH				12.2	
	7,052	12195	179.8	PATERSON				9.4	
	9,128	12205	170.4	WHITCOMB				12.7	
	7,103	12218	157.7	McCREDIE				9.9	
	8,459	12228	147.8	ROOSEVELT				11.9	
	7,099	12240	135.9	BATES				10.9	
	9,136	12250	125.0	TOWAL				11.8	
	7,092	12261	113.8	MARYHILL				7.7	
		12269	106.1	WISHRAM	BJTX(2)	2MT CTC		2.7	
		12272	103.4	AVERY		CTC		10.1	
	9,935	12282	93.3	NORTH DALLES			47	8.0	
		12290	85.3	LYLE				9.8	
	11,115	12299	75.5	BINGEN				10.1	
	9,888	12309	65.4	COOKS				11.5	
	11,085	12321	53.9	STEVENSON				11.1	
	9,958	12333	42.8	SKAMANIA				13.9	
	9,910	12347	28.9	WASHOUGAL				4.4	
		12351	24.5	CAMAS				10.0	
		12361	14.5	McLOUGHLIN		2MT CTC		2.4	
		12363	12.1	EAVAN	X			2.2	
		12365	9.9	VANCOUVER	BMJTX			1.8	
		12368	8.1	N PORTLAND JCT	MJTX			1.1	
		12369	7.0	EAST ST JOHNS	BJX			2.7	
		12372	4.3	WILLBRIDGE	BMJTX			2.3	
		12373	2.0	LAKE YARD	TX			2.0	
		12375 12374	0.0	PORTLAND (Union Station)	BJX			232.7	

Radio Channel No. 87 in service between Washougal and SP&S Jct.

Radio Channel No. 76 in service between Portland and Washougal.

Radio Call-In		
Kennewick-54(X)	Yellepit-70(X)	Umatilla-71(X)
Whitcomb-73(X)	Roosevelt-59(X)	Towal-75(X)
Maryhill-41(X)	Wishram-76(X)	Lyle-78(X)
Bingen-79(X)	Stevenson-80(X)	Camas-81(X)
Vancouver-50(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Numbers

SP&S Jct. to ESS Washougal—1-800-285-0082 or 234-1617
Vancouver Terminal Dispatcher—234-6125

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Pasco to Wishram	79 MPH.	60 MPH.
Wishram to Portland	70 MPH.	60 MPH.
Vancouver to Portland (Talgo only)	79 MPH.	

Exception to SSI No. 6, Item 1. Speed Restrictions: Trains consisting entirely of Loaded Double Stack Equipment may operate at 60 MPH. if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

MP 231.4 to MP 230.4	25 MPH.	25 MPH.
MP 230.4 to MP 229.1	35 MPH.	25 MPH.
MP 229.7 to MP 229.1	35 MPH.	25 MPH.
MP 215.1 to MP 211.5	60 MPH.	50 MPH.
MP 187.5 to MP 182.4	70 MPH.	60 MPH.
MP 174.6 to MP 174.3	60 MPH.	50 MPH.
MP 174.2 to MP 154.2	70 MPH.	60 MPH.
MP 150.2 to MP 142.5	70 MPH.	60 MPH.
MP 138.6 to MP 137.7	70 MPH.	60 MPH.
MP 132.9 to MP 131.3	70 MPH.	60 MPH.
MP 121.4 to MP 112.7	70 MPH.	60 MPH.
MP 112.7 to MP 107.7	50 MPH.	50 MPH.
MP 107.7 to MP 106.1	60 MPH.	60 MPH.
MP 106.1 to MP 105.9	60 MPH.	50 MPH.
MP 105.9 to MP 103.0, (Main 1)	60 MPH.	50 MPH.
MP 105.9 to MP 102.4, (Main 2)	30 MPH.	30 MPH.
MP 99.9 to MP 99.1	65 MPH.	60 MPH.
MP 95.3 to MP 95.8	65 MPH.	60 MPH.
MP 92.5 to MP 92.1	65 MPH.	60 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	70 MPH.	40 MPH.
MP 11.5 to MP 10.5	50 MPH.	50 MPH.
MP 10.5 to MP 9.8, (Both Main Tracks)	10 MPH.	10 MPH.
MP 9.8 to MP 8.5	30 MPH.	30 MPH.
MP 8.5 to MP 5.5	70 MPH.	50 MPH.
MP 5.5 to MP 5.0	30 MPH.	30 MPH.
MP 5.0 to MP 3.4	35 MPH.	35 MPH.
MP 3.4 to MP 1.6, (Main 1)	50 MPH	35 MPH.
MP 3.4 to MP 1.3, (Main 2)	50 MPH.	35 MPH.
MP 1.6 to MP 0.9, (Main 1)	35 MPH.	35 MPH.
MP 1.3 to MP 0.9, (Main 2)	35 MPH.	35 MPH.
MP 0.9 to MP 0.0	10 MPH.	10 MPH.

Northbound passenger trains may increase speed to 50 MPH after Nicolai Street crossing is occupied and gates are set to provide protection.

Talgo Train Speed Restrictions

MP 9.8 to MP 9.2	30 MPH.	30 MPH.
MP 9.2 to MP 8.9	40 MPH.	30 MPH.
MP 8.9 to MP 8.5	30 MPH.	30 MPH.
MP 8.5 to MP 5.5	79 MPH.	50 MPH.
MP 5.5 to MP 5.0	30 MPH.	30 MPH.
MP 5.0 to MP 3.4	35 MPH.	35 MPH.
MP 3.4 to MP 0.9	50 MPH.	35 MPH.
MP 0.9 to MP 0.3	35 MPH.	30 MPH.
MP 0.3 to MP 0.0	10 MPH.	10 MPH.

1(C). Speed—Switches and Turnouts

Freight Main	10 MPH.	10 MPH.
On sidings and/or through dual control turnouts at the following locations:		
Hover	25 MPH.	25 MPH.
Except East Dual Control Turnout	12 MPH.	12 MPH.
Roosevelt	30 MPH.	30 MPH.
Plymouth	30 MPH.	30 MPH.
Skamania	30 MPH.	30 MPH.

North Dalles	Bingen		
Cooks	Washougal		
Yellepit	Berrian		
Whitcomb	Paterson		
Bates	Towal		
McCredie	Maryhill	35 MPH.	35 MPH.
On other sidings		10 MPH.	10 MPH.

Through dual control turnouts at the following locations:

Wishram	Avery		
Stevenson	McLoughlin		
Pasco (MP 230.2)	Eavan		
SP&S Jct.		25 MPH.	25 MPH.
Through turnouts:			
Vancouver Center			
Vancouver Center to Yard Lead		10 MPH.	10 MPH.
Fallbridge Subdivision to former A-Line Subdivision		10 MPH.	10 MPH.
Through dual control turnouts:			
Columbia River Bridge Interlocking to Fallbridge Subdivision		10 MPH.	10 MPH.
Willbridge Interlocking		10 MPH.	10 MPH.
North Portland Interlocking		10 MPH.	10 MPH.
East and West Crossover Switches MP 0.5		30 MPH.	30 MPH.

Trains handling continuous welded or jointed rail are restricted to 25 MPH on curves at the following locations:
- Curve between MP 0.0 and MP 0.1
- Curve between MP 22.5 and MP 22.9
- Curve between MP 23.2 and MP 23.5
- Curve between MP 121.4 and MP 121.5
- Curve between MP 123.5 and MP 123.6

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

1(D). Speed—Other

Pasco Westbound MP 230.9 to MP 230.4	25 MPH.	25 MPH.
MP 230.9 to MP 229.1		
Empty intermodal and unit trains only	35 MPH.	35 MPH.
Vancouver Middle Lead Track between 8th Street and Vancouver Center	10 MPH.	10 MPH.
On Willbridge Wye track	10 MPH.	10 MPH.
Portland on PTRR Co. tracks	10 MPH.	10 MPH.
Tunnels 1, 2, 10 and 11, Cars with Car Kind Code M3E		13 MPH.
Tunnels 8 & 9—CRLE 1997-1999 & BNSF 314000-314228		13 MPH.
Tunnel 4—CRLE 1997-1999 & BNSF 314000-314228		5 MPH.

Additional information on special car handling instructions are located in the System Special Instructions.

Hot Weather Speed Restrictions—When ambient (air) temperature is in one of the following ranges, the applicable restrictions will apply:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
90 to 109 degrees	Maximum 50 MPH.	Maximum 45 MPH.	Maximum 60 MPH.
110 degrees and over	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 60 MPH.

Exception: The following location has been identified as a critical zone:
MP 0.0 to MP 53.9—Through the limit of this critical zone, when ambient (air) temperature is in one of the following ranges, the applicable further restriction will apply:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 109 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 60 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

Note: When complying with the above temperature restrictions, existing restrictions must be observed.

Cold Weather Speed Restrictions - When temperatures are below -10 degrees Fahrenheit, the applicable restrictions will apply:
- 40 MPH for trains exceeding 100 tons per operative brake
- 50 MPH for trains less than 100 tons per operative brake
- 65 MPH for passenger trains, Z-symbol intermodal trains, or single level loaded intermodal trains.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Pasco to Wishram ..... 143 tons, Restriction B

Six axle locomotives and six axle derricks are not permitted on the following tracks:
Dallesport—Industrial Park
Bingen—Industry tracks
Hood—Flat track
Home Valley—Co-ply track
Port of Washougal Lead—Lead track
Camas—all tracks except: Old Pass, House Track, Portco Tracks, Columbia Business Park
Vancouver Yard—Caboose Track Lead and Caboose Tracks 1 and 2.

3. Type of Operation
CTC—in effect:
Wishram MP 106.1 to Portland MP 0.3

Two Main Tracks between:
Wishram MP 106.1 and Avery MP 102.4
McLoughlin MP 14.9 and Portland MP 0.3

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.

When a signal displays a Stop indication, after complying with GCOR Rule 9.12.2, the train will be governed as follows:
A crew member must precede the movement between the outer opposing absolute signals of the interlocking, examine the track for defects, determine that the route is properly lined and that the derails are in the non-derailing position. The crew member must also verify that the drawbridge is in the proper position for the train to pass. The crew member may then authorize the train to proceed through the limits at restricted speed.

Willamette River Drawbridge MP 5.1—Manual Interlocking.

Columbia River Drawbridge MP 9.6, Willamette River Drawbridge MP 5.1—Maintenance of Way employees may occupy interlockings on track and time authority from train dispatcher AND verbal permission from bridgetender.

Oregon Slough Drawbridge MP 8.8—Maintenance of Way employees may occupy interlocking on track and time authority from train dispatcher. Bridgetender must not operate bridge without talking to train dispatcher to determine if Maintenance of Way track and time authority is in effect.

UP Trackage—Train, engine and yard crews operating over UP trackage between Brooklyn Yard and East Portland Interlocking; and 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 MP 0.3

are governed by PTRR yard bulletins and instructions. PTRR rules apply. All trains at Portland Union Station must obtain permission from PTRR Yardmaster prior to departure.

Manual Interlocking not using track and time (Rule 10.3) to Protect M/W employees

SP& S Jct and Pasco East–Maintenance of Way employees may occupy manual interlockings on verbal authority fro Pasco Operator. Control operator (Pasco Operator) will provide protection by lining remote control switches against movement to the effect track, applying a locking or blocking device to control machine and notifying employee in charge when protection is provided. On tracks where Control Operator is unable to provide protection on both ends of the track affected, additional protection must be provided as required by Maintenance of Way Operating Rule 6.3.2 at access points not able to be protected by Control Operator.

4. General Code of Operating Rules Items

Rule 6.10—In addition to the requirements of General Code Operating Rule 6.10 and to Signal Switch Awareness Form, the Conductor must do the following:

Before departing from a siding or when holding the main track at a station before departing that station, the Conductor must review Track Bulletin(s) that his/her train will be operating under with the Engineer and the Engineer must verbally acknowledge understanding of all restrictions listed on the Track Bulletin(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date and his/her initials on the Track Bulletin(s).

Rule 6.17 and Rule 8.3—Trains departing Wishram, via the East Leg of the Wye, may leave this switch lined and locked in the reverse position. Advise Pasco West Dispatcher when clear of the Fallbridge Subdivision.

Rule 6.19—When flagging is required, distance will be 2.5 miles between SP&S Jct. and Vancouver, 2.0 miles between Vancouver and Willbridge and 1.0 mile between Willbridge and Portland.

Rule 6.26–USE OF MULTIPLE MAIN TRACKS–The following supplemental instruction is added effective 0500 hours, 11/30/1998. When using main tracks in Westward timetable direction, they will be numbered consecutively from right to left beginning from Main 1.

Rule 10.2–Following switches not equipped with electric locks: MP 1.1–MT 2

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 19.8—Recall Code 508
MP 37.6—Recall Code 238
MP 48.4—Recall Code 808
MP 61.0—Recall Code 818
MP 70.7—Recall Code 798
MP 81.7—Recall Code 788
MP 100.0—Recall Code 768

Effective May 24, 1999 at 1201, the trackside warning detector at line segment 47, MP 128.0 will not radio broadcast the train speed.

6. FRA Excepted Track

Portland—
St. Helen's Road Lead, west of 12th St. Yard.
Run Tracks 3, 6 & 10, Columbia Business Park, Zone 2.
Lie Bye Lead, 12th Street Yard, from and including Switch 303, to and including Switch 306.
Bushnell Lead, off Lie Bye Lead, 12th Street Yard.
All tracks in Zones 3 and 4.

7. Special Conditions

Portland, Lake Yard, Willbridge—Cars spotted on city streets must be protected by two red lights on end of end cars.

At the intersection of 29th Avenue and Nicolai Street control of the traffic signals operates 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	Elf Atochem 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 ELF Atochem-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 if 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.

Refer to Rule 6.32.6, Blocking Public Crossings.

Basic Operation
Train occupies track circuit in approach of the Stop sign, and 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
McCall Oil and Chemical—between Tracks 1102 and 1103.

Northwest Pack Spur—Close clearance to loading dock, do not ride cars past fouling point of this track.

Hoyt Street—All yard tracks out of service except tracks 0610 and 0612.

Terminal 6—Track occupancy on Ford Lead south of Marine Drive will be protected by industry flag, temporary derails and Ford Auto Facility lock when in use by Ford Auto Facility crews. Refer to GCOR Rule 5.14.

SP&S Main Yard—Account potential close clearance between tracks 4501 to 4518 in Vancouver SP&S Main yard, do not ride cars into these tracks when cars are on adjacent tracks.

Four fire hydrants adjacent to St. Helens Road between MP 3 and MP 3.5 impair standard side clearance in this area by 1 foot 5 inches. Impaired clearance signs not placed.

East St. Johns—Do not leave engines or cars unattended on the Barnes Lead.

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 or engine must stop at sign located 75 feet 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.

The crossover switch from Main 2 to the East Pass at MP 7.0 at East St. Johns has been removed. At MP 6.1 at East St. Johns the switch was reversed to an Eastbound facing point move from Main 1 to the West Pass.

Vancouver—Lead connecting tracks NP02-NP07, including crossover between NP07-NP08, north end of NP yard, is out of service.

All locomotive movement in and out of the Vancouver Fueling Facility requires permission from Vancouver Yardmaster.

Normal position of Vancouver Fueling Facility switches are lined for Back Lead movement on the north end and lined for Track 16 on the south end. These switches must be returned to normal position after use.

Within Vancouver SP&S main yard, crews on all trains and engines must get permission from Vancouver Yardmaster prior to commencing movement in or out of “B” yard tracks.

Unless an immediate movement is to be made, all switches on Middle Lead, including switch to New Grain Yard Lead, must be left lined for movement on the Middle Lead.

Cars exceeding 73 feet must not be placed in NP Tracks 3374 or 3375.

MILL PLAIN CROSSING INSTRUCTIONS:
New key controlled traffic control signals are in service on the west end of the new Mill Plain overpass. The north key controller is located on the city traffic signal mast and the south key controller is on a pedestal next to the track.

To Operate:
Stop at the stop signs and key the controller CLOCKWISE, then turn it back and remove the key. Nothing will happen until the key is removed. At that time, a white indicator light will turn on above the railroad traffic signal to indicate the request is in. When all conflicting highway signals are at stop, the railroad control signal will change from red to green.

THE SYSTEM DOES NOT RESET ITSELF. The train crew has to key the controller again to reset the system for highway traffic. The reset can be done with either key controller. Do not reset the controller until the train is clear of the crossing.

Camas—When spotting cars of chlorine on the two chlorine spur tracks at the end of the Chlorine tracks, 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 Chlorine 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: Chlorine spur, Converting spur, Mill spur and Warehouse spur No. 3.

When James River personnel are using the Chip Tracks to unload woodchips, they will lock both access switches with their lock. BNSF crews must contact the unloading crew using the following procedure:

- Call James River, Ext 3631.
- Call James River rail crew on radio channel 66.
- Call Chip Screen Room operator, Ext 3663.
- Call Chip Screen Room operator on radio channel 66.
- Call James River tug, cellular phone 921-2376.
- Call James River tug on radio channel 66.

A mill phone is located in the crew room at the Camas Depot.

Skamania—Do not block the West Skamania Landing Road crossing between the hours of 0730 and 0800, 1430 and 1500, and 1545 and 1615 Monday through Friday when school is in session to allow school bus access. School busses may not use the East Skamania Landing Road crossing because of

clearance problems. If it becomes necessary to cut the crossing, be sure to comply with GCOR Rule 6.32.2 to allow for crossing signals to clear and afford bus driver adequate visibility of the adjacent track when crossing.

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 Rules 9.1.13 or 9.1.14 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.

Tunnel Locations

Tunnel No.	Milepost	Tunnel No.	Milepost
1	34.7	6	69.7
1.5	49.5	7	82.8
2	67.6	8	83.1
3	67.9	9	83.3
4	68.4	10	83.5
5	69.1	11	85.9
		12	108.1

Cliffs—Due to extreme grade, air will be cut in and operative on all cars being handled to and from Aluminum Plant.

Roosevelt—Derails and blue flags have been installed on both ends of the three ramp tracks at Regional Disposal Company's (RDC) intermodal facility at Roosevelt. Responsibilities of RDC and BNSF employees are as follows:
The RDC foreman is responsible for the application and removal of the blue flags/lights, derails and locks which will be applied prior to beginning of loading/unloading a track and removed, and locked, when finished. When a train is spotted for unloading during RDC working hours, the foreman will not flag the track until he has ascertained from the BNSF crew that the track is properly secured.

When spotting an inbound train in RDC's yard, BNSF crew will position it so all rail equipment will be at least 150 feet inside the derail after moving the power to the west end of their inbound train and secure the train per Air Brake and Train Handling Rule 103.8. If RDC tracks are blue flagged, a member of the BNSF train crew will contact the RDC foreman for their removal, any spotting instructions, and inform the foreman when any cars left are properly secured.

Close Clearance—May exist on all auxiliary tracks.

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.

Automatic Equipment Identification (AEI)—Located at: North Portland Jct., MP 9.0, McLoughlin MP 14.5.

Hazardous Material—Oregon Vehicle Code 824.084: Visual external inspections required on all 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 visually be inspected externally by the transporting railroad within two hours of the car's arrival and within two hours of the car's departure.

As part of the implementation of the visual inspection requirements of OVC 824.084, the required inspections, if no carman is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originated. 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.

Trains Destined For OT Subdivision—
Manifest/Intermodal Trains:
- With helpers/distributed power on rear - 9,500 tons
- With helpers/distributed power cut in - 12,000 tons

Loaded Unit Bulk Commodity Trains:
Same as above, except
- With helpers/distributed power cut in - 15,000 tons

Note: Helpers may also be cut in if tonnage is less than 9,500 tons.

Train Make Up Guidelines When Using Distributed Power/ Helpers—

a) No car weighing less than 45 tons by car count may be ahead of any remote distributed power unit(s) or helper locomotives. Doublestack equipment may be handled ahead of the remote consist but there must not be any empty units within the first 10 units ahead of the remote consist. All other intermodal equipment must be placed behind the remote DP or helper consist. This excludes autorack equipment weighing more than 45 tons.

b) No long car/short car combination described below may be within 10 car/units ahead of distributed power/helper locomotive(s).
Note: In the application of the short car/long car rule above, all doublestack equipment is considered less than 80 ft. in length.

LIGHT, LONG CAR RESTRICTION—
Long cars (80 feet or longer and excluding multiplatform cars) which weigh less then 45 tons may not be placed ahead of more than 3,000 trailing tons.

SHORT CAR, LONG CAR RESTRICTION—
Long cars (80 feet or longer and excluding multiplatform cars), regardless of weight, must not be placed next to a short car (45 feet or less) with more than 3,000 trailing tons.

FLASH FLOOD WARNINGS—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas".
MP 133.65 to MP 133.75
MP 141.05 to MP 141.15
MP 146.95 to MP 147.05
MP 161.75 to MP 161.85
MP 167.85 to MP 167.95
MP 174.85 to MP 174.95
MP 190.55 to MP 190.65
MP 204.75 to MP 204.85

Roadrailer Equipment—Train total trailing tonnage must not exceed 3,000 tons.
Additional Restrictions Train Tonnage—Restriction
0 -1500 Tons—No Restrictions
Over 1500 Tons—No more than 1500 trailing tons behind any Roadrailer unit weighing 29 tons or less.
Note: A Roadrailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

8. Line Segments

Yard Line Segments

Line Segment	Yard	Limits
632	Wishram	
643	Vancouver	Vancouver to East end Columbia River Bridge
645	E St. Johns	East end Columbia River Bridge to East end Willamette River Bridge
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) 10 Kittridge Ave.
647	Portland	Kittridge Ave. to East Portland
2119	Guilds Lake Yard	Hub Center

Road Line Segments

Line Segment	Limits
47	SP&S Jct. to Portland

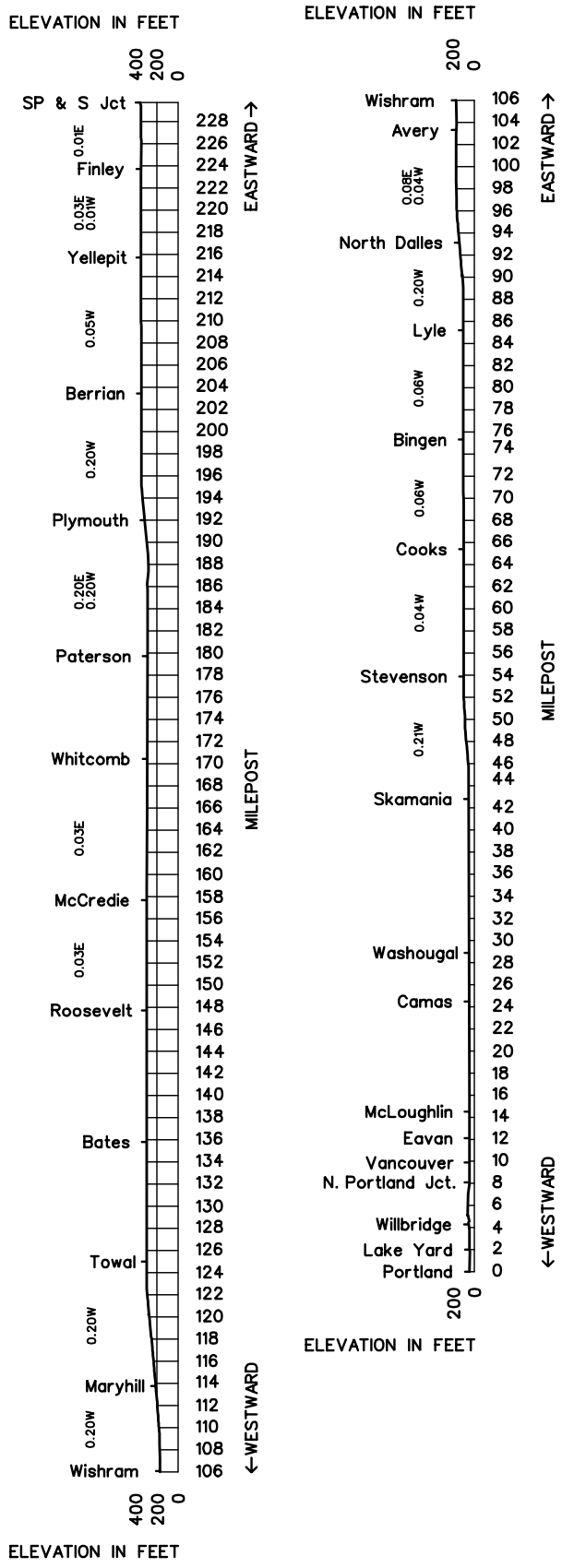
Line Segments

688	Whitcomb—MP 174.0

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
12200 Whitcomb Pit	3.9 east of Whitcomb-MP 174.3	37	Both
12255 Cliffs (Aluminum Plant)	5.0 east of Maryhill-MP 118.6	33	West
12256 Hewett	4.0 east of Maryhill-MP 117.6	60	Both
12272 Avery Storage Tracks (2)	Avery MP 103.4	140 Each	Both
12278 Dallesport Ind. Park	3.7 east of North Dalles-MP 97.0	Yard	East
12279 Dam Spur	3.3 east of North Dalles-MP 96.6	10	West
12290 Skidway (2 tracks)	Lyle-MP 85.3	106	Both
12300 Underwood Fruit & Whse.	0.9 west of Bingen-MP 75.0	6	East
12304 Hood	4.3 west of Bingen-MP 70.9	54	Both
12316 Home Valley	6.6 west of Cook-MP 59.3	40	Both
12322 Stevenson Plywood Co.	1.6 west of Stevenson-MP 53.2	15	East
12326 North Bonneville (1 track)	5.0 west of Stevenson-MP 50.3	104	Both
12337 Prindle	4.3 west of Skamania-MP 37.6	3	East
12343 Mt. Pleasant	4.0 east of Washougal-MP 32.1	95	Both
Old Siding Washougal	Washougal-MP 28.8	70	Both
12350 Camas-Washougal Port	3.8 east of Camas-MP 27.6	15	East
CRT Spur	2.2 east of Camas-MP 26.0	3	East
Hamilton Bros. Lumber Co.	2.0 east of Camas-MP 25.8	3	East
12355 Columbia Vista Lumber Co.	3.4 west of Camas-MP 20.5	2	West
12362 Portco (Main 2)	1.0 east of Eavan-MP 13.1	6	East

10. Grade Chart



Granger Subdivision
BRANCH LINE
STATIONS

WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
9,567	13034	34.3	GIBBON	JT			1.7	
		36.0	MP 36				9.8	
3,850	65012	45.8	GRANDVIEW		TWC	448	8.6	
	65020	54.4	SUNNYSIDE				8.2	
3,875	65029	62.6	GRANGER				28.3	

Radio Channel No. 66 in service.

Radio Call-In	
Prosser - 58(X)	Yakima - 23(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Number
(817) 234-1607 or (800) 789-0739

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Gibbon to Granger	25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

On sidings ..... 10 MPH.
Sunnyside—Bleyhl's Track 1733 ..... 5 MPH.
Sunnyside—Independent Foods Track 1780 ..... 5 MPH.
Granger—EBN Grain Track 1958 ..... 5 MPH.
Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Gibbon to Granger ..... 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation
TWC—in effect:
Station Sign MP 36 to Granger MP 62.6

Industrial Tracks—in effect:
Gibbon MP 33.22 to Station sign MP 36
Granger MP 62.6 to Zillah Line UPRR MP 75.0
GCOR Rule 6.28 applies

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:
MP 38.2 to Biggam UPRR MP 48.3
Sunnyside UPRR MP 2.8 to Midvale UPRR MP 0.0
Gibbon MP 33.22 to Station Sign MP 36
Granger MP 62.6 to Zillah Line UPRR MP 75.0
Grandview UP MP 57.3 to UP 58.75

Rule 6.32.2 (E) Power Off Indicator—in effect:

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
All yard tracks at the following locations: Gibbon, Grandview (includes Old Transfer/Interchange Track to UPRR and UPRR yard tracks), Sunnyside (including UPRR yard tracks), North Prosser Industrial Spur, Granger (all tracks thirty (30) feet from the main track).

7. Special Conditions
Grandview UPRR—The normal position of the switch on the former UPRR interchange track is lined and locked for movement on Track 1604.

The normal position of the Snokist switch will be lined straight track unless there are cars on the Snokist Track.

Ineffective Crossing Protection–The following signal has ineffective crossing protection: Euclid Street UPRR MP 58.4

Granger—The following tracks are out of service:
Bleyhl's old Salt Spur on the UPRR. All tracks west of Bleyhl's Corn Spur switch from the red flag to the end of track.

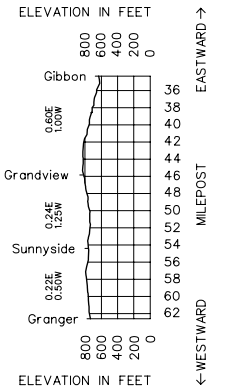
Locations Approved for Gravity Drop Movements
Mid Valley Milling—Bigham UPRR Trackage
Safeway—Grandview MP 47
Cenex—Grandview UPRR Trackage
Snoquist—Grandview UPRR Trackage
Independent Foods—Sunnyside UPRR Trackage

8. Line Segments
Road Line Segments
Line Segment Limits
448 ..... Gibbon to Granger

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
65003	Whitstran	2.5 west of Gibbon	8	West
65006	North Prosser	5.5 west of Gibbon	7	East
65016	Andrus & Roberts	2.1 east of Sunnyside	4	East
65017	Van DeGrafe	2.1 east of Sunnyside	30	Both
65018	East Way Spur	0.9 east of Sunnyside	2	East
65019	Empire Gas Spur	0.8 east of Sunnyside	4	West
UPRR				
33449	Biggam	2.9 west of Gibbon		West
33459	Grandview	UP station shown on schedule	Yard	West
33503	Sunnyside	UP station shown on schedule	Yard	West
33464	Midvale	3.2 east of Sunnyside		
33474	Granger	UP station shown on schedule		

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Kalispell Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		01593	1211.7	COLUMBIA FALLS		TWC	388	5.4	
	2,840	61605	1217.1	LASALLE				9.0	
		61617	1226.1	KALISPELL				14.4	

Radio Channel No. 70 in service.

Train Dispatcher Phone Numbers
(817) 234-1611, (800) 285-0057, Fax (817) 234-1612

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Columbia Falls and Kalispell	25 MPH.

1(B). Speed—Permanent Restrictions
MP 1212.0 to MP 1213.1 ..... 10 MPH.
MP 1224.6 to MP 1231.2 ..... 10 MPH.

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

1(D). Speed—Other
Kalispell, over Main Street Crossing ..... 5 MPH.
Lasalle siding ..... 10 MPH.
Item 1(A) of the System Special Instructions applies.
Bridge 1224.1, Bridge 1224.4, cars heavier than 134 tons ..... 10 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Columbia Falls to Kalispell ..... 143 tons, Restriction D
Kalispell to End of Track ..... 134 tons, Restriction G

Six-axle locomotives and derricks not permitted beyond MP 1212.8 and north leg of wye Columbia Falls.

3. Type of Operation
TWC—in effect:
Columbia Falls to Kalispell

CTC—in effect:
Columbia Falls, at West leg of the Wye Track.

Trains and Maintenance of Way personnel operating between Columbia Falls and Kalispell must receive track warrant from Boyer East dispatcher.

4. General Code of Operating Rules Items
Rule 5.8.2—Item 11, sound the whistle approaching all crossings, public and private, between MP 1211.7 and MP 1226.1.

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

Rule 6.28—in effect:
Columbia Falls, at East leg of the Wye Track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
MP 1227.5 to MP 1231.2

7. Special Conditions
Unity Spur, MP 1224.8—Positive communication between crew members and Still Water Forest Products is required before occupying Chip Spur Track to ensure chip loading process is stopped or will not be initiated. (Spins 330224 and 330223)

Cars are not to be shoved past the chipper at Stillwater Forest Products. Cars are to be cut off and left to be spotted by Stillwater Forest Products employees.

Kalispell Yard—West Kalispell yard switch tracks No. 1 and No. 2 must not be used when cars are standing across from said switches or expected to be moved through area on adjacent runaround track. All movements within this area must be clear before attempting to line west yard tracks No. 1 and No. 2.

Train approaching Kalispell highway crossing signal Meridan Road, MP 1226.75, must stop at stop signs when crossing signals are activated before proceeding over crossing.

Columbia Falls—Trains must not enter main track on Hi Line Subdivision until permission is received from train dispatcher.

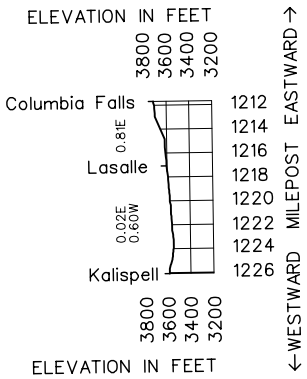
Plum Creek Plywood Mill—Spur track must not be used for switching. When switching is required, cars must be pulled from this track, switch lined back for wye and switching will be done at the south wye switch. When placing cars on this track, air must be cut into cars and air brakes operating.

8. Line Segments
Road Line Segments
Line Segment Limits
388 ..... Columbia Falls to Kalispell

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
60610 Assoc. Seed Growers	10.8 from Columbia Falls	6	East
61611 Mont Saw Service Co.	11.1 from Columbia Falls	5	East
61612 C&C Plywood Corp.	11.8 from Columbia Falls	27	Both
61613 Northwestern Lbr. Co.	13.0 from Columbia Falls	47	East
61614 Carter Oil Co.	13.1 from Columbia Falls	9	East
61617 Timberline Lumber	MP 1222.0	12	East
61617 Try City Lumber	MP 1222.3	6	East
61617 Log Spur	MP 1222.4	14	East
61617 PC Stud Mill	MP 1223.0	10	East
61617 PC Plywood	MP 1223.5	31	Both
61617 Unity Spur	MP 1224.7	39	East
61617 Pacific Steel	MP 1224.8	7	East
Cenex Spur	MP 1225.7	10	East
Interchange	MP 1227.2	12	West
61617 Swallow Grain	MP 1231.2	6	East
61619 Monarch Lbr. Co.	19.6 from Columbia Falls	8	East
61622 Balls Crossing on Spur	20.1 from Columbia Falls	11	East

10. Grade Chart



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Kettle Falls Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
			1476.7	NAPA ST.	MJX		37	3.7	
		61972	1473.0	HILLYARD				4.9	
		61968	1468.1	MEAD			376	4.2	
		61963	13.8	DEAN				12.6	
		62012	26.4	DEER PARK		TWC		12.0	
		62025	38.4	LOON LAKE				18.1	
	4,200	62043	56.5	VALLEY				7.7	
		62050	64.2	CHEWELAH				22.9	
		62073	87.1	COLVILLE				8.5	
		62081	95.6	KETTLE FALLS	BJT	Rule 6.28		9.9	
			105.6	EVANS		TWC		14.1	
			120.0	DOLOMITE				9.5	
			129.5	NORTHPORT				8.8	
			138.3	BOUNDARY, US				2.1	
			139.9	WANETA, BC	Z		391	4.1	
			144.0	COLUMBIA GARDENS	Z			176.4	

Radio Channel No. 76 in service between Napa Street, Kettle Falls and Columbia Gardens

Radio Call-In
Kettle Falls - 10(X) AAR 76
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Numbers
(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Napa St. to Kettle Falls	40 MPH.
Kettle Falls to Columbia Gardens	25 MPH.

1(B). Speed—Permanent Restrictions

MP 1476.7 to MP 1475.4	10 MPH.
MP 1475.4 to MP 1466.2	25 MPH.
MP 1466.2 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 68.2	35 MPH.
MP 68.2 to MP 74.2	25 MPH.
MP 74.2 to MP 78.5	30 MPH.
MP 86.4 to MP 88.3	25 MPH.
MP 93.5 to MP 132.1	25 MPH.
MP 132.1 to MP 133.7	10 MPH.
MP 133.7 to MP 139.1	25 MPH.
MP 139.1 to MP 144.0	10 MPH.

1(C). Speed—Switches and Turnouts

Through all switches and turnouts	10 MPH.
Mead, over switches and frogs on curves at Aluminum Plant	5 MPH.
Colville, at Vaagen Brothers Industry Track 303 over frog	5 MPH.

1(D). Speed—Other

On sidings	10 MPH.

Item 1(A) of the System Special Instructions applies.

Temperature Restrictions
Between Napa Street and Waneta, B.C., all train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 80 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 MPH.

Item 1(A) of the System Special Instructions is in effect while complying with the above temperature restriction.

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

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

Kettle Falls to Napa St. ..... 143 tons, Restriction D
Waneta, BC to Kettle Falls ..... 143 tons, Restriction E
Columbia Gardens to Waneta, BC ..... 143 tons, Restriction D

Six-axle locomotives and derricks not permitted.

3. Type of Operation
TWC—in effect:
Napa St. MP 1476.7 to to MP 139.8

Yard Limits—in effect:
MP 139.1 to Columbia Gardens MP 144.0

4. General Code of Operating Rules Items
Test Mile Location—MP 82.0 to MP 83.0

Rule 6.19—When flagging is required in U.S., distance will be 1.0 mile. Canadian Rail Operating Rules are in effect for Canadian operation, and Rule 4.3.19.1 applies.

Rule 6.28—in effect:
MP 93.5 to MP 96.5

Canadian Rail Operating Rules—BNSF 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 27—Paragraph (b) and EXCEPTION not in effect on BNSF. A signal which is known or suspected as being damaged must be regarded as an imperfectly displayed signal.

Rule 35.1—In the application of Rule 35, the distance of at least 3000 yards is decreased to at least 2000 yards.

Rule 42 and 43—Signals will be 2 miles, instead of at least 3000 yards, in advance of the working point or the defect.

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 BNSF. 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 Warning Detectors (TWD)—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 GCOR Rule 6.12

7. Special Conditions
Hillyard—Derail in place on track 8 near MP 1471.

Between Valley and Dean—Trains on descending grade will slow or control speed in accordance with Air Brake and Train Handling Rule 104.12.7.

Addy—Trains switching Northwest Alloys, Inc., will ring bell and use engine whistle when moving over crossing in plant.

Kettle Falls—Do not leave locomotives unattended and running within 800 feet of Juniper Street and do not leave locomotives unattended and running on the east end of Track 601.

Northport—Crews working the westbound Nelson local must wait until U.S. Customs officer clears the train at Northport before any switching is done at Northport.

Northport to Waneta—Trains must not pass international border without permission of customs and immigration inspectors.

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 setoff 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 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 accommodate the cars as prescribed within the regulations. When necessary, the breaking 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.

Following Locations Exceed 1% Grade

MILEPOST		PERCENT OF GRADE	
MP 60.8	to MP 67.2	1.5%	Ascending
MP 115.3	to MP 116.3	1.1%	Descending

Mountain Grade Instructions—When controlling train speed, limit the effective brake pipe reduction to 18 psi or less. If the train cannot be controlled with an effective brake pipe reduction of 18 psi or less, stop immediately and secure train.

Initiate an emergency brake application no later than 5 MPH above the maximum authorized speed whenever problems controlling speed occur.

In the event of a train separation, the following apply:

1. Apply hand brakes to 75% of all cars not coupled to a locomotive consist.
2. If the locomotive brakes will not hold the train, and it is necessary to recharge the air brake system, set the required number of hand brakes or retainers to hold the train before attempting to release and recharge the air brake system.
3. As necessary, make repairs or set out bad order equipment. Do not attempt to recouple the train if the trailing tonnage exceeds the locomotives' tonnage rating.
4. After recoupling the train, release and recharge the air brake system. Do not release any handbrakes or retainers at this time.
5. After recharging the air brake system, make a service application to hold the train on the grade before releasing the handbrakes or retainers which had been applied.

Colville—At Vaagen Brothers, Track 303 is for unloading log cars. Enter this stub track from the east (south) end watching for uneven walking surface along track.

Colville—Derail in place on Vaagen Brothers Lumber, Track 301.

Addy—Derail on Northwest Alloy Spur.

Kettle Falls—Derail in place on Scale Track (616).

Kettle Falls—Be prepared to stop for car(s) on the Main Track between MP 95.0 and MP 96.0 at Kettle Falls (caboose may be left on Main Track after departure of Kettle Turn).

Light, Long Car Restriction—Long cars (80 feet or longer and excluding multiplatform cars) which weigh less than 45 tons may not be placed ahead of more than 3,000 trailing tons.

Short Car, Long Car Restriction—Long cars (80 feet or longer and excluding multiplatform cars) regardless of weight, must not be placed next to a short car (45 feet or less) with more than 3,000 trailing tons.
Note: In the application of the "Light, Long Car" and "Short Car, Long car Restrictions" above, solid-drawbar connected "Twin Flat" cars (Car kind QB, QD, QL) must always be placed in the rear 3,000 tons.

Be prepared to stop for car(s) on the Main track between MP 95.0 and MP 96.0 at Kettle Falls (caboose may be left on Main track after departure of Kettle Turn).

Between Yardley and Kettle Falls—ABTH Rule 102.14.2, locomotive coupled for multiple-unit operation must not exceed 14 locomotives.

Flash Flood Warnings—Refer to Item 33 of the System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:
MP 19.0 to MP 20.0
MP 45.8
MP 54.8
MP 62.0 to MP 62.4
MP 77.0 to MP 77.4
MP 82.0 to MP 82.2
MP 96.3
MP 118.1
MP 132.0 to MP 133.0

8. Line Segments

Road Line Segments

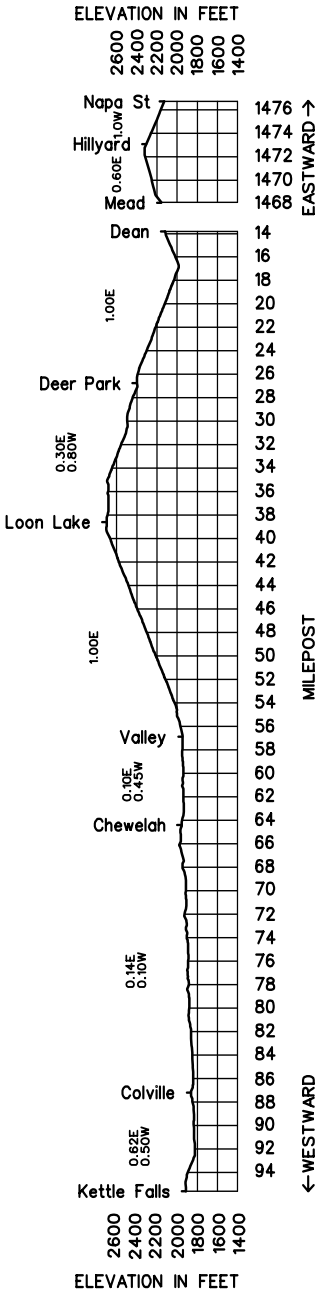
Line Segment Limits

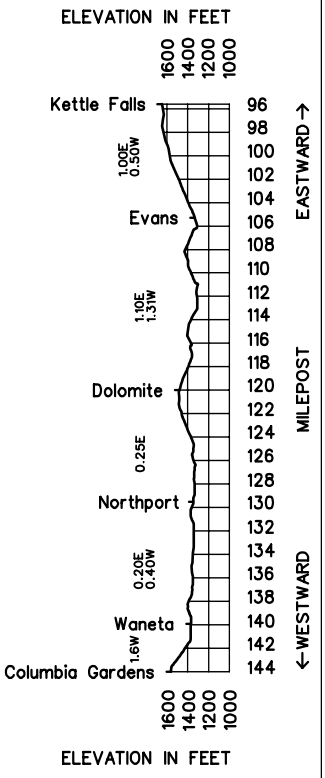
37 ..... Napa St. to Mead
376 ..... Mead to Kettle Falls
391 ..... Columbia Gardens to Boundary, U.S.A.
376 ..... Boundary, U.S.A. to Kettle Falls

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
61963	Dean Spur	At Dean	18	East
62073	Vaagen Bros. Spur	0.1 west of Colville	45	Both
62067	Arden	6.7 east of Colville	47	Both
62063	Met Chip	9.8 east of Colville	12	West
62059	Addy	9.1 west of Chewelah	17	Both
62042	Lane Mtn. Silica Spur	1.0 east of Valley	29	Both
62034	Cline	8.1 east of Valley	18	Both
62033	Allied Mineral	8.4 east of Valley	8	East
62130	Columbia Gardens	4.3 east of Waneta, BC	11	East
62129	Quirk	2.7 east of Waneta, BC	20	Both
62126	Dam Spur	0.5 east of Waneta, BC	9	East

10. Grade Charts





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Kootenai River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		01601	1217.5	WHITEFISH	BTX(2)	2MT CTC		7.0	
	7,060	01607	1224.6	VISTA				6.4	
	9,325	01613	1231.1	LUPFER				11.2	
	9,711	01624	1243.3	RADNOR				7.1	
		01631	1249.3	STRYKER	JT			3.4	
	9,722	01636	1252.8	BRIMSTONE				10.7	
	9,763	01646	1263.5	TWIN MEADOWS				9.6	
	9,760	01656	1273.2	ROCK CREEK				9.0	
	9,730	01665	1282.2	WOLF PRAIRIE				7.9	
	10,344	01672	1290.0	TAMARACK				7.9	
	9,769	01683	1298.0	FISHER RIVER		CTC		8.9	
	10,799	01692	1306.9	RIVERVIEW				7.0	
	9,568	01710	1312.2	RIPLEY				7.2	
	10,510	01718	1319.6	LIBBY	B		36	11.0	
	8,641	01729	1331.3	KOOTENAI FALLS				7.2	
	14,286	01736	1337.9	TROY	T			6.7	
	11,082	01742	1343.3	YAKT				6.8	
	8,235	01749	1350.3	LEONIA				6.3	
	10,440		1356.6	KATKA				7.7	
		01763	1364.3	CROSSPORT				2.0	
			1366.3	CP 13663	X(2)	2MT CTC		2.1	
		01767	1368.4	BONNERS FERRY				11.4	
	9,577	01776	1379.8	NAPLES				7.4	
	9,912	01786	1387.4	ELMIRA				6.7	
	7,439	01793	1394.1	COLBURN		CTC		7.2	
	10,363		1401.3	BOYER	MJ			2.0	
		01798	1403.3	SANDPOINT JCT.	J			187.8	

Radio Channel No. 54 in service.

Radio Channel No. 87 in service in Whitefish Yard.

UPRR Channel 42-42, UPRR Callup *16.

Radio Call-In		
Whitefish - 41(X)	East Portal Flathead Tunnel - 42(X)	Flathead Tunnel - 43(X)
Libby - 46(X)	West Portal Flathead Tunnel - 45(X)	Crossport - 47(X)
Sand Point East - 48(X) AAR 54	Sand Point West - 49(X) AAR 76	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers
Riverview to Whitefish—(817) 234-1611, (800) 285-0057,
Fax (817) 234-1612
Sandpoint Jct. to Riverview—(817) 234-6419
UPRR Dispatcher phone numbers:
402-636-1710 - Weekdays
402-636-1709 - Weekends

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Whitefish and Sandpoint Jct.	79 MPH.	60 MPH.

Exception: to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

MP 1217.5 to MP 1219.9	20 MPH.	20 MPH.
MP 1219.9 to MP 1220.5	35 MPH.	35 MPH.
MP 1220.5 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 1376.1	45 MPH.	40 MPH.
MP 1376.1 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.

1(C). Speed—Switches and Turnouts

Whitefish West, trains or engines through turnout at end of two main tracks	35 MPH.	35 MPH.
Whitefish, through crossovers east of yard MP 1217.5 to MP 1219.1	35 MPH.	35 MPH.
Trains entering turnouts of controlled sidings	20 MPH.	20 MPH.
Radnor	35 MPH.	35 MPH.
Trains entering turnouts at Yakt	35 MPH.	35 MPH.
Crossport	35 MPH.	35 MPH.
Bonners Ferry—Trains over 100 TOB	40 MPH.	40 MPH.
Bonners Ferry	50 MPH.	50 MPH.
CP 13663 (All turnouts)	40 MPH.	40 MPH.
Brimstone, trains departing siding through turnouts	25 MPH.	25 MPH.
Lupfer	35 MPH.	35 MPH.
Katka	35 MPH.	35 MPH.
Vista	25 MPH.	25 MPH.

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

1(D). Speed—Other

Radnor siding	35 MPH.	35 MPH.
Yakt siding	35 MPH.	35 MPH.
Libby siding	20 MPH.	20 MPH.
Lupfer siding	35 MPH.	35 MPH.
Katka siding	35 MPH.	35 MPH.
Libby—Champion International Industry Tracks, wye and turnout	5 MPH.	5 MPH.
Bonners Ferry—wye track	10 MPH.	10 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.
Head end eastward trains, signal 1265.8 Flathead tunnel with other than a clear aspect		35 MPH.
On Fodge Spur (Bonners Ferry)	5 MPH.	5 MPH.

Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.

Tunnels at MP 1336.3, 1347.0, MP 1374.1 and MP 1376.2, cars with card kind code M3F	13 MPH.

Temperature Restrictions
All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Whitefish to Sandpoint Jct. ..... 143 tons, Restriction B

Libby—Locomotives not permitted on Champion International Corp. wye track. Six-axle locomotives not permitted on house track.

Troy—Six-axle locomotives and six-axle derricks not permitted on wye tracks.

Bonners Ferry—Six-axle locomotives and six-axle derricks not permitted on Idaho Timber industry tracks, Fodge Spur and the wye track.

3. Type of Operation
CTC—in effect:
Sandpoint Jct. (MP 1403.3) to Whitefish (MP 1217.5)

Two Main Track
MP 1217.5 to 1219.9
Crossport MP 1363.4 and Bonners Ferry MP 1370.3

4. General Code of Operating Rules Items
Rule 5.8.2—Item 11, sound the whistle approaching all crossings, public and private, between MP 1217.5 and MP 1350.6 (Montana/Idaho border).

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

Test Mile Location
Radnor WWD ..... MP 1248.0—MP 1249.0
Radnor EWD ..... MP 1244.2—MP 1245.2
Ripley ..... MP 1311.95—MP 1312.95
Leonia ..... MP 1350.0—MP 1351.0
Moravia ..... MP 1373.0—MP 1374.0
Lupfer to Vista, WWD ..... MP 1227.0—MP 1228.0
Yakt ..... MP 1342.0—MP 1343.0

5. Trackside Warning Detectors (TWD)
A. Protecting bridge, tunnel or other structures
MP 1258.1—WWD only—Recall Code 428
MP 1276.4—EWD only—Recall Code 458
MP 1315.9—WWD only—Recall Code 468
MP 1324.1—DED—EWD only—Recall Code 469
MP 1352.9—Recall Code 479
MP 1381.6—EWD only
MP 1398.4—WWD only

B. Other TWD locations
MP 1222.2—DED/Exception Reporting Only
MP 1228.1—DED/Exception Reporting Only
MP 1232.8—DED/Exception Reporting Only
MP 1236.6—Recall Code 418
MP 1242.4—DED/Exception Reporting Only
MP 1253.8—DED/Exception Reporting Only
MP 1258.1—EWD only—Recall Code 428
MP 1276.4—WWD only—Recall Code 458
MP 1283.2—DED/Exception Reporting Only
MP 1291.2—DED/Exception Reporting Only
MP 1296.1—Recall Code 467
MP 1301.2—DED/Exception Reporting Only
MP 1305.8—DED/Exception Reporting Only
MP 1311.2—DED/Exception Reporting Only
MP 1315.9—EWD only—Recall Code 468
MP 1324.1—DED—WWD only—Recall Code 469
MP 1330.4—DED/Exception Reporting Only
MP 1337.2—DED/Exception Reporting Only
MP 1340.5—Recall Code 468
MP 1349.0—DED/Exception Reporting Only
MP 1357.8—DED/Exception Reporting Only
MP 1361.8—DED/Exception Reporting Only
MP 1366.3—Both Tracks—Recall Code 478
MP 1370.5—DED/Exception Reporting Only
MP 1381.6—WWD only—Recall Code 487
MP 1398.4—EWD only—Recall Code 488

6. FRA Excepted Track—None

7. Special Conditions
Flathead Tunnel, between Rock Creek and Twin Meadows
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 understanding with entire crew whether train will be backed out of tunnel or proceed eastward to Twin Meadows.

In each bay of the tunnel is a supply of emergency tools which include an E knuckle, air hoses, wrench, hammer, chisel and air hose supports. If any material is used, contact the Whitefish trainmaster so the material used can be replaced.

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.

When it is necessary to enter Flathead Tunnel under restrictive signal indication, the train dispatcher must complete a full flush prior to giving that train permission. Train dispatcher must leave fans on in tunnel while train is in route.

The ventilating 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 signal is located 166 feet east of tunnel door, these two signals are for door only. When a train or engine 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 that the tunnel door 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.

A Tunnel Emergency Respirator Program is in place. This program is designed to offer the highest level of respiratory protection to train crews and other persons riding trains through long tunnels.

Employees who ride freight trains through the Flathead Tunnel must be trained on the use of Self-Contained Breathing Apparatus (SCBA) and have an SCBA in their possession when traveling through the tunnel.

When hours of service has expired, employees may take the SCBA with them to the motel or home. Individuals will not be allowed to work in the Whitefish pool without having been trained on the use of an SCBA.

SCBA Air Tanks have been placed in each bay of the tunnel. Whenever one is used, notify dispatcher immediately and advise the trainmaster at Whitefish the number of air tanks used and where left so that they can be recharged at once. Used air tanks must be left at Spokane or Whitefish.

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.

Emergency Communications in Flathead Tunnel
(Crews working in flathead tunnel must have a portable radio equipped with Channel 20/54 or MRAS Channel 7—AAR 09-92):

1. Initial contact with the dispatcher is 911. After the initial contact is made, determine by a safety briefing the best method of communication between the crew members and the dispatcher.
2. Preferred method of communications with dispatcher: Engineer set locomotive radio to Channel 20/54 and conductor turn portable to Channel 20/54. This allows a complete link between engineer, conductor and dispatcher.
3. Second method is to use MRAS Channel 7 (AAR 09-92), Yellow telephone number—863-0219. Request dispatcher to monitor channel.
4. Dispatcher Telephone Numbers
   Trick Dispatcher—911 or 8-234-1611
   Chief Dispatcher—8-234-1300 or 1301

Whitefish—When road crews come on duty at Whitefish, they will use the following process:

1. Inform the dispatcher they are on the property using intercom in on duty building.
2. Receive track warrants and bulletins from dispatcher following notification in number 1 above.
3. Board train and notify the dispatcher when they are prepared to depart.

Road crews arriving at Whitefish on trains that do not pickup or set out at Whitefish will leave a copy of their train list (wheel report) on the engineer's console of the lead locomotive.

To avoid blocking road crossing, all eastward trains must not pass State Park Crossing without dispatcher permission.

Rock Creek—Eastward trains that change crews between East Rock Creek MP 1272.2 and East Industry MP 1272.7 will stop at the east industry switch to do so. Under no circumstances will crews walk down steep embankment to van.

Bonners Ferry—Before crossing the UPRR at Bonners Ferry to switch Crown Pacific, a member of the train crew must contact the UPRR dispatcher and inform the dispatcher that they will be occupying the 'diamond' and an estimated time when they will be clear.

Manual Interlocking—MP 1402.51 UP Crossing located just west of west switch Boyer, operated by Boyer East Dispatcher.

List of Long and Short Miles
MP 1307 and MP 1308 between Riverview and Ripley is 13,077 feet long.
MP 1337 to MP 1338 at Troy is 9,684 feet long.
MP 1359.0 to MP 1360.0 is 4,625 feet long.

Whitefish Fueling Facility—TY&E employees will not deliver or receive their power directly at the fueling facility. Power inbound to the fueling facility will be tied up on the Old Fuel Track. Outbound power will not be boarded until Mechanical Department personnel have moved it off the fueling facility.

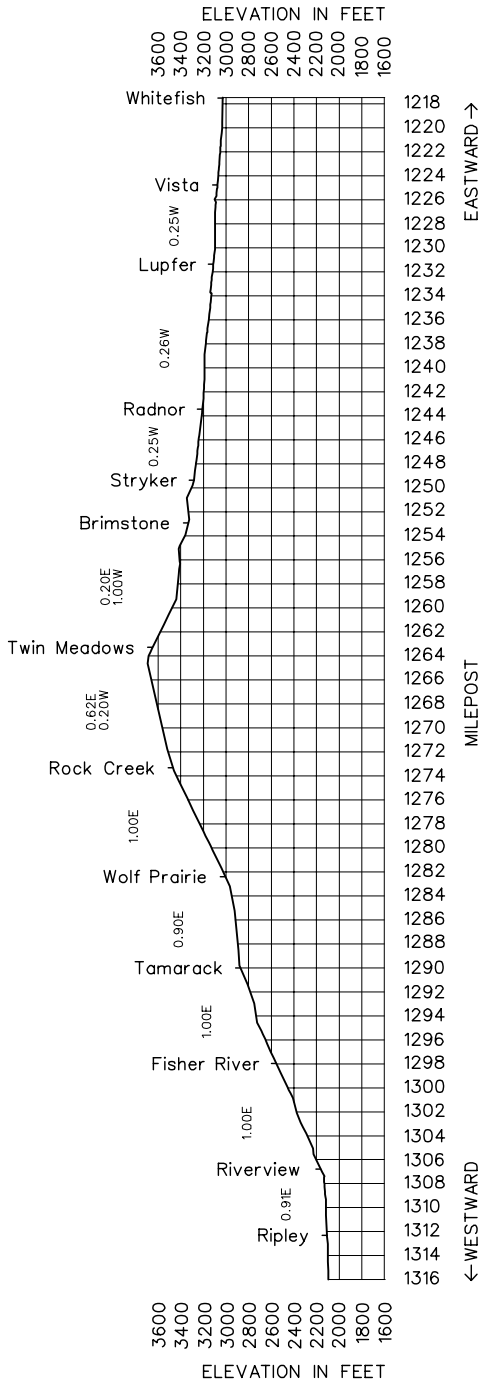
Flash Flood Warnings—Refer to Item 33 in the System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:
MP 1299.0
MP 1305.5
MP 1320.3
MP 1329.4 to MP 1329.8
MP 1334.0 to MP 1335.0
MP 1340.0 to MP 1341.0
MP 1357.6
MP 1363.3
MP 1372.0
MP 1375.0
MP 1381.5
MP 1382.0

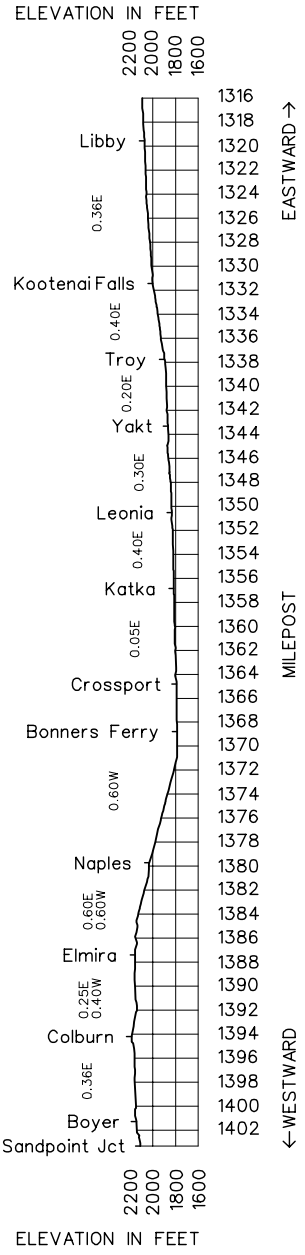
8. Line Segments
Road Line Segments
Line Segments Limits
36 ..... Whitefish to Sandpoint Jct.

9. 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
Katka	5.5 west of Leonia	2	East
Crossport (Main 2) set out track	0.6 east of Crossport	4	East
Fodge Spur	0.7 miles west of Bonners Ferry	40	West
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 WI Forest Prod. Spur	15	West
01792 WI Forest Prods Spur	7.8 east of Boyer	15	West
Boyer Jct. Switch	MP 1401.25 to Sandpoint Yard		East

10. Grade Charts





WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Lakeside Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	01877	1.1	SUNSET JCT.	J	CTC	46	1.6	
12,641	63002	2.6	EMPIRE				6.4	
	63007	9.3	MARSHALL To PCC Railroad MP 1.0	T			2.6	
	63009	11.8	LAKESIDE JCT.	J			4.8	
	63014	16.6	CHENEY To PCC Railroad MP 1.0	T			3.2	
8,100	63019	19.8	BABB				9.9	
8,100	63028	29.7	FISHTRAP				12.5	
8,100	63040	42.4	SPRAGUE				8.9	
8,800	63048	51.1	KEYSTONE				6.7	
8,100	63054	57.8	TOKIO				7.1	
	63062	64.9	RITZVILLE				7.6	
8,800		69.3	ESSIG				3.2	
8,100	63072	72.5	PAHA				9.5	
6,441	63079	80.5	LIND				5.0	
	63082	84.9	SAND		2MT CTC		5.9	
		90.8	BEATRICE	X(2)			6.9	
		97.7	CUNNINGHAM				12.0	
8,110	63108	109.7	CONNELL		CTC		4.3	
8,100	63113	114.9	CACTUS				5.2	
6,784	63117	118.2	MESA				8.4	
8,100	63124	126.3	ELTOPIA				9.9	
	63135	137.0	GLADE		2MT CTC		3.2	
		140.2	PASCO EAST	X(2)			1.9	
		142.1	CP 1421	X	2MT ABS		0.6	
		142.7	CP 1427	X			2.6	
		145.3	GRAPEVINE	X(2)			0.3	
	12143	145.6	PASCO	BMJTY	ABS		1.7	
	12148	147.5	SP&S JCT.	MJ			149.4	

Radio Channel No. 70 in service.

From MP 1.1 to MP 11.8, Channel 76 in service and from MP 140.2 to MP 147.5, Channel 89 in service.

Radio Call-In		
Fishtrap - 61(X)	Lind - 62(X)	Connell - 63(X)
Cactus - 65(X)	Pasco - 64(X)	Prosser - 58(X)
Yakima - 49(X)	Selah Butte - 47(X) (Yakima Canyon)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers
(817) 234-1619, (800) 285-0062, Fax (817) 234-1620

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Sunset Jct. to Pasco	79 MPH.	60 MPH.

Exception to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

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 11.7 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 96.5	60 MPH.	50 MPH.
MP 96.5 to MP 101.3	60 MPH.	60 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 145.6	65 MPH.	60 MPH.
MP 145.6 to MP 146.6	25 MPH.	25 MPH.
MP 146.6 to MP 147.5	35 MPH.	25 MPH.

1(C). Speed—Switches and Turnouts

Through switches and dual control turnouts at the following locations:		
Through West Yard Lead at CP 1421 (Pasco)	10 MPH.	10 MPH.
Through East Yard Lead at CP 1427 (Pasco)	10 MPH.	10 MPH.
Through West Yard Ladder Track at CP 1427 (Pasco)	10 MPH.	10 MPH.
Through Yard Track West Receiving 2 at CP 1427 (Pasco)	10 MPH.	10 MPH.
Cheney, East Yard Lead at Pasco	10 MPH.	10 MPH.
Turnout at MP 144.7	10 MPH.	10 MPH.
Grapevine Lead, West Yard Track 2 and the Balcom and Moe Industry Switch at Control Point Grapevine (Pasco)	10 MPH.	10 MPH.
Babb, Fishtrap	35 MPH.	35 MPH.
Lakeside Jct., Sprague, Tokio, Connell, Cactus, Eltopia, Paha, Pasco East, Essig, Keystone	35 MPH.	35 MPH.
Sand, Cunningham, Glade	50 MPH.	50 MPH.
Through crossovers at Beatrice	35 MPH.	35 MPH.
Through crossovers at Pasco East (MT 1 to MT 2 and MT 2 to MT 1)	35 MPH.	35 MPH.
CP 1421 and CP 1427 (Pasco)	40 MPH.	40 MPH.
Control Point Grapevine (Pasco)	40 MPH.	40 MPH.
Through crossover CP 1427 Trains over 100 TOB	35 MPH.	35 MPH.
Through crossover at Grapevine Trains over 100 TOB	35 MPH.	35 MPH.
Sand, Cunningham and Glade Trains over 100 TOB	40 MPH.	40 MPH.
Through crossover Marshall to Scribner	25 MPH.	25 MPH.

1(D). Speed—Other

Pasco Yard—Engines thru the master and group retarders	5 MPH.	5 MPH.
Head end westward trains or engines leaving siding over Clark St. Crossing MP 110.0 Connell	25 MPH.	25 MPH.
On sidings at the following locations:		
Babb, Fishtrap, Sprague, Tokio, Paha, Connell, Cactus, Eltopia, Essig, Keystone	35 MPH..	35 MPH.

On other sidings ..... 10 MPH. ..... 10 MPH.
Pasco, WWD MP 146.1 to MP 146.6 ..... 25 MPH. ..... 25 MPH.

Engines are not to exceed 5 MPH through the master and group retarders in the Pasco Yard.

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

Temperature Restrictions
All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Sunset Jct. to Pasco ..... 143 tons, Restriction A
Basin City Stub ..... 143 tons, Restriction D

Ritzville—Six-axle locomotives and six-axle derricks not permitted east 500 feet of Greens track.

3. Type of Operation
CTC—in effect:
Sunset Jct. MP 1.1 to Pasco MP 140.2

ABS—in effect:
Pasco MP 140.2 to MP 147.5

Yard Limits—in effect:
Pasco MP 140.2 to MP 147.5

Two Main Tracks—between:
Sand MP 84.9 and Cunningham MP 99.45.
Glade MP 137.0 and Pasco MP 145.3.

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees
SP&S Jct. to Pasco East—MW employees may occupy manual interlockings on verbal authority from Pasco operator. Control operator (Pasco operator) will provide protection by lining remote control switches against movement to the affected track, applying a locking or blocking device to control machine and notifying employee in charge when protection is provided.

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 2.5 miles.

Rule 6.28—in effect:
Marshall MP 0.0 to MP 1.0 (Former P&L)
Cheney MP 0.0 to MP 1.0 (Former CW)

Test Mile Locations
MP 35.0 to MP 36.0
MP 132.0 to MP 133.0.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 6.1—DED/Exception Reporting Only
MP 14.3—DED/Exception Reporting Only
MP 19.2—DED/Exception Reporting Only
MP 25.7—Recall Code 617
MP 31.4—DED/Exception Reporting Only
MP 36.5—DED/Exception Reporting Only
MP 41.3—DED/Exception Reporting Only
MP 47.8—Recall Code 618
MP 52.8—DED/Exception Reporting Only
MP 57.4—DED/Exception Reporting Only
MP 62.5—DED/Exception Reporting Only
MP 66.9—Recall Code 627
MP 72.5—DED/Exception Reporting Only
MP 78.4—DED/Exception Reporting Only
MP 82.3—DED/Exception Reporting Only
MP 88.8—DED/Exception Reporting Only
MP 94.2—Both Tracks—Recall Code 628
MP 99.5—DED/Exception Reporting Only
MP 104.6—DED/Exception Reporting Only
MP 122.3—Recall Code 638
MP 122.5—Wheel Impact Detector—No Readout
MP 134.6—Recall Code 648

6. FRA Excepted Track
In Pasco Yard, storage tracks 5 through 16, including switches to these tracks.

City lead in Zone 3, from fouling point of switch at MP 146.2.

Big Pasco in Zone 4, from fouling point of switch at MP 146.7.

All tracks of the Old Roundhouse facility at Pasco.

7. Special Conditions
Pasco—All trains arriving Pasco will use BNSF Radio Channel No. 89 to communicate with Pasco operator and yardmaster when requesting a yard track. After requesting yard tracks, obtain permission from Pasco Tower before entering yard.

All outbound trains will secure verbal authority from Pasco operator before moving from yard track.

Pasco Roundhouse—Derails are in operation on the east and west ends of the Pasco Roundhouse and fueling facility lead. When entering or departing the roundhouse facility and the derails are locked with a Mechanical Department lock, contact the roundhouse foreman for instructions. If locked with a switch lock, it is okay to remove derail and proceed, returning derail to the derailing position after move.

Pasco East Receiving Yard—Power derails are in place on all tracks in the east yard and display a blue light when in the derailing position and a yellow light when lined for rail traffic. The derails are powered and are under the control of the Pasco Control Operator. Derails have been installed on the east and west end of Track 2210. The derails are powered and under the control of the Pasco Control Operator.

Pasco—Power Operated Yard Switches—Power operated switches in Pasco Yard numbered:
- 12, 16, 18, 20, 22—Ice House
- 82, 86, 92, 98—East Yard—West Yard Lead
- 94, 96, 100, 102, 104, 106, 108, 110—East Yard—West End
- 1, 2, 3, 4—East Yard—East End

are known as convenience switches that only indicate direction switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate the route is clear of a conflicting movement. To prevent side collisions, you must watch for cars or engines that may foul your movement.

Power derails have also been added to all tracks in the east yard and display a blue light when in the derailing position and a yellow light when lined for rail traffic.

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority and crew member precedes movement over switch checking to ensure that the switch is properly aligned and that the switch points fit.

Caution—Should a red light be displayed, the control operator must be notified and a maintainer called.

Walla Walla Main Track—Power Operated Yard Switches—Power operated switches numbered:

- Big Barn Switch
- East End Fueling Facility
- East End of Wye Track

are known as convenience switches that only indicate direction switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate the route is clear of a conflicting movement. To prevent side collisions, you must watch for cars or engines that may foul your movement.

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority and crew member precedes movement over switch checking to ensure that the switch is properly aligned and that the switch points fit.

These switches must not be taken from power to hand without permission from the control operator.

Caution—Should the switch points be other than full normal or full reverse, it will be necessary to hand operate the switch.

The WCHT-72 can be operated manually by bypassing the proper solenoid valves and operating the hand pump with the manual lever.

The solenoid valves are placed in the bypass position by gently pressing on the red knurled knob on the valve and then rotating the knob counterclockwise while releasing downward pressure on the knob. The knob will spring outwards to the bypass position.

To place the valve back into the operate position, gently press down on the red knurled knob, and rotate the knob clockwise. When downwards pressure is released, the knob will stay in position. The manual pump lever is stored in a lockable holder on the rear face of the switch machine cover.

To manually operate to the extended position (points going away from the switch machine):

1. Remove manual pump lever from holder.
2. Open door.
3. Operate both solenoid valves to the bypass position.
4. Insert lever into pump socket and pump switch into position.
5. Remove lever.
6. Return both solenoid valves to the operate position.
7. Occupy switch and after at least one unit or car has passed over the switch points.
8. Close door and replace manual lever into holder.

Note: Take care when replacing pump lever into holder. Place pump lever with stamped lettering “This side up for lock-out” facing out for normal operation.

To manually operate to the retracted position (points going toward the switch machine)**:**

1. Remove manual pump lever from holder.
2. Open door.
3. Operate right solenoid valve to the bypass position.
4. Insert lever into pump socket and pump switch into position.
5. Remove lever.
6. Return right solenoid valve to the operate position.
7. Occupy switch and after at least one unit or car has passed over the switch points.
8. Close door and replace manual lever into holder.

Note: Take care when replacing pump lever into holder. Place pump lever with stamped lettering “This side up for lock-out” facing out for normal operation.

To Lock Out WCHT-72 Switch Machine
Switches must not be taken from power to hand without permission of the control operator.

1. Remove manual pump lever from holder.
2. Replace manual pump lever into holder with stamped lettering “This side up for Lock-Out” facing up.

To Restore Locked Out WCHT-72 Switch Machine

1. Remove manual pump lever from holder.
2. Replace manual pump lever into holder with stamped lettering “This side up for Lock-Out” facing out.

Notify control operator when switch has been restored to normal operation.

Between Pasco East and SP&S Jct.
Controlled signals are under jurisdiction of operator at Pasco.

Cactus Pit—When spotting cars on both tracks 1 and 2, cut the east access road on the Connell end of these tracks. Also cut Track 2 at the end of the center ballast pile. When spotting Herzog units, if practicable, spot 32 cars to track 1 and the balance, if any, to track 2.

Ritzville—When spotting the elevator do not leave any cars between Jefferson and Adams Streets (the two west crossings).

All westbound trains on the siding at Ritzville, make sure the gates are down before entering Columbia Street Crossing.

Crew Switching at CFI Industries—All crews switching at CFI Industries at Tokio must be equipped with a half mask respirator (equipped with ammonia cartridges). This half mask may be worn with prescription glasses and must be worn when switching inside the gates of the plant.

Any employee called for Trains LWAS8301, who has not been fitted for a respirator, must report to work one-half hour early, clean shaven in order to be properly fitted with a respirator.

Sprague—When stopping on the mainline at Sprague, do not block the Old Highway Crossing for any period of time exceeding five (5) minutes between the hours of 0715-0815 hours and 1530-1630 hours. The crossing must be cut if necessary.

Missile Base-Mainline Rock and Ballast Pit—This is a circular track (balloon) approximately 4,900 feet in length. Cars may be set out going either direction. Derails are set inside clearance points.

Locations With a Grade Equal to or Greater Than 1%

MILEPOST	PERCENT OF GRADE	
MP 3.0 to MP 8.8	(Includes 1.25% Ascending Empire)	
MP 10.8 to MP 11.1	1.06%	Ascending
MP 12.5 to MP 14.0	1%	Ascending
MP 32.0 to MP 34.5	1.06%	Ascending
MP 38.0 to MP 40.0	1.06%	Descending
MP 78.4 to MP 78.7	1%	Descending
MP 90.0 to MP 95.0 (Both Tracks)	1%	Descending
MP 96.5 to MP 97.1 (Both Tracks)	1%	Descending

Dynamic Braking—In order to comply with minimum dynamic brake requirements for trains consisting of more than one half intermodal equipment on the Hi Line, Stampede, and Scenic Subdivisions, crews on such trains, before departing Seattle (Interbay), Tacoma, Havre, Sandpoint (if originating from MRL RR), Spokane (if train originates at Spokane), or Pasco (if train originates at Pasco), must:

1. Inspect locomotive consist before departing locations outlined above and determine if any locomotives in consist have dynamic brakes cut out and/or are tagged

defective. (Cut out traction motor(s) on DC locomotives results in inoperative dynamic brake). NOTE: Before cutting in a dynamic brake found cut out but not tagged defective, contact Mechanical Help Desk and be governed by that supervisor's instruction.

2. If any locomotive in consist found not to have an operative dynamic brake, immediately report this fact to local mechanical forces and Mechanical Help Desk.
3. Any dynamic brake failure that occurs enroute thereafter must be reported to the Mechanical Help Desk.
4. All relieving locomotive consist is not required if this information concerning dynamic brakes of consist is left on controlling locomotive.

Dynamic brake limitation is now at 28 axles per consist for all trains on the BNSF, per Air Brake & Train Handling Rule 104.3.2, Item B. When mechanical personnel makeup locomotive consist and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are make up by mechanical personnel, mechanical personnel will set up locomotive consist in compliance with 28 axle dynamic brake limitation (if more than 28 rated DB axles in consist) along with the other consist set up procedures for each locomotive in the consist.
2. During that inspection, mechanical personnel note all defective dynamic brakes in consist when consist is initially made up and leave this information on controlling locomotive for the locomotive engineer.
3. Local terminal operating supervision at Havre, Spokane and Seattle will communicate to mechanical personnel the minimum dynamic brake requirements for locomotive consist being built for intermodal trains requiring a minimum number of DB axles for the heavy grade territories.

Flash Flood Warnings—Refer to Item 33 of the System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:
MP 2.5
MP 3.3
MP 19.9 to MP 20.5
MP 69.0
MP 82.3
MP 97.0 to MP 98.0
MP 107.0 to MP 108.7

Recommended Roll-By Inspection Locations—
Glade—Pull train up to within 400 feet of the block signal.
West Connell—Do not inspect from the north side. On the south side, pull train up beyond loading dock.
West Cunningham—Inspection only from the north side.
East Paha—Inspection only from the north side.
East Tokio—Inspection only from the north side.
West Sprague—Inspection only from the north side.
East Sprague—Inspection only from the north side.
East Babb—On the north side, inspect train from siding only.

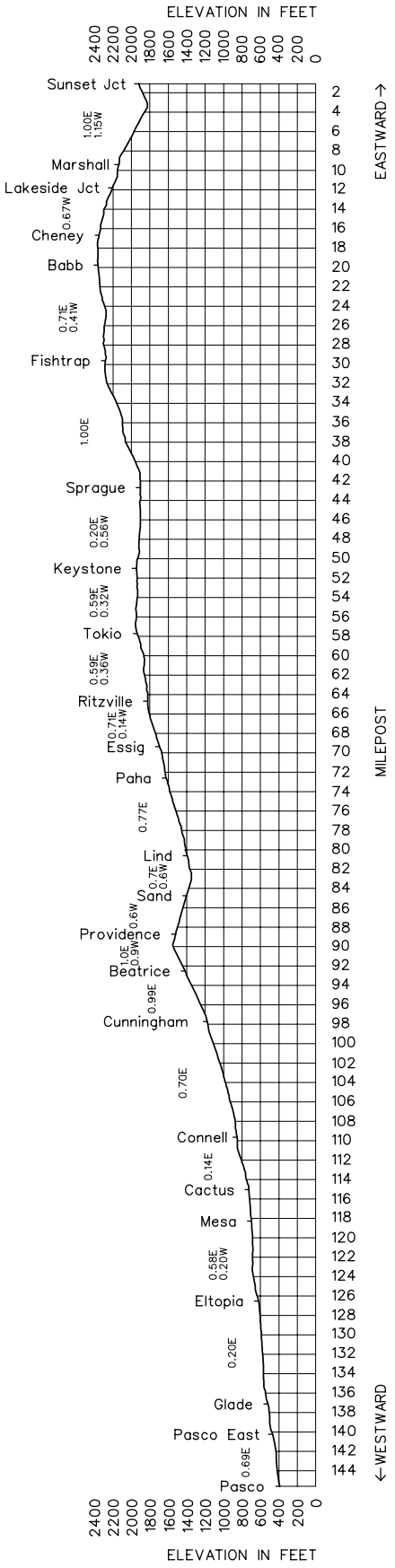
8. Line Segments
Yard Line Segments
Line Segment Limits
684 ..... Cactus
471 ..... Pasco Hump
630 ..... Pasco
631 ..... Pasco WFE

Road Line Segments
Line Segment Limits
46 ..... Sunset Jct. to Pasco

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Fishtrap Setout Track	1.0 west of Fishtrap	5	West
63034 Missle Base Ballast Pit	4.3 west of Fishtrap		Both
63039 Sprague Elevator Track	0.7 east of Sprague	20	Both
63039 Sprague Old Siding	0.2 east of Sprague	54	Both
Keystone Siding Set Out Track	1.7 west of Keystone	5	West
63053 Tokio-C&F Ind.	2.6 east of Tokio	20	Both
Beatrice MP 81.0 Set Out Track MT 1	0.2 west of Beatrice crossover	5	East
Beatrice MP 81.0 Set Out Track MT 2	0.2 west of Beatrice crossover	5	East
Old Beatrice Elevator Track MP 93.1, MT 2 #63090			West
63095 Cunningham (MT1) Setout	1.6 east of Cunningham	12	East
63095 Cunningham (MT2) Elevator Track	1.6 east of Cunningham	15	Both
63108 Connell Eastward Siding		Yard	Both
63108 Connell Westward Siding		40	West
63108 Lamb Weston Lead		18	East
63126 Eltopia Elevator Track	0.4 west of Eltopia	20	West
63131 Sagemoor	6.8 west of Eltopia	80	Both
Simplot, #63117	0.6 east of Mesa	5	East
Potato Growers #63135	1.3 west of Glade	12	West
Asphalt Plant #63135	1.4 west of Glade	12	Both

10. Grade Chart



WESTWARD	locLength of Siding (Feet)	Station Nos.	Mile Post	Lakeview Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
			0.6	11TH STREET	JR		400	7.9	
	1,726	67309	8.9	LAKEVIEW to MOBASE 3.5	R				
	1,726	67309	0.0X	LAKEVIEW	R		401	11.5	
		16057	11.5X	NISQUALLY	R				
		67313	12.4	to LAKEVIEW 3.5 MOBASE	T	TWC	400	7.8	
		67320	20.2	ROY				5.3	
		67326	25.5	YELM				32.5	

Radio Channel No. 87 in service.

Train Dispatcher Telephone Number
(800) 285-0076 or 8-234-1623

Emergency Call-In—911

1. Speed Regulations

1(A). Speed—Maximum

	Freight
11th Street to Yelm	25 MPH.

1(B). Speed—Permanent Restrictions

11th Street to MP 3.1	10 MPH.
Over 35th Street—MP 3.2	20 MPH.
MP 21.0 to MP 25.5	10 MPH.
Lakeview and Nisqually: MP 0.0X to MP 11.6X	10 MPH.
Lakeview Industrial Park Complex	5 MPH.

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

1(D). Speed—Other

Bridge 22.1, cars heavier than 138 tons	10 MPH.
On sidings	10 MPH.

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Lakeview to Yelm ..... 143 tons, Restriction D
Lakeview to Nisqually ..... 134 tons, Restriction G

Lakeview Industrial Park—Only one locomotive allowed in for switching operation. Six-axle locomotives not permitted.

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

3. Type of Operation
TWC—in effect:
Lakeview MP 8.9 to Yelm MP 25.5

Restricted Limits—in effect:
11th Street MP 0.6 to Lakeview MP 9.7
Lakeview MP 0.0X to Nisqually MP 11.6X

The following procedures are in effect for recorded lineups on the Pacific Division:
To listen to the lineup:
1. Dial 8-625-6100
2. When the greeting is completed, enter the mailbox number 1015.
   Pacific Division Centralia North Dispatcher:
   Lakeview Sub between Lakeview and Yelm
3. After copying the lineup, enter the four-digit mailbox number to replay the lineup and underscore each word and figure.
4. At any time while the lineup is playing you can:
   - Dial another four-digit mailbox number to listen to another lineup.
   - Hang up.

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
Lakeview MP 0.0X to Nisqually MP 11.6X
Lakeview MP 3.0 to Roy MP 21.0—All tracks

7. Special Conditions
Between Lakeview and Fort Lewis—Automatic crossing signals at the following locations may be ineffective.
Be governed by Rule 6.32.2.
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

MP 3 and MP 4—When switching industries between MP 3 and MP 4, derail must be applied on main track at MP 3.

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 that direct fire 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.

Mountain Grade Operation
Air Brake and Train Handling Rules for mountain grade operations apply between 11th St. to MP 3.1.

Ruling grade descending east—2.2.

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

Close Clearance—May exist on all auxiliary tracks.

Roy—Main track out of service between MP 21.0 and end of track at Yelm.

8. Line Segments

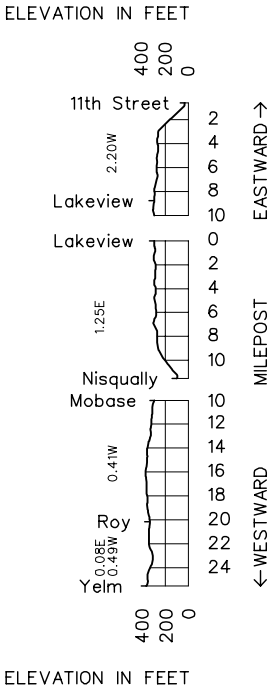
Road Line Segments

Line Segment	Limits	Mileposts
401	Lakeview—Nisqually	0.0X to 11.6X
400	11th Street to Yelm	

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
67305 South Tacoma	4.5 west of 11th Street	12	Both
67306 Weston	6.5 west of 11th Street	10	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
67404 Camp Murray	4.4 west of Lakeview	15	East
67407 Fort Lewis	7.8 west of Lakeview		

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Newport Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		01809	1401.2	BOYER	JT	TWC	37	0.7	
		01803	1401.9	NORTH SANDPOINT	T			6.9	
			1408.0	DOVER JCT.				7.6	

Radio Channel No. 54 in service. Yard Channel No. 70
UPRR Channel 42-42, UPRR Call-Up * 16, Emergency Call -911

Radio Call-In
Sandpoint - 48(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Numbers
(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

UPRR Dispatcher Phone Numbers
(402) 636-1710-Weekdays, (402) 636-1709-Weekends

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Newport Subdivision	25 MPH.	25 MPH.

1(B). Speed—Permanent Restrictions
UPRR MP 75.0 to UPRR MP 74.0 ..... 10 MPH. ..... 10 MPH.

1(C). Speed—Switches and Turnouts
Dover Jct, UPRR MP 72.4 ..... 10 MPH. ..... 10 MPH.

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Boyer to MP 1408.1 ..... 143 tons, Restriction D

3. Type of Operation
TWC—in effect:
UPRR MP 75.0 to Dover Jct UPRR MP 72.4

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:
East of West Switch on West Main to Main Track Switch of Kootenai River Subdivision, MP 1405.7 to MP 1408.1

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
BNSF trackage ends at MP 1408.1. Trains must not occupy tracks west of MP 1408.1 without permission of the POVA RR.

North Sandpoint—To minimize the time public road crossings are blocked, crews must contact the BNSF Boyer East dispatcher to determine whether movement eastward over the UP/BNSF diamond will be delayed prior to departing Division Avenue. When the Pole Yard Lead distant signal is less than clear, eastward movements must be stopped prior to Division Avenue Crossing.

North Sandpoint—Two derails in place on east leg of Sandpoint Yard wye.

Dover Junction to Newport—Do not operate beyond MP 1408.1 without permission from the Pend Oreille Valley Railroad designated employee and the trainmaster at Whitefish.

UPRR and POVA RR—BNSF mileposts are changed to UPRR mileposts between Boyer and Dover Jct., as follows:
BNSF MP 1401.0 becomes UPRR MP 75.0
BNSF MP 1402.0 becomes UPRR MP 74.0
BNSF MP 1403.0 becomes UPRR MP 73.0
BNSF MP 1404.0 becomes UPRR MP 72.0
BNSF MP 1405.4 becomes UPRR MP 72.4

The UPRR dispatches this branch line from MP 1405.7 to MP 1401.3 at Boyer Ave. The POVA RR dispatches this branch line from MP 1408.1 to Newport.

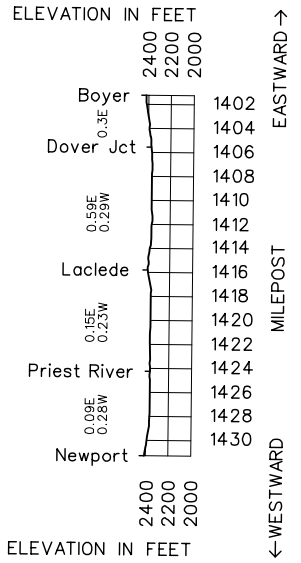
The UPRR portion is designated main track and the type of operation is TWC. This main track consists of the Pole Yard Lead, the West Leg of the Wye and the portion of the West Pass between the West Leg of the Wye and the Newport Main (Old GN Main). All other tracks in the Boyer Yard and North Sandpoint are considered other than main track. The track from former BNSF MP 1402.5 to MP 1408.1 remains main track.

8. Line Segments
Road Line Segments
Line Segment Limits
37 ..... Boyer Ave. (UPRR MP 75.0) to BNSF MP 1408.1

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
61906 Dover (SI Conn)	3.3 west of N. Sandpoint	10	East

10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	New Westminster Subdivision **MAIN LINE STATIONS**	CROR Rule 6A	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
		15126	155.3	CN JCT.	BYZ	ABS		1.5	
		15125	153.8	STILL CREEK	Z			2.1	
		15123	151.8	WILLINGDON JCT.	X			2.0	
			149.8	SPERLING	X			1.8	
			148.0	PIPER	X			1.1	
		15118	146.9	BURNABY				0.5	
			146.4	LAKE CITY	X			0.3	
			146.1	NORTH ROAD	X			0.7	
			145.4	BRUNETTE	X	CTC		0.1	
			145.3	CP JCT.				0.2	
			145.0	BRAID			56	0.1	
		15114	144.8	NEW WESTMINSTER	BCY			0.3	
			144.5	SPRUCE				1.6	
		15111	141.3	FRASER RIVER JCT.				1.4	
	5,800 W 6,063 E	15109	139.5	BROWNSVILLE				2.6	
		15105	136.9	TOWNSEND		ABS OCS		6.5	
	2,422	15100	131.1	COLEBROOK To Roberts Bank BCR 15.5		CTC		10.8	
		15091	119.9	WHITE ROCK		ABS OCS		0.3	
			119.6	USA CANADA BORDER				33.9	

Radio Channel No. 66 in service.

Radio Channel No. 31 in service in yard.

Radio Channel No. 28 in service at Barge Slip - Vancouver, BC

Radio Call-In		
New Westminster RTC Calls: Main Line Channel		
Blaine - 071	New Westminster - 031	CN - 061
Burnaby - 021		
New Westminster RTC Calls: Yard Channel		
New Westminster - 041		Vancouver - 051
Emergency - Call 911		

RTC Telephone Number—(604) 520-5203

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
CN Jct. to USA Canada Border	60 MPH.	40 MPH.

1(B). Speed—Permanent Restrictions

MP 155.3 to MP 154.0	40 MPH.	25 MPH.
MP 154.0 to MP 153.7	25 MPH.	25 MPH.
MP 153.7 to MP 152.8	40 MPH.	30 MPH.
MP 152.8 to MP 147.4	50 MPH.	30 MPH.
MP 147.4 to MP 145.5	45 MPH.	30 MPH.
MP 145.5 to MP 141.5	20 MPH.	20 MPH.
MP 145.5 to MP 143.7 Northward trains lined to west track once Spruce St. crossing is occupied	30 MPH.	30 MPH.
MP 141.5 to MP 140.8 Fraser River Bridge	15 MPH.	10 MPH.
Fraser River Bridge Swing Span	8 MPH.	8 MPH.
MP 140.8 to MP 139.0	45 MPH.	25 MPH.
MP 139.0 to MP 136.6	50 MPH.	35 MPH.
MP 136.6 to MP 134.3	60 MPH.	35 MPH.
MP 134.3 to MP 133.7	50 MPH.	35 MPH.
MP 133.7 to MP 131.9	60 MPH.	35 MPH.
MP 131.9 to MP 131.6	40 MPH.	35 MPH.
MP 131.6 to MP 129.8	45 MPH.	35 MPH.
MP 129.8 to MP 129.2 Bridge 70	50 MPH.	35 MPH.
MP 129.2 to MP 128.3	60 MPH.	35 MPH.
MP 128.3 to MP 127.8	50 MPH.	35 MPH.
MP 127.8 to MP 127.6 Bridge 69	15 MPH.	15 MPH.
MP 127.6 to MP 124.5	35 MPH.	35 MPH.
MP 124.5 to MP 122.7	60 MPH.	35 MPH.
MP 122.7 to MP 120.9	21 MPH.	21 MPH.
MP 120.9 to MP 119.6	50 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts

CN Jct. MP 155.3—through turnout	10 MPH.	10 MPH.
Fraser River Bridge—north switch	8 MPH.	8 MPH.
Fraser River Bridge—south switch	12 MPH.	12 MPH.
Brownsville—on sidings	10 MPH.	10 MPH.
Through turnouts, at the following CTC controlled locations:		
Colebrook—through dual control turnouts	35 MPH.	35 MPH.
Spruce MP 144.5	20 MPH.	20 MPH.
Braid MP 144.9	10 MPH.	10 MPH.
Brunette MP 145.4	12 MPH.	12 MPH.
North Road MP 146.1	12 MPH.	12 MPH.
Lake City MP 146.4	35 MPH.	30 MPH.
Lake City—lead switches from east track only	12 MPH.	12 MPH.
Piper MP 148.0	35 MPH.	30 MPH.
Sperling MP 149.8	35 MPH.	30 MPH.
Willingdon Jct. MP 151.8	35 MPH.	30 MPH.
Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed.		

1(D). Speed—Other

Lake City CTC controlled location MP 146.4 Southward (HER)	30 MPH.
Bridges 127.6, 137.4, 140.8 cars heavier than 138 tons	10 MPH.
West Shore Terminals (Roberts Bank)—within fenced area of terminal	5 MPH.
CP Jct., north leg of wye	10 MPH.
Burrard Inlet Line	8 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

CN Jct. to Fraser River Bridge ..... 143 tons, Restriction D
Fraser River Bridge (see note below)
Non-dangerous goods ..... 143 tons, Restriction E
Dangerous goods and/or cars with extreme length of 52 feet 10 inches or less ..... 134 tons, Restriction G
Fraser River Bridge to USA Canada Border ..... 143 tons, Restriction D
Colebrook to Roberts Bank ..... 143 tons, Restriction D
Tilbury Line Jct. to Tilbury Island Dock 143 tons, Restriction D

NOTE: Fraser River Bridge—Cars exceeding allowable maximum gross weight may only be handled with special permission from CN Operations Coordinator, Thornton Yard (604) 589-6663.

3. Type of Operation

CTC—in effect:
Still Creek MP 153.9 to Townsend MP 137.3
Colebrook MP 131.5 to MP 130.5

ABS—in effect:
CN Jct. MP 155.3 to Still Creek MP 153.9
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 USA Canada Border MP 119.6

Yard Limits—in effect:
CN Jct. MP 155.3 to Still Creek MP 153.9

Multitrack—Two Main Tracks—between:
Still Creek MP 153.9 and Spruce MP 144.5

Locations Designated as Industrial Track
Vancouver, BC Burrard Inlet Line (BI Line)—CN Railway operates jointly with BNSF on BI Line between Vancouver Yard and Waterfront. Before movement is made over BI Line in either direction, a crew member must obtain permission from CN Waterfront Yardmaster. These instructions do not modify the provisions of CROR Rule 105.

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

Between 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 CROR Rule 105. CN, CP and BNSF trains and engines switch on this line. Before leaving MP 3.5 (80th Street) on northward movements, contact BNSF RTC New Westminster, who will advise of any other movements being made on the line. This information does not modify provisions of CROR Rule 105.

Rail Traffic Controllers—Territory between USA Canada Border MP 119.6 and end of track at Vancouver, B.C. is under jurisdiction of BNSF RTC at New Westminster.

Vancouver Via Rail Coach Yard—Movements entering the limits of the Vancouver Maintenance Centre (VMC) Coach Yard must obtain permission, either by radio communication or personal contact, from the VIA Controller. When requesting permission to enter the limits of the VMC Coach Yard, the movement identification and the route to be used must be communicated to the VIA Controller. Trains departing Vancouver Station must obtain permission from the VIA Controller before commencing movement.

All movements must report clear when leaving the limits of the VMC Coach Yard. The standby channel of the VIA Controller is AAR Channel 61. Stop signs in addition to Coach Yard limit signs have been placed at the entrance to the limits of the VMC Coach Yard.

CN Jct.—Southward trains must obtain permission from RTC before passing north block signal at CN Jct. Trains and engines requiring use of the main track at CN Jct. for switching purposes must obtain permission from RTC before passing north block signal at CN Jct., and must report clear of main track when finished. After permission is received and switch is lined by hand for the intended route, movements will be governed by signal indication. Southward train or engine stopped by a Stop indication must not proceed until written authority has been received from RTC. Rule 509 is modified accordingly. Northward trains must advise RTC when clear of the main track at CN Jct.

Between CN Jct and Still Creek—The movement of trains and engines will be supervised by the RTC. Trains and engines must comply with RTC's verbal and written instructions.

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

Colbrook—CTC between MP 131.5 and MP 130.8 is under jurisdiction of BC Rail Port Subdivision RTC at North Vancouver, AAR Channel 39 (3939*1#), telephone (604) 984-5255.

All train and engine movements must contact BC Rail RTC for permission to enter CTC territory controlled by BC Rail RTC, regardless of signal indication. When requesting such permission, each train or engine movement must advise BC Rail RTC if they are handling dimensional shipment(s). Dimensional shipment(s) must not be set out or picked up in CTC territory controlled by BC Rail RTC unless permission to do so has been obtained from BC Rail RTC.

TY&E personnel must use BC Rail CTC Authorization form, and Maintenance of Way personnel must use BC Rail Track Occupancy Permit (TOP) form, when obtaining authorities/permits on BNSF track controlled by BC Rail RTC, and on the BC Rail Port Subdivision.

Following are the identifiable locations which will be used on authorities/permits issued by the BC Rail RTC, along with the corresponding BNSF designations:

Signal Mile 131.5, North Controlled Block Signal North Colebrook
Signal Mile 7.7, South Controlled Block Signal North Colebrook
Signal Mile 7.0, North Controlled Block Signal South Colebrook
Signal Mile 130.8, South Controlled Block Signal South Colebrook
Signal Mile 7.8, BCR Controlled Block Signal governing eastward movement from BCR Roberts Bank Line to BNSF main track over BNSF dual control switch North Colebrook and BCR west dual control switch Mud Bay siding
Signal Mile 6.9, BCR Controlled Block Signal governing westward movement from BCR Roberts Bank Line to BNSF main track over BNSF dual control switch South Colebrook
North Junction Switch Colebrook, Dual control switch North Colebrook
South Junction Switch Colebrook, Dual control switch South Colebrook

White Rock—Northward freight trains must report departure to RTC.

Blaine—Northward passenger trains must report departure to RTC.

Interlockings and Drawbridges Not Indicated at Station
Fraser River Bridge, New Westminster—Locally controlled interlocking. CROR Rule 609 applies. All movements approaching bridge will use AAR Channel 61 to contact bridge signalman if necessary, and monitor this channel until clear of the bridge.

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

Swing span has been equipped with red warning signs at both ends. When in vertical position, these signs indicate that the span rail locks are disengaged and that movement must stop and be governed by further instructions from the bridge signalman. When required to move over bridge by other than signal indication, movements approaching the span must be prepared to stop clear of a red sign between the rails at either end of the span.

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.

Maintenance of Way employees may occupy bridge between interlocking signals on verbal authority from bridge signalman, who must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

Manual Interlocking Not Indicated at Station
Spruce—Cumberland Crossover to CP trackage.

Locally Controlled Interlocking Not Indicated at Station Burrard Inlet Line (BI Line)—Interlocked crossing at grade with CPR main tracks. CROR Interlocking Rules apply. Movements on the BI Line will be governed by signal system, which displays signal aspects and indications per CROR Rules 421 and 429. Movements on BI Line are controlled by CN Waterfront Yardmaster, Vancouver, who must be contacted before entering or fouling the BI Line.

The route for the BI Line can be lined by the CN Waterfront Yardmaster or by a crew member on the ground on either side of the diamond.

To request signal over diamond from the ground, if no train is approaching the diamond on CP tracks, turn key to the right, hold for five seconds, return to center and remove. After one minute, dual control switch north of diamond will move to reverse position, but signal will not clear until movement occupies circuit. Signal must not be requested until immediate movement over diamond is to be made. A proceed indication that is not used within 3 1/2 minutes will time out to a stop signal if CP Terminal RTC has requested a signal on the CP south main track.

If the signal fails to clear, the Waterfront Yardmaster or a member of the crew must contact the CP Terminal RTC. Do not open the box marked “Switches” to operate the knife switch without permission from the CP Terminal RTC.

To cancel signal over the diamond or to return dual control switch to normal position, turn key to the left, hold for two seconds, return to center and remove key. After one minute, dual control switch will return to normal position.

The signals on the switching lead will clear for the lead route when a train arrives on the circuit, if the diamond is not requested and the switch is normal. The eastward signal will display red over yellow. The westward signal will display yellow. These aspects indicate switch position only. If signals do not clear, use the key control to cancel a possible diamond request and wait one minute. Do not place switch in hand position without permission from CP Terminal RTC.

4. Canadian Rail Operating Rules Items

Operations—BNSF is governed by the Canadian Rail Operating Rules for operation in Canada.

CROR Changes and Additions—None

CROR Supplemental Instructions

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

Clearances, DOBs and GBOs Sent Electronically

Clearances issued electronically print only the items checked. The items checked will be listed on the bottom of the clearance. Notify the RTC if:

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

DOBs sent electronically show the page number and total number of pages on each page. On every page except the last page, the lines of text are numbered, and a line showing the total number of lines of text on the page is included at the bottom. The last page contains the DOB Extension Authorization and Item Cancellation form, and a line at the bottom of the page showing the total number of DOB items and pages. Notify the RTC if:

- A line showing page number and total number of pages is missing or incorrect.
- A line of text is not numbered, or a line is numbered but contains no text.
- A line showing total number of lines of text is missing or incorrect.
- The line showing total number of items and pages is missing or incorrect.
  OR
- DOB is missing text or is otherwise not legible.

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

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

The RTC, when contacted, will arrange to provide crews with complete, legible copies and report incident to the Superintendent Operations.

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

Document	Train Crews, Yard Crews, Engine Crews	MoW Dept., Signal Dept.	RTC
General Orders & General Notices	X	X	X
System Special Instructions	X	X	X
BNSF Signal Aspects and Indications	X	X	X
Hazardous Material Instructions	X	X	X
Craft-Specific Safety Rules	X	X	X
Air Brake & Train Handling Rules	X	O	X
2000 North American Emergency Response Guidebook	X	X	X
Rules for the Protection of Track Units and Track Work	O	X	X
Train Dispatcher's, Operator's, and Control Operator's Manual	O	O	X

When operating on CN property, employees must have the current CN Greater Vancouver Terminal Operating Manual and CN Pacific Division Rule 83(c) Monthly Reissue of Operating Bulletins, and must ensure that there are no additional CN Operating Bulletins in effect that apply to their movement.

Exception: Employees of foreign railroads will be governed by the Air Brake and Train Handling Rules, Safety Rules and Hazardous Material Instructions of their employer. CN employees will use CN Foreign Railway Operating Bulletins in lieu of BNSF General Orders and General Notices.

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

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

Rule 27—Not in effect on this subdivision. The following applies:
Except as shown in BNSF Signal Aspects and Indications, a fixed signal which is imperfectly displayed, or the absence of a fixed signal where one is usually displayed, must be regarded as the most restrictive indication that such signal is capable of displaying. An imperfectly displayed signal must be communicated to the proper authority as soon as possible. A signal which is known or suspected as being damaged must be regarded as an
imperfectly displayed signal.

Rule 35—Rule 35.1 applies on this subdivision.

Rules 42 and 43—Signals will be two (2) miles, instead of 3000 yards, in advance of the working point or defect.

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 81—Clearance not required between CTC Townsend and CN Jct.

Rule 83.1—BNSF New Westminster Subdivision Daily Operating Bulletin (DOB) applies on this subdivision. The DOB is issued by the BNSF RTC at New Westminster. Each DOB takes effect at 0001 and remains in effect until 0001 the following day. All train and engine movements operating on the New Westminster Subdivision, including territory governed by CROR Rule 105, must have the current DOB in their possession. The RTC may cancel a DOB item using the procedures applicable when extending a DOB. The DOB Extension Authorization and Item Cancellation form is part of the DOB, and must be transferred to the relieving crew when a crew is relieved short of its final terminal.

Rule 93.1—Applies at main track switch CN Jct.

Rule 104(b)—Main track switch CN Jct. may be left lined and locked in the reverse position.

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

Rule 136—When copying a GBO, clearance, authority, or other instruction, the current date must be inserted on the forms where space is provided. The date will not be transmitted by, nor repeated to, the RTC unless the date is of a previous day.

Rule 137—In addition to requirements of this rule, trains will be designated as "Extra," e.g. Extra 8142 North, Work Extra 2702, adding character when necessary, e.g. Passenger Extra VIA 6505 South.

Trains consisting entirely of Amtrak engines and passenger cars are authorized to operate at passenger train speeds specified in the timetable.

Rule 313—When items F and/or G on a clearance are checked, all movements must be made at restricted speed within the limits specified.

Rules 405 through 430—Not in effect on this subdivision. BNSF Signal Aspects and Indications are in effect.

Rule 568—The following are non-electrically locked hand operated switches:
MP 153.7—West Track, Switching lead
MP 151.6—East Track, Industrial spur
MP 145.1—West track, Pacbrew
MP 144.25—Main track, South end of yard lead New Westminster
MP 144.2—Main track, Labatt's Brewery

Rules for the Protection of Track Units and Track Work Changes and Additions—None

Rules for the Protection of Track Units and Track Work Supplemental Instructions—Rules 801(a), 803(e), 806, 819 through 822, 824(d), 849 through 875—not in effect on this subdivision.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures
MP 137.3, DED—NWD only, Recall Code 807
B. Other TWD locations
MP 134.8—Recall Code 808
MP 137.3, DED—SWD only, Recall Code 807

A hot wheel defect should be treated the same as a hot bearing. Identify the defect, notify RTC and set out car.

6. FRA Excepted Track—None

7. Special Conditions
Close Clearance
May exist on all auxiliary tracks.

Restricted Clearances
High-voltage electric wires with less than standard clearance over rail at following locations:
Powell St.—Vancouver BI Line—21'6"
Renfrew St.—MP 153.7—22'6"
Retaining wall at MP 144.0 will not clear man on side of car or engine.

Ruling Grades—ABTH Rule 101.27 is to be used to comply with CROR Rule 112. The ruling grades for main tracks, sidings and yard tracks at specified locations are as follows:

White Rock—Level	Sapperton Yard—0.7%
Colebrook—Level	Lake City to Piper—0.6%
Townsend—0.2%	Piper to Sperling—0.5%
Brownsville—0.2%	Sperling to Willingdon Jct.—0.4%
New Westminster (Old Yard)—0.6%	Willingdon Jct. to Still Creek—0.8%
	Still Creek to CN Jct.—1.1%

Public Crossings at Grade—All Public Crossings, BI Line, except in cases of emergency, all movements that are following another movement must not proceed closer that 1000 feet, to ensure proper operation of track circuits. Do not obstruct crossing until warning devices have been operating for at least 20 seconds.

Powell Street Crossing, BI Line, is equipped with warning devices consisting of roadway traffic signals and crossing bells. A white indicator light mounted on the signal housing indicates the operation of Powell Street roadway traffic stop signals. Do not obstruct the crossing until the white indicator light mounted on the signal housing is lit. If the indicator light fails to operate continuously, the movement must stop short of Powell Street Crossing to a point where the leading trucks occupy the painted insulated joints adjacent to the crossing.

This will activate the white indicator light and roadway traffic signals. Do not obstruct the crossing until it is known that the warning devices have been operating for at least 20 seconds. If indicator light fails to operate, provide manual protection of the crossing per CROR Rule 103(g).

Elevator Road Crossing, MP 138.9, must not be blocked by standing or switching train or engine Monday through Friday, between the hours of 0725 and 0745 or 1555 and 1615.

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

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

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

Parker St.—BI Line	Raymur St.—BI Line
Glen Drive—BI Line	Cordova St.—BI Line
Venables St.—BI Line	Powell St.—BI Line
Union St.—BI Line	

Protection as required by CROR Rule 103(f) and (g) is required at the following non-main track crossings:
Industrial spur at Sperling MP 149.6.

Surrey and White Rock—All trains and engines must sound engine whistle in accordance with CROR Rule 14(l) during daylight hours when entering curves between MP 123.6 and MP 127.0.

All trains and engines must ring the engine bell continuously between MP 119.6 and MP 127.8 while in motion through these limits.

White Rock—Sounding the engine whistle, except to prevent an 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.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed:
MP 124.84 (Bridge 67.07)
MP 125.11 (Bridge 68.08)

Automatic Equipment Identification Locations
CP Jct.—MP 145.3
Brownsville—MP 137.4

Federal Regulations
Illuminating Devices- Transport Canada requires that controlling locomotives be equipped with ditch lights.

Cabooseless Operation—Transport Canada requires that cabooseless trains be equipped with Generation II head of train and rear of train devices with remote intervention feature when operating in Canada.

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

a. While train is stopped or in motion and the standard locomotive gauges and the air flow meter indicate correct train line pressure, the train may proceed at a speed not exceeding 25 MPH, until the equipment resumes normal operation, or to a point where the equipment can be exchanged enroute, or to the next regular crew change point where the HTD equipment can be repaired or changed out.
b. While the train is stopped or in motion and the standard locomotive gauges and the air flow meter indicate a loss of air pressure, the train crew is required to perform an air brake test in accordance with ABTH Rule 101.10.1. After completion of this air brake test, the train may proceed at a speed not exceeding 25 MPH, until the equipment resumes normal operation, or to a point where the equipment can be exchanged enroute, or to the next regular crew change point where the HTD or ETD equipment can be repaired or changed out.

NOTE: If a train experiences a failure of the HTD, the standard locomotive gauges and the air flow meter indicate a loss of air pressure, and a successful ABTH Rule 101.10.1 cannot be performed, the train may proceed to the nearest location where such train can clear the main track, and then only with a sufficient number of car brakes operative, and at a speed not exceeding 15 MPH, until the HTD or ETD equipment is repaired, resumes normal operation, or ABTH Rule 101.10.1 air brake test is successfully completed.

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

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

Documents—Crew must be in possession of waybill or shipping document while handling any loaded or empty residue rail car containing hazardous material.

Northward
Cars entering Canada containing hazardous material must be accompanied by waybill and emergency response information. Copies are to be left at setout points. Boxes for documents are located adjacent to north crossover at Brownsville for CNR and BCR interchange traffic.

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

Hazardous Material Within Census Metropolitan Area—
New Westminster Subdivision MP 119.6 to MP 155.3 falls within the Vancouver Census Metropolitan Area.

Transport Canada requires that trains within a census metropolitan area while handling one or more loaded rail cars containing hazardous material:

- Must not exceed 35 MPH, and
- Must inspect train before entering, and at designated intervals while traveling within a census metropolitan area.

Northward trains handling one or more loaded rail cars containing hazardous material must be inspected before leaving Blaine, at Failed Equipment Detector MP 134.8 Townsend and at any other point where one or more loaded rail cars containing hazardous material are picked up.

Southward trains handling one or more loaded rail cars containing hazardous material must be inspected before leaving Vancouver, at Failed Equipment Detector MP 134.8 Townsend and at any other point where one or more loaded rail cars containing hazardous material are picked up.

A standing or pull-by inspection must be made by a qualified employee and may be limited to that portion of the train from the front of the train up to and including the second car beyond the last loaded rail car containing hazardous material.

Inspection by Failed Equipment Detector may be used in lieu of standing or pull-by inspection, except where detector message is “Integrity Failure,” “System Failure” or “Train Too Slow,” train

must not exceed 15 MPH to a point where standing or pull-by inspection can be made.

USA Canada Border
Northward- Trains, engines and track equipment arriving Blaine must have permission from Canada Customs before any portion crosses the USA Canada Border. A Rail Crew Report must be completed and approved before entering Canada. The conductor must furnish a copy of the wheel report to Canada Customs upon request, and accompany customs officers on a train inspection when asked to do so.

Southward- Trains, engines and track equipment arriving White Rock must have permission from US Customs before any portion crosses the USA Canada Border.

Colebrook—Roberts Bank Line—Roberts Bank is a designated 1000-mile train inspection location. All trains, except trains inspected at Interbay, are to be tested and inspected by the train crew before departing Roberts Bank in accordance with the provisions of ABTH Rule 101.7.

Any car that is found to be defective and is safe to move is to be taken to Colebrook and set out for repair by the BNSF Mechanical Department. Any car that cannot be safely moved is to be set out on the industrial stub track at Roberts Bank as directed by BC Rail Operations Supervisor.

Trains using Roberts Bank Line must have current Roberts Bank Route joint DOB. BC Rail Port Subdivision monthly bulletin is posted at Blaine depot. Crews operating to or from Roberts Bank will be governed thereby while on BCR trackage.

CROR Block and Interlocking Signals, Rules 405 through 430, apply on BCR trackage.

Fraser River Jct.—Trainman's walkway and handrail on Fraser River Bridge swing span have been removed.

8. Line Segments

Yard Line Segments

Line Segment Yard

600 ..... Vancouver, BC
601 ..... Sapperton Yard—Brunette Ave. to North Rd.
602 ..... New Westminster—Brunette Ave. to Fraser River Bridge

Road Line Segments

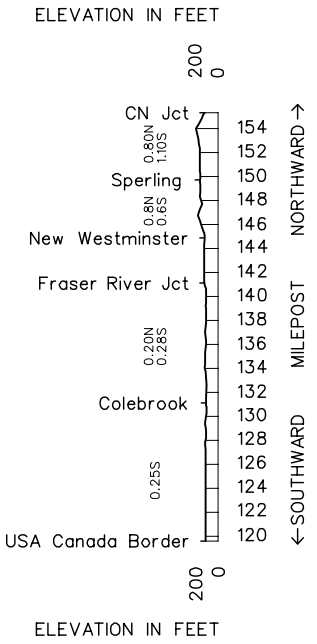
Line Segment Limits

417 ..... Tilbury Line Jct.—Tilbury Island Dock—MP 0.0 to MP 4.1
432 ..... Colebrook—Roberts Bank (BCR)—MP 7.8 to MP 23.3
56 ..... CN Jct. to USA Canada Border—MP 155.3 to MP 119.6

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
15129	Vancouver	0.4 north of CN Jct.	Yard	Both
15106	Tilbury Line Jct.	0.4 north of Townsend	Conn	North
66504	Tilbury Island Dock (on Spur)	4.1 from Tilbury Line Jct.	Yard	Both
15104	Southern Peat Moss Ltd.	0.4 south of Townsend	11	North
66565	Roberts Bank (on BCR)	15.5 from Colebrook	Yard	Both

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	OE Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	68454	69.2	SALEM	B	TWC	442	3.6	
	68456	72.6	MINTO				12.0	
	68468	84.6	SIDNEY				11.9	
	68479	96.5	ALBANY	BJT			14.5	
	68500	117.1	AMERICAN				11.7	
	68512	128.8	JUNCTION CITY				10.2	
		139.0	BETHEL				63.9	

Between Portland and Salem, UP rules and timetable govern.

Radio Channel No. 66 in service.

Radio Call-In		
Willbridge-56(X)	Salem-85(X)	Minto-33(X)
Albany-86(X)	American-44(X)	Eugene-87(X)
Green Mountain-48(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Numbers
(800) 285-4967 or 234-6454

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Bush to Bethel	40 MPH.

1(B). Speed—Permanent Restrictions

End of track MP 64.7 to MP 71.4	10 MPH.
MP 71.4 to MP 78.7	25 MPH.
MP 78.7 to MP 79.9	10 MPH.
MP 79.9 to MP 95.1	25 MPH.
MP 95.1 to MP 98.5	10 MPH.
MP 98.5 to MP 100.5	25 MPH.
MP 100.5 to MP 117.0	10 MPH.
MP 117.0 to MP 119.3	25 MPH.
MP 124.0 to MP 124.8	10 MPH.
MP 128.2 to MP 129.0	10 MPH.
MP 139.0 to end of track MP 141.5	10 MPH.

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

1(D). Speed—Other

Bridge 71.8, cars heavier than 134 tons	25 MPH.
Bridge 89.0, cars heavier than 134 tons	10 MPH.
Bridge 89.5, cars heavier than 134 tons	25 MPH.
Over Geary St. and Water St. crossing Albany	10 MPH.
Bridges 98.6, 99.9 & 126.1, loaded BN 435500 - BN 435987 & BNSF 405800 - 406285 cars weighing up to 131.5 tons	10 MPH.

Item 1A of System Special Instructions applies.

Hot Weather Speed Restrictions—When ambient (air) temperature is in one of the following ranges, the applicable restrictions will apply:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
90 to 99 degrees	Maximum 25 MPH.	Maximum 25 MPH.
100 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 25 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 25 MPH.

Cold Weather Speed Restrictions - When temperatures are below -10 degrees Fahrenheit, the applicable restrictions will apply:
- 40 MPH for trains exceeding 100 tons per operative brake
- 50 MPH for trains less than 100 tons per operative brake
- 65 MPH for passenger trains, Z-symbol intermodal trains, or single level loaded intermodal trains.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Bush to Albany ..... 143 tons, Restriction C
Albany to Bethel ..... 134 tons, Restriction G

Albany Yard—175 ton and heavier derricks not permitted.

BN 435500-435987 & 405800 - 406285 cars, weighting up to 131.5 tons, are permitted between Albany and Bethel.

3. Type of Operation
TWC—in effect:
Salem MP 69.16 to Albany MP 95.1
Albany MP 96.57 to Bethel MP 139.0

Railroad Crossings Not Indicated at Station
Eugene MP 140.7—UP Crossing, not protected by signals or gates.

4. General Code of Operating Rules Items
Rule 6.10—In addition to the requirements of General Code of Operating Rule 6.10 and to Signal Switch Awareness Form, the Conductor must do the following:

- After passing the last station, but at least 2 miles from the limits of authority granted by a Track Warrant, the Conductor must review Track Warrant(s) that his/her train is operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items on the Track Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date, and his/her initials on the Track Warrant(s).

- Before departing from a siding or when holding the main track at a station before departing that station, the Conductor must review Track Warrant(s) that his/her train will be operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items listed on the Track Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date, and his/her initials on the Track Warrant(s).

Upon completion of tour of duty, arrange to submit all Track Warrants and Signal/Switch Awareness Forms to proper authority.

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

Rule 6.28—in effect between:
Salem MP 69.16 and end of BNSF track MP 64.70
Albany MP 95.10 and MP 96.57
Bethel MP 139.0 and End of Track MP 141.5

Rule 8.3—Normal position for main track switch to UP Running track, MP 69.16, at Salem, is lined and locked for movement to UP Running track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Between Bush and Eugene—Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.

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.

Minto—Eastward trains destined UP railroad via Labish must contact UP dispatcher (WS-70) Omaha, NE. telephone number (402) 636-1647 (Direct) or 1-800-726-1169, prior to leaving Minto to ascertain whether UP can accept your train.

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 may be ineffective. Be governed by Rule 6.32.2.

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.

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

Close Clearance—May exist on all auxiliary tracks.

Hazardous Material—Oregon Vehicle Code 824.084: Visual external inspections required on all 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 visually be inspected externally by the transporting railroad within two hours of the car’s arrival and within two hours of the car’s departure.

As part of the implementation of the visual inspection requirements of OVC 824.084, the required inspections, if no carman is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originated. 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.

Salem—Cars 89 feet and longer inside length not permitted on the OE Subdivision via SP/BNSF interchange tracks at Salem account excessive curvature through the interchange tracks.

Automatic Crossing signals at the following locations may be ineffective due to rusty rail conditions. Be governed by Rule 6.32.2:
Chemawa Road—MP 66.24
Claxter Road—MP 67.62
Hyacinth Road—MP 67.80

Movements on the SP running track from Cherry St. to Labish, on the UPRR– If your train is delayed or if the UP train dispatcher can not take your train onto their main track, train and switch crews must be sure their train clears the Industrial Waycrossing, near Amerigas plant. If the delay is to exceed 10 minutes, this crossing must be cut to avoid a crossing blockage violation.

8. Line Segments

Yard Line Segments

Line Segment Limits

633 ..... Salem
634 ..... Albany
635 ..... Eugene

Road Line Segments

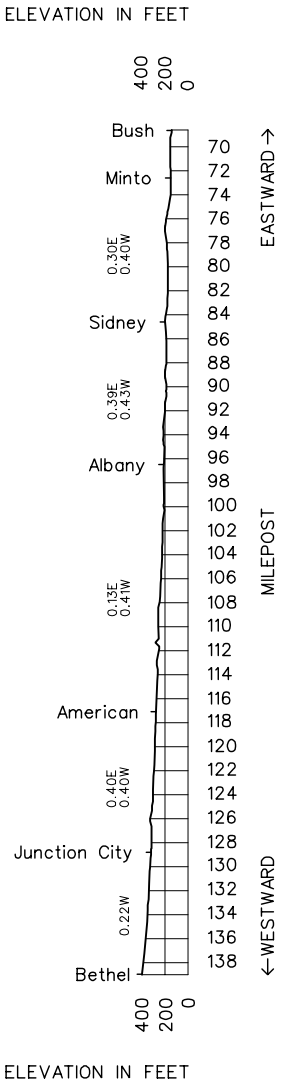
Line Segment Limits

442 ..... Salem to Bethel

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
68463 Orville	4.9 east of Sidney-MP 79.5	14	Both
68487 Ehlen-Van Waters and Rogers	6.2 west of Albany-MP 102.7	10	East
68489 Verdure	8.2 west of Albany-MP 104.7	4	West
68494 Fayetteville	13.2 west of Albany-MP 109.7	12	East
68497 Potter	3.3 east of American-MP 113.8	3	East
68501 Miller Seed Co.	10.4 east of Junction City-MP 118.4	3	West
68504 Cartney	7.3 east of Junction City-MP 121.5	6	East
68507 Harrisburg	5.0 east of Junction City-MP 123.8	8	Both
68518 Awbrey	3.3 east of Bethel-MP 135.7	8	West
68519 Enid	1.3 east of Bethel-MP 137.7	20	East
68526 Eugene	2.8 west of Bethel-MP 141.8	Yard	Both

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Oregon Trunk Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		0.2	FALLBRIDGE	JT	ABS TWC	53	0.2	
		0.4	MILEPOST 0.4				0.6	
	14002	1.0	O T JCT	AJ			4.4	
4,399	14006	5.4	MOODY				12.4	
5,449	14018	17.8	LOCKIT				8.1	
2,554	14026	25.9	DIKE				4.0	
2,539	14030	29.9	SINAMOX				9.3	
6,292	14040	39.2	OAKBROOK				15.0	
1,280	14055	54.2	MAUPIN				0.8	
4,526	14056	55.1	CAMBRAI				8.2	
2,557	14064	63.3	NENA				7.3	
5,533	14071	70.6	DIXON				9.0	
5,294	14080	79.6	KASKELA				5.7	
5,386	14086	85.3	SOUTH JCT				8.2	
1,746	14094	93.5	GATEWAY				5.8	
5,579	14100	99.3	PAXTON				5.4	
2,474	14105	104.7	MADRAS				5.0	
4,885	14110	109.7	METOLIUS				4.8	
2,677	14115	114.5	CULVER				6.6	
5,570	14122	121.1	OPAL CITY				7.9	
2,548	14130	129.0	TERREBONNE				2.8	
4,202	14132	131.8	PRINEVILLE JCT	J			2.3	
5,122	14135	134.1	REDMOND				9.2	
6,336	14144	143.3	DESCHUTES				8.7	
	14152	152.0 0.0Z	BEND	BT		54	2.0	
4,675	14154	2.0Z	CASCAN		TWC		10.6	
8,725	14165	12.6Z	LAVA				19.0	
7,836	14183	31.6Z	LAPINE				19.1	
7,816	14203	50.7Z	CRESCENT				17.1	
8,339	14220	67.8Z	CHEMULT	J			219.5	

Between Chemult and Bieber Line Jct., UP rules and timetable govern.

Radio Channel No. 66 in service.

Between Crescent Lake and Klamath Falls - On UP, Cascade Subdivision, Radio Channel is 45-45.

Radio Call-In		
Sinamox-74(X)	Wishram-89(X)	Maupin-10(X)
South Jct.-19(X)	Madras-12(X)	Redmond-13(X)
Chemult-31(X)	Klamath Falls-16(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(800) 285-4967 or 234-6454, Mon-Fri 0430-2030
(800) 285-0064 or 234-1605, Mon-Fri 2030-0430, Sat-Sun-24 Hrs.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Fallbridge to Metolius	35 MPH.
Metolius to Bend	50 MPH.
Bend to Chemult	49 MPH.

1(B). Speed—Permanent Restrictions

Between Wishram and Bend

MP 0.2 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 87.3 to MP 98.1	22 MPH.
MP 109.1 to MP 109.3	25 MPH.
MP 114.2 to MP 114.3 (HER)	35 MPH.
MP 134.4 to MP 134.9 (HER)	35 MPH.
MP 149.8 to MP 150.5	40 MPH.
MP 150.5 to MP 151.7	25 MPH.
MP 151.7 to MP 3.2Z	40 MPH.

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

1(D). Speed—Other

On sidings ..... 10 MPH.

Item 1A of System Special Instructions APPLIES AND, is modified as follows:
Between Bend and Chemult, to control harmonic rocking, ALL trains which cannot maintain a minimum speed of 21 MPH, must immediately reduce speed to 13 MPH or less until movement can again exceed 21 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Fallbridge to Chemult ..... 143 tons, Restriction B

Bend—Six-axle locomotives and six axle derricks not permitted on Haines, Drill and Mill spurs.

3. Type of Operation
ABS—in effect:
Fallbridge MP 0.2 to Bend MP 149.8

TWC—in effect:
Fallbridge MP 0.2 to Chemult MP 67.8Z

Interlockings and Drawbridges not Indicated at Station— Columbia River Drawbridge MP 0.6 is controlled by automatic interlocking.

Eastward trains must contact the bridgetender on Bridge 1 at Pasco to determine if river traffic is clear. Eastward trains must stop short of the first eastward absolute signal at O.T. Junction, and be governed by instructions posted in box or in the telephone booth located at MP 1.8. At OT Jct. a duplicate yellow light has been installed on the east side of the signal case for movement through the automatic interlocking per the posted instructions.

Westward trains must not enter the draw span 75 foot approach circuit until advised by the Bridgetender on Bridge 1 at Pasco that river traffic is clear. If unable to contact the Bridgetender, be governed by the instructions posted both on the control box and in telephone booth at MP 0.4.

Bridge must not be lowered by maintenance personnel or the 75 ft. approach circuit occupied until advised by the Bridgetender on Bridge 1 at Pasco that river traffic is clear. After advised by the Bridgetender, or if unable to make contact via radio, be governed by instructions posted on Maintenance of Way control boxes located on each end of the drawspan.

Trains from Union Pacific Railroad must not enter release section at O.T. Junction if restricted by opposing train movement until movement clears O.T. Junction. Eastward Union Pacific trains must report to the Oregon Branch

Dispatcher when clear of the "Overlap" sign on Union Pacific Railroad after leaving the Oregon Trunk Subdivision.

The Bridgetender on Bridge 1 at Pasco may be contacted on the Oregon Branch Dispatcher's radio, Channel 66.

4. General Code of Operating Rules Items
Test Mile Locations
MP 24.2Z to MP 25.2Z

Rule 6.10—In addition to the requirements of General Code of Operating Rule 6.10 and to Signal Switch Awareness Form, the Conductor must do the following:

- After passing the last station, but at least 2 miles from the limits of authority granted by a Track Warrant, the Conductor must review Track Warrant(s) that his/her train is operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items on the Track Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date, and his/her initials on the Track Warrant(s).

- Before departing from a siding or when holding the main track at a station before departing that station, the Conductor must review Track Warrant(s) that his/her train will be operating under with the Engineer and the Engineer must verbally acknowledge understanding of all items listed on the Track Warrant(s). After receiving verbal acknowledgment from the Engineer, the Conductor will enter time, date, and his/her initials on the Track Warrant(s).

Upon completion of tour of duty, arrange to submit all Track Warrants and Signal/Switch Awareness Forms to proper authority.

Rule 6.19—When flagging is required, distance will be 1.0 mile between Wishram and Metolius and 2.0 miles between Metolius and Bieber.

Rule 6.28—in effect:
On the East Leg of the Wye, between the Fallbridge Subdivision and MP 0.4 on the Oregon Trunk Subdivision.

Rule 15.1—OT Jct.—Westward Union Pacific trains will receive track warrant at the Dalles.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 50.4—Recall Code 108
MP 74.8—Recall Code 198
MP 85.0—East South Jct.—DED
MP 90.0—DED
MP 95.0—DED
MP 100.0—West Paxton—DED
MP 107.2—Madras—Recall Code 128
MP 137.0—Redmond—Recall Code 138
MP 26.0Z—Recall Code 148
MP 59.3Z—Reacll Code 157

6. FRA Excepted Track—None

7. Special Conditions
On the East Leg of the Wye, between the Fallbridge Subdivision and MP 0.4 on the Oregon Trunk subdivision, movements will be under GCOR Rule 6.28.

MP 1.8—DO NOT block the Celilo Village crossing between the hours of 0635 and 0650 and 1550 and 1605, Monday though Friday, when school is in session, to allow school bus access.

Between OT Jct. AND Chemult—Loaded garbage trains, loaded unit grain trains, loaded beet 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.

Between OT Jct. and South Jct. - When required to set out cars, do not block access to setoffs.

OT JCT.—In order to eliminate potential delay to marine traffic, Eastward trains destined the Fallbridge Subdivision must contact the Pasco West Dispatcher prior to entering the automatic interlocking to determine if they will be delayed entering the Fallbridge Subdivision.

Moody—Siding must not be blocked between East Switch and Industry track.

Cascan—Eastward trains pull all the way to the fluorescent red line at east end of yard, or further, to ensure that lead and switches are not fouled when parking train.

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 6000 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6000 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train. Excluding distributed power and manned helper operation.

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. Excluding distributed power and manned helper operation.

TONNAGE LIMITS ARE AS FOLLOWS FROM SOUTH JCT. TO MADRAS—

WESTWARD
Manifest/Intermodal Trains:
Without distributed power/helpers—7,000 tons
With helpers/distributed power on rear—9,500 tons
With helpers/distributed power cut in—12,000 tons

Loaded Unit bulk Commodity Trains:
Same as above, except
With helpers/distributed power cut in—15,000 tons
Note: Helpers may also be cut in if tonnage is less than 9,500 tons.

TRAIN MAKE UP GUIDELINES WHEN USING DISTRIBUTED POWER/HELPERS—
a) No car weighing less than 45 tons by car count may be ahead of any remote distributed power unit(s) or helper locomotives. Doublestack equipment may be handled ahead of the remote consist but there must not be any empty units within the first 10 units ahead of the remote consist. All other intermodal equipment must be placed behind the remote DP or helper consist. This excludes autorack equipment weighing more than 45 tons.

b) No long car/short car combination described above may be within 10 car/units ahead of distributed power/helper locomotive(s).
Note: In the application of the short car/long car rule above, all doublestack equipment is considered less than 80 ft. in length.

TTOX AND TTFX - 2 AXLE CARS
Empty two-axle (TTOX, Car Kind Code QA) and empty units on multi-platform two-axle cars (TTFX, Car Kind Code QDE) must not be placed in train ahead of more than 3,000 trailing tons.

LIGHT, LONG CAR RESTRICTION
Long cars (80 feet or longer and excluding multiplatform cars) which weigh less then 45 tons may not be placed ahead of more than 3,000 trailing tons.

SHORT CAR, LONG CAR RESTRICTION
Long cars (80 feet or longer and excluding multiplatform cars) regardless of weight, must not be placed next to a short car (45 feet or less) with more than 3,000 trailing tons.
Note: In the application of the "Light, Long Car" and Short Car, Long Car Restrictions" above, solid-drawbar connected "Twin Flat" cars (Car kind QB,QD,QL) must always be placed in the rear 3,000 tons.

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.

CLOSE CLEARANCE - May exist on all auxiliary tracks.

HAZARDOUS MATERIAL - Oregon Vehicle Code 824.084; Visual external inspections required on all 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 car's arrival and within two hours of the car's departure.
As part of the implementation of the visual inspection requirements of OVC 824.084, the required inspections, if not carman is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originated. 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.

HOT WEATHER SPEED RESTRICTIONS —When the ambient (air) temperature is in one of the following ranges, the applicable restrictions will apply:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
90 degrees & over	Maximum 40 MPH.	Maximum 35 MPH.

EXCEPTION: The following locations have been identified as critical zones:
MP 0.2 - MP 109.7

Through the limits of these critical zones, when the ambient (air) temperature is in one of the following ranges, the applicable further restriction will apply:

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over
100 degrees & over	Maximum 25 MPH.	Maximum 25 MPH.

Cold Weather Speed Restrictions - When temperatures are below -10 degrees Fahrenheit, the applicable restrictions will apply:
- 40 MPH for trains exceeding 100 tons per operative brake
- 50 MPH for trains less than 100 tons per operative brake
- 65 MPH for passenger trains, Z-symbol intermodal trains, or single level loaded intermodal trains.

Flash Flood Warnings— Refer to Item 33, System Special Instructions. The following location on this subdivision have been identified as "critical areas":
MP 6 to MP 85

RoadRailer Equipment–
Train total trailing tonnage must not exceed 3000 tons.
Additional Restrictions Train Tonnage:

0-1500 Tons—No Restrictions

Over 1500 Tons—No more than 1500 trailing tons behind any RoadRailer unit weighing 28 tons or less.

Note: A RoadRailer unit is defined as one trailer and its accompanying coupler mate or intermediate bogie.

8. Line Segments

Road Line Segments

Line Segment Limits

53 ..... Fallbridge to Bend
54 ..... Bend to Chemult
455 ..... MP 0.0 to MP 0.21

Yard Line Segments

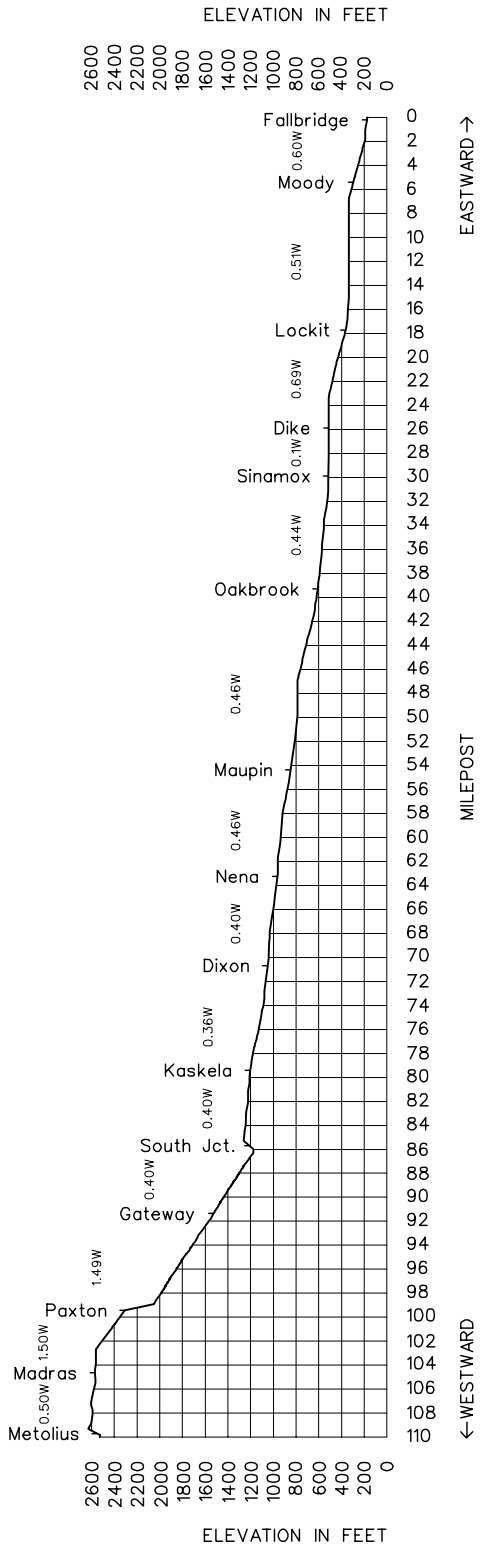
Line Segment Limits

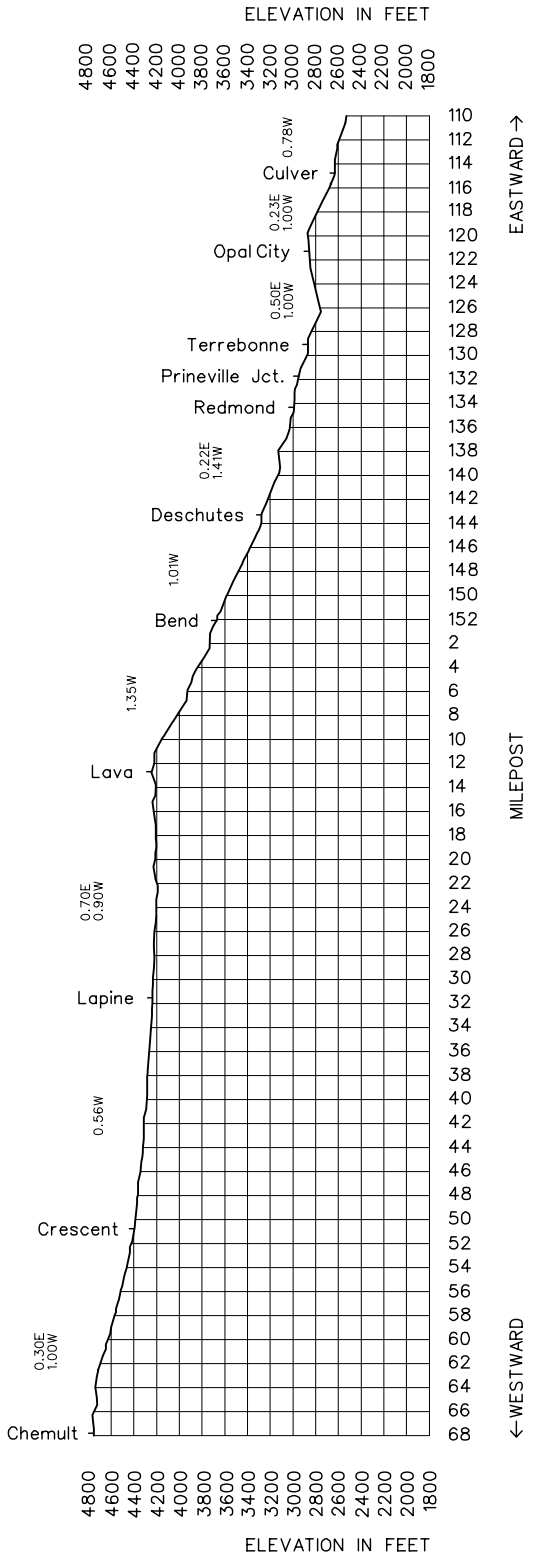
637 ..... Bend O.T.
638 ..... Cascan

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
14047 Sherar	7.3 east of Maupin-MP 46.9	11	East
14051 Tuscan	3.8 east of Maupin-MP 50.4	10	East
14068 Dant	3.7 west of Nena-MP 67.0	3	East
14225 Diamond Lake (SPT)	5.3 west of Chemult-MP 498.0	112	Both
14231 Yamsay (UP)	10.7 west of Chemult-MP 492.6	111	Both
14240 Lenz (UP)	19.9 west of Chemult-MP 483.4	112	Both
14249 Fuego (UP)	28.8 west of Chemult-MP 474.5	112	Both
14258 Calimus (UP)	38.0 westof Chemult-MP 465.3	130	Both
14266 Chiloquin (UP)	46.6 west of Chemult-MP 456.7	113	Both
14271 Lobert (UP)	50.6 west of Chemult-MP 451.8	130	East
14276 Modoc Point (UP)	56.1 west of Chemult-MP 447.2	111	Both
14284 Aigoma (UP)	64.4 west of Chemult-MP 438.9	111	Both
14289 Wocus (UP)	69.2 west of Chemult-MP 434.1	111	Both
14291 Chelsea (UP)	71.4 west of Chemult-MP 431.9	113	Both
14293 Kiamath Fails Depot (UP)	73.8 west of Chemult-MP 429.5	Yard	Both

10. Grade Chart





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Pend Oreille Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		01798	1403.3 2.9	SANDPOINT JCT.	J	CTC	45	0.1	
		01803	3.0	SANDPOINT	B			2.1	
		01810	5.1	EAST ALGOMA		2MT CTC		9.0	
			14.1	WEST ALGOMA		CTC		2.3	
		01817	16.4	COCOLALLA		2MT CTC		5.9	
			22.3	CP 223	X(2)			11.2	
		01830	33.5	ATHOL		CTC		4.2	
	10,661	01837	37.7	RAMSEY				6.9	
		01843	44.6	EAST RATHDRUM		2MT CTC		1.0	
		01845	45.6	EAST HAUSER				4.1	
			49.7	WEST HAUSER				1.8	
		01850	51.5	HAUSER JCT.	J			8.4	
		01855	59.9	OTIS ORCHARDS		CTC		3.4	
		01861	63.3	IRVIN		2MT CTC		3.3	
		01865	66.6	PARKWATER	XY	DT ABS OCS		1.5	
		01866	68.1	YARDLEY	BMTX(2)Y			1.6	
			69.7	NAPA ST.	MJX(2)Y			1.9	
		01870	71.5 0.0	SPOKANE	BXY		46	1.0	
		01877	1.1	SUNSET JCT.	JX(2)Y	CTC	37	0.8	
		01878	1481.6	LATAH JCT.	J		47	3.4	
	11,537	12005	370.3	OVERLOOK				4.2	
	4,027	12008	367.1	SCRIBNER	X			2.0	
		12009	365.8	UP JCT.	J			0.5	
		63009	11.8	LAKESIDE JCT.	J			80.6	

Radio Channel No. 76 in service.

Radio Channel No. 70 in service Lakeside Jct. to UP Jct.

Radio Call-In		
Sandpoint East - 48(X) AAR 54	Sandpoint West - 49(X) AAR 76	Athol 50(X)
Hauser 42(X)	Spokane 52(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Sandpoint Jct. to Lakeside Jct.	79 MPH.	60 MPH.

Exception: to System Special Instructions, Item 1, Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

MP 2.9 to MP 5.0 ..... 35 MPH. ..... 35 MPH.
MP 5.0 to MP 5.9 ..... 50 MPH. ..... 45 MPH.
MP 5.9 to MP 7.5 (Main 2) ..... 60 MPH. ..... 50 MPH.
MP 5.9 to MP 14.2 (Main 1) ..... 60 MPH. ..... 50 MPH.
MP 7.5 to MP 14.2 (Main 2) ..... 70 MPH.
MP 14.6 to MP 14.8 ..... 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 63.3 to MP 65.9, Main 1 ..... 35 MPH. ..... 35 MPH.
MP 65.9 to MP 68.1 ..... 35 MPH. ..... 35 MPH.
MP 68.1 to MP 1481.1 ..... 25 MPH. ..... 25 MPH.
MP 1481.1 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.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at following locations:
Algoma (East), UP Jct. and Lakeside Jct. ..... 35 MPH. ..... 35 MPH.
Sunset Jct. ..... 25 MPH. ..... 25 MPH.
Latah Jct. ..... 30 MPH. ..... 30 MPH.
Cocolalla ..... 50 MPH. ..... 50 MPH.
Turnouts at:
Athol ..... 50 MPH. ..... 50 MPH.
Ramsey
Otis Orchards
Overlook
Sandpoint Jct. ..... 35 MPH. ..... 35 MPH.
East Rathdrum, West Hauser,
all turnouts MP 22.3, Algoma (West) ..... 40 MPH. ..... 40 MPH.
Crossover at Hauser Jct. ..... 40 MPH. ..... 40 MPH.
Main 2 to Coeur d'Alene Branch ..... 10 MPH. ..... 10 MPH.
Athol and Cocolalla
Trains over 100 TOB ..... 40 MPH. ..... 40 MPH.
Hauser: East and west yard leads and
scale track ..... 10 MPH. ..... 10 MPH.
Irvin and Parkwater through dual control
turnouts ..... 35 MPH. ..... 35 MPH.
Parkwater—between dual control turnout from
Main 2 at MP 65.8 to dual control turnout on
Main 1 at MP 66.3 ..... 35 MPH. ..... 35 MPH.
Napa Street—Through crossovers and
dual control switches ..... 10 MPH. ..... 10 MPH.
Erie Street crossover (westward) ..... 10 MPH. ..... 10 MPH.
New Spokane crossover (westward) ..... 10 MPH. ..... 10 MPH.
Through crossover Scribner to Marshall ..... 25 MPH. ..... 25 MPH.
Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed unless otherwise specified.

1(D). Speed—Other

On sidings at following locations:
Ramsey, Overlook ..... 35 MPH. ..... 35 MPH.
Up to 100 TOB
Athol and Ramsey, engines westward freight
trains passing signal 35.1 ..... 55 MPH.

Temperature Restrictions

All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sandpoint Jct. to Lakeside Jct. ..... 143 tons, Restriction B

Six-axle locomotives and derricks not permitted on the following tracks:
Erie Street industry tracks
S.I. industry tracks
Alki Spur
South 40 industry tracks
Velox industry tracks
Ideal Cement Spur-Irvin

3. Type of Operation

CTC—in effect:
Sandpoint Jct. MP 2.9 to Parkwater MP 66.3—Main 1
Sandpoint Jct. MP 2.9 to Parkwater MP 65.8—Main 2
Sunset Jct. MP 1.1 to Lakeside Jct. MP 11.8

At Parkwater, MP 66.0, sign reading "Track and Time Point One" located within the control point. Track and time will be issued using this sign as a designated point. Trains and employees must not occupy the track beyond the sign.

ABS—in effect:
Parkwater MP 65.8 on Main 2 to Sunset Jct. MP 1.1
Parkwater MP 66.3 on Main 1 to Sunset Jct. MP 1.1

Yard Limits—in effect:
Parkwater MP 65.8 to Sunset Jct. MP 1.1

Occupancy Control System—in effect:
Parkwater MP 65.8 on Main 2 to Sunset Jct. MP 1.1
Parkwater MP 66.3 on Main 1 to Sunset Jct. MP 1.1

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher:
- Written OCS
- Proceed indication on a controlled signal
- Verbal Permission
See System Special Instructions rule 18.0 (OCS)

Two Main Tracks—between:
East Algoma MP 5.1 and West Algoma MP 14.5
Cocolalla MP 16.48 and Athol MP 33.53
East Rathdrum MP 44.6 and Otis Orchards MP 59.9
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 6.19—When flagging is required, distance will be 2.5 miles.

Rule 10.3—At Parkwater, MP 66.0, sign reading "Track and Time Point One" has been installed within the control point. Track and time may be issued using this sign as a designated point, trains and employees must not occupy the track beyond the sign. Diagrams are posted in the MOW lunch room, Building 1 at Parkwater and the TY&E lunch room at Yardley for review.

Test Mile Locations—
MP 0.0 to MP 1.0
MP 53.0 to MP 54.0

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 0.8—DED—WWD only
MP 8.5—DED—EWD only—Recall Code 498
MP 373.1—DED—EWD only
MP 60.1—WWD only—Recall Code 498

B. Other TWD locations
MP 2.9—DED—Exception reporting only
Recall Code 497
MP 8.5—DED—WWD only—Recall Code 498
MP 11.7—Recall Code 487
MP 16.5—DED—Exception reporting only
MP 24.2—Recall Code 488
MP 27.1—DED—Exception reporting only
MP 33.5—DED—Exception reporting only
MP 36.8—DED—Exception reporting only
MP 41.2—Recall Code 497
MP 47.0—DED—Exception reporting only
MP 51.9—DED—Exception reporting only
MP 56.1—DED—Exception reporting only
MP 60.1—EWD only—Recall Code 498

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
Napa Street all trackage on Alki Spur
The Starch Plant and WWP Spur off Main 2

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 with notification of the instructions received.

When using scale, trains must not exceed 10 MPH or fall below 3 MPH (optimum speed is between 8 and 10 MPH), in a continuous motion until train reaches west block signal Hauser Yard.

Hauser Yard air must be turned off at compressor end, NOT at hose end to prevent accidental injury from flying hose.

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.

Hauser Yard—On Tracks 1 through 12, apply five (5) hand brakes to the west end of the track.

Spokane—Within city limits, GCOR Rule 5.8 applies at all public crossings including Havanna Street.

Outbound train crews, for trains destined west via Wenatchee and east via Whitefish, will fill out Form 51652 and post with the lead locomotive's 203 card.

Sunset Jct. and Latah Jct.—Westward freight trains do not use in excess of fourth throttle position west of Sunset Jct. until all units are on the Latah Creek Bridge.

Pac Hyde—Track 911, do not spot cars inside facility gate. All cars and engines must be handled outside the gates due to close clearances.

Erie Yard—Close clearances exist between the following tracks:
East End—Tracks 1 and 2, 5 and 6, 9 and 10, 12 and 13, and 14 and 15.
West End—Track 2 and 3, 5 and 6, and 7 and 8.

Moveable Point Frogs—Sandpoint Jct. and Irvin. Instructions for hand operation are contained in System Special Instructions.

Manual Interlocking—At Yardley (Havanna Street) and Napa streets—controlled by Boyer West dispatcher.

Spokane (Parkwater) Roundhouse—The tracks at the roundhouse are protected by electronically activated derails. Prior to entering onto or departing from the tracks protected by these derails, TY&E employees must contact Mechanical Department personnel on Radio Channel 53.

Parkwater—At the fueling facility, if a locomotive is on the fuel dock, or is blue-flag protected on any track, the locomotive is not to be occupied until the Mechanical Department's service crew has completed its work and the blue flag(s) have been removed.

Dynamic Braking—In order to comply with minimum dynamic brake requirements for trains consisting of more than one-half intermodal equipment on the Hi Line, Stampede, and Scenic subdivisions, crews on such trains, before departing Seattle (Interbay), Tacoma, Havre, Sandpoint (if originating from MRL RR), Spokane (if train originates at Spokane), or Pasco (if train originates at Pasco), must:

1. Inspect locomotive consist before departing locations outlined above and determine if any locomotives in consist have dynamic brakes cut out and/or are tagged defective. (Cut out traction motor(s) on DC locomotives results in inoperative dynamic brake).
   NOTE: Before cutting in a dynamic brake found cut out but not tagged defective, contact Mechanical Help Desk and be governed by that supervisor's instruction.
2. If any locomotive in consist is found not to have an operative dynamic brake, immediately report this fact to local mechanical forces and Mechanical Help Desk.
3. Any dynamic brake failure that occurs enroute thereafter must be reported to the Mechanical Help Desk.
4. All relieving locomotive consist is not required if this information concerning dynamic brakes of consist is left on controlling locomotive.

Dynamic brake limitation is now at 28 axles per consist for all trains on the BNSF, per Air Brake & Train Handling Rule 104.3.2, Item B. When mechanical personnel makeup locomotive consist and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are make up by mechanical personnel, mechanical personnel will set up locomotive consist in compliance with 28-axle dynamic brake limitation (if more than 28 rated DB axles in consist) along with the other consist set up procedures for each locomotive in the consist.
2. During that inspection, mechanical personnel note all defective dynamic brakes in consist when consist is initially made up and leave this information on controlling locomotive for the locomotive engineer.
3. Local terminal operating supervision at Havre, Spokane and Seattle will communicate to mechanical personnel the minimum dynamic brake requirements for locomotive consist being built for intermodal trains requiring a minimum number of DB axles for the heavy grade territories.

Spokane—Outbound train crews, for trains destined west via Wenatchee and east via Whitefish, will be required to complete BNSF Form 51652 and post with the lead locomotive's 203 card.

Application of Handbrakes on Grade—
Spokane Yard—Call Yardmaster for instructions.
Erie Street—Call Yardmaster for instructions.
No other areas on the Pend Oreille Subdivision exceed 1% grade.

University Road Crossing at MP 64.03—A whistle ban is in effect at the University Road public crossing located at MP 64.03. GCOR Rule 5.8.2 (Sounding Whistle) is suspended as it pertains to the public crossing at University Road.

The sounding of a engine's whistle is prohibited at the crossing. However, an engine's bell will continue to be rung as required by GCOR Rule 5.8.1 (Ringing Engine Bell).

This whistle prohibition does not preclude the sounding of an engine's whistle in the event the highway grade crossing warning system fails at University Road.

This whistle prohibition is not intended to stop the sounding of an engine's whistle to provide a warning to vehicle operators, pedestrians, trespassers or crews on other trains in an emergency situation, if, in the engineer's sole judgement, such action is appropriate in order to prevent imminent injury, death or property damage.

This whistle prohibition is also not intended to stop the sounding of an engine's whistle to provide necessary communication with other trains and train crew members if other means of communication are unavailable.

An engine's whistle will continue to be sounded at ALL other public crossings.

Flash Flood Warnings—Refer to Item 33 in the System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:
MP 7.8
MP 51.3
MP 58.0

Safety Lockout Program-Spokane—Switch locks are installed at Yardley at both ends of the following tracks:
Tracks 1 through 16
Tracks 45 through 59
Crossovers 1, 59, 2, 2 to 1, and from the Main Track to 1 Track through the hand-throw switches (the Hard Way).

Under the authority of the conductor or foreman in charge, employee WILL BE REQUIRED to lock both ends of track while coupling air hoses, and/or performing air tests on their own train. This requirement will not apply to a conductor or foremen who is only coupling air hoses between their locomotive and the train or cars they will be handling.

The conductor or foreman may request the assistance of a switch or road crew operator at either end of their track to lock or unlock tracks for their protection.

Upon completion of coupling air hoses, and/or air testing, the conductor or foreman MUST NOTIFY the yardmaster when his crew is unlocking the track. It will not be necessary for the crew to remove locks at both ends of the track upon their departure.

Any yard or train crew member, upon discovery of a locked track in the yard, MUST call the yardmaster to get permission to remove the lock BEFORE switching any car into that track, to make sure track is clear of employees working on their train. SWITCH LOCKS MAY NOT BE REMOVED WITHOUT THE AUTHORITY OF THE YARDMASTER.

These procedures are a tool for your use to provide additional protection while in a specific track. They are not intended to supersede GCOR Rule 5.13, (Blue Flag Signal Protection of Workmen).

8. Line Segments

Yard Line Segments

Line Segment	Limits
651	Spokane
655	Spokane WFE
652	Spokane passenger tracks 5 & 6 and crossover to main track.

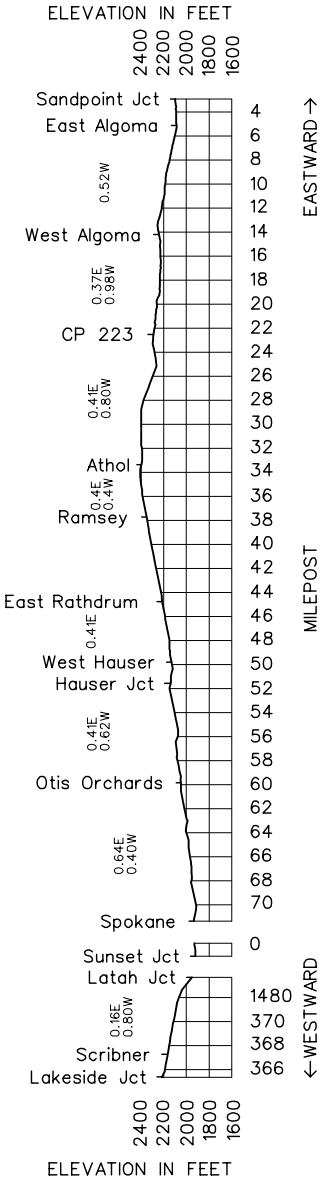
Road Line Segments

Line Segment	Limits
45	Sandpoint to Spokane
46	Spokane to Sunset Jct.
37	Sunset Jct. to Latah Jct.
47	Latah Jct. to Lakeside Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
01858 Velox	2.6 east of Irvin	20	West
01860 Trentwood	1.6 east of Irvin	30	West
12010 Fish Lake	0.7 west of UP Jct.	Conn	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	San Poil Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		62081	0.0	KETTLE FALLS	BJT	Rule 6.28	377	4.7	
		62204	4.8	WEST KETTLE FALLS				7.0	
		62212	11.8	BOYDS		TWC		5.4	
		62217	17.2	BARSTOW				5.1	
		62222	22.3	DULWICH				12.1	
		62234	34.4	LAURIER, WA			392	12.6	
		62246	47.0	GRAND FORKS, BC				1.8	
		62249	48.8	DANVILLE, WA			377	10.2	
		62259	59.0	CURLEW				16.3	
		62276	75.5	TORBOY				1.2	
		62227	76.5	SAN POIL		Rule 6.28		76.5	

Radio Channel No. 76 in service.

Radio Call-In
Kettle Falls - 10(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers
(817) 234-1609, (800) 285-0059, Fax (817) 234-1610

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Kettle Falls to San Poil	30 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 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.

1(C). Speed—Switches and Turnouts
Through all switches and turnouts ..... 10 MPH.

1(D). Speed—Other
On sidings ..... 10 MPH.

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
San Poil to Kettle Falls ..... 143 tons, Restriction E

Six-axle locomotives and derricks not permitted.

3. Type of Operation
TWC—in effect:
Kettle Falls MP 0.0 to Torboy MP 76.5

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required in U.S., distance will be 1.0 mile. Canadian Rail Operating Rules are in effect for Canadian operation and Rule 4.3.19.1 applies.

Rule 6.28—in effect:
Kettle Falls MP 0.0 to West Kettle Falls MP 4.8
Torboy MP 75.5 to End of Track MP 77.3

Canadian Rail Operating Rules—BNSF 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 27—Paragraph (b) and EXCEPTION not in effect on BNSF. A signal which is known or suspected as being damaged must be regarded as an imperfectly displayed signal.

Rule 35.1—In the application of Rule 35, the distance of at least 3000 yards is decreased to at least 2000 yards.

Rule 42 and 43—Signals will be two miles, instead of at least 3000 yards, in advance of the working point or the defect.

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 BNSF. 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 Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Kettle Falls—Do not leave locomotives unattended and running within 800 feet of Juniper Street and Lowell's Crossing.

Kettle Falls—Expect to find outbound Kettle Turn between MP 0.0 and MP 3.0.

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 setoff 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 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 that has sufficient cars to accommodate the cars as prescribed within the regulations. When necessary, the breaking 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.

Following Locations Exceed 1% Grade

MILEPOST		PERCENT OF GRADE	
MP 1.1	to MP 4.5	1.8%	Descending
MP 5.6	to MP 6.3	1.06%	Descending
MP 7.0	to MP 7.4	1.5%	Ascending
MP 8.0	to MP 8.3	1.5%	Descending
MP 8.5	to MP 9.0	1.2%	Descending
MP 10.6	to MP 10.8	1.06%	Descending
MP 11.0	to MP 11.5	1.06%	Ascending
MP 60.0	to MP 69.0	1.0%	Descending

Mountain Grade Instructions—When controlling train speed, limit the effective brake pipe reduction to 18 psi or less. If the train cannot be controlled with an effective brake pipe reduction of 18 psi or less, stop immediately and secure train.

Initiate an emergency brake application no later than 5 MPH above the maximum authorized speed whenever problems controlling speed occur.

In the event of a train separation, the following apply:

1. Apply hand brakes to 75% of all cars not coupled to a locomotive consist.
2. If the locomotive brakes will not hold the train, and it is necessary to recharge the air brake system, set the required number of hand brakes or retainers to hold the train before attempting to release and recharge the air brake system.
3. As necessary, make repairs or set out bad order equipment. Do not attempt to recouple the train if the trailing tonnage exceeds the locomotives' tonnage rating.
4. After recoupling the train, release and recharge the air brake system. Do not release any handbrakes or retainers at this time.
5. After recharging the air brake system, make a service application to hold the train on the grade before releasing the handbrakes or retainers which had been applied.

Flash Flood Warnings—Refer to Item 33 in the System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed: MP 57.4 to MP 75.6

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 the Wye Tracks shall be flagged by a member of the crew. Do not occupy Carson Spur between BNSF Main Track and GFRR Main Track between 0700 and 1000 Hours.

8. Line Segments

Road Line Segments

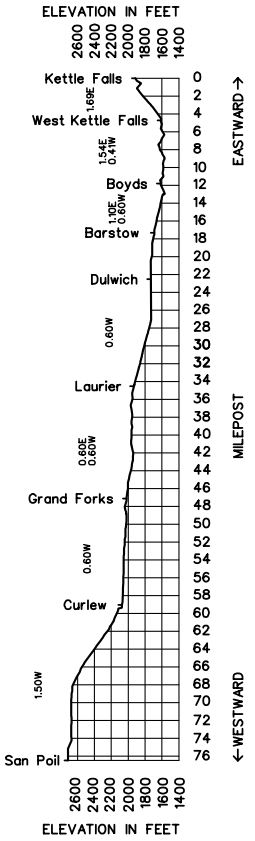
Line Segments Limits

377 ..... Kettle Falls to Laurier, WA
392 ..... Laurier to Danville, WA
377 ..... Kettle Falls to Laurier, WA

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
62208	Brauner Lbr. Co. Spur	3.0 west of West Kettle Falls	4	West
62211	Portland Cement Spur	5.9 west of West Kettle Falls	6	East
62219	Orient Lumber	2.0 west of Barstow	19	Both
62228	Goldstake	6.1 east of Laurier	13	East
62235	Cascade	0.3 west of Laurier	14	Both

10. Grade Chart



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Scenic Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		02044	1650.2	WENATCHEE	BJY	2MT ABS	37	2.7	
			1652.9	OLDS JCT.	JY			3.4	
				(To Cashmere 8.3)					
				OLDS JCT.			387	3.4	
				MP 6X					
				(TO OLDS JCT. 8.3)		CTC	37	8.3	
	8,049	02056	1661.2	CASHMERE				11.0	
	7,905	02067	1672.2	LEAVENWORTH				13.5	
	10,978	02081	1686.9	WINTON				6.6	
	6,729	02087	1692.4	MERRITT	T			7.0	
	12,323	02094	1698.5	BERNE				9.0	
	9,259	02103	1709.5 1720.5	SCENIC				12.8	
	8,949	02116	1732.3	SKYKOMISH	T			7.6	
	10,099	02124	1739.5	BARING				14.5	
	10,244	02139	1755.7	GOLD BAR				12.9	
	11,988	02152	1768.6	MONROE				6.6	
		02159	1775.2	SNOHOMISH JCT. EAST	JT			1.0	
		02159	1776.2	SNOHOMISH JCT. WEST	JT			5.0	
		02163	1781.2	LOWELL				1.5	
	7,159	02165	1782.7	PA JCT.	J			1.4	
		02166	1783.9	EVERETT	B			0.8	
		02169	1784.7 32.1	EVERETT JCT.	JX		50	0.7	
			31.4	HOWARTH PARK		2MT CTC		3.1	
		02172	28.3	MUKILTEO				0.5	
			27.8	MP 28		CTC		1.7	
			27.1	MP 27		2MT CTC		8.4	
			17.8	MP 18				0.2	
		02182	17.6	EDMONDS		CTC		1.7	
			15.9	MP 16		2MT CTC		8.2	
			7.7	MP 8	Y	ABS OCS		0.3	
			7.4	MP 7	MY	2MT ABS OCS		1.0	
		02193	6.4	BALLARD	MY			0.2	
			6.2	BRIDGE 6.3	M			1.4	
		02195	4.9	INTERBAY (Balmer Yard)	BMTY	ABS OCS		1.6	
			3.3	GALER STREET	MXY			2.1	
			1.4	NORTH PORTAL	MXY	2MT ABS OCS		1.4	
		02200	0.0	SEATTLE (King St. Station)	BMT X(2)			161.5	

Radio Channel No. 66 in service.

Radio Channel No. 70 in service Seattle to MP 8.0.

Bayside Yard at Everett is assigned Channel 14. All Bayside Switch Jobs and Yardmasters will operate on this channel. Yardmaster will monitor Mainline Channel 1 and North Branch Channel 3. Delta Yard will operate on Channel 60.

Radio Call-In		
Wenatchee - 28(X)	Cashmere - 29(X)	Merritt - 30(X)
Cascade Tunnel - 57(X)	Skykomish - 31(X)	Monroe - 32(X)
Everett - 34(X)	Mukilteo - 35(X)	Richmond Beach - 36(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
Seattle East—1-800-285-0061 or 8-234-1615
Seattle Terminal Dispatcher—1-800-285-0079 or 8-234-1613
Bridge 6.3 Ballard—8-784-2976

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Wenatchee to Everett	79 MPH.	50 MPH.
Everett to Seattle	60 MPH.	50 MPH.
Amtrak Talgo Trains—Everett to Seattle	79 MPH.	

1(B). Speed—Permanent Restrictions

MP 1650.2 to MP 1652.9 Main 1	25 MPH.	25 MPH.
MP 1650.2 to MP 1651.1 Main 2	35 MPH.	35 MPH.
MP 1651.1 to MP 1652.9 Main 2	50 MPH.	45 MPH.
MP 1652.9 to MP 1658.7	50 MPH.	45 MPH.
MP 1658.7 to MP 1661.7	40 MPH.	40 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 1749.0	40 MPH.	40 MPH.
MP 1749.0 to MP 1751.5	50 MPH.	45 MPH.
MP 1751.5 to MP 1756.7	70 MPH.	50 MPH.
MP 1756.7 to MP 1757.6	50 MPH.	50 MPH.
MP 1757.6 to MP 1760.5	65 MPH.	50 MPH.
MP 1760.5 to MP 1763.0	50 MPH.	50 MPH.
MP 1763.0 to MP 1768.4	50 MPH.	45 MPH.
MP 1768.4 to MP 1770.7	45 MPH.	45 MPH.
MP 1770.7 to MP 1774.8	79 MPH.	50 MPH.
MP 1774.8 to MP 1775.4	60 MPH.	45 MPH.
MP 1775.4 to MP 1775.6	50 MPH.	45 MPH.
MP 1775.6 to MP 1778.8	79 MPH.	50 MPH.
MP 1778.8 to MP 1780.7	60 MPH.	50 MPH.
MP 1780.7 to MP 1782.4	40 MPH.	40 MPH.
MP 1782.4 to MP 32	25 MPH.	25 MPH.
MP 32.0 to MP 28.1	55 MPH.	50 MPH.
MP 28.1 to MP 26.9	45 MPH.	35 MPH.
MP 26.9 to MP 25.9	60 MPH.	50 MPH.
MP 25.9 to MP 25.4	55 MPH.	45 MPH.
MP 25.4 to MP 20.0	50 MPH.	45 MPH.
MP 20.0 to MP 17.0	60 MPH.	50 MPH.
MP 17.0 to MP 16.6	45 MPH.	40 MPH.
MP 16.6 to MP 12.6	50 MPH.	45 MPH.
MP 12.6 to MP 11.5	55 MPH.	45 MPH.
MP 11.5 to MP 8.8	50 MPH.	45 MPH.
MP 8.8 to MP 8.0	45 MPH.	40 MPH.
MP 8.0 to MP 6.6	35 MPH.	35 MPH.
MP 6.6 to MP 6.4	30 MPH.	20 MPH.
MP 6.4 to MP 6.1	20 MPH.	20 MPH.
MP 6.1 to MP 5.9	30 MPH.	20 MPH.
MP 5.9 to MP 3.4	40 MPH.	35 MPH.
MP 3.4 to MP 3.2	20 MPH.	20 MPH.
MP 3.2 to MP 1.6	35 MPH.	20 MPH.
MP 1.6 to MP 0.0	30 MPH.	20 MPH.

Amtrak Talgo Maximum Speeds	**Passenger**
MP 1782.4 to MP 32.0	25 MPH.
MP 32.0 to MP 29.2	63 MPH.
MP 29.2 to MP 28.1	55 MPH.
MP 28.1 to MP 26.9	45 MPH.
MP 26.9 to MP 25.8	63 MPH.

Amtrak Talgo Maximum Speeds	Passenger
MP 25.8 to MP 22.0	55 MPH
MP 22.0 to MP 20.0	50 MPH.
MP 20.0 to MP 17.0	60 MPH.
MP 17.0 to MP 16.7	50 MPH.
MP 16.7 to MP 13.2	55 MPH.
MP 13.2 to MP 11.5	60 MPH.
MP 11.5 to MP 8.8	55 MPH.
MP 8.8 to MP 6.6	50 MPH.
MP 6.6 to MP 6.4	30 MPH.
MP 6.4 to MP 6.1	20 MPH.
MP 6.1 to MP 5.9	30 MPH.
MP 5.9 to MP 3.4	40 MPH.
MP 3.4 to MP 3.2	20 MPH.
MP 3.2 to MP 1.6	35 MPH.
MP 1.6 to MP 0.0	30 MPH.

1(C). Speed—Switches and Turnouts

	Passenger	Freight
Through dual control turnouts at the following locations:		
Snohomish Jct. West, PA Jct.	12 MPH.	12 MPH.
Lowell Jct.	10 MPH.	10 MPH.
Cashmere, Leavenworth, Winton, Merritt, Berne	30 MPH.	25 MPH.
Scenic, Skykomish, Baring, Gold Bar, Monroe, Garfield St.	20 MPH.	20 MPH.
Galer St.	20 MPH.	20 MPH.
Everett Jct.	25 MPH.	25 MPH.
Olds Jct.	25 MPH.	25 MPH.
MP 5.4, MP 7, MP 8	35 MPH.	35 MPH.
MP 18, 23rd St.	35 MPH.	35 MPH.
MP 16, MP 27, MP 28, Howarth Park	35 MPH.	35 MPH.
Mukilteo	30 MPH.	30 MPH.

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

1(D). Speed—Other

Seattle—Over public crossings	20 MPH.	20 MPH.
Seattle—Trains while passing under umbrella sheds at King Street Station	5 MPH.	5 MPH.
Mukilteo MP 29.0 to MP 27.0 (HER)		30 MPH.
Between North Portal and King St. Station, Seattle	30 MPH.	20 MPH.
Ballard Low Line	5 MPH.	5 MPH.
Ballard—Over Bridge 6.3	20 MPH.	20 MPH.
Bridge 6.3, cars heavier than 134 tons	20 MPH.	20 MPH.
Cascade Tunnel—Eastward Freight Trains passing signal 1700.6 with other than clear aspect		
under 100 TOB		20 MPH.
over 100 TOB		15 MPH.

Between Everett Pier and Mukilteo, while handling 24-foot hi-wide Boeing Container cars, move at Restricted Speed.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Wenatchee to Seattle ..... 143 tons, Restriction B

Six-axle locomotives and six-axle derricks not permitted and not more than two (2) four-axle locomotives on Standard Oil spur, located 2.6 miles west of Edmonds.

Six-axle locomotives and six-axle derricks not permitted on following tracks:
Ballard Low Line
Dyke Team
Convoy tracks 3 and 4

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

Yard Limits—in effect:
Wenatchee MP 0.0X (WO Main) to MP 3.0X
Wenatchee MP 1650.2 to Olds Jct. MP 1652.8
Trains and engines must communicate with the Wenatchee Yardmaster for instructions 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

Trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

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
Wenatchee and Olds Jct.
MP 1650.2 to MP 1652.9
North Track designated W.O. Main
South Track designated main Track

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees—Seattle, North Portal, Galer Street, MP 4.0, Interbay, 23rd Street, MP 5.4, Ballard, MP 7, MP 8—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

A. The Movement of Hyrail and On-track Equipment Drawbridge 6.3–Maintenance of way employees may occupy interlocking on OCS authority from train dispatcher and verbal permission from bridge tender. Bridge Tender must provide protection for movement until maintenance of Way employee has reported clear of the limits of the bridge interlocking.

B. Entering the Limits of Ballard Bridge, for inspection, minor work, to get to the Bridge Tender's Hut or for shift change: Bridge Tender must be contacted to request verbal permission prior to entering the limits of the Ballard Bridge interlocking. Bridge Tender will assure protection to allow entrance to the limits of the interlocking and passage to the Bridge Tender Hut. Blocking the control panel for main 1 and main 2 will provide protection.

C. All other work
OCS must be obtained from the dispatcher and protection provided by the bridge tender.

D. Log Book for recording Protection provided by the Bridge Tender
The Bridge Tender when providing protection on the Bridge must record in writing and do the following:

1. Name of person requesting protection.
2. Date and time of request.
3. What protection is being provided, i.e. bridge, locking, main 1 blocking, main 2 blocking or a combination of the three.
4. If OCS is required, does the person requesting the protection have an OCS permit.
5. Place the appropriate key(s) in the logbook.
6. Initial protection provided.
7. Give requesting party verbal verification of protection.
8. Date and time of reporting clear.

The person requesting protection of the Bridge Tender must not consider protection in place until the bridge tender has

given verbal authority to enter the limits of the Ballard Bridge Interlocking.

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 No. 84.

MP 5.4—Manual Interlocking

4. General Code of Operating Rules Items

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

Rule 10.2—Following switches not equipped with electric locks:
McKinnon spur, 2.4 miles west of Monroe, Cascade Lumber.
0.4 miles west of P.A. Jct.

Rule 15.1—Trains from Bellingham Subdivision must receive track warrant prior to entering Scenic Subdivision.

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 6.0—DED—EWD only—Main 2 only
MP 9.7—DED—WWD only
MP 1661.6—DED—WWD only—Recall Code 297
MP 1695.2—DED—Recall Code 307
MP 1697.3—DED—Recall Code 309
MP 1721.2—DED—EWD only—Recall Code 317
MP 1725.5—DED—WWD only
MP 1730.7—DED—EWD only—Recall Code 738
MP 1740.5—DED—Recall Code 319
MP 1751.9—DED—Recall Code 337
MP 1771.1—DED—WWD only—Recall Code 329
MP 1778.6—DED—EWD only–Recall Code Not available at this time.

B. Other TWD locations
MP 9.7—DED—EWD only—Recall Code 548
MP 1654.7—EWD only—Recall Code 278
MP 1661.6—DED—Recall Code 297
MP 1668.2—Recall Code 298
MP 1690.0—Recall Code 308
MP 1721.2—DED—WWD only—Recall Code 317
MP 1725.5—DED EWD only
MP 1730.7—DED—WWD only—Recall Code 738
MP 1735.0—Recall Code 318
MP 1762.0—Recall Code 308
MP 1771.1—DED—EWD only—Recall Code 329
MP 1776.2—Recall Code 348
MP 1778.6—DED—WWD only—Recall Code 338
MP 27.2—Recall Code 358
MP 17.1—Recall Code 368

6. FRA Excepted Track

In Seattle—Ballard Lowline Zone 3, all tracks (service facility, roundhouse, material 1 and 2, store track, and caboose track); Terry Avenue Line Zone 4; Dyke Team Zone 7.

In Everett—Pacific Ave. team track #610.

7. Special Conditions

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

Close Clearance—May exist on all auxiliary tracks.

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

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

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

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

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

Balmer Yard Fueling Facility—The inside crossover switch from the main line to the fueling facility at MP 4.0, Balmer Yard, must be left lined for straight track when no movement over switch.

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

All movements, inbound power consists and switch engine movements, after stopping, must secure permission from the service foreman to pass the stop sign and get authority for movement over the derail. These radio instructions will be issued on Channel 84. When movement over derail is complete, immediately notify service foreman via radio.

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

Mukilteo—At Tank Farm Track 803, cars set out must be shoved 150 feet east of inside switch to permit use of stub track.

Mukilteo/Boeing Hill Operation—Crews that operate on Boeing Hill must have a copy of, and be conversant with, the "Boeing Hill Instructions."

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.

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

Requirements for Helper/Distributive Power Trains
Unless otherwise instructed, helpers and distributed power remote locomotive consists utilized on the Scenic Subdivision must be cut in at not less than one half the rated tonnage, nor more than the full rated tonnage, of the helper consist. Helper/DP remote placement should be as close to one half rated

tonnage as train make-up guidelines below allow.

Westward disabled trains or trains being helped under the direct supervision of an operating officer east of the Cascade Tunnel may utilize System Special Instruction Item 2(A) in lieu of entraining helpers.

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

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

Locomotive ratings for Scenic Subdivision to be utilized for helper placement only:
DC Locomotives
1500-2999 hp = 1000 tons
3000-3999 hp = 1500 tons
4000 hp + = 2000 tons
AC Locomotives = 2500 tons
Exception: Helper/DP remote consists not exceeding 16 rated powered axles may be positioned on rear of train provided the following criteria is met within the first 1,000 tons immediately ahead of the remote consist:
1. No car (by car count) weighs less than 60 tons;
2. No empty platforms of a multi-platform car.

TRAIN MAKE UP INSTRUCTIONS
Between Merritt and Skykomish, freight trains handling 80 feet or longer cars weighing less than 50 tons must handle these cars in the rear 2,900 tons.

All eastward trains, other than those with solid doublestack equipment, must handle doublestack equipment weighing more than 150 tons (excluding single well double stack cars weighing 45 tons or more) immediately behind lead engine.

All trains exceeding 5,500 tons handling solid doublestack equipment must handle partially loaded doublestack equipment (empty wells) behind fully loaded doublestack equipment (no empty wells).

Eastward trains without helpers exceeding 45 cars and 2,500 tons must not handle cars weighing less than 45 tons or an 89 foot or greater flat car containing one trailer or container, within the head 25 cars or with no more than 2,500 trailing tons.

NOTE: When determining number of cars and minimum weights when multiplatform cars are involved, utilize the “car count” method.

TRAIN SIZE/COUPLER CAPACITY LIMITATIONS BETWEEN MERRITT AND SKYKOMISH
For the purpose of identifying coupler capacity limitations on the Scenic Subdivision:
Grade C equipment (General Service) is rated at 4,800 tons
Grade E equipment is rated at 6,000 tons

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

If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter “E” as the LAST character of identification. Examples of high strength coupler identifications are E60THE, SBE60CE, and E60DE.

NOTE: The term “helpers”, in instructions below applies to both manned helper and distributed power remote locomotive consists. All length limitations exclude locomotives.

TRAIN LENGTH/COUPLER CAPACITY LIMITATION WITHOUT HELPERS
GRADE C EQUIPMENT - 4,800 tons, 7,000 feet

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

TRAIN LENGTH/COUPLER CAPACITY LIMITATION WITH HELPERS
9,600 tons and 7,700 feet
EXCEPTION: 7,700 feet limitation does not apply to Distributed Power trains.
NOTE: Coupler capacity limits above for non-helper trains apply to trailing tonnage behind helper placement.

Instructions Governing Operation of Trains Between Merritt and Skykomish

A. Skykomish—Siren located at Main Street crossing is under control of the City Fire Department. When activated, an emergency exists. The crossing must not be blocked and trains occupying must clear or cut 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 that the ventilating system is functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless permission is given 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 activate 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. 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 the 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. Ascertain which door is in operation. New tunnel door is red-and-white checkerboard and is located east of the old door.

If old door is closed and 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.

If new door is closed and if instructed to manually open the door:

1. Control box that housed the push button for emergency open of the tunnel door is located on the north wall to the west of the tunnel door and is locked with a switch lock (box is five feet from the top of the rail).
2. To open tunnel door, remove switch lock from the control box and spin eye nut counter-clockwise and push to the left; you can now open the box cover.
3. Depress the push button marked open and an electric winch will pull the door to the full open position. Do not park under the old door when trying to operate emergency opening of the new tunnel door.

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 permission from the train dispatcher, a train in the tunnel may make a back up movement to Scenic or Berne without flag protection and may pass signals without stopping except absolute signal at MP 1700.4.

Portable radios assigned for tunnel service—use channel 3 or channel 16, if 16-channel radio. 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 ensure main track or siding between siding switches is clear at Scenic and Berne, 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. Rule 9.1.13 of signal aspect and indication applies to signals 1706.1 and 1700.6.

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

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.

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

J. Location of additional emergency material and emergency exits:

Location	Phones, Air Hose, Wrench & Knuckles Type E & F	SCBA Emergency Replacement Cylinders	Rail Clamps and Chains	Distance Between Bays in Feet
Telephone Booth Skykomish	X			
Telephone Booth Scenic	X		XX	
CTC Bungalow E&W Scenic	X			
Bay 21	X	XXXXX		1200
Bay 20	X	XXXXX		1200
Bay 19	X	XXXXX		1200
Bay 18	X	XXXXX		1200
Bay 17	X	XXXXX		1200
Bay 16	X	XXXXX		2400
Bay 15	X	XXXXX		2400
Bay 14	X	XXXXX		2400
Bay 13	X	XXXXX		2400
Bay 12	X	XXXXX		2400
Bay 11	X	XXXXX		2400
Bay 10	X	XXXXX		2400
Bay 9	X	XXXXX		2400
Bay 8	X	XXXXX		2400
Bay 7	X	XXXXX		2400
Bay 6	X	XXXXX		2400
Bay 5	X	XXXXX		1200
Bay 4	X	XXXXX		1200
Bay 3	X	XXXXX		1200
Bay 2	X	XXXXX		1200
Bay 1	X	XXXXX		1200
CTC Bungalow E&W Berne	X		XX	
Merritt Depot	X			

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

The Cascade Tunnel has 21 bays with markers on the north wall of the tunnel. The bays are numbered 1 through 21 east to west and are spaced as follows:

Bays 1-5 are 1200 feet apart
Bays 5-17 are 2400 feet apart
Bays 17-21 are 1200 feet apart

The following speed chart has been calculated by using the following formula:
Time = Distance / Rate

1200 FEET			2400 FEET		
Min	Sec	MPH	Min	Sec	MPH
	27	30		55	30
	28	29		57	29
	29	28		59	28
	30	27	1	00	27
	32	26	1	03	26
	33	25	1	05	25
	34	24	1	08	24
	36	23	1	11	23
	38	22	1	15	22
	39	21	1	18	21
	41	20	1	22	20
	43	19	1	26	19
	46	18	1	31	18
	48	17	1	37	17
	51	16	1	42	16
	55	15	1	49	15
	59	14	1	57	14
1	03	13	2	06	13
1	09	12	2	17	12
1	15	11	2	29	11
1	22	10	2	44	10
1	31	9	3	02	9
1	43	8	3	25	8
1	57	7	3	54	7
2	17	6	4	33	6
2	44	5	5	28	5

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 at Scenic or the storage container at the CTC Bungalow at Berne.

L. CASCADE TUNNEL EMERGENCY ACTION PLAN

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

Event	Action
I. Undesired Emergency Air Brake Application, Break-in-two or Derailment	If any hazardous material is within tunnel, use breathing equipment immediately. After PCS (power cutoff switch) has reset on the lead locomotive, if air does not begin to restore within two minutes, observe the following: 1. If there is reasonable suspicion that a derailment has occurred, cut off locomotives if possible, if not, walk-exit the tunnel. Obtain supplemental breathing equipment as needed. 2. Use breathing equipment, evaluate, secure, and/or repair if possible. Obtain supplemental breathing equipment as needed.
II. Fire (Obvious)	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. Exit tunnel either with the head end or back out with rear of train leaving angle cock open on portion of train left standing.
Train with caboose	Eastward: Order fans shut off and exit if possible. Westward: Order fans remain on and exit if possible.

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

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

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

Minimum dynamic brake requirements for freight trains are:
Westward, MP 1700 to MP 1731
Eastward, MP 1700 to MP 1693

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

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

ETD and HTD Failures
Action required when enroute failures occur between end-of-train device (ETD) and head end-of-train device (HTD) on the Scenic Subdivision, MP 1694.5 and MP 1731.3:
When an enroute failure occurs, train must not exceed 30 MPH until failure is corrected or another method of compliance is secured.

EXCEPTION: On the following grades, train must not proceed until failure is corrected or another method is secured.

Scenic Subdivision—MP 1694.5 to MP 1731.3.
If stopped on grades described above when loss of ETD or remote controlled locomotive radio communications occurs due to train standing in a location of poor communications (tunnel, rock cut, overpass, etc.), train may be moved, not exceeding 10 MPH, in an attempt to regain communications. If communications cannot be restored after clearing the poor communications area, train must be stopped. The failure must be corrected or alternative method of compliance secured.

All train crew members on trains operating on grades above must take action to stop train, with an emergency application should train exceed 5 MPH over maximum authorized speed.

NOTE: Normal HTD to ETD communications is at a lower strength than the command to initiate an emergency application from the HTD to the ETD. In the event of a need to utilize the emergency feature of the ETD, the command to initiate an emergency must be attempted even if no communications is indicated at the HTD.

EXCEPTION: When an enroute failure occurs at anytime controlling locomotive is within or will be within the Cascade Tunnel, MP 1700.34 to MP 1708.17, train may proceed at maximum authorized speed as long as train is under control until controlling locomotive exits the Cascade Tunnel.

In addition to complying with ABTH Rule 101.29 and 101.29.2, complete BNSF Form 51652, 3-96 (ETD Certification Form). Perform any required air brake tests.

Trains originating at Everett Terminal departing east with ETD, must leave a copy of the ETD Certification form 51642 in the designated mail boxes before departing. Mail boxes are located at the following locations:
- Bridge 37 parking area at Delta Junction
- Outside Delta Yard Office (northwest corner of building)
- Near the private gated crossing at Lowell

If communications between HTD/EOT is lost enroute, the train must not pass Merritt (westbound) or Skykomish (eastbound) until communication is re-established. A supply of replacement batteries and EOT's will be available at Merritt (Tool House) and Skykomish (Depot). Notify dispatcher if battery or EOT is removed for use as well as Mechanical Help Desk with failure information.

Automatic Brake Valve Cutout Valve Position
When operating freight trains on the Scenic Subdivision, automatic brake valve cutout valve will be placed in "FRT" position. In the event of equalizing reservoir leakage while operating between Merritt and Skykomish, train must be stopped. After stopping, train must be properly secured and automatic brake valve cutout valve placed in "PASS" position. Train brake system must be fully charged before proceeding.

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

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

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

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

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

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.
MP 1648.2 to MP 1700.3
MP 1721.8 to MP 1737.1
MP 1741.1 to MP 1748.0
MP 1750.4 to MP 1751.0
MP 1755.2 to MP 1755.8
MP 1758.0 to MP 1765.7
MP 1771.2 to MP 1781.5

Delta Jct.—Between the hours of 0700 and 1900 between #5 switch, west end of Delta Yard and east leg of Delta Jct. wye on all tracks, whistle per Rule 5.8.2, Sounding Whistle, sound whistle signal (11) for men and equipment on Weyerhauser overpass project.

Automatic Equipment Identification Locations
Wenatchee—MP 1651.9
Everett—MP 1776.3
Everett (Near Edmonds)—MP 17.60

Short Mile—Between Gold Bar and Baring, MP 1748 does not exist. Distance between MP 1747 and MP 1749 is 4397 feet.

Test Mile Locations
MP 1655.4 to MP 1656.4
MP 1678.3 to MP 1679.3
MP 1727.0 to MP 1728.0
MP 1777.2 to MP 1778.2
MP 24.0 to MP 25.0
MP 13.0 to MP 14.0

Locations Approved for Gravity Drop Movements
Interbay Yard

Locations Approved for Active Drop Movements
Kimberly Clark—Waterfront
Team Track—Pacific Ave.
Coors—East of Delta
Turkey Trail—Lowell

8. Line Segments

Yard Line Segments

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

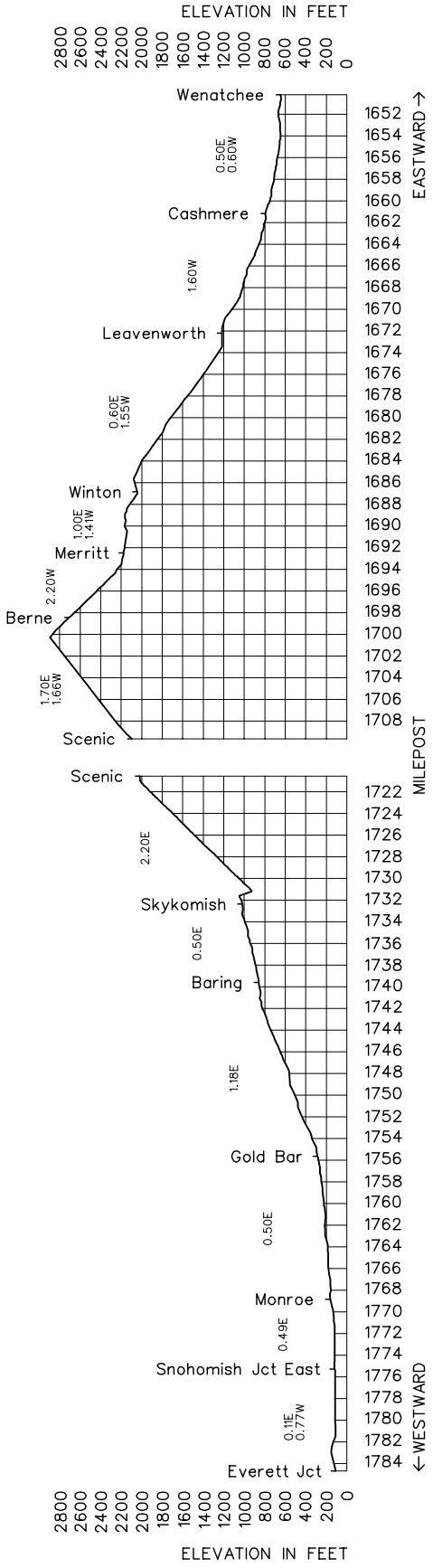
Road Line Segments

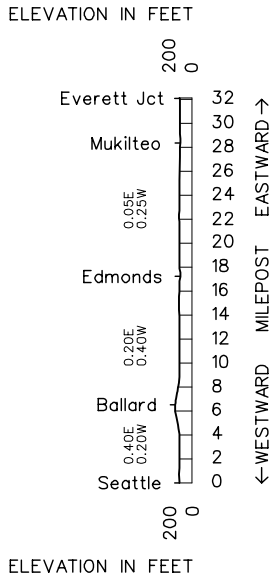
Line Segment	Limits
50	Ballard
37	Wenatchee to Everett Jct.
50	Everett Jct. Seattle
387	Wenatchee to MP 6.0X

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
02053 Monitor	3.6 east of Cashmere	10	West
02061 Dryden	6.1 east of Leavenworth	10	West
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	2.6 west of Edmonds	81	West
02186 Richmond Beach	3.6 west of Edmonds	65	Both

10. Grade Chart





SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Seattle Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
		02200 02201	0.0X	SEATTLE (King St. Station)	BM TX(2)Y	DT OCS		3.3	
		02203	3.3X	ARGO	MX(2)Y			4.6	
		16001	7.9X	SOUTH SEATTLE	BX(2)Y	DT ABS OCS		1.6	
		16004	9.5X	BLACK RIVER	JXY			0.5	
			10.0X	TUKWILA	MJXY			2.2	
	C5,238	16006	12.2X	ORILLIA	TX(2)Y			4.1	
		16010	16.3X	KENT	X(2)Y			2.2	
		16012	18.5X	THOMAS	Y			2.5	
			21.0X	CP 21X	MX(2)Y	DT ABS TWC	51	0.5	
		16014	21.5X	AUBURN	JTX(2)Y			7.5	
		16021	29.0X	SUMNER	XY			1.5	
		16022	30.6X	MEEKER	TXY			1.4	
		16023	31.9X	PUYALLUP	Y			6.3	
		16029	38.2X	RESERVATION	MJX(2)Y			0.8	
			39.0X	RIVER STREET	MXY			0.3	
		16031	39.3X	TACOMA	BTY	2MT ABS OCS		0.8	
			40.1	21ST STREET	MX(2)Y			0.5	
			0.5	11TH STREET	JY			4.6	
		16038	5.1	RUSTON	Y			1.6	
		16040	6.7	NELSON BENNETT		CTC		3.3	
		16043	10.0	TITLOW				3.2	
		16046	13.5	PIONEER	X(2)			1.2	
		16048	14.4	WEST TACOMA	M			10.0	
		16057	24.5	NISQUALLY	JX(2)			3.8	
		16061	28.2	SAINT CLAIR				4.0	
			32.2	CENTENNIAL				2.7	
		16068	34.9	EAST OLYMPIA	J			2.6	
			37.5	PLUMB	X(2)			12.0	
		16084	49.5	WABASH	X(2)			3.0	
			52.5	CENTRALIA NORTH				1.5	
	(2)6,400	16085	54.0	CENTRALIA	BJTX			1.3	
			55.8	CENTRALIA SOUTH	X(2)			2.4	
		16090	57.7	CHEHALIS				1.0	
		16091	58.7	CHEHALIS JCT.	JTX(2)	2MT CTC	52	7.5	
			66.2	NAPAVINE SOUTH	X(2)			10.8	
	(2)4,900	16111	77.0	VADER	X(2)			8.0	
			85.0	MP 85	X(2)			8.4	
			93.4	OSTRANDER	X(2)			2.4	
		16128	95.8	ROCKY POINT				1.5	
	(1)5,100	16130	97.3	KELSO				1.6	
			98.9	KELSO SOUTH	X(2)			2.2	
	(1)9,382	16134	101.1	LONGVIEW JCT.	BJTX			1.5	
			102.6	LONGVIEW JCT. S	X(2)			4.9	
		16140	107.5	KALAMA				3.4	
			110.9	MP 111	X(2)			11.1	
	(2)4,700	16155	122.0	RIDGEFIELD				1.6	
			123.6	RIDGEFIELD SOUTH	X(2)			9.1	
			132.5	VANCOUVER JCT. N	X(2)			0.5	
		16166	133.0	RYE JCT.				3.1	
		12365	136.5	VANCOUVER	BMJTX(2)			176.4	

Radio Channel No. 70 in Service Seattle to Tukwila.

Radio Channel No. 87 in Service Tukwila to Nisqually.

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

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

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

UPRR signal aspects are in effect at UP interlocking at Tukwila.

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

Train Dispatcher Telephone Numbers
Seattle Terminal Dispatcher—1-800-285-0079 or 8-234-1613
Seattle East Dispatcher—1-800-285-0061 or 8-234-1615
Centralia North Dispatcher—1-800-285-0076 or 8-234-1623
Centralia South Dispatcher—1-800-285-0078 or 8-234-1621
Vancouver Terminal Dispatcher—1-800-285-0082 or 8-234-6125
UP Dispatcher, Omaha—402-636-1701

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 0.0X to MP 1.8X Main 1	20 MPH.	20 MPH.
MP 0.0X to MP 2.0X Main 2	20 MPH.	20 MPH.
MP 1.8X to MP 2.0X Main 1	40 MPH.	20 MPH.
MP 2.0X to MP 3.4X	40 MPH.	30 MPH.
MP 3.4X to MP 8.8X	75 MPH.	50 MPH.
MP 10.7X to MP 15.9X	79 MPH.	50 MPH.
MP 15.9X to MP 16.6X	40 MPH.	40 MPH.
MP 16.6X to MP 20.9X	75 MPH.	50 MPH.
MP 20.9X to MP 21.6X	40 MPH.	40 MPH.
MP 21.6X to MP 27.4X	79 MPH.	50 MPH.
MP 27.4X to MP 28.0X	65 MPH.	50 MPH.
MP 28.0X to MP 28.5X	65 MPH.	40 MPH.
MP 28.5X to MP 30.8X	65 MPH.	50 MPH.
MP 30.8X to MP 30.9X	30 MPH.	30 MPH.
MP 30.9X to MP 32.2X	40 MPH.	40 MPH.
MP 32.2X to MP 32.6X	75 MPH.	40 MPH.
MP 32.6X to MP 34.4X	75 MPH.	50 MPH.
MP 34.4X to MP 34.6X	45 MPH.	45 MPH.
MP 34.6X to MP 36.4X	65 MPH.	50 MPH.
MP 36.4X to MP 36.8X	45 MPH.	40 MPH.
MP 36.8X to MP 37.8X	45 MPH.	30 MPH.
MP 37.8X to MP 39.7X	30 MPH.	30 MPH.
MP 39.7X to MP 0.0	10 MPH.	10 MPH.
MP 0.0 to MP 2.8	30 MPH.	30 MPH.
MP 2.8 to MP 5.1	50 MPH.	50 MPH.
MP 5.1 to MP 6.5	40 MPH.	40 MPH.
MP 6.5 to MP 9.5	60 MPH.	50 MPH.
MP 9.5 to MP 9.8	35 MPH.	35 MPH.
MP 9.8 to MP 10.3	60 MPH.	35 MPH.
MP 10.3 to MP 10.8	60 MPH.	50 MPH.
MP 10.8 to MP 13.2	70 MPH.	50 MPH.
MP 13.2 to MP 14.0	60 MPH.	50 MPH.
MP 14.0 to MP 14.2	40 MPH.	30 MPH.
MP 14.2 to MP 14.3	30 MPH.	30 MPH.
MP 14.3 to MP 15.9	50 MPH.	50 MPH.

	Passenger	Freight
MP 15.9 to MP 19.9	60 MPH.	50 MPH.
MP 19.9 to MP 21.9	70 MPH.	50 MPH.
MP 21.9 to MP 23.8	60 MPH.	50 MPH.
MP 23.8 to MP 25.6	55 MPH.	50 MPH.
MP 25.6 to MP 27.7	79 MPH.	50 MPH.
MP 27.7 to MP 28.1	70 MPH.	50 MPH.
MP 28.1 to MP 33.8	79 MPH.	50 MPH.
MP 33.8 to MP 34.2	70 MPH.	50 MPH.
MP 34.2 to MP 36.2	79 MPH.	50 MPH.
MP 36.2 to MP 36.5	70 MPH.	50 MPH.
MP 36.5 to MP 41.4	79 MPH.	50 MPH.
MP 41.4 to MP 41.7	70 MPH.	50 MPH.
MP 41.7 to MP 46.0	79 MPH.	50 MPH.
MP 46.0 to MP 47.7	70 MPH.	50 MPH.
MP 47.7 to MP 47.9	60 MPH.	50 MPH.
MP 47.9 to MP 51.2	79 MPH.	50 MPH.
MP 51.2 to MP 51.4	60 MPH.	50 MPH.
MP 51.4 to MP 53.7	65 MPH.	50 MPH.
MP 53.7 to MP 54.3	40 MPH.	40 MPH.
MP 54.3 to MP 62.3	79 MPH.	50 MPH.
MP 62.3 to MP 63.0	60 MPH.	50 MPH.
MP 63.0 to MP 64.5	70 MPH.	50 MPH.
MP 64.5 to MP 65.1	50 MPH.	50 MPH.
MP 65.1 to MP 69.1	79 MPH.	50 MPH.
MP 69.1 to MP 70.4	60 MPH.	50 MPH.
MP 70.4 to MP 70.7	50 MPH.	50 MPH.
MP 70.7 to MP 71.3	55 MPH.	50 MPH.
MP 71.3 to MP 71.6	60 MPH.	50 MPH.
MP 71.6 to MP 77.8	79 MPH.	50 MPH.
MP 77.8 to MP 79.5	55 MPH.	50 MPH.
MP 79.5 to MP 81.6	70 MPH.	50 MPH.
MP 81.6 to MP 81.8	60 MPH.	50 MPH.
MP 81.8 to MP 83.2	65 MPH.	50 MPH.
MP 83.2 to MP 85.4	79 MPH.	50 MPH.
MP 85.4 to MP 86.9	75 MPH.	50 MPH.
MP 86.9 to MP 87.2	60 MPH.	50 MPH.
MP 87.2 to MP 89.0	79 MPH.	50 MPH.
MP 89.0 to MP 89.8	60 MPH.	50 MPH.
MP 89.8 to MP 91.0	70 MPH.	50 MPH.
MP 91.0 to MP 91.2	60 MPH.	50 MPH.
MP 91.2 to MP 93.7	70 MPH.	50 MPH.
MP 93.7 to MP 95.0	60 MPH.	50 MPH.
MP 95.0 to MP 97.2	45 MPH.	40 MPH.
MP 97.2 to MP 100.3	70 MPH.	50 MPH.
MP 100.3 to MP 100.6	60 MPH.	50 MPH.
MP 100.6 to MP 102.6	79 MPH.	60 MPH.
MP 102.6 to MP 108.2	79 MPH.	60 MPH.
MP 108.2 to MP 108.5	70 MPH.	60 MPH.
MP 108.5 to MP 114.4	79 MPH.	60 MPH.
MP 114.4 to MP 114.8	75 MPH.	60 MPH.
MP 114.8 to MP 118.8	79 MPH.	60 MPH.
MP 118.8 to MP 119.8	75 MPH.	60 MPH.
MP 119.8 to MP 122.3	70 MPH.	60 MPH.
MP 122.3 to MP 122.9	50 MPH.	35 MPH.
MP 122.9 to MP 126.6	70 MPH.	60 MPH.
MP 126.6 to MP 131.5	79 MPH.	60 MPH.
MP 131.5 to MP 132.6	70 MPH.	60 MPH.
MP 132.6 to MP 133.1	50 MPH.	35 MPH.
MP 133.1 to MP 136.2	70 MPH.	60 MPH
MP 136.2 to MP 136.5	35 MPH.	35 MPH.

Amtrak Talgo Train Speeds—Maximum Speed

MP 0.0X to MP 1.8X, Main 1	20 MPH.
MP 0.0X to MP 2.0X, Main 2	20 MPH.
MP 1.8X to MP 2.6X	48 MPH.
MP 2.0X to MP 2.6X, Main 2	48 MPH.
MP 2.6X to MP 3.4X	56 MPH.
MP 3.4X to MP 8.8X	79 MPH.
MP 8.8X to MP 10.7X	63 MPH.
MP 9.5X to MP 9.8, Main 2	52 MPH.
MP 10.7X to MP 15.9X	79 MPH.
MP 15.9X to MP 16.6X	40 MPH.
MP 16.6X to MP 20.9X	75 MPH.
MP 20.9X to MP 21.6X	40 MPH.
MP 21.6X to MP 28.0X	79 MPH.
MP 28.0X to MP 30.8X	65 MPH.
MP 30.8X to MP 30.9X	30 MPH.
MP 30.9X to MP 32.2X	40 MPH.
MP 32.2X to MP 34.4X	75 MPH.
MP 34.4X to MP 34.6X	55 MPH.
MP 34.6X to MP 36.4X	73 MPH.
MP 36.4X to MP 37.8X	52 MPH.
MP 37.8X to MP 39.0X	37 MPH.
MP 39.0X to MP 39.6X	30 MPH.
MP 39.6X to MP 0.0	20 MPH.
MP 0.0 to MP 1.8	42 MPH.
MP 1.8 to MP 2.8—Main 1	57 MPH.
MP 1.8 to MP 2.1—Main 2	57 MPH.
MP 2.1 to MP 2.2—Main 2	47 MPH.
MP 2.2 to MP 2.8—Main 2	57 MPH.
MP 2.8 to MP 5.1	64 MPH.
MP 5.1 to MP 6.6	60 MPH.
MP 6.6 to MP 7.1	70 MPH.
MP 7.1 to MP 9.5	75 MPH.
MP 9.5 to MP 9.8—Main 1	35 MPH.
MP 9.5 to MP 9.8—Main 2	52 MPH.
MP 9.8 to MP 10.8	67 MPH.
MP 10.8 to MP 13.2	79 MPH.
MP 13.2 to MP 14.0	67 MPH.
MP 14.0 to MP 14.2	40 MPH.
MP 14.2 to MP 14.3	30 MPH.
MP 14.3 to MP 15.9	50 MPH.
MP 15.9 to MP 19.9	67 MPH.
MP 19.9 to MP 21.9	79 MPH.
MP 21.9 to MP 23.8	67 MPH.
MP 23.8 to MP 25.6	63 MPH.
MP 25.6 to MP 46.8	79 MPH.
MP 46.8 to MP 47.7	70 MPH.
MP 47.7 to MP 47.9	67 MPH.
MP 47.9 to MP 51.1	79 MPH.
MP 51.1 to MP 51.4	67 MPH.
MP 51.4 to MP 53.7	75 MPH.
MP 53.7 to MP 54.3	60 MPH.
MP 54.3 to MP 62.3	79 MPH.
MP 62.3 to MP 63.0	67 MPH.
MP 63.0 to MP 64.5	79 MPH.
MP 64.5 to MP 65.1	62 MPH.
MP 65.1 to MP 69.1	79 MPH.
MP 69.1 to MP 70.4	67 MPH.
MP 70.4 to MP 70.7	60 MPH.
MP 70.7 to MP 71.6	67 MPH.
MP 71.6 to MP 77.8	79 MPH.
MP 77.8 to MP 79.5	65 MPH.
MP 79.5 to MP 81.6	79 MPH.
MP 81.6 to MP 81.8	67 MPH.
MP 81.8 to MP 83.2	70 MPH.
MP 83.2 to MP 86.9	79 MPH.
MP 86.9 to MP 87.2	67 MPH.
MP 87.2 to MP 89.0	79 MPH.
MP 89.0 to MP 89.8	67 MPH.
MP 89.8 to MP 91.0	79 MPH.
MP 91.0 to MP 91.2	67 MPH.
MP 91.2 to MP 93.7	79 MPH.
MP 93.7 to MP 95.0	67 MPH.
MP 95.0 to MP 95.3	45 MPH.
MP 95.3 to MP 97.2	52 MPH.
MP 97.2 to MP 98.4—Main 1	75 MPH.
MP 98.4 to MP 98.5—Main 1	70 MPH.
MP 98.5 to MP 100.3—Main 1	75 MPH.
MP 97.2 to MP 100.3—Main 2	75 MPH.
MP 100.3 to MP 100.6	67 MPH.
MP 100.6 to MP 122.3	79 MPH.
MP 122.3 to MP 122.8—Main 1	65 MPH.
MP 122.8 to MP 122.9—Main 1	53 MPH.
MP 122.3 to MP 122.9—Main 2	65 MPH.
MP 122.9 to MP 132.6	79 MPH.
MP 132.6 to MP 136.2—Main 1	70 MPH.
MP 132.6 to MP 133.1—Main 2	67 MPH.
MP 133.1 to MP 136.2—Main 2	70 MPH.
MP 136.2 to MP 136.5	35 MPH.

1(C). Speed—Switches and Turnouts

	Passenger	Freight
South Seattle Yard, MP 8.0X through Center Crossover		5 MPH.
Tukwila	20 MPH.	20 MPH.
North Auburn Wye	20 MPH.	20 MPH.
Through crossover dual control turnouts and crossover at Reservation	25 MPH.	25 MPH.

	Passenger	Freight
Nisqually Crossover Turnouts	35 MPH.	35 MPH.
MP 21.0X	40 MPH.	40 MPH.
Pioneer	Plumb	
Wabash	Centralia South	
Chehalis Jct.	Napavine South	
Vader	MP 85.0	
Ostrander	Kelso South	
Longview Jct. South	MP 111.0	
Ridgefield South	Vancouver Jct. N. ..... 35 MPH.	35 MPH.
North end Ruston—Tunnel	40 MPH.	40 MPH.
South end Nelson—Bennett Tunnel	40 MPH.	40 MPH.
Felida	50 MPH.	50 MPH.
Felida, trains over 100 TOB	35 MPH.	35 MPH.
Woodland	50 MPH.	50 MPH.

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

Trains over 100 tons per operative brakes must not exceed 35 MPH through these crossovers:

Station	Mile Post	Rule 4.3	Miles to Next Station
Felida	130.7	X(2)	3.7
Woodland	118.3	X(2)	1.8

1(D). Speed—Other

Seattle—King St. Station,	10 MPH. ..... 5 MPH.
Seattle—Over public crossings	20 MPH. ..... 20 MPH.
Spokane Street, MP 1.8X Southward Main 1 (HER) passenger and Talgo Trains	20 MPH.
Black River to Reservation against the current of traffic	59 MPH. ..... 49 MPH.
Olympia—over street crossings	10 MPH. ..... 10 MPH.
Centralia—north leg of wye	5 MPH. ..... 5 MPH.
On sidings:	
Centralia, Vader, Kelso, Longview Jct., Ridgefield	10 MPH. ..... 10 MPH.
St Clair to Lacey, Olympia to Belmore, Rye Jct. to Rye	10 MPH.
Tacoma—Amtrak Lead	15 MPH. ..... 10 MPH.
Speed through adjoining turnouts	10 MPH. ..... 10 MPH.
Ostrander Tunnel 3, MP 95.12, Main 2 Cars with car kind code M3F	13 MPH.

	Up to 100 TOB	Over 100 TOB
Seattle and Tacoma—Engine		
Southward freight train passing signals		
8.9X	45 MPH.	35 MPH.
23.9X	50 MPH.	35 MPH.
35.7X	50 MPH.	40 MPH.
Engine northward freight train passing signals:		
24.0X	50 MPH.	35 MPH.
11.4X	50 MPH.	40 MPH.

Test Mile Locations:

Seattle to Tacoma
MP 16.0X to MP 17.0X
MP 31.0X to MP 32.0X

Tacoma to Vancouver
MP 17.0 to MP 18.0
MP 39.0 to MP 40.0
MP 79.0 to MP 80.0
MP 112.0 to MP 113.0
MP 125.0 to MP 126.0

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

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

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

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

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

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

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

3. Type of Operation

CTC—in effect:
Ruston MP 5.1 to Vancouver MP 136.5

ABS—in effect:
Seattle MP 0.5X to Ruston MP 5.1

TWC—in effect:
Tukwila MP 10.0X to Reservation MP 38.2X

Yard Limits—in effect:

Seattle	MP 0.0X to Thomas MP 18.5X
Auburn	MP 20.0X to MP 24.8X
Sumner	MP 28.2X to Puyallup MP 33.0X
Reservation	MP 37.1X to Ruston MP 5.1

Occupancy Control System—in effect:

Seattle	MP 0.0X to Tukwila MP 10.0X
Reservation	MP 38.2X to Ruston MP 5.1

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

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

Two Main Tracks—between:
Reservation MP 38.2X and Ruston MP 5.1
Nelson Bennett MP 6.6 and Vancouver MP 136.5

Double Track—between:
Seattle MP 0.0X and Reservation MP 38.2X

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.

Between Tukwila and Reservation—From Tukwila MP 10.0X to Thomas MP 18.5X; Auburn MP 20.0X to MP 24.8X; Sumner MP 28.2X to Puyallup MP 33.0X; and Reservation MP 37.1X to MP 38.2X: trains and engines must not enter or crossover main track unless authorized by signal indication or train dispatcher.

Interlockings and Drawbridges Not Indicated at Station
North Auburn Wye MP 21.5X Manual Interlocking—Main 2 only.

D Street MP 39.6 Manual Interlocking—Main 2 only.

West Seattle Line Drawbridge MP 36.8.

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

A crew member must precede the movement between the outer opposing Absolute signals of the interlocking, examine the track for defects, determine that the route is properly lined and that the derails are in the non-derailing position. The crew

member must also verify that the drawbridge is in the proper position for the train to pass. The crew member may then authorize the train to proceed through the limits at restricted speed. Before proceeding into or continuing in CTC territory, the crew member must be sure that the CTC control operator has given authority to proceed.

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

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

Manual Interlockings Not Controlled by BNSF
Tukwila—Controlled by Union Pacific Railroad, contact UP dispatcher.

Railroad Crossings Not Indicated at Station

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

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

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

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

4. General Code of Operating Rules Items

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

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

Rule 6.28—in effect:
Meeker MP 33.3X to McMillin MP 28.5X
St. Clair MP 0.0 to Lacey MP 6.7
Olympia MP 9.1 to Belmore MP 16.0
Rye Jct. MP 0.0 to Rye MP 3.6

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 10.1—Recall Code 528
MP 18.5—Recall Code 518 DED—NWD only

B. Other TWD locations
MP 4.6X—Recall Code 408
MP 26.4X—Recall Code 428
MP 18.5—Recall Code 518 DED—SWD only
MP 30.0—Recall Code 268
MP 57.9—Recall Code 468
MP 87.4—Recall Code 258
MP 113.5—Recall Code 298

6. FRA Excepted Track

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

In Tacoma, Smelter Lead, Tracks 320, 613, 614, and 720. In Kent, Zone 62 and all industry tracks within limits of Zone 62. At Auburn, tracks 2405, 2417, 2418, 2451, 2452, 2454, and 2459. Between St. Clair and 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 28.5 to MP 33.3.

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

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: Centralia, Vader, Kelso, Longview Jct. and Ridgefield.

Holgate Street Crossing—Automatic crossing signals at Holgate Street crossing on 2nd Avenue yard tracks MP 0.9 may be ineffective. Be governed by Rule 6.32.2.

Grade Crossing Ordinances

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

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

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

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

Kent Industrial Lead—Crossing warning devices malfunctioning MP 14.1X (212th Street) and MP 15.1X (228th Street).

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

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

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

Tacoma—Switching movements along or over public crossings must be preceded by flagmen who are required to give proper warning for safety of persons approaching

crossing, except when locomotive is equipped with flashing amber light and precedes other units of train, or when crossing is protected by automatic crossing signals in operation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Kalama—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.

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

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

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

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

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

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

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

Close Clearance—May exist on all auxiliary tracks.

Flash Flood Warning—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.
MP 17.7X—Bridge
MP 24.3X—Bridge
MP 29.4X—Bridge
MP 34.1X—Bridge
MP 5.2 to MP 5.7
MP 7.3 to MP 8.2—Double Track

MP 15.0 to MP 19.0—Double Track
MP 21.0 to MP 23.0—Double Track
MP 24.3 to MP 25.5—Double Track
MP 36.1—Bridge
MP 47.0 to MP 48.2—Double Track

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

Locations Approved for Gravity Drop Movements
Rainier Brewery—Shoreline

Locations Approved for Active Drop Movements
Rainier Brewery—5th Ave. Seattle
System Transfer—5th Ave. Seattle
Pacific Coast—2nd Ave. Seattle
Sea Freeze—W. Seattle, Iowa Ave
Davis Wire—Orillia
Continental Mills—Orillia
Americold—Orillia
Bordons—Kent
Burdick Feed—Kent
Evans Black—Orillia
Merlino's—Orillia
Americold—Orillia
Orillia Yard

8. Line Segments

Yard Line Segments

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

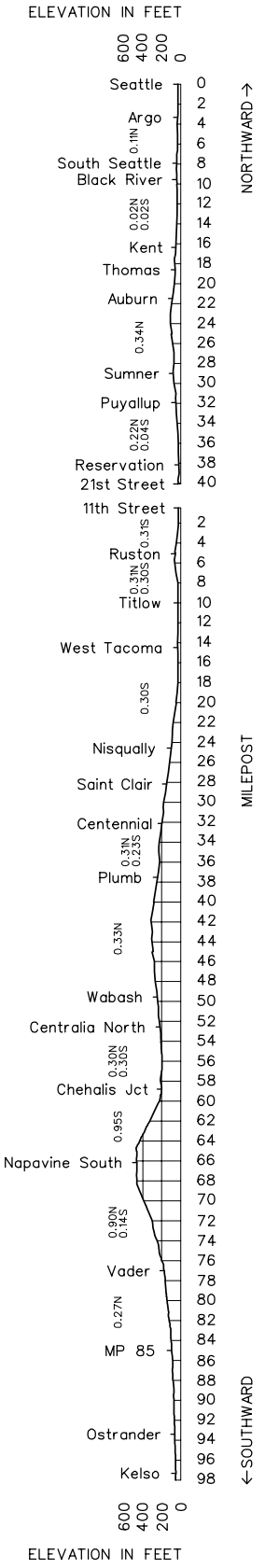
Road Line Segments

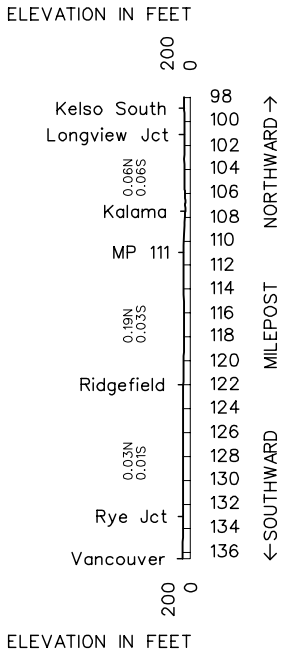
Line Segment	Limits	Mileposts
411	McMillin—Meeker	28.5 to 33.3X
430	Seattle (S. Jackson St.) Stacy St.—Argo (Via Colorado Ave. Line)	0.0X to 3.3X
51	Seattle to 11th Street	
52	11th Street to Vancouver	

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
02207	Rhodes	3.6 south of Argo	40	South
16005	Glacier Park	1.0 north of Orillia	42	Both
16047	Gravel Center	0.8 north of West Tacoma	30	North
16049	Steilacoom	1.2 south of West Tacoma	8	North
16051	Ketron	3.3 south of West Tacoma	20	South
St. Clair Siding		0.2 south of St. Clair		
67503	Quadlock	3.1 south of St. Clair		
67504	Lacey	5.0 south of St. Clair	22	Both
67510	Olympia	7.2 south of East Olympia	Yard	Both
67512	Graystone Spur	9.9 south of East Olympia	8	South
67514	Ohm Spur	11.7 south of East Olympia		South
16077	Tenino	8.6 south of East Olympia	52	Both
16080	Bucoda	2.8 north of Wabash	85	Both
16097	Napavine	1.2 north of Napavine S	84	Both
16104	Winlock	5.7 north of Vader	41	Both
16120	Castle Rock	2.3 south of MP 85	68	Both
16150	Woodland	5.7 south of MP 111		
68104	Longview on Spur	1.5 from Longview Jct.	Yard	Both
16142	N. 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

10. Grade Chart





WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Stampede Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
8,000	13126	127.0 0.0	ELLENSBURG	BCP	CTC TWC		17.2	
8,200	13143	17.1	BRISTOL		CTC		7.7	
14,620	13150	24.9	CLE ELUM		TWC		12.6	
	13163	38.1	EASTON	T	2MT CTC		8.4	
2,307	13172	46.3	MARTIN		TWC		2.4	
1,285	13175	49.0	STAMPEDE			49	11.0	
7,000	13185	59.7	LESTER	T	CTC		21.4	
	13206	81.3	PALMER JCT.	T	TWC		1.2	
9,300	13207	82.3	KANASKAT		CTC		5.9	
6,281	13213	88.2	RAVENSDALE		TWC		15.2	
	16014	102.9	AUBURN	JTRP			103.0	

Radio Channel No. 76 in service.

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

Train Dispatcher Telephone Number
1-800-789-0739 or 8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Ellensburg to Auburn	49 MPH.

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

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

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

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

1(D). Speed—Other

Sidings at Ellensburg, Bristol, Lester, and Kanaskat	30 MPH.
MP 49 to MP 50, In Tunnel No. 4—Intermodal trains only	10 MPH.
Eastward intermodal trains passing over detector at MP 100.6	10 MPH.
All other tracks and sidings	10 MPH.

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

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

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

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

Six-axle locomotives and six-axle derricks not permitted on the following tracks:
Ellensburg yard tracks, back track off Thorp siding and back track off Cle Elum siding.

Loaded unit trains are not permitted on the following auxiliary tracks:
Ellensburg siding extension, Thorp, Cle Elum, Ravensdale, Covington and east Auburn. Ravensdale may be used for unit trains while loading only.

3. Type of Operation

CTC—in effect:
E. Ellensburg MP 0.0 to W. Ellensburg MP 1.8

TWC—in effect:
W. Ellensburg MP 1.8 to E. Bristol MP 16.3

CTC—in effect:
E. Bristol MP 16.3 to W. Bristol MP 17.8

TWC—in effect:
W. Bristol MP 17.8 to E. Easton MP 36.9

Two Main Track—CTC—in effect:
E. Easton MP 36.9 to W. Easton MP 41.1

TWC—in effect:
W. Easton MP 41.1 to E. Lester MP 59.0

CTC—in effect:
E. Lester MP 59.0 to W. Lester MP 60.5

TWC—in effect:
W. Lester MP 60.5 to E. Kanaskat MP 81.9

CTC—in effect:
E. Kanaskat MP 81.9 to W. Kanaskat MP 83.8

TWC—in effect:
W. Kanaskat MP 83.8 to RL Auburn MP 101.8

Restricted Limits—in effect:
Auburn MP 101.8 to MP 102.9

Interlockings Not Indicated at Station
Stampede Wye—MP 102.3—MP 102.4 Manual Interlocking
North Auburn Wye—MP 102.9 Manual Interlocking

4. General Code of Operating Rules Items

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

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

5. Trackside Warning Detectors (TWD)

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

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

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

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

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

Close Clearance—May exist on all auxiliary tracks.

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

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

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

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

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

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

Locomotive Ratings to be Utilized for Helper Placement Only
DC Locomotives
1500-2999 hp = 1000 tons
3000-3999 hp = 1500 tons
4000 hp + = 2000 tons
AC Locomotives = 2500 tons

Exception: Helper/DP remote consists not exceeding 16 rated powered axles may be positioned on rear of train provided the following criteria is met within the first 1,000 tons immediately ahead of the remote consist:
1. No car (by car count) weighs less than 60 tons;
2. No empty platforms of a multi-platform car.

TRAIN MAKE UP INSTRUCTIONS
Between Easton and Lester, freight trains handling 80 feet or longer cars weighing less than 50 tons must handle these cars in the rear 2,900 tons.

All eastward trains, other than those with solid doublestack equipment, must handle fully loaded doublestack equipment (no empty wells) immediately behind lead engine.

All trains exceeding 5,500 tons handling solid doublestack equipment must handle partially loaded doublestack equipment (empty wells) behind fully loaded doublestack equipment (no empty wells).

Eastward trains without helpers exceeding 45 cars and 2,500 tons must not handle a car weighing less than 45 tons or cars containing one trailer or container, within the head 25 cars or with no more than 2,500 trailing tons.

NOTE: When determining number of cars and minimum weights when multiplatform cars are involved, utilize the “car count” method.

TRAIN SIZE/COUPLER CAPACITY LIMITATIONS BETWEEN EASTON AND LESTER
For the purpose of identifying coupler capacity limitations on the Stampede Subdivision:
Grade C equipment (General Service) is rated at 4,800 tons
Grade E equipment is rated at 6,000 tons

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

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

TRAIN LENGTH/COUPLER CAPACITY LIMITATION WITHOUT HELPERS
GRADE C EQUIPMENT - 4,800 tons, 7,000 feet

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

TRAIN LENGTH/COUPLER CAPACITY LIMITATION WITH HELPERS
9,600 tons and 7,700 feet
EXCEPTION: 7,700 feet limitation does not apply to Distributed Power trains.

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

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

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

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

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

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

Stampede Tunnel Emergency Action Plan

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

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

Between Ellensburg and Auburn

On the following sidings: Cle Elum (Oakes Street MP 24.9 and So. Cle Elum Street MP 25.4), Ravensdale MP 91.5, Covington MP 94.7 and Auburn (R Street MP 101.5 and M Street MP 101.9), trains must stop at stop sign protecting the grade crossing. Be governed by GCOR Rule 6.32.2.

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

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

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

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

Minimum Dynamic Brake Requirements

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

Minimum Dynamic Brake Requirements for Freight Trains

Westward, MP 47.0 to MP 59.0
Eastward, MP 47.0 to MP 41.0

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

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

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

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

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

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

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

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

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

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

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as "critical areas" and are limited to restricted speed.
MP 0.0 to MP 4.1
MP 6.1—Bridge
MP 10.0—Bridge
MP 19.0—Bridge
MP 32.6 to MP 34.5
MP 48.5—Bridge
MP 56.3—Bridge
MP 58.3—Bridge
MP 60.5
MP 64.9 to MP 67.6
MP 72.0 to MP 78.0
MP 81.5—Bridge
MP 98.7
MP 100.2—Bridge

Walkway Removed from Following Bridges
MP 58.4
MP 58.9
MP 60.5
MP 67.7

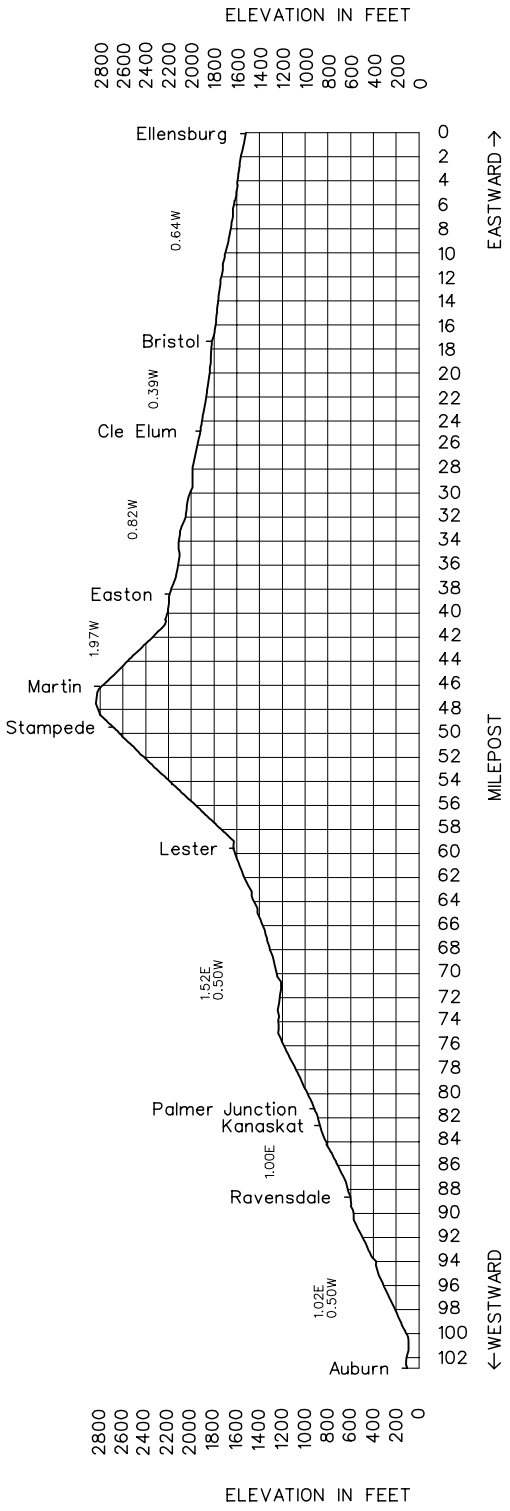
Test Mile Locations
MP 8 to MP 9
MP 101 to MP 102

8. Line Segments
49—Ellensburg to Auburn—MP 0.0 to MP 102.9
411—Palmer Jct. to Veazey—MP 0.6 to MP 6.9

9. Locations Not Shown as Stations

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

10. Grade Chart



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

Radio Channel No. 76 in service.

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

Train Dispatcher Telephone Number
1-800-789-0739

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Sumas to Burlington	40 MPH.

1(B). Speed—Permanent Restrictions

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

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

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

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

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

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

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

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

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

3. Type of Operation
TWC—in effect:
End of CTC Burlington on the Sumas Subdivision to Sumas MP 124.0

Locations Designated as Industrial Track
Between Sumas MP 0.0 and Lynden MP 11.3, GCOR Rule 6.28 applies.
Sumas MP 124.0 to 127.2, GCOR Rule 6.28 applies.

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 20.9—DED
MP 88.4—DED
MP 108.6—DED

6. FRA Excepted Track
Sumas to Lynden—MP 1.0 to MP 11.3, all tracks
Sedro Woolley—yard tracks

7. Special Conditions
Close Clearance—May exist on all auxiliary tracks.

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

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations on this subdivision have been identified as “critical areas” and are limited to restricted speed.
MP 86.0 to MP 96.8
MP 98.0—Bridge
MP 103.8 to MP 104.5
MP 110.0 to MP 111.0

Locations Approved for Gravity Drop Movements
Lynden

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

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

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

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

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

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

8. Line Segments

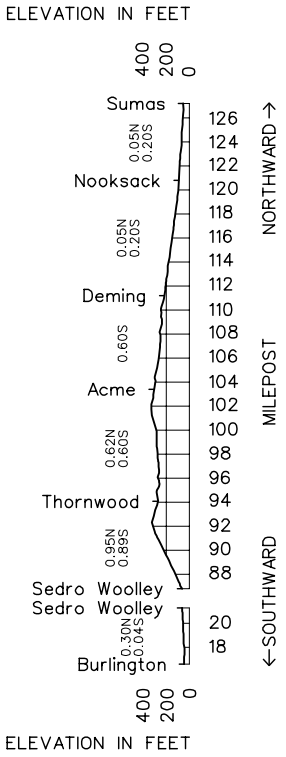
Road Line Segments

Line Segment	Limits	Mileposts
403	Sedro Woolley	86.8 to 85.8
614	Hampton—Lynden	0.0 to 5.5
403	Sumas—Sedro Woolley	127.2 to 86.8
409	Sedro Woolley—Burlington	21.3 to 16.6

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
66060 Wickersham	4.9 south of Acme	Conn.	South
66077 Lawrence	4.2 north of Deming	6	South
66410 Lynden (on Spur)	11.3 west of Sumas	Yard	East

10. Grade Chart



Woodinville Subdivision
BRANCH LINE STATIONS

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		02159	1.2	SNOHOMISH JCT. WEST	JT	TWC	403	1.2	
		65601	37.0	BROMART				7.4	
		65608	29.9	MALTBY To WOODINVILLE 5.5					
		65819	7.0X	REDMOND		TWC	404	18.3	
		65614	0.1X	WOODINVILLE	TUS				
		65614	23.9	To MALTBY 5.5 WOODINVILLE	TU	TWC	405	7.1	
		65622	17.0	KIRKLAND				4.4	
		65626	12.7	BELLEVUE				0.8	
		65627	12.0	WILBURTON				7.3	
		65634	4.3	SCOPA				2.1	
		65637	2.2 12.0Z	RENTON			410	2.2	
		16004	9.5Z	BLACK RIVER	MJ			50.8	

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

Radio Channel No. 87 in service Black River to Kirkland.

Radio Channel No. 60 in service between Maltby and Kirkland and between Bromart and Redmond.

Radio Call-In
Renton - 41(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Number
1-800-285-0076 or 8-234-1623

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Scopa to Woodinville	30 MPH.	25 MPH.
Woodinville to Bromart	25 MPH.	25 MPH.
Woodinville to Redmond	25 MPH.	10 MPH.

1(B). Speed—Permanent Restrictions

MP 9.5Z to MP 12.4Z	10 MPH.	10 MPH.
MP 2.2 to MP 4.3	10 MPH.	10 MPH.
MP 4.3 to MP 7.4	25 MPH.	25 MPH.
MP 7.4 to MP 7.5	10 MPH.	10 MPH.
MP 7.5 to MP 8.9	25 MPH.	25 MPH.
MP 8.9 to MP 11.5	30 MPH.	25 MPH.
MP 11.5 to MP 11.7	10 MPH.	10 MPH.
MP 11.7 to MP 12.9	25 MPH.	25 MPH.
MP 12.9 to MP 14.3	30 MPH.	25 MPH.
MP 14.3 to MP 17.7	25 MPH.	25 MPH.
MP 17.7 to MP 18.8	30 MPH.	25 MPH.
MP 18.8 to MP 19.7	25 MPH.	25 MPH.
MP 19.7 to MP 19.8	10 MPH.	10 MPH.
MP 19.8 to MP 22.4	25 MPH.	25 MPH.
MP 22.4 to MP 23.7	30 MPH.	25 MPH.
MP 23.7 to MP 25.2	10 MPH.	10 MPH.
MP 25.2 to MP 37.0	25 MPH.	25 MPH.
MP 37.0 to MP 37.6	10 MPH.	10 MPH.
MP 0.0 to MP 1.2	10 MPH.	10 MPH.
MP 0.0X to MP 1.7X	25 MPH.	10 MPH.
MP 1.7X to MP 7.3X	10 MPH.	10 MPH.

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

1(D). Speed—Other

	Passenger	Freight
On sidings	10 MPH.	10 MPH.
MP 19.7 to MP 19.8, over 124th Street and 124th Avenue crossings (HER)	10 MPH.	10 MPH.
Bridge 34.3, cars over 134 tons	10 MPH.	10 MPH.
Bridge 38 between Snohomish Jct. West and Snohomish: Six-axle locomotives heavier than 175 tons	10 MPH.	10 MPH.
At Renton on Boeing Spur over Conlon Crossing (HER)	5 MPH.	5 MPH.

Item 1(A) of the System Special Instructions applies, except between MP 25.0 (Woodinville) and MP 37.0 (Bromart).

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Snohomish Jct. West to Woodinville ..... 143 tons, Restriction D
Woodinville to Black River ..... 134 tons, Restriction G
Bromart to Snohomish ..... 134 tons, Restriction G
Woodinville to Issaquah Line:
Woodinville to MP 7.3X ..... 134 tons, Restriction G

Bridge 38 between Bromart and Snohomish—Six-axle derricks not permitted.

3. Type of Operation
TWC—in effect:
Bromart MP 37.0 to Scopa MP 4.3
Woodinville MP 0.1X to Redmond MP 7.3X

Manual Interlockings Not Controlled by BNSF
Black River—Controlled by Union Pacific Railroad, contact UP dispatcher.

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28–Snohomish Jct. West MP 1.2 to Bromart MP 37.0
Scopa MP 4.3 to Black River MP 9.5Z

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
1. Earlington Park
2. Bellevue yard
3. Woodinville to Redmond MP 1.8X to MP 7.3X

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.

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

Close Clearance—May exist on all auxiliary tracks.

Wilburton Bridge—Walkway out of service—MP 11.57 to MP 11.7.

Test Mile Locations
MP 6.0 to MP 7.0

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed.
MP 2.0 to MP 2.2
MP 21.0 to MP 23.5
MP 32.0 to MP 38.2
MP 9.0X to MP 9.6X

Crossing Protection—Protect movement over the following crossings on account of crossing protection malfunctioning:
MP 13.1—Bellevue 128th Street
MP 2.0X to MP 7.23X—All crossings with automatic warning systems.
MP 19.7—Stop and use key to activate crossing signal apparatus before proceeding over crossing.

Locations Approved for Active Drop Movements
Rabanco—Black River
Dunn Lumber—Renton
Boeing—Boeing Siding

Locations Approved for Gravity Drop Movements
K&M Meats—Renton
Air Products—Renton
Safeway—Bellevue
Western Kraft—Bellevue
GTS/Coors—Kirkland
Boise Cascade—Maltby

Stop signs protecting railroad crossing at Woodinville on the Renton to Snohomish Jct. West main track have been removed. Stop signs protecting railroad crossing at Woodinville on the Woodinville to Redmond main track will remain in place. GCOR Rule 6.16 is in effect at this location.

8. Line Segments

Road Line Segments

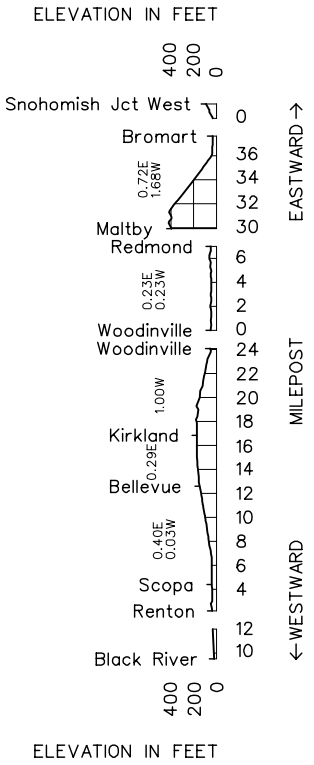
Line Segment Limits

403 ..... Snohomish—Woodinville
408 ..... Snohomish Jct. West to Bromart
404 ..... Redmond to Woodinville
405 ..... Woodinville to Renton
410 ..... Renton to Black River

9. Locations Not Shown as Stations

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

10. Grade Chart



WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Yakima Valley Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	12146	229.7 1.9	SP&S JCT.	JM	TWC	48	0.9	
	13004	2.8	KENNEWICK To North Richland 18.7	JP			4.5	
	13007	7.3	VISTA				9.5	
	13017	16.8	BADGER				6.8	
8,740	13024	23.6	KIONA		CTC		10.8	
	13034	34.4	GIBBON	JT	TWC		5.6	
	13040	40.0	PROSSER	BP			5.5	
7,650	13046	45.5	BYRON		CTC		6.5	
	13052	52.0	MABTON		TWC		8.4	
	13060	60.4	SATUS				10.5	
7,200	13070	70.9	TOPPENISH	J	CTC		7.4	
	13078	78.3	WAPATO		TWC		4.4	
	13082	82.7	PARKER				7.3	
	13089	90.0	YAKIMA To Moxee City 8.7 to Fruitvale	BTURJ CP			3.8	
	13093	93.8	SELAH				3.4	
7,650	13096	97.2	POMONA		CTC		13.2	
	13109	110.4	WYMER		TWC		11.4	
	13121	121.8	THRALL				4.4	
9,900	13126	127.0 0.0	ELLENSBURG	CBP			124.5	

Radio Channel No. 76 in service.

Yakima Yard Channel No. 66 in service.

Maintenance of Way Channel No. 62 in service.

Radio Call-In		
Pasco - 46(X)	Selah Butte - 47(X)	
Prosser - 58(X)	Yakima - 23(X)	Ellensburg - 80(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number
1-800-789-0739 or 8-234-1607

1. Speed Regulations

1(A). Speed—Maximum

	Freight
SP&S Jct. to Ellensburg	49 MPH.

1(B). Speed—Permanent Restrictions

MP 1.9 to MP 4.3 ..... 35 MPH.
MP 4.3 to MP 21.9 ..... 49 MPH.
MP 21.9 to MP 22.7 ..... 40 MPH.
MP 22.7 to MP 27.7 ..... 45 MPH.
MP 27.7 to MP 27.9 ..... 40 MPH.
MP 27.9 to MP 32.1 ..... 45 MPH.
MP 32.1 to MP 32.9 ..... 30 MPH.
MP 32.9 to MP 36.0 ..... 45 MPH.
MP 36.0 to MP 39.2 ..... 49 MPH.
MP 39.2 to MP 41.7 ..... 45 MPH.
MP 41.7 to MP 78.0 ..... 49 MPH.
MP 78.0 to MP 79.2 ..... 30 MPH.
MP 79.2 to MP 87.4 ..... 49 MPH.
MP 91.5 to MP 92.1 ..... 35 MPH.
MP 92.1 to MP 96.3 ..... 40 MPH.
MP 96.3 to MP 97.0 ..... 35 MPH.
MP 97.0 to MP 99.6 ..... 45 MPH.
MP 99.6 to MP 102.3 ..... 35 MPH.
MP 102.3 to MP 104.4 ..... 25 MPH.
MP 104.4 to MP 105.6 ..... 30 MPH.
MP 105.6 to MP 110.8 ..... 35 MPH.
MP 110.8 to MP 112.2 ..... 30 MPH.
MP 112.2 to MP 115.3 ..... 35 MPH.
MP 115.3 to MP 120.2 ..... 30 MPH.
MP 120.2 to MP 121.1 ..... 35 MPH.
MP 121.1 to MP 127.0 ..... 49 MPH.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:
Kiona, Byron, Toppenish, Pomona & Ellensburg ..... 30 MPH.

1(D). Speed—Other

On sidings at the following locations:
Kiona, Byron, Toppenish, Pomona, & Ellensburg ..... 30 MPH.
Port of Kennewick tracks ..... 5 MPH.
DOE Railroad—Richland Jct. to North Richland ..... 25 MPH.
Yakima—Boise Cascade Lumber Side, Tracks 411, 412, 413 .... 5 MPH.
Yakima—All Diesel shop tracks, Tracks 141 through 145 ..... 5 MPH.
UPRR Tracks—Yakima ..... 10 MPH.
UPRR Track—Walnut St. West to end of track ..... 5 MPH.
Moxee City Line—MP 0.0 to MP 8.7 ..... 10 MPH.
Moxee City Line—Zieglers track, (Terrace Heights) Track 806 ... 5 MPH.
Naches Line MP 0.0 to MP 3.0 ..... 10 MPH.
Westward intermodal trains over detector at MP 124.2 ..... 10 MPH.
Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

SP&S Jct. to Ellensburg ..... 143 tons, Restriction B
Yakima to Moxee City ..... 134 tons, Restriction G
Yakima to Naches ..... 134 tons, Restriction G

Between Yakima and Moxee City over Bridge 1.2 at MP 1.5, 150-ton wrecking derricks must be preceded and followed by a car weighing less than 45 tons. Locomotive cranes must have boom resting on idler car and be preceded by a car weighing less than 45 tons.

Six-axle locomotives and derricks—not permitted as follows:
Moxee City Line
Naches Line
UPRR Trackage at Yakima
Ellensburg—All yard tracks except Siding Extension Track 739 and Dock Track 735

On Naches and Moxee City Lines, cars weighing between 134 tons and 157 tons must be 52 feet in length. All cars 80 feet or longer must be handled on the rear of the train regardless of total tonnage.

3. Type of Operation

TWC—in effect:
SP&S Jct. MP 1.9 to E. Kiona MP 22.2

CTC—in effect:
E. Kiona MP 22.2 to W. Kiona MP 24.0

TWC—in effect:
W. Kiona MP 24.0 to E. Byron MP 44.2

CTC—in effect:
E. Byron MP 44.2 to W. Byron MP 45.8

TWC—in effect:
W. Byron MP 45.8 to E. Toppenish MP 72.2

CTC—in effect:
E. Toppenish MP 72.2 to W. Toppenish MP 73.8

TWC—in effect:
W. Toppenish MP 73.8 to E. Pomona MP 97.4

CTC—in effect:
E. Pomona MP 97.4 to W. Pomona MP 99.1

TWC—in effect:
W. Pomona MP 99.1 to Ellensburg MP 127.0/MP 0.0

CTC—in effect:
E. Ellensburg MP 127/0.0 to W. Ellensburg
MP 1.8 (Stampede Subdivision)

Restricted Limits—in effect:
Yakima MP 87.4 to MP 91.5

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles between SP&S Jct. and Ellensburg, 1 mile on the Moxee City Line and 0.5 miles on the Naches Line.

Rule 6.28—Moxee City Line MP 0.0 to MP 8.7 and Naches Line MP 0.0 to MP 3.0.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 124.2—WWD only—Recall Code 598

B. Other TWD locations
MP 19.5—Recall Code 588
MP 30.9—Slide fence detector MP 30.9 to MP 31.0
MP 35.9—Slide fence detector MP 35.9 to MP 36.0
MP 49.6—Recall Code 238
MP 79.8—Recall Code 498
MP 94.8—Recall Code 478
MP 106.5—DED/Exception Reporting Only
MP 106.5—Slide fence detector MP 106.5 to MP 107.3
MP 110.2—DED/Exception Reporting Only
MP 116.4—DED/Exception Reporting Only
MP 124.2—EWD only—Recall Code 598

6. FRA Excepted Track

All yard tracks—Kennewick, Gibbon, Prosser, Mabton, Toppenish, Parker, Yakima, including all UPRR tracks except Tracks 101 and Hi Line Track 113, Pomona Wymer, Thrall, Ellensburg except Siding Extension Track 739, Moxee City Line between MP 0.0 to MP 1.5 (all tracks) and Naches Line between MP 0.0 and MP 3.0 (all tracks).

7. Special Conditions

Between SP&S Jct. and Ellensburg

Westbound trains departing Pasco must notify the dispatcher of their departure time from Pasco prior to passing Vista.

Westward trains departing Pasco must have an authority track warrant for movement beyond SP&S Jct. prior to departure.

Kennewick—All trains destined Pasco will channel 89 to request permission to enter Pasco Yard and yard track destination from the Pasco control operator prior to departing MP 3.2 Fruitland Street Kennewick.

Access to UPRR operation to Richland Jct. and Hanford Rail System will be track 1043 via track 1058 at West Kennewick.

Richland Jct, Authorization for Entry to Hanford Rail System for Movement to Richland—Access will be by possession of the switch key and/or staff located in the UPRR Bungalow in accordance with instructions posted by Hanford Rail System operator. Upon entry and while operating on Hanford Rail System, train crew must have the switch key and/or staff in their possession to prevent other train movements on the track. When leaving the Hanford Rail System, the switch key and/or staff must be returned to the UPRR Bungalow. Unsafe conditions, signal malfunctions or missing switch key and/or staff must be reported to Trainmaster at Pasco or Yakima immediately.

Badger—The west switch of Track 2528 (former siding) has been removed from service.

Gibbon—Trains picking up or setting out must not block crossings. The east crossing is Hanson Road located at MP 33.67, 900 feet west of east switch for Track 2541. The west crossing is a private crossing located at MP 35.53, 900 feet west of west switch of Track 2541. The distance between Hanson Road and the Granger Sub Jct. switch is 5,750 feet. The total distance between the two crossings is 9,650 feet. When setting out B/O cars, spot car to jacking pads located at east end of Track 2543.

Mabton—When setting out B/O cars, spot cars to jacking pads located at east end of track.

Toppenish—Interchange with Toppenish, Simcoe and Western Railroad (TSWR) will be on the TSWR track (Track 2690) immediately west of the derail.

When switching LSI Track 2610, leave train clear of Buena Way crossing. Do not leave train on main track at Toppenish Ave., account crossing signals are continuously activated.

Between Parker and Selah—Westbound trains at MP 84 between Parker and Yakima, sign has been placed 'Broadcast Approach Channel 19'.

Eastbound trains at MP 93 between Selah and Yakima, sign has been placed 'Broadcast Approach Channel 19'.

Westbound trains passing sign at MP 84 and Eastbound trains passing sign at MP 93 will turn their radio to Channel 19 and broadcast their train approaching Yakima by stating, for example, "BNSF 4435 West passing Union Gap, over" for Westbound movement or "BNSF 4910 East passing Selah Gap, over" for Eastbound movement. Crew will wait for a response from the Yakima Emergency Services Command Center who will state "Yakima Command Center received, out". If no acknowledgment from Command Center is received, crew member will repeat the broadcast and state "out" and return their radio to main line radio channel 76. At all times, a minimum of one radio will remain on the main line channel.

Yakima—In the east yard and UPRR Yard, a minimum of two hand brakes must be applied all cuts of cars in yard tracks.

Close Clearance—At Yakima Precast Track 223 and Western Materials Track 220, will not clear a person on the side of car. Do not pass the "No Admittance" sign located at the cement silo at Yakima Precast track 223 account low overhead clearance will not clear a person on a high ladder.

Boise Cascade saw and chip tracks, Tracks 401 and 403 will not clear a person on side of car.

East Yard Track 111, leave two car lengths minimum between derail and on west end and the west car.

Track 101 East End, the normal position for the switch is lined and locked for Track 101 and the sand track switch Track 156 must be lined and locked for Track 156 as this track is used as the East derail for the East Yard. When not in use, the switch at Steiners Track 155 must be lined and locked for the Sand Track 156. When switching industries off the Hi Line Track 113, stop and wait for signals to activate before occupying the crossings.

Cars must not be left between the main track switch at Hanson Fruit Track 154 and the Hass private crossing on Hanson Fruit Track 153 as cars will not clear the Washington Street circuit and will shorten the visual approach for the main track at Washington Street.

When switching or stopping on the main track between Yakima Avenue and "I" Street, flagging must be provided until gates have completely lowered.

Yakima UPRR Tracks—Yard tracks 310, 312, 313, 315 and 316 can be used from the east end only.

Track 329—Switch will be lined for 329 when not in use to act as a derail for UPRR and yard tracks.

Between Pomona and Thrall—Watch for falling rocks between MP 99.0 and MP 120.0.

At Pomona, when setting out bad order cars, spot to dock track 706.

Ellensburg—When setting out B/O cars, spot to yellow jacking pads on west end of Track 739.

Naches Line—At the Yakima Valley Trolley Association crossing diamond, BNSF crews must stop and whistle GCOR 5.8.2(3) before fouling crossing.

Moxee City Line—At Yakima, all trains, engines and on-track vehicles operating on the Moxee City main line, be prepared to stop and open gates that will be closed and locked across the track within the fenced compound of the Boise Cascade Corp. These gates will have a red stop sign prominently displayed against all main line movement. Gates are secured with BNSF switch locks and after they are opened, it must be ascertained that gates are properly secured in the open position before proceeding.

The two gates are located at MP 1.1 (8th St.) and MP 1.5 (I-82 overpass). If they are found open during business hours, they may be left open after passing. If they are closed and locked, they must be closed and locked behind.

Close Clearance—Both the saw and plywood side chip tracks will not clear a person on the side of a car.

Ineffective Crossing Protection—The following crossings have ineffective crossing protection:
- MP 70.81, East 2nd Avenue on Track 2697
- MP 71.02, Toppenidh Avenue on Track 2697
- MP 71.39, Buena Way on Track 2697
- MP 72.3, McDonald Road on Tracks 2697 and 2698
- MP 88.22, Mead Avenue on Track 101
- MP 98.2, UPRR Yakima Avenue
- MP 98.4, UPRR West B Street
- MP 98.5, UPRR Lincoln Avenue

Slide Fence Indicators—Slide fences located at MP 30.9, MP 35.9 and MP 106.5 are equipped with radio readout equipment.

At these locations, trains will activate a radio response when passing a sign reading “Approaching Slide Fence Detector.”

If a message stating “NO DEFECTS” is received, trains may proceed at prescribed speed.

System Special Instructions Item 8(K) Slide Detectors applies.

High Load Detector—A high load/dragging equipment detector is located at MP 124.2. When a defect is detected, a radio broadcast message will identify the high wide and/or defect equipment by axle count after the entire train has passed the circuit. It will be the responsibility of the inbound crew to inspect and set out the oversize and/or defective car unless that crew is relieved of that responsibility by the dispatcher. If the dispatcher relieves the inbound crew of that responsibility, the dispatcher assumes the responsibility to arrange for the inspection and set out of the oversize and/or defective car.

Automatic Equipment Identification Locations
Kiona—MP 24.0
Parker—MP 82.6

Test Mile Locations
MP 13.0 to MP 14.0
MP 80.0 to MP 81.0

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed.
MP 3.0—Bridge
MP 59.0 to MP 60.0
MP 65.0—Bridge
MP 76.0—Bridge
MP 84.0—Bridge
MP 85.0—Bridge
MP 86.0 to MP 86.19
MP 90.0 to MP 91.1
MP 96.0 to MP 98.0
MP 99.0 to MP 120.0
MP 121.0—Bridge
MP 123.0—Bridges
MP 125.1—Bridge

Locations Approved for Gravity Drop Movements
Twin Cities Foods—SP&S Jct.
Fruitland Street—Kennewick
Sonoco Fiber—Wapato
Industrial Spur—Parker
Longview Fiber—Union Gap UPRR trackage
Macro Plastics—Union Gap UPRR trackage
Yakima Yard-West End only—Yakima
Snoquist—Terrace Heights

8. Line Segments

Yard Line Segments

Line Segment	Limits
446	Yakima to Moxee City
444	Yakima to Fruitvale
642	Yakima Yard

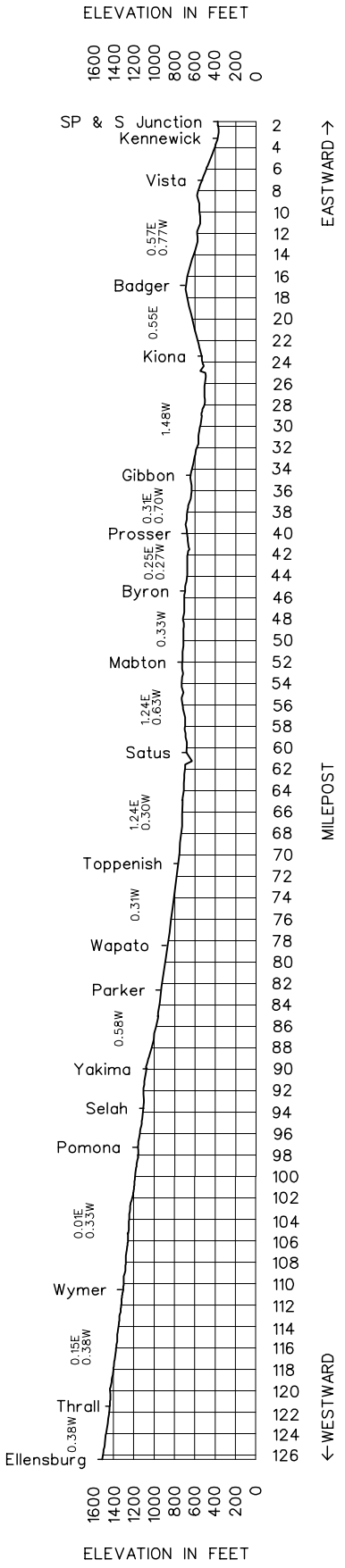
Road Line Segments

Line Segment	Limits
48	SP&S Jct. to Ellensburg

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
64908 Richland Jct	6.0 west of Kennewick		Both
64918 Richland	8.0 west of Kennewick	Yard	Both
Naches Line			
65203 Fruitvale	2.7 west of Yakima	7	Both
Moxee City Line			
65403 Terrace Heights	3.1 west of Yakima	10	Both
65409 Moxee City	8.7 west of Yakima	8	West

10. Grade Chart



GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

"Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP _____ and MP _____ (specifying subdivision when necessary)."

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- "(Train) may pass red flag (or red light) located at MP _____ without stopping (specifying track when necessary)."

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- "(Train) may proceed through the limits at _____ MPH (or at maximum authorized speed) (specifying track when necessary)."

Unless otherwise restricted, the train may proceed at speed specified.

- "(Train) may proceed at _____ MPH between MP ____ and MP ____ and then proceed at .. _____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits."

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- "(Train) must proceed at restricted speed but not exceeding _____ MPH (specifying distance and track when necessary)."

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

Report Trespassers
1-800-832-5452

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9