

BNSF Safety Vision

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

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

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

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

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

Revised Pages

This version contains the following revised or added pages:

April 19, 2005: Cover Page, 2, 11, 12, 13, 14, 22a, 22b, 22c, 22d, 27, 28, 29, 30, 31, 32, 33, 34, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68.



Northwest Division

Timetable No. 2

IN EFFECT AT 0800
Pacific Continental Time
Wednesday November 5, 2003
(with revised pages in effect
April 19, 2005)

Division General Manager

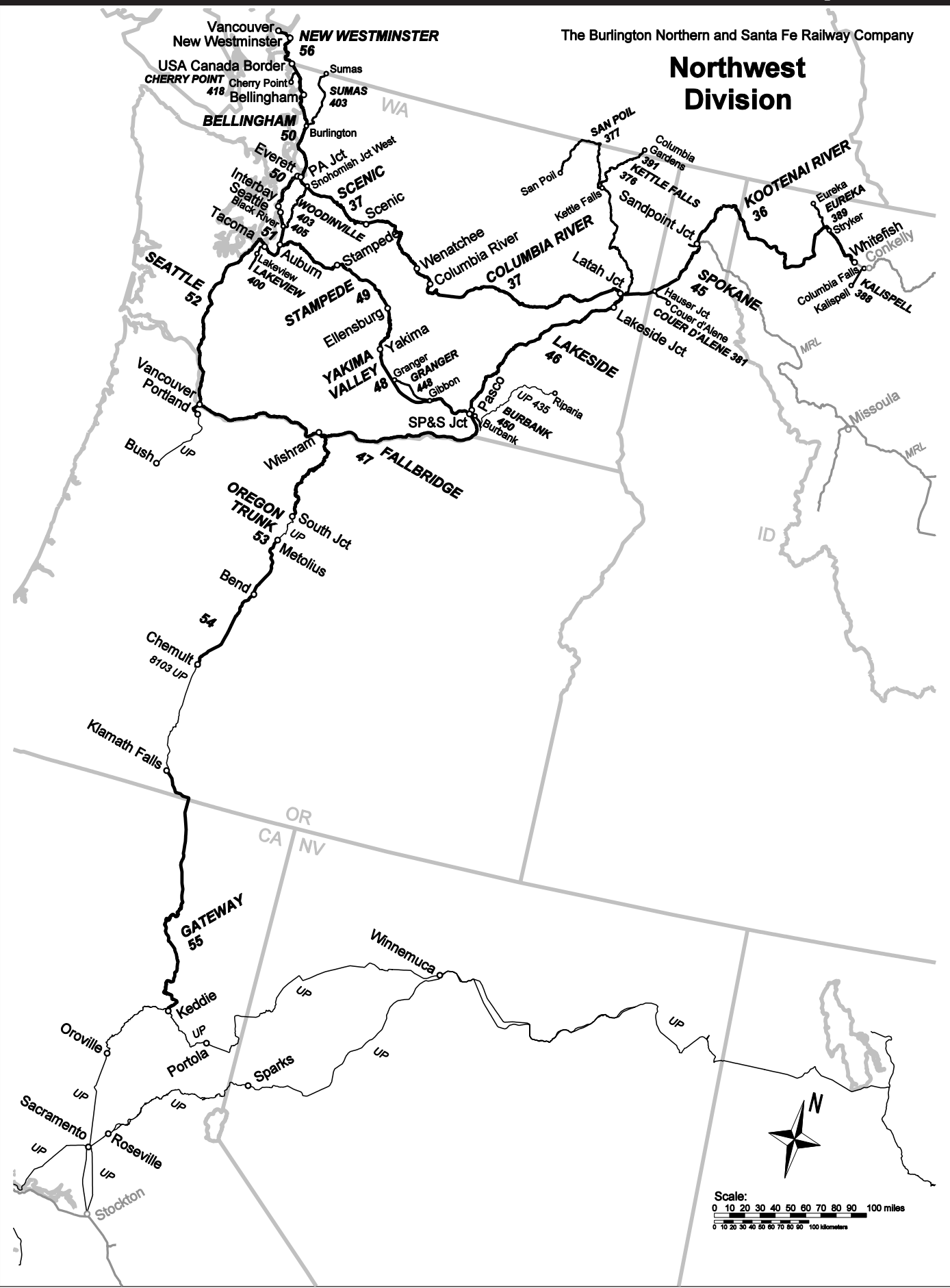
Ronald D. Jackson
Seattle, WA
(206) 625-6333

General Director Transportation

R.R. Fay
Seattle, WA
(206) 625-6266

The Burlington Northern and Santa Fe Railway Company

Northwest Division



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Coeur d'Alene Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑	
				BRANCH LINE STATIONS						
		62713	12.6	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, Fax (817) 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

MP 12.6 to MP 0.0 **Freight** 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 12.6 to Hauser Jct MP 0.0
 Trains and Maintenance of Way personnel operating between Coeur d'Alene MP 12.6 to Hauser Jct. MP 0.0 must receive track warrant from Boyer West dispatcher.

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 12.6 to Huetter MP 8.3

7. Special Conditions

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

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

The L NWE8461 will be servicing both the UPRR and BNSF tracks at Stimson Lumber Mill. The crew of the L NWE8461 will coordinate this service with Stimson Lumber personnel. The base plan is to service both UP and BNSF sides of the mill on

Tuesdays and Thursdays and only the BNSF side on Mondays, Wednesdays, and Fridays. A Saturday Coeur d' Alene switch may be necessary to ensure adequate service during month-end peaks. The UP Industrial Lead to the Stimson Mill will be accessed at Gibbs and a caboos will be used only as an exterior riding platform to protect movement to the UP dock. The Stimson Mill phone number is 208-765-1414, fax 208-765-5045.

Post Falls—When serving Potlatch, inspect all loading dock doors to ensure that they are all the way up and in the clear prior to both entering and exiting with cars and/or locomotives. Uncouple and position cars to clear the interior overhead door, allowing 2 feet of space between the ends of the cars and the path of the overhead door. In addition, any BNSF personnel not involved in train service to the Potlatch facility must contact Potlatch personnel prior to performing any work on facility grounds (e.g. Carmen repairing cars, etc.).

Note: Only four 60 foot cars will fit inside the buildings: 3 cars in the south end and 1 car in the north. Take note of all signs within the Potlatch facility to help facilitate safety and the proper spotting of cars.

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 attempt to call the UPRR Dispatcher and advise that their train is departing Hauser Jct. for Coeur d' Alene and furnish the UPRR dispatcher with an estimated time of arrival at Grand Jct.

8. Line Segments

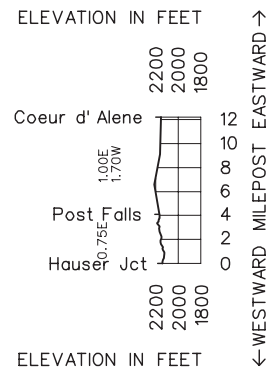
Road Line Segments
Line Segment Limits

381 Coeur d'Alene to Hauser Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
62626 Huetter	7.7 east of Hauser Jct.	40	Both
62629 Atlas	8.4 east of Hauser Jct.	30	Both
62630 Gibbs	10.5 east of Hauser Jct.	12	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				7.8	
7,442	01883	1489.8	LYONS				CTC		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					10.2		
9,232	01947	1553.2	ODESSA				37		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				CTC		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	ALBUS					5.6		
	02035	1640.1	ROCK ISLAND					3.3		
8,370	02038	1643.3	MALAGA					6.9		
	02044	1650.2	WENATCHEE	BJY	ABS			169.6		

Radio Channel No. 66 in service.

Radio Channel No. 70 in service (Wenatchee Yard)

Radio Call-In		
Lyons - 19(X)	Edwall - 20(X)	Lamona - 21(X)
Marlin - 24(X)	Wilson Creek - 25(X)	Ephrata - 26(X)
Wenatchee East - 27(X)	Wenatchee Yard - 54(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, 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
MP 1481.6 to MP 1650.2	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.	65 MPH.
MP 1508.8 to MP 1513.7	65 MPH.	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.	65 MPH.
MP 1555.2 to MP 1559.0	50 MPH.	45 MPH.
MP 1559.0 to MP 1570.9	70 MPH.	70 MPH.

	Passenger	Freight
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.	70 MPH.
MP 1587.4 to MP 1589.2	55 MPH.	50 MPH.
MP 1589.2 to MP 1598.2	70 MPH.	70 MPH.
MP 1598.2 to MP 1602.8	65 MPH.	65 MPH.
MP 1614.5 to MP 1615.1	65 MPH.	65 MPH.
MP 1615.1 to MP 1616.4	60 MPH.	60 MPH.
MP 1616.4 to MP 1620.0	65 MPH.	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:

Albus and Malaga	35 MPH.	35 MPH.
Lyons and Espanola	30 MPH.	25 MPH.
Edwall, Odessa, Gibson, Wilson Creek and Adrian	35 MPH.	35 MPH.
Naylor, Quincy, and 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.	40 MPH.
Westward signal between Trinidad and Albus No. 1629.9	40 MPH.	40 MPH.
Westward absolute signal Wenatchee at MP 1646.7	30 MPH.	30 MPH.
Eastward signal Wenatchee No. 1649.4	30 MPH.	30 MPH.

1(D). Speed—Other

On sidings at the following locations:

Albus 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:

MP 1481.6 to MP 1520.6
MP 1541.6 to MP 1646.7

ABS—in effect:

MP 1520.6 to MP 1541.6
MP 1646.7 to MP 1650.2

Double Track—in effect:

MP 1520.6 to MP 1541.6

Rule 9.14 and 9.15—in effect:

MP 1520.6 to MP 1541.6

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

Yard Limits—in effect:

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.

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
MP 1644.6—DED/Exception Reporting

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

Edwall—If any indications of ammonia are detected, including, but not limited to, odor, fumes, unusual venting, or verbal warning, leave the potential exposure area immediately. Do not resume service to the industry until there is indication that the air is clear. An employee who detects ammonia must leave the area and warn other crew members immediately to not enter the area where ammonia is indicated.

Bluestem Elevator Track—Derail in place on both ends.

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.

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.

ABTH Rule 106.1, Regulating Horsepower per Ton—The last sentence of the first paragraph is changed to read: "Unless otherwise outlined below, crews must isolate or shut down excess units, but not more than 0.5 HPT below scheduled HPT, and not below 1.0 HPT."

Train Makeup Instructions—Eastward trains handling dimensional Boeing cars behind the double stacks are permitted to handle those Boeing cars through to Spokane without switching to the headend.

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.

Albus East—At the grade crossing.

Malaga East—On the south side, 500 feet west of the signal.

Long and Short Miles—MP 1633.0 to MP 1634.0 between Trinidad and Albus is 11,000 feet long. MP 1528.0 to MP 1529.0 on Main 1 and Main 2 between Harrington and Mohler is 3,700 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

Yard Line Segments

Line Segment Limits

656 Apple Yard

Road Line Segments

Line Segment Limits

37 Latah Jct. to Wenatchee

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Gateway Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
				MAIN LINE STATIONS	Rule 4.3				
		14295	0.0	BIEBER LINE JCT	J	Rule 6.28	55	1.0	
		14296	1.0	KLAMATH FALLS	BT			2.0	
			3.0	SOUTH KLAMATH FALLS		TWC	55	12.4	
	2,400	14311	15.4	MERRILL				9.1	
		14320	24.5	MALIN				7.1	
	2,250	14327	31.6	STRONGHOLD	A			13.1	
	5,073	14340	44.7	MAMMOTH				9.5	
	6,751	14350	54.2	KEPHART				12.3	
	5,036	14362	66.5	SCARFACE				11.8	
	6,820	14374	78.3	LOOKOUT	J			12.7	
	8,024	14385	90.0	BIEBER	T			17.2	
	4,251	14505	108.2	LITTLE VALLEY				18.3	
	6,758	14520	126.5	HALLS FLAT	T			13.7	
	4,235	14525	140.2	LODGE POLE				23.4	
	4,338	14545	163.6	WESTWOOD				13.7	
	7,942	14555	177.3	ALMANOR				11.0	
	4,236	14560	188.3	GREENVILLE				8.5	
	4,208	14565	196.8	MOCCASIN				6.0	
		14570	202.8	KEDDIE	JT			202.8	

Radio Channel No. 66 in service.

UPRR Radio Channel 27 in service at Keddie.

UPRR Dispatcher Tone 15

Radio Call-In		
Hamaker - 61(X)	Klamath - 62(X)	Malin - 41(X)
Tionesta - 42(X)	Bieber - 51(X)	Big Valley - 52(X)
Little Valley - 53(X)	Halls Flat - 54(X)	Westwood - 62(X)
Almanor - 63(X)	Crescent - 64(X)	Keddie - 65(X)
Emergency - 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

0700 - 1500, Monday—Friday, (817) 234-1722, Fax (817) 234-7451
 1500 - 0700, Monday—Friday and Saturday Sunday, (817) 234-6454, Fax (817) 234-6467

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 202.8 **Freight** 49 MPH.

1(B). Speed—Permanent Restrictions

MP 14.8 to MP 15.1 (HER) 40 MPH.
 MP 31.1 to MP 31.4 30 MPH.
 MP 93.7 to MP 124.3 25 MPH.
 MP 124.3 to MP 126.0 40 MPH.
 MP 136.3 to MP 165.7 40 MPH.
 MP 165.7 to MP 188.8 25 MPH.
 MP 188.8 to MP 196.8 40 MPH.
 MP 196.8 to MP 202.8 20 MPH.

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

1(D). Speed—Other

On sidings 10 MPH.
 Almanor Railroad 5 MPH.

Between MP 178 and MP 188 - Southward trains exceeding 3,500 tons must utilize the balanced braking method of controlling speed as described in Air Brake and Train Handling Rule 103.7.4.

Between MP 196.8 and MP 197.8 Item 1A of System Special Instructions applies to all trains.

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

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.

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

Bieber Line Jct. to Keddie 143 tons, Restriction B

3. Type of Operation

TWC—in effect:
 MP 3.0 to MP 202.8

4. General Code of Operating Rules Items

Rule 1.47—In addition to the requirements of General Code of Operating Rule 1.47 and to the 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 the 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 the time, date, and his/her initials on the Track Warrant(s).

All Track Warrants and Signal/Switch Awareness Forms must be submitted to the proper authority at the completion of each tour of duty.

Rule 5.8.2—Item 11, Within the state of California, sound the whistle approaching all crossings, public and private.

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

Rule 6.28—in effect:
 MP 0.0 to MP 3.0

ABTH Rule 100.13—All Southbound trains will perform a running air brake test between MP 147 and MP 167.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnel or other Structures: None
- B. Other TWD Locations
 - MP 19.6—HBD/DED—Recall Code 8
 - MP 50.3—HBD/DED—Recall Code 8
 - MP 68.6—HBD/DED—Recall Code 8
 - MP 87.6—HBD/DED—Recall Code 8
 - MP 92.4—DED/Exception Reporting
 - MP 97.4—DED/Exception Reporting

MP 102.4—DED/Exception Reporting
 MP 107.4—HBD/DED—Recall Code 8
 MP 112.2—DED/Exception Reporting
 MP 118.9—DED/Exception Reporting
 MP 125.8—DED/Exception Reporting
 MP 135.2—HBD/DED—Recall Code 8
 MP 167.2—HBD/DED—Recall Code 8
 MP 171.2—DED/Exception Reporting
 MP 176.2—DED/Exception Reporting
 MP 182.2—DED/Exception Reporting
 MP 187.4—DED/Exception Reporting
 MP 195.6—HBD/DED—Recall Code 8
 MP 197.2 to MP 200.2—Slide Fence
 Signal Indication:
 Flashing Lunar (normal)
 Solid Lunar or dark (fence activated)
 MP 201.9—DED-Exception Reporting (Transmits on the BNSF and UPRR radio channels simultaneously).

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 0.0 and MP 3.0, (Gateway Subdivision) designate the Remote Control Area at Klamath Falls. This includes White Line Industrial Spur.

Klamath Falls, White Line Yard—Staub Spur (Track 9119) from the switch to end of the spur is 2 MPH. Handle only Staub cars on the spur.

Tionesta—6-axle engines may work beyond the derail.

Clear Creek Junction—Southward trains may enter these tracks only with locomotives and cars to be set out or picked up.

Between MP 147.2 and MP 202.8—When the power-on light on the exterior of a signal house is not lit, immediately notify the train dispatcher.

EXCEPTION: Crossing at MP 147.2 which is solar powered.

Approaching Tunnel No. 2—All trains must approach Tunnel No. 2, MP 202.03, prepared to stop short of fouled track.

Sidings—The following sidings may be used by loaded coal trains or trains exceeding 100 TOB: Little Valley, Halls Flat, Almanor, and Moccasin.

When securing equipment in the following sidings, use the following chart in conjunction with ABTH Rule 104.14 to determine the appropriate number of handbrakes.

Siding	Most Restrictive Grade	Ascending or Descending Movement N. Switch/Direction - S. Switch/Direction	
Merrill	.10	Descending	Ascending
Stronghold	.10	Descending	Ascending
Mammoth	.07	Ascending	Descending
Kephart	.08	Ascending	Descending
Scarface	.10	Ascending	Descending
Lookout	.15	Descending	Ascending
Bieber	.06	Ascending	Descending
Little Valley	1.60	Descending	Ascending
Halls Flat	1.37	Descending	Descending
Lodge Pole	1.00	Descending	Ascending
Westwood	1.50	Ascending	Descending
Almanor	.50	Descending	Descending
Greenville	1.00	Ascending	Descending
Moccasin	1.00	Descending	Ascending

Close Track Centers—The following locations have been identified as having close track centers of 13 feet or less. Employees will not ride the side of cars in these tracks unless the adjacent track is known to be clear:
 Klamath Falls Yard between tracks 9409 and 9410 on the north end have 12'8" track centers.

Work Train Instructions—All work trains crews will conduct a job briefing with a BNSF Operating Officer (Representative can be from the Operating, Mechanical or Engineering Departments) at the beginning of their tour of duty and at intervals that do not exceed four (4) hours until the end of the tour of duty. Movements must not be made unless these briefings occur. All work trains operating must be operated with the ability to initiate an emergency application from the rear of train. All mountain grade train handling rules outlined under ABTH Rule 103.7 apply to work trains. All movements, including switching movements, must be made with the air brakes on all cars cut in and charged. All cars left standing on the main track (in addition to securing with hand brakes) will be left in emergency when locomotive is detached.

Train Inspection—A member of inbound crews on through trains operating caboosless will give 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.

Tonnage limits from Bieber to Keddie—

Northward—All Trains—5,500 tons

Southward—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:

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.

Dynamic Brake Requirements for Southward Freight Trains—

Use the following chart to determine you meet the minimum requirements for operative dynamic brakes. This requirement is for the portion of the Gateway Subdivision from MP 178 to MP 188. Train must not proceed if minimum requirements are not met.

TONS PER OPERATIVE BRAKE (TOB)

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
4,000 or less	6	6	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 12,000	12	12	16	20	24	26	30
12,001 to 14,000	12	12	18	24	28	30	34
14,001 to 16,000	12	14	20	26	30	34	38

Total minimum operative axles of dynamic brake for trains (including helpers) is in the body of the table. When using this table to determine TOB, round the figures up to the next whole number. For example: 105.1 TOB becomes 106 TOB. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train's total trailing tonnage.

Rear End DP/Helper Trains—The first 10 car/platform ABTH rear-end DP/Helper restriction applies to all trains regardless of rated powered axles. A car 45 feet or less in length must not be coupled to a car 80 feet or longer in length anywhere in the train (this does not apply to multi-platform cars except those with individual platforms exceeding 80 feet in length, example-Twin Flat and AutoMax cars as designated by the System Special Instructions). There must not be a continuous block of 15 or more empty cars and/or platforms entrained anywhere in the train.

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

- MP 135.60 to MP 135.70
- MP 142.75 to MP 142.85

Test Mile Location

Northward

- MP 195.0 to MP 194.0
- MP 193.0 to MP 192.0
- MP 137.0 to MP 136.0
- MP 135.0 to MP 134.0

Southward

- MP 21.0 to MP 22.0
- MP 23.0 to MP 24.0
- MP 134.0 to MP 135.0
- MP 136.0 to MP 137.0

8. Line Segments

Road Line Segments

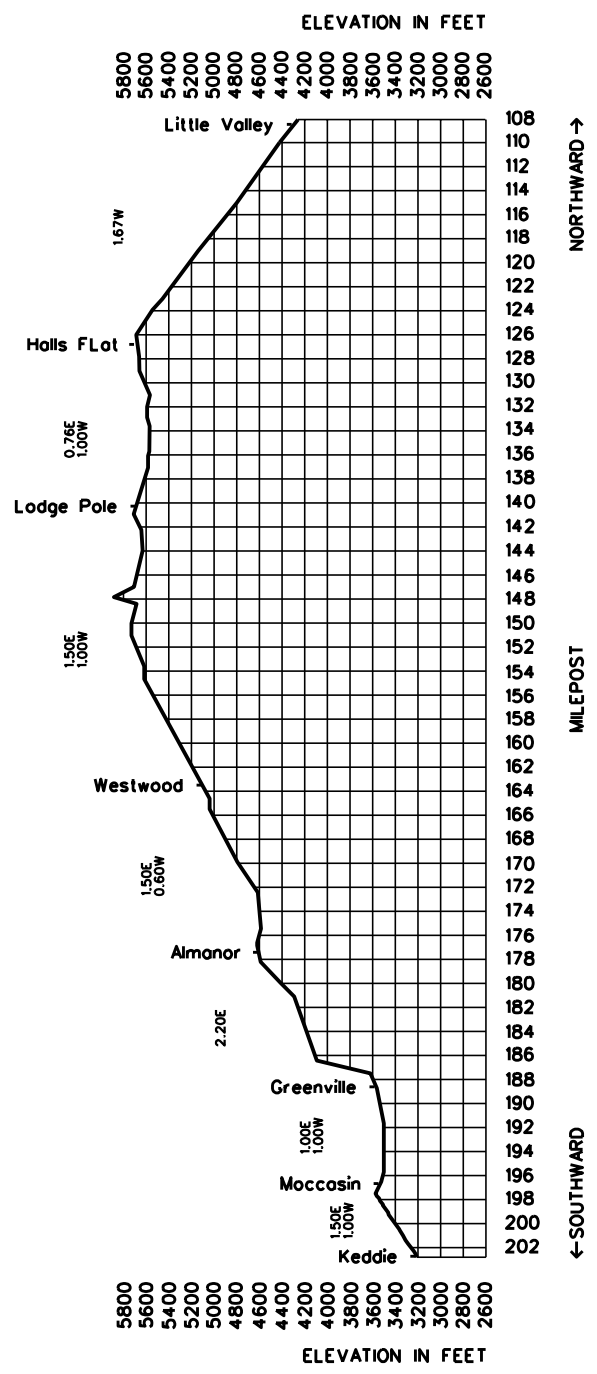
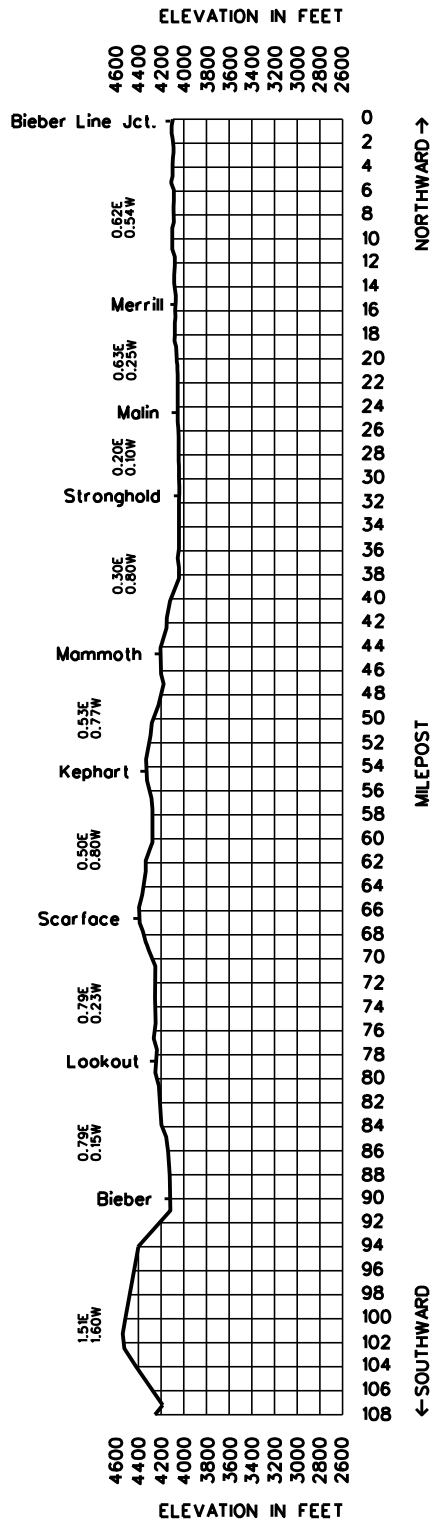
Line Segment Limits

- 55 Bieber Line Jct. to Keddie

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
14300 Henley	3.4 south of Klamath Falls -MP 4.2	30	North
14312 Stonebridge	1.7 south of Merrill- MP 16.7	20	North
14332 Hannchen	4.7 south of Stronghold- MP 36.3	22	South
14348 Tionesta	6.0 south of Mammoth - MP 50.7	10	Both
14540 Clear Creek Jct.	3.3 south of Westwood- MP 167.7	10	North
14563 Crescent Mills	2.6 north of Moccasin- MP 194.4	6	North

10. Grade Chart



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				CTC	7.9	
	9,769	01683	1298.0	FISHER RIVER					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	01778	1379.8	NAPLES					7.4	
	9,912	01786	1387.4	ELMIRA					6.7	
	7,439	01793	1394.1	COLBURN					7.2	
	10,363		1401.3	BOYER		MJ		CTC	2.0	
		01798	1403.3 2.9	SANDPOINT JCT.		J			0.1	
		01803	3.0	SANDPOINT		B			2.1	
		01810	5.1	EAST ALGOMA					9.0	
			14.1	WEST ALGOMA				2MT CTC	2.3	
		01817	16.4	COCOLALLA				CTC	5.9	
			22.3	CP 223		X(2)	2MT CTC		11.2	
		01830	33.5	ATHOL					4.2	
	10,661	01837	37.7	RAMSEY				CTC	6.9	
		01843	44.6	RATHDRUM				2MT CTC		M1-5.1 M2-1.0
		01845	45.6	EAST HAUSER (Main 2)						M2-4.1 M4,5-1.8
			47.4	EAST DOWNING (Main 4 & 5)					0.1	
			47.5	HAUSER		B		4MT CTC	0.2	
			47.7	WEST DOWNING (Main 4 & 5)					2.0	
			49.7	WEST HAUSER					1.8	
		01850	51.5	HAUSER JCT.		J		2MT CTC	8.4	
		01855	58.9	OTIS ORCHARDS				CTC	3.4	
		01861	63.3	IRVIN				2MT CTC	3.3	
		01865	66.6	PARKWATER		XY			1.5	
		01866	68.1	YARDLEY		BMTX (2)Y			1.6	
			69.7	NAPA ST.		MJX (2)Y		DT ABS OCS	1.3	
			71.0	ERIE STREET		Y			0.5	
		01870	71.5	SPOKANE		BY			256.5	

Radio Channel No. 54 in service Whitefish to Sandpoint Jct.

Radio Channel No. 76 in service Sandpoint Jct. to Spokane

Radio Channel No. 87 in service in Whitefish Yard.

Radio Channel No. 54-20 in service in Hauser Yard.

UPRR Channel 42-42, UPRR Call-up *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	
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

Whitefish to Riverview—(817) 234-1611, Fax (817) 234-1612

Riverview to Sandpoint Jct.—(817) 234-6419

Sandpoint Jct to Spokane—(817) 234-1609, 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
MP 1217.5 to MP 71.5	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 1242.5 to MP 1246.5	70 MPH.	
MP 1246.5 to MP 1250.8	70 MPH.	
MP 1250.8 to MP 1264.6	50 MPH.	50 MPH.
MP 1264.6 to MP 1272.1	50 MPH.	
MP 1272.1 to MP 1279.5	75 MPH.	
MP 1279.5 to MP 1285.9	75 MPH.	
MP 1285.9 to MP 1289.9	75 MPH.	
MP 1289.9 to MP 1301.1	75 MPH.	
MP 1301.1 to MP 1305.2	60 MPH.	55 MPH.
MP 1305.2 to MP 1324.8	60 MPH.	50 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 1384.2 to MP 1401.2	35 MPH.	35 MPH.
MP 1401.2 to MP 1403.3	35 MPH.	35 MPH.
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 45.6 to MP 49.7 (Main 4, Main 5)	40 MPH.	40 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 71.5	25 MPH.	25 MPH.

1(C). Speed—Switches and Turnouts

	Passenger	Freight
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.
Bonnors Ferry—Trains over 100 TOB	40 MPH.	40 MPH.
Bonnors 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.
Through dual control turnouts at following locations:		
Algoma (East)	35 MPH.	35 MPH.
Cocolalla	50 MPH.	50 MPH.
Turnouts at:		
Athol	50 MPH.	50 MPH.
Athol and Cocolalla, Trains over 100 TOB	40 MPH.	40 MPH.
Sandpoint Jct., Ramsey, and Otis Orchards	35 MPH.	35 MPH.
East Downing	10 MPH.	10 MPH.
Rathdrum, West Hauser, East 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.
Hauser, all other switches and turnouts	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.
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.
Bonnors 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 (Bonnors 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.
On sidings at following locations:		
Ramsey	35 MPH.	35 MPH.
East Hauser, East Yard Lead between east dual control switch and east track 10 switch	20 MPH.	20 MPH.
Hauser, East and West Yard Leads	20 MPH.	20 MPH.
Scale Track	10 MPH.	10 MPH.
Hauser Fueling Facility, over Main 3 pad	5 MPH.	5 MPH.
West Hauser, West Yard Lead between West Main 3 switch and Main 4 yard lead switch	20 MPH.	20 MPH.
Up to 100TOB		
Signal 35.1, WWD (HER)	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

Whitefish to Sandpoint Jct. 143 tons, Restriction B

Locomotives are not permitted on the following tracks:

Libby—Champion International Corp. wye track.

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

Libby—house track

Troy—wye tracks.

Bonnors Ferry—Idaho Timber industry tracks

Fodge Spur

wye track.

Spokane—Erie Street industry tracks

S.I. industry tracks

Alki Spur

South 40 industry tracks

Velox—industry tracks

Irvin—Ideal Cement Spur

3. Type of Operation

CTC—in effect:

MP 1217.5 to MP 66.3—Main 1

MP 1217.5 to MP 65.8—Main 2

MP 45.6 to MP 49.7—Main 4 and Main 5

MP 47.4—track 3593, within control point

Multiple Main Tracks—in effect:

2 MT:

MP 1217.5 to 1219.9

MP 1363.4 to MP 1370.3

MP 5.1 to MP 14.5

MP 16.48 to MP 33.53

MP 44.6 to MP 45.6

MP 49.7 to MP 59.9

MP 63.0 to MP 65.8

4 MT:

MP 45.6 to MP 49.7

ABS—in effect:

MP 66.3 to MP 71.5, Main 1

MP 65.8 to MP 71.5, Main 2

Double Track—in effect:

MP 65.8 to MP 71.5

Yard Limits—in effect:

MP 65.8 to MP 71.5

Occupancy Control System—in effect:

MP 66.3 to MP 71.5, Main 1

MP 65.8 to MP 71.5, Main 2

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, Item 14, Rule 18.0 (OCS)

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 which are marked by whistle posts.

Rule 5.13—A dwarf signal with a B marker is a blue signal.

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

Rule 6.26—The four main tracks between MP 45.6 and MP 49.7 are numbered (facing westward, from right to left) Main 1, Main 2, Main 4, and Main 5. There is currently no Main 3.

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

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 1398.6—WWD only—Recall Code 488
 - MP 0.8—DED—WWD only
 - MP 8.5—DED—EWD only—Recall Code 498
 - MP 60.1—WWD only—Recall Code 498
- B. Other TWD locations
 - MP 1222.2—DED/Exception Reporting
 - MP 1228.1—DED/Exception Reporting
 - MP 1232.8—DED/Exception Reporting
 - MP 1236.6—Recall Code 418
 - MP 1242.4—DED/Exception Reporting
 - MP 1246.4—DED/Exception Reporting
 - MP 1253.8—DED/Exception Reporting
 - MP 1258.1—EWD only—Recall Code 428
 - MP 1276.4—WWD only—Recall Code 458
 - MP 1283.2—DED/Exception Reporting
 - MP 1286.7—DED/Exception Reporting
 - MP 1291.2—DED/Exception Reporting
 - MP 1296.1—Recall Code 467
 - MP 1301.2—DED/Exception Reporting
 - MP 1305.8—DED/Exception Reporting
 - MP 1311.2—DED/Exception Reporting
 - MP 1315.9—EWD only—Recall Code 468
 - MP 1320.0—DED/Exception Reporting
 - MP 1324.1—DED—WWD only—Recall Code 469
 - MP 1330.4—DED/Exception Reporting
 - MP 1337.2—DED/Exception Reporting
 - MP 1340.5—Recall Code 468
 - MP 1346.5—DED/Exception Reporting
 - MP 1349.0—DED/Exception Reporting
 - MP 1357.8—DED/Exception Reporting
 - MP 1361.8—DED/Exception Reporting
 - MP 1366.3—Both Tracks—Recall Code 478
 - MP 1370.5—DED/Exception Reporting
 - MP 1375.3—DED/Exception Reporting
 - MP 1381.6—WWD only—Recall Code 487
 - MP 1384.2—DED/Exception Reporting
 - MP 1391.0—DED/Exception Reporting
 - MP 1398.6—EWD only—Recall Code 488
 - MP 2.9—DED—Exception Reporting
Recall Code 497
 - MP 8.5—DED—WWD only—Recall Code 498
 - MP 11.7—Recall Code 487
 - MP 16.5—DED—Exception Reporting
 - MP 24.2—Recall Code 488
 - MP 27.1—DED—Exception Reporting
 - MP 33.5—DED—Exception Reporting
 - MP 36.8—DED—Exception Reporting
 - MP 41.2—Recall Code 497
 - MP 47.0—DED—Exception Reporting

- MP 51.9—DED—Exception Reporting
- MP 56.1—DED—Exception Reporting
- 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 off Main 2

7. Special Conditions

Remote Control Operations—Signs located at MP 1217.5 and MP 1221.8, designate the Remote Control Area at Whitefish.

Signs located at MP 1.1 (Spokane Subdivision) and MP 65.08 (Kootenai River Subdivision) designate the Remote Control Area at Yardley.

Remote Control Zone Yardley—Signs located at MP 68.6 (east of “Around the Horn” switch) and MP 68.2 (west of Havanna St.) designate the Remote Control Zone (RCZ) on the old main at the west end of Yardley Yard.

Activation/Deactivation Procedure—The Remote Control Operator will contact the Desk One Yardmaster and request that the RCZ be activated. After permission is received from the yardmaster, the RCZ will be activated. The RCZ will remain activated until the Remote Control Operator has notified the yardmaster that the RCZ has been deactivated.

Before occupying or fouling the tracks within the RCZ, the Desk One Yardmaster must be contacted to determine if the RCZ is activated. The Desk One Yardmaster may instruct movement beyond the RCZ signs when the RCZ has been deactivated by the Remote Control Operator.

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.

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.

Flathead Tunnel, between Twin Meadows and Rock Creek

If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough 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. Contact the Whitefish trainmaster to replenish any supplies used.

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 the train dispatcher to have the tunnel ventilating fans operating and the door at Twin Meadows closed during the time the train is standing. Telephones are located in each bay in the tunnel.

When it is necessary to enter the Flathead Tunnel under a restrictive signal indication, the train dispatcher must complete a full flush prior to giving that train permission. Train dispatcher must leave the fans on in the tunnel while the train is enroute. The ventilating fan and tunnel door are located at the east portal of Flathead Tunnel, MP 1264.5. The eastward absolute signal is located 120 feet west of the tunnel door, and the westward absolute signal is located 166 feet east of the tunnel door. These two signals are for the door only. When a train or engine is stopped by either of these signals, contact the train dispatcher by telephone. Great care must be taken before proceeding to see that the tunnel door is in the fully opened position.

In the event that the tunnel door is closed denying movement, the crew must first contact the train dispatcher who will take the proper action. However, instructions and emergency push buttons for operating the tunnel door are located inside the air lock door at the east end on the south side of the 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 the dispatcher immediately and advise the trainmaster at Whitefish the number of air tanks used and where they were 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

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.

Bonnors Ferry—Before crossing the UPRR at Bonnors 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.

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

Athol—Due to line change, MP 29 and MP 30 are missing.

Hauser

Fueling Facility—Blue signal protection will be displayed on Main 4 and Main 5 entering the New Hauser Fueling Facility at West and East Hauser Control Points, Main 4 and Main 5; at the West and East entrance to the Fueling Platform; leaving the Unloading Platform MP 47.1; and leaving the setout track at West Downing. A dwarf signal with a B marker is a blue signal and, as with a flashing blue light, it may not be passed.

Yarding Instructions—The crew must contact the Mechanical Supervisor in charge via radio channel 88 prior to entering or departing the fuel pad, located between MP 47.4 and MP 47.7. Trains or engines may not occupy the fueling pad until fuel spotting instructions have been provided by the Mechanical Supervisor in charge. When required to spot a DP consist on the rear of a train for fuel and service, the outbound conductor will spot the consist in the desired location working with the Mechanical Leadman. Once the DP units are spotted, the Engineer will make a 20 psi. brake pipe reduction, fully apply the independent brake, center the reverser, and notify the Leadman via radio channel 88 that the train is secure. Mechanical will place a blue flag on the lead locomotive and activate the electronic blue flags while the crews are servicing the units. The Mechanical Supervisor will notify the crew when the electronic blue flags have been removed. The maximum speed on the Main 3 pad is 5 MPH. The whistle will be used only in an emergency. The bell will be rung continuously.

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.

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

After weighing, trains will wait for the results and be governed by the yardmaster's instructions before departing Hauser Yard. These instructions must be passed on to the Boyer West dispatcher.

Hauser Yard Hand Brakes—Apply five (5) hand brakes to the west end of tracks 1 through 12.

Hauser Yard air must be turned off at the compressor end, not at the hose end to prevent any injuries from a flying hose.

Pac Hyde—Track 911, do not spot cars inside the 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—2, 5—6, 9—10, 12—13, and 14—15.
West End—Tracks 2—3, 5—6, and 7—8.

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

Safety Lockout Program-Spokane—Switch locks are installed at Yardley at both ends of the following tracks:
Tracks 1 through 16 and 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, the employee will be required to lock both ends of a track while coupling air hoses, and/or performing air tests on their own train. This requirement will not apply to a conductor or foreman who is only coupling air hoses between their locomotive and the train or between 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 the locks at both ends of the track upon their departure. Any yard or train crew member who encounters a locked track in the yard, must call the yardmaster to make sure the track is clear of employees working on their train and to get permission to remove the lock before switching any car into that track. 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). The conductor or foreman in charge must notify the yardmaster before locking out any track.

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. 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, nor is it 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 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.

Parkwater (Spokane) 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.

Application of Handbrakes on Grade—

Spokane Yard—Call Yardmaster for instructions.

Erie Street—Call Yardmaster for instructions.

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, must have a record of ETD test as per ABTH Rules.

All trains and/or engines will get permission from the yardmaster before entering the yard or moving from a yard track. The yardmaster will communicate with any affected switch crew before authorizing the movement.

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

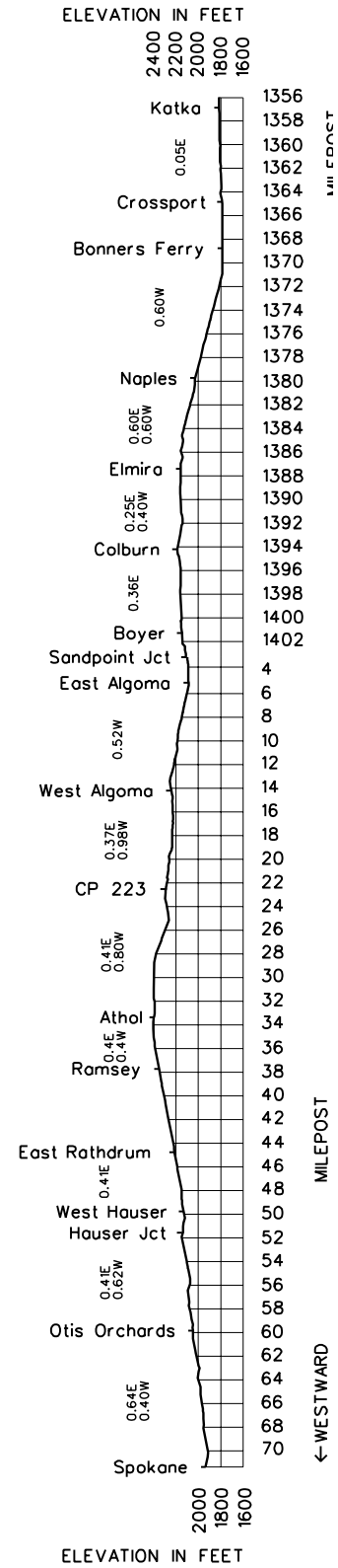
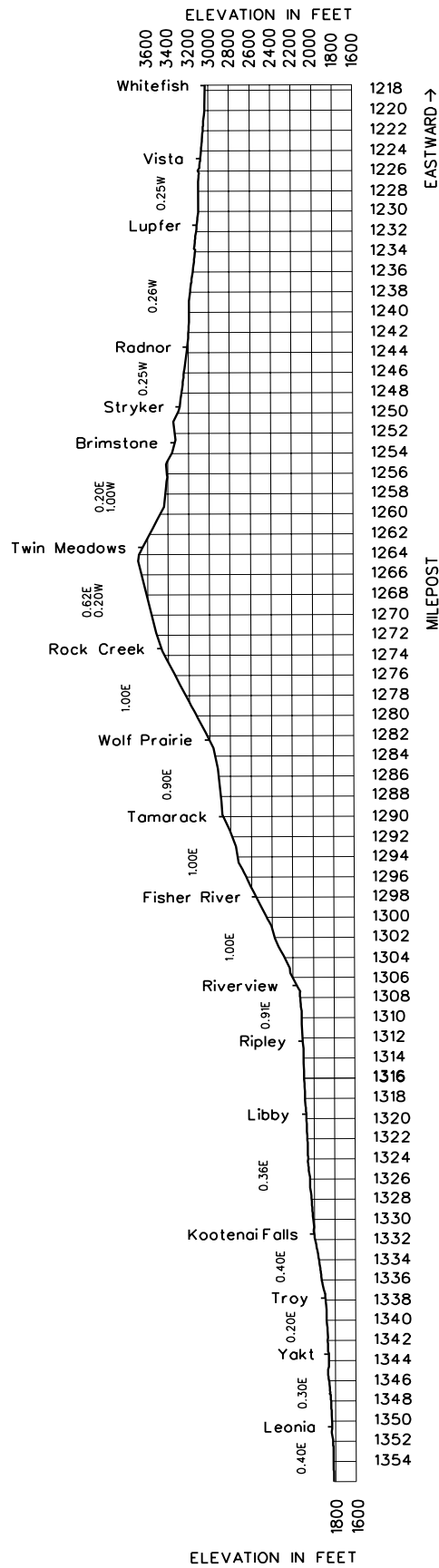
Dynamic Braking—In order to comply with minimum dynamic brake requirements for trains on the Hi Line, Stampede, and Scenic subdivisions, crews on such trains, before departing Seattle (Interbay), Tacoma, Everett (if train originates at Everett), Havre, Sandpoint (if originating from MRL RR), Spokane (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 103.2.1, Item B. When mechanical personnel makeup locomotive consist and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are made 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 trains requiring a minimum number of DB axles for the heavy grade territories.

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 Str.	EASTWARD ↑
		01877	1.1	SUNSET JCT.		J			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				CTC		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	
	63079	80.5	LIND						5.0	
	63082	84.9	SAND						5.9	
		90.8	BEATRICE			X(2)	2MT CTC		6.9	
		97.7	CUNNINGHAM						12.0	
8,110	63108	109.7	CONNELL						4.3	
8,100	63113	114.9	CACTUS				CTC		5.2	
	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			MX(2)			1.9	
		142.1	COUGAR			MX			0.6	
		142.7	HUSKY			MX	2MT ABS		2.6	
		145.3	GRAPEVINE			MX(2)			0.3	
	12143	145.6	PASCO			BMJTY			1.7	
		146.3	WEST WYE			MJ	ABS			
	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)	Tokio - 57(X)	Lind - 62(X)
Connell - 63(X)	Hatton Canyon - 65(X)	Pasco - 64(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

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

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 1.1 to MP 145.6	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

	Passenger	Freight
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 Cougar	10 MPH.	10 MPH.
Through East Yard Lead at Husky	10 MPH.	10 MPH.
Through West Yard Ladder Track at Husky	10 MPH.	10 MPH.
Through Yard Track West Receiving 2 at Husky	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.
Lakeside Jct., Babb, Fishtrap, Sprague, Keystone, Tokio, Essig, Paha, Connell, Cactus, Eltopia, Pasco East,	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.
Cougar and Husky	40 MPH.	40 MPH.
Control Point Grapevine (Pasco)	40 MPH.	40 MPH.
Through crossover Husky 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 through the master and group retarders	8 MPH.	8 MPH.
Head end westward trains or engines leaving siding over Clark St. Crossing MP 110.0 Connell	25 MPH.	25 MPH.

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	BY	2MT ABS	37	2.7	
			1652.9	OLDS JCT.	JY	2MT/CTC		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			CTC		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	
7,159	02163	1781.2	LOWELL	J				1.5	
	02165	1782.7	PA JCT.	J				0.2	
		1782.9	BROADWAY					1.0	
	02166	1783.9	EVERETT	B				0.8	
	02169	1784.7 32.1	EVERETT JCT.	JX				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			CTC	0.2		
	02182	17.6	EDMONDS				1.7		
		15.9	MP 16				8.2		
		7.7	MP 8	Y		2MT CTC ABS OCS	0.3		
		7.4	MP 7	MY		2MT ABS OCS	1.0		
	02193	6.4	BALLARD	Y			0.2		
		6.2	BRIDGE 6.3	MY			1.4		
	02195	4.9	INTERBAY (Balmer Yard)	BMTY		ABS OCS	1.6		
		3.3	GALER STREET	MX(2)Y		2MT ABS OCS	1.9		
		1.4	NORTH PORTAL	X(2)Y			1.3		
		0.1	SOUTH PORTAL	X		2MT CTC	0.1		
	02200	0.0	SEATTLE (King St. Station)	B			161.5		

Radio Channel No. 66 in service Wenatchee to MP 8.0.

Radio Channel No. 70 in service MP 8.0 to Seattle.

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)	Index - 39(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—8-234-1615
 Seattle Terminal Dispatcher 8-234-1613
 Bridge 6.3 Ballard—8-784-2976

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 1650.2 to MP 1783.9	79 MPH.	50 MPH.
MP 1783.9 to MP 0.0	60 MPH.	50 MPH.
Amtrak Talgo Trains	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 1680.1	55 MPH.	45 MPH.
MP 1680.1 to MP 1680.6	25 MPH.	25 MPH.
MP 1680.6 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 1774.8 to MP 1775.4	60 MPH.	45 MPH.
MP 1775.4 to MP 1775.6	50 MPH.	45 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 32.0	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 1.9	60 MPH.	35 MPH.
MP 1.9 to MP 0.0	30 MPH.	20 MPH.

Amtrak Talgo Maximum Speeds

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.
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	45 MPH.

Amtrak Talgo Maximum Speeds **Passenger**

MP 3.4 to MP 1.9	60 MPH.
MP 1.9 to MP 0.0	30 MPH.

1(C). Speed—Switches and Turnouts

	Passenger	Freight
Through dual control turnouts at the following locations:		
Olds Jct.	25 MPH.	25 MPH.
Cashmere, Leavenworth, Winton, Merritt, Berne	30 MPH.	25 MPH.
Scenic, Skykomish, Baring, Gold Bar, Monroe	20 MPH.	20 MPH.
Snohomish Jct. West and PA Jct.	12 MPH.	12 MPH.
Lowell Jct.	10 MPH.	10 MPH.
Broadway	25 MPH.	25 MPH.
Everett Jct.	25 MPH.	25 MPH.
Howarth Park	35 MPH.	35 MPH.
Mukilteo	30 MPH.	30 MPH.
MP 28, MP 27, MP 18, MP 16, MP 8, MP 7, MP 5.4, 23rd Ave., Galer St.	35 MPH.	35 MPH.
South Portal	30 MPH.	20 MPH.

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

1(D). Speed—Other

Trains 143 TOB and greater on descending grades:

MP 1700.0 to MP 1731.0, WWD	15 MPH.
MP 1700.0 to MP 1693.0, EWD	15 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.

Everett—Commuter station spur
 20 MPH. |

Everett Pier to Mukilteo, while handling
24-foot hi-wide Boeing Container cars
 Restricted Speed. |

Mukilteo MP 29.0 to MP 27.0 (HER)
 30 MPH. |

Ballard Low Line
 5 MPH. |

Ballard—Over Bridge 6.3
 20 MPH. |

Seattle—Over public crossings
 20 MPH. |

Temperature Restrictions

When ambient temperatures between Wenatchee and the East Portal, Cascade Tunnel at Berne exceeds 90 degrees Fahrenheit, the maximum speed for trains is 60 MPH passenger and 50 freight. In addition, trains exceeding 100 TOB must not exceed 35 MPH.

When ambient temperatures between the West Portal, Cascade Tunnel at Scenic and Seattle exceeds 85 degrees Fahrenheit, the maximum speed for trains is 60 MPH passenger and 50 MPH freight. In addition, trains exceeding 100 TOB must 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

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 the Dyke Team Track.

3. Type of Operation

CTC—in effect:

MP 1652.8 to MP 7.7
MP 1.4 to MP 0.0

ABS—in effect:

MP 1650.2 to MP 1652.8
MP 7.7 to MP 1.4

Two Main Tracks—

MP 1650.2 to MP 1652.9
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

Occupancy Control System—in effect:

MP 7.7 to MP 1.4

Yard Limits—in effect:

MP 1650.2 to MP 1652.8

Trains and engines must communicate with the Seattle East or Seattle Side Dispatcher before entering these limits.

MP 7.7 to MP 1.4

Trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

Manual Interlockings Not Using Track and Time (Rule 10.3) to Protect MW Employees—Galer Street, MP 4.0, 23rd Ave, MP 5.4, Bridge 6.3, and MP 7—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 but must obtain 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 or minor work—Maintenance of way employees may occupy interlocking on OCS authority from train dispatcher but must obtain verbal permission from bridge tender. Bridge Tender must provide protection for Maintenance of Way employee until employee has reported clear of the limits of the bridge interlocking.

C. All other work within the Limits of Ballard Bridge Interlocking—OCS must be obtained from the dispatcher and protection provided by the bridge tender.

D. Entering the Limits of the Ballard Bridge Interlocking 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.

E. Ballard Bridge 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, ascertain if the person requesting the protection has 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 permission to enter the limits of the Ballard Bridge Interlocking.

Interlockings Not Indicated at Station—MP 4.0—Manual interlocking.

MP 5.4—Manual Interlocking
23rd Avenue—Manual Interlocking

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

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

Rule 5.16—For Seattle Sounder operations only, when a signal requires the train to stop at or pass the next signal at restricted speed, the engineer must communicate this fact, including the track designation if on multiple tracks, to a designated member of the crew and get an acknowledgment. If no acknowledgment is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

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

Rule 9.1.8—For passenger operations only, the “Approach” signal indication is changed to read: Proceed prepared to stop at the next signal, trains exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.12—For passenger operations only, the “Diverging Approach” signal indication is changed to read: Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

Rule 9.9—For Seattle Sounder operations only, in CTC when any train stops or its speed is reduced below 10 mph, the train must proceed at a speed not exceeding 40 mph, prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

Rule 10.2—The Cascade Lumber switch, 0.4 miles west of P.A. Jct., is not equipped with an electric lock.

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 9.7—DED—WWD—Recall Code 548

MP 6.0—DED—EWD—Main 2

MP 1661.6—DED—WWD—Recall Code 297

MP 1695.1—DED—Recall Code 307

MP 1697.3—DED—Recall Code 309

MP 1721.2—DED—EWD—Recall Code 317

MP 1725.5—DED—WWD—Recall Code 728

MP 1730.7—DED—EWD—Recall Code 738

MP 1740.5—DED—Recall Code 319

MP 1751.9—DED—Recall Code 337

MP 1771.1—DED—WWD—Recall Code 329

MP 1778.6—DED—EWD—Recall Code 338

B. Other TWD locations

MP 1654.7—Recall Code 278

MP 1661.6—DED—EWD—Recall Code 297

MP 1668.2—Recall Code 298

MP 1673.0—DED Exception Reporting

MP 1677.2—DED Exception Reporting

MP 1683.7—DED Exception Reporting

MP 1690.0—Recall Code 308

MP 1721.2—DED—WWD—Recall Code 317

MP 1725.5—DED EWD—Recall Code 728

MP 1730.7—DED—WWD—Recall Code 738

MP 1735.0—Recall Code 318

MP 1745.7—DED Exception Reporting

MP 1756.8—DED Exception Reporting

MP 1762.0—Recall Code 308

MP 1771.1—DED—EWD—Recall Code 329

MP 1776.2—Recall Code 348

MP 1765.8—DED Exception Reporting

MP 1778.6—DED—WWD—Recall Code 338

MP 27.2—Recall Code 358

MP 17.1—Recall Code 368

MP 9.7—DED—EWD—Recall Code 548

6. **FRA Excepted Track**

At Interbay—Zone 3, all tracks (service facility, roundhouse, material tracks, store track, rip tracks, and caboose track) except track 0340; Terry Avenue Line Zone 4; Dyke Team Zone 7; Ballard Lowline.

7. **Special Conditions**

Remote Control Operations—Signs located at MP 7.0 (Scenic Subdivision) and MP 10.0X (Seattle Subdivision) designate the Remote Control Area at Seattle Terminal (Interbay, Stacy Street and South Seattle).

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

All eastbound trains must clear 9th Street Crossing, MP 1651.3. Distance between 9th Street and crossover No. 6 is 6,400 feet. When trains must pick up or set out power and cannot clear 9th Street crossing, they must use the East House Lead Switch at MP 1649.52. Distance between 9th Street and East House Lead is 9,300 feet.

Everett—Track 104, Mill A Track Loading Dock on north side will not clear a man on side of car.

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.”

Richmond Beach—Cars left on tracks 901 and 902 must be shoved to the Walk Bridge MP 13.86.

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.

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.

The speed of trains must be controlled, at least in part, with automatic air brake when train tonnage exceeds 3,500 tons when operating on descending grades - MP 1731.3 to MP 1709.0 and MP 1700.5 to MP 1694.5.

ABTH Rule 102.12.6 Distributed Power/Helper Limitations and Placement, the following exception applies:

H EVESPO, H EVEPAS, and M SPOEVE symbolized trains are exempt from the formula for helper position requirements and the following will apply:

DP/Helper consists must be cut in not less than one half the rated tonnage, nor more than the full rated tonnage of the consist.

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

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 it has no more than 4,800 trailing tons.)

Except Westbound Intermodal trains maximum total train length including power must not exceed 8,000 feet.

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 counterclockwise 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 Restricting 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. 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.

Chart A					
Location and Milepost		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	MP 1707.88	X	XXXXX		1200
Bay 20	MP 1707.66	X	XXXXX		1200
Bay 19	MP 1707.43	X	XXXXX		1200
Bay 18	MP 1707.20	X	XXXXX		1200
Bay 17	MP 1706.97	X	XXXXX		1200
Bay 16	MP 1706.52	X	XXXXX		2400
Bay 15	MP 1706.06	X	XXXXX		2400
Bay 14	MP 1705.61	X	XXXXX		2400
Bay 13	MP 1705.16	X	XXXXX		2400
Bay 12	MP 1704.70	X	XXXXX		2400
Bay 11	MP 1704.24	X	XXXXX		2400
Bay 10	MP 1703.79	X	XXXXX		2400
Bay 9	MP 1703.33	X	XXXXX		2400
Bay 8	MP 1702.88	X	XXXXX		2400
Bay 7	MP 1702.42	X	XXXXX		2400
Bay 6	MP 1701.97	X	XXXXX		2400
Bay 5	MP 1701.52	X	XXXXX		1200
Bay 4	MP 1701.29	X	XXXXX		1200
Bay 3	MP 1701.06	X	XXXXX		1200
Bay 2	MP 1700.83	X	XXXXX		1200
Bay 1	MP 1700.60	X	XXXXX		1200
CTC Bungalow E&W Berne		X		XX	
Merritt Depot		X			

- J. See **Chart A** for locations of additional emergency material and emergency exits.

Conductor will make a report of material used, and from where taken, to the Mechanical Foreman, Trainmaster and Road Foreman Everett. If material is not returned to the bay from which taken, advise where it was 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

Chart B has been developed using the following formula: Time = Distance/Rate to aid in calculating progress through the tunnel.

- 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

Chart B					
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

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
(See **Chart C**)

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.

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

Chart C	
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.

number). A speed dial for the Seattle East Dispatcher is 616. In an emergency situation, dialing 9-911 will connect with the Wenatchee Emergency Operations, a standard 911 call.

ETD and HTD Failures

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 entire train exits the Cascade Tunnel.

If communications between HTD/EOT is lost enroute, the train must not pass Merritt (westbound) or Skykomish (eastbound) until communication is reestablished. 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.

Minimum Dynamic Brake Requirements

Before descending grades described in the following 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

On the descending grade locations stated above total brake pipe reduction to control speed should never exceed 15 psi. If total brake pipe reduction exceeds this value as outlined, train must be stopped immediately.

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

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

Close Clearance—May exist on all auxiliary tracks.

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

- 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

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 1777.2 to MP 1778.2
- MP 24.0 to MP 25.0
- MP 13.0 to MP 14.0

Locations Having Individually Controlled Crossover

Switches—
South Portal

Locations Approved for Gravity Drop Movements

Interbay Yard

8. Line Segments

Yard Line Segments

Line Segment Limits

- 470 Balmer Hump Yard
- 620 Balmer Yard
- 656 Wenatchee

Road Line Segments

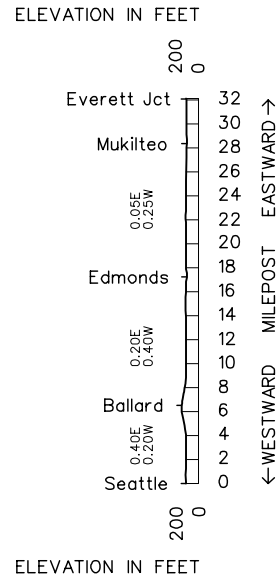
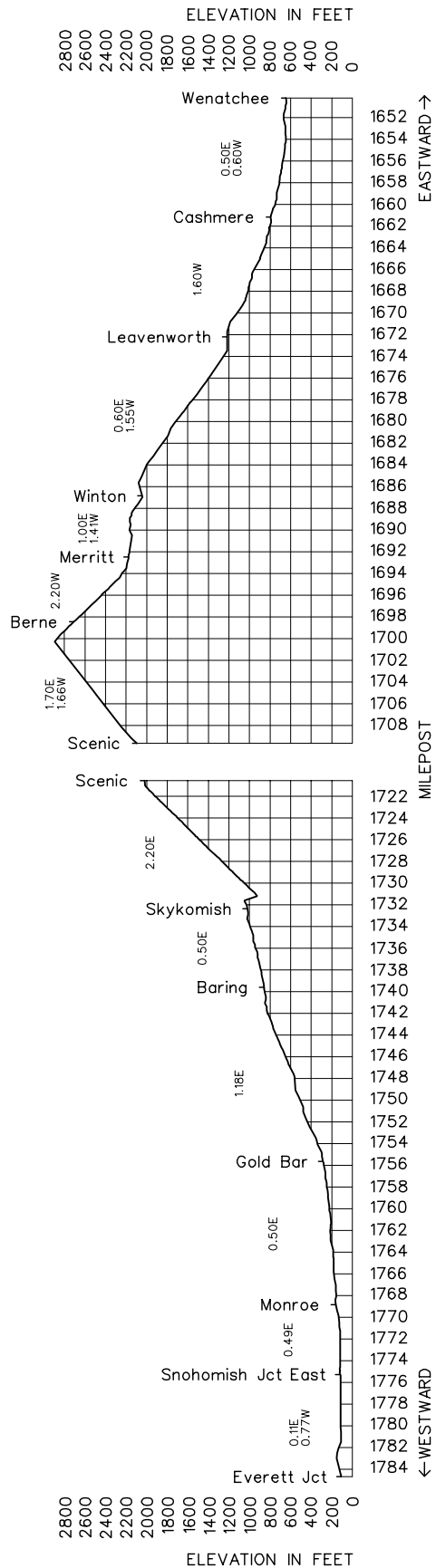
Line Segment Limits

- 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
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)	BX(2)		2MT CTC		2.1	
			2.1X	SPOKANE STREET	TX(2)		3MT CTC		0.4	
			2.5X	COACH WYE	T				0.8	
		02203	3.3X	ARGO	X(2)Y		2MT CTC		M1.2-4.6 M3-0.3	
			3.6X	BAILEY (Main 3)	X(2)				1.8	
	7,760(3)		5.4X	VAN ASSELT (Main 3)			MT 1 & 2 DT ABS OCS		0.9	
		02207	6.3X	RHODES	X(2)				0.3	
			6.6X	BOEING	X(2)				1.3	
		16001	7.9X	SOUTH SEATTLE	BX(2)Y		Aux 1 Aux 2 MT 3 CTC		1.6	
			9.5X	RENTON JCT. (Main 3)	J				0.5	
		16004	10.0X	BLACK RIVER	X(2)Y				0.3	
			10.3X	CP TUKWILA	JX				0.5	
			10.8X	TUKWILA					0.5	
	9,170(2)	16005	11.3X	GLACIER PARK	X				2.0	
		16006	13.3X	ORILLIA	TX(2)				2.4	
			15.7X	JAMES STREET					0.4	
		16010	16.1X	KENT					0.8	
			16.9X	WILLIS	X(2)			51	4.1	
			21.0X	AUBURN NORTH	X(2)				0.5	
			21.5X	AUBURN					0.1	
			21.6X	RAINIER	JT		2MT CTC		0.2	
		16014	21.8X	AUBURN YARD	X				2.0	
	9,240(2)		23.8X	ELLINGSON					0.2	
			24.0X	PACIFIC	X(2)				5.0	
		16021	29.0X	SUMNER					0.7	
			29.7X	CP SUMNER	X(2)				0.9	
		16022	30.6X	MEEKER					1.3	
		16023	31.9X	PUYALLUP					2.1	
			34.0X	STEWART	X(2)				3.8	
			37.8X	CLEAR CREEK	X				0.4	
			38.2X	TR JCT.	JX				0.2	
		16029	38.4X	RESERVATION	JXY				0.6	
			39.0X	RIVER STREET	MX Y				0.3	
		16031	39.3X	TACOMA	BTY		2MT ABS OCS		0.8	
			40.1X	21ST STREET	MX(2)Y				0.5	
			0.5	11TH STREET	Y				4.6	
		16038	5.1	RUSTON	Y			CTC	1.6	
		16040	6.7	NELSON BENNETT					3.3	
	4,500(2)	16043	10.0	TITLOW					3.5	
		16046	13.5	PIONEER	X(2)				0.9	
		16048	14.4	WEST TACOMA	M				10.1	
		16057	24.5	NISQUALLY To Lakeview 11.5	JX(2)			52	3.7	
		16061	28.2	SAINT CLAIR			2MT CTC		4.0	
			32.2	CENTENNIAL					2.7	
		16068	34.9	EAST OLYMPIA	JT				2.6	
			37.5	PLUMB	X(2)				12.0	
		16084	49.5	WABASH	X(2)				3.0	

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 ↑
			52.5	CENTRALIA NORTH					1.5	
	(2)6,400	16085	54.0	CENTRALIA	BJTX				1.8	
			55.8	CENTRALIA SOUTH	X(2)				1.9	
	(1)3,800 (2)2,620	16090	57.7	CHEHALIS					1.0	
		16091	58.7	CHEHALIS JCT.	X(2)				7.5	
			66.2	NAPAVINE SOUTH	X(2)				10.8	
	(2)4,900	16111	77.0	VADER	X(2)				8.0	
			85.0	MP 85	X(2)				8.4	
			93.4	OSTRANDER	X(2)				2.4	
	(2)2,280	16128	95.8	ROCKY POINT					1.5	
	(1)5,100	16130	97.3	KELSO				2MT CTC	52	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	
	2,835	16140	107.5	KALAMA					3.4	
			110.9	MP 111	X(2)				7.4	
		16150	118.3	WOODLAND	X(2)				3.7	
	(2)4,700	16155	122.0	RIDGEFIELD					1.6	
			123.6	RIDGEFIELD SOUTH	X(2)				7.1	
			130.7	FELIDA	X(2)				1.8	
			132.5	VANCOUVER JCT. N	X(2)				0.5	
		16166	133.0	RYE JCT.					3.5	
		12365	136.5	VANCOUVER	BMJTX(2)				176.6	

- Radio Channel No. 70 in Service Seattle to Tukwila.
- Radio Channel No. 87 in Service Tukwila to Nisqually.
- Radio Channel No. 66 in Service Nisqually to Vancouver Jct N
- Radio Channel No. 76 in service Vancouver Jct N to Vancouver.
- UPRR Base Channel No. 2 in service Tacoma to Vancouver.

Radio Call-In		
King St. Station - 53(X)	South Seattle - 40(X)	Black River 41(X)
Auburn - 42(X)	Tacoma - 43(X)	Steilacoom - 52(X)
Lacey - 50(X)	Plumb - 26(X)	Olympia/Lacey - 74(X)
Chehalis South - 46(X)	Napavine - 24(X)	MP 85 - 25(X)
Longview - 28(X)	Ridgefield - 29(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
 Seattle Terminal Dispatcher—817-234-1613
 Seattle East Dispatcher—817-234-1615
 Centralia North Dispatcher—817-234-1623
 Centralia South Dispatcher—817-234-1621
 Vancouver Terminal Dispatcher—817-234-6125
 UP Dispatcher, Omaha—402-636-1701

1. Speed Regulations
1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 102.6	79 MPH.	50 MPH.
MP 102.6 to MP 136.5	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 0.0X to MP 1.8X Main 1	20 MPH.	20 MPH.
MP 0.0X to MP 2.0X Main 2	20 MPH.	20 MPH.
MP 1.8X to MP 2.0X Main 1	40 MPH.	20 MPH.
MP 2.0X to MP 3.4X	40 MPH.	30 MPH.
MP 3.3X to MP 5.1X Main 3	40 MPH.	40 MPH.
MP 3.4X to MP 8.8X Main 1 and Main 2	75 MPH.	50 MPH.
MP 5.1X to MP 9.8X Main 3	50 MPH.	50 MPH.
MP 9.8X to MP 10.0X Main 3	50 MPH.	45 MPH.
MP 8.8X to MP 10.7X Main 1 and Main 2	55 MPH.	45 MPH.
MP 15.9X to MP 16.6X	40 MPH.	40 MPH.
MP 27.4X to MP 30.7X	70 MPH.	50 MPH.
MP 31.7X to MP 31.8X	65 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 14.3	40 MPH.	40 MPH.
MP 14.3 to MP 15.9	50 MPH.	50 MPH.
MP 15.9 to MP 19.9	60 MPH.	50 MPH.
MP 19.9 to MP 21.9	70 MPH.	50 MPH.
MP 21.9 to MP 23.8	60 MPH.	50 MPH.
MP 23.8 to MP 25.6	55 MPH.	50 MPH.
MP 27.7 to MP 28.1	70 MPH.	50 MPH.
MP 33.8 to MP 34.2	70 MPH.	50 MPH.
MP 36.2 to MP 36.5	70 MPH.	50 MPH.
MP 41.4 to MP 41.7	70 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 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 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 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 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 85.4 to MP 86.9	75 MPH.	50 MPH.
MP 86.9 to MP 87.2	60 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 108.2 to MP 108.5	70 MPH.	60 MPH.
MP 114.4 to MP 114.8	75 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 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.

	Passenger	Freight
MP 2.0X to MP 2.6X, Main 2	48 MPH.	
MP 2.6X to MP 3.4X	56 MPH.	
MP 8.8X to MP 10.7X, Main 1 and Main 2	63 MPH.	
MP 15.9X to MP 16.6X	40 MPH.	
MP 31.7X to MP 31.8X	65 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 13.2 to MP 14.0	67 MPH.	
MP 14.0 to MP 14.3	40 MPH.	
MP 14.3 to MP 15.9	50 MPH.	
MP 15.9 to MP 19.9	67 MPH.	
MP 21.9 to MP 23.8	67 MPH.	
MP 23.8 to MP 25.6	63 MPH.	
MP 46.8 to MP 47.7	70 MPH.	
MP 47.7 to MP 47.9	67 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 62.3 to MP 63.0	67 MPH.	
MP 64.5 to MP 65.1	62 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 77.8 to MP 79.5	65 MPH.	
MP 81.6 to MP 81.8	67 MPH.	
MP 81.8 to MP 83.2	70 MPH.	
MP 86.9 to MP 87.2	67 MPH.	
MP 89.0 to MP 89.8	67 MPH.	
MP 91.0 to MP 91.2	67 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 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 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

South Seattle Yard, MP 8.0X through Center Crossover	5 MPH.	5 MPH.
Spokane St., crossover switches trains over 100 TOB	35 MPH.	30 MPH. 25 MPH.
Coach Wye	10 MPH.	10 MPH.
Rhodes, MT 3 to Aux 2	25 MPH.	25 MPH.
Aux 2 to Aux 1	25 MPH.	25 MPH.
Boeing, MT 3 to Aux 2	25 MPH.	25 MPH.
Aux 2 to Aux 1	25 MPH.	25 MPH.
Black River	50 MPH.	45 MPH.
CP Tukwila	50 MPH.	45 MPH.
Glacier Park	50 MPH.	50 MPH.
Orillia	50 MPH.	50 MPH.
James Street	50 MPH.	50 MPH.
Willis	50 MPH.	50 MPH.
Auburn North	50 MPH.	50 MPH.
Rainier	20 MPH.	20 MPH.

	Passenger	Freight
Auburn Yard, north sw. of controlled siding on MT 2 at MP 21.7X	35 MPH.	35 MPH.
Ellingson, South Switch of controlled siding on Main 2 at MP 23.8X to controlled siding	35 MPH.	35 MPH.
Pacific	50 MPH.	50 MPH.
CP Sumner	50 MPH.	50 MPH.
Stewart	50 MPH.	50 MPH.
Clear Creek	50 MPH.	30 MPH.
TR Jct.	30 MPH.	30 MPH.
Through crossover dual control turnouts and crossover at Reservation	25 MPH.	25 MPH.
MP 38.4, Reservation, through Jct. with UPRR		10 MPH.
MP 38.4, Reservation, entering or leaving Tacoma Yard via Work Lead or Drawbridge Main		10 MPH.
Pioneer, Nisqually Crossover Turnouts, Plumb, Wabash, Centralia South, Chehalis Jct., Napavine South, Vader, MP 85.0, Ostrander, Kelso South, Longview Jct. South, MP 111, Ridgefield South, Vancouver Jct. N. .	35 MPH.	35 MPH.
Ruston	40 MPH.	40 MPH.
Nelson Bennett	40 MPH.	40 MPH.
Woodland	50 MPH.	50 MPH.
Felida	50 MPH.	50 MPH.

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

1(D). Speed—Other

Seattle—King St. Station,	10 MPH.	5 MPH.
Seattle—Over public crossings	20 MPH.	20 MPH.
MP 1.8X Southward, MT 1 and MT 2 (HER)	20 MPH.	
Seattle—Lander Main MP 2.1X to MP 2.5X	10 MPH.	10 MPH.
Bailey to Boeing, Aux 1 and Aux 2	25 MPH.	25 MPH.
Kent Industrial Lead, between Orillia and James Street	10 MPH.	10 MPH.
MP 31.7X to MP 31.8X (HER)	65 MPH.	
Lakeview Spur, MP 11.5X to MP 0.0X	10 MPH.	
South Tacoma, MP 3.0 to Roy, MP 21.0	10 MPH.	10 MPH.
Centralia—north leg of wye	5 MPH.	5 MPH.
On sidings:		
Glacier Park	25 MPH.	25 MPH.
Ellingson	35 MPH.	35 MPH.
All other sidings	10 MPH.	10 MPH.
Rye Jct. to Rye	10 MPH.	
Tacoma—Amtrak Lead	15 MPH.	10 MPH.
Speed through Amtrak Lead adjoining turnouts ...	10 MPH.	10 MPH.

Up to 100 TOB	Over 100 TOB
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Seattle and Tacoma—Engine Southward freight train passing signal 8.9X	45 MPH.	35 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Seattle to Vancouver	143 tons, Restriction D
Seattle to West Seattle	143 tons, Restriction E
Port of Tacoma Spur	143 tons, Restriction E
Longview Jct. to Longview Yard over Bridge 0.59	143 tons, Restriction D
Other bridges in Longview	134 tons, Restriction G
Rye Jct. to Rye	134 tons, Restriction G
Lakeview to Yelm	143 tons, Restriction D
Lakeview to Nisqually	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 Port of Tacoma spur.

Trains over 100 TOB and grain storage not permitted on the following tracks:

Chehalis—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).

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

3. Type of Operation

CTC—in effect:

- MP 0.0X to MP 3.6X
- MP 3.6X to MP 10.0X, Main 3
- MP 3.6X to MP 6.6X, Aux 1 and Aux 2
- MP 6.3X to MP 6.6X, PC-1
- MP 10.0X to MP 38.4X
- MP 5.1 to MP 136.5

Multiple Main Tracks—in effect:

- 2 MT**
- MP 0.0X to MP 2.1X
- MP 2.5X to MP 3.6X
- MP 10.0X to MP 5.1
- MP 6.6 to MP 136.5

- 3 MT**
- MP 2.1X to MP 2.5X

ABS—in effect:

- MP 3.6X to 10.0X, Main 1 and Main 2
- MP 38.4X to MP 5.1

Double Track—in effect:

- MP 3.6X to 10.0X, Main 1 and Main 2

Yard Limits—in effect:

- MP 3.6X to MP 10.0X, Main 1 and Main 2
- MP 38.4X to MP 5.1

Occupancy Control System—in effect:

- MP 3.6X to MP 10.0X, Main 1 and Main 2
- MP 38.4X to MP 5.1

Between MP 3.6X and MP 10.0X on Main 1 and Main 2, trains and engines may occupy the main track with verbal OCS permission.

Between MP 38.4X and MP 5.1, trains and engines may occupy the main track on signal indication of a controlled signal or verbal OCS permission.

Interlockings and Drawbridges Not Indicated at Station

D Street, MP 39.6X, 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 derrails are in the non-derrailing 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—

- River Street, MP 39.0X
- D Street, MP 39.6X
- 21st Street, MP 40.1

Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

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

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

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

Between TR Jct and Freight House Square—Tacoma Railway 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 5.10—All commuter locomotives must have red markers displayed when locomotive is in trailing position.

Rule 5.16—**For Seattle Sounder operations only**, when a signal requires the train to stop at or pass the next signal at restricted speed, the engineer must communicate this fact, including the track designation if on multiple tracks, to a designated member of the crew and get an acknowledgment. If no acknowledgment is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a wayside signal or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train, including stopping all movement if appropriate.

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

Rule 6.26—the 3 main tracks between MP 2.1X and MP 2.5X are designated as follows: Looking southward from MP 2.1X, the track on the right is Lander Main, the track in the center is MT 1, and the track on the left is MT 2.

Rule 6.28—in effect:

Nisqually MP 11.5X to Lakeview MP 0.0X
South Tacoma MP 3.0 to Roy MP 21.0
Rye Jct. MP 0.0 to Rye MP 3.6

Rule 6.32.6—Blocking Public Crossings

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

Rule 9.1.8—**For passenger operations only**, the “Approach” signal indication is changed to read: Proceed prepared to stop at the next signal, trains exceeding 40 MPH immediately reduce to that speed.

Rule 9.1.12—**For passenger operations only**, the “Diverging Approach” signal indication is changed to read: Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.

Rule 9.9—**For Seattle Sounder operations only**, in CTC when any train stops or its speed is reduced below 10 mph, the train must proceed at a speed not exceeding 40 mph, prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

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

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

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

MWOR Rule 8.14—Conflicting Movements Approaching Switch, the 2nd paragraph is changed to read:
Crossover Switches, other than individually controlled crossover switches with control operator’s permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

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 15.1X—DED Exception Reporting
 - MP 20.8X—DED Exception Reporting
 - MP 26.4X—Recall Code 428
 - MP 31.4X—DED Exception Reporting
 - MP 35.2X—DED Exception Reporting
 - 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 11, excluding tracks 1101, 1102, and 1111.
Zone 11—tracks 1160 through 1165
Zone 16—tracks 1610 through 1618
Zone 21—all tracks
In Tacoma, 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.
Rye and Rye Jct.
Lakeview Spur, MP 11.0X to MP 0.0X
South Tacoma MP 3.0 to Roy MP 21.0
At Glacier Park, All industrial tracks in zones 63, 64 and 65.

7. Special Conditions

Remote Control Operations—Signs located at MP 7.0 (Scenic Subdivision) and MP 10.0X (Seattle Subdivision) designate the Remote Control Area at Seattle Terminal (Interbay, Stacy Street and South Seattle).

Signs located at MP 38.2X and MP 3.0 (Seattle Subdivision) designate the Remote Control Area at Tacoma.

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

Railroad Crossings Not Indicated at Station

Seattle

Atlantic Street UP
 Duwamish Avenue UP
 North Leg of 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

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

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

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.

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.

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

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

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

Steilacoom—Northward trains that will not clear Bridge 14, do not depart Union Avenue (MP 15.72) at Steilacoom before contacting Dispatcher to determine if train will be able to proceed at Pioneer.

Between Lakeview and Fort Lewis—Each train must stop before entering the following crossing and permit a crew member to dismount to flag highway traffic to a stop. The

locomotive may then proceed through the crossing and the flagging crew member may re-board the locomotive before the remainder of the train proceeds through the crossing.

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

Fort Lewis—On cantonment tracks when backing or pushing cars ahead of engine over street crossing, movement must be protected by flagman on ground. Many government warehouses, semi-portable loading ramps and other structures have less than standard side clearance, and employees working along these tracks will be governed accordingly.

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

Between Mobase and Roy—U.S. Army has gun emplacements in the area east of track 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.

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 derrails 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.

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.

MP 105.9—Inside switch from Main 1 into Track 941, North End Main 1 Extension, close clearance when throwing switch when cars are occupying Peavey outside East Track.

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.

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

Unit Grain trains destined for Kalama Export that have DP locomotives must not operate into this facility in DP status. Locomotives must be on the head end of the train to deliver the entire train, or the train must be divided and spotted in cuts with the head end portion of the train.

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

Rye Jct.—Highway grade crossing signal at NW Fruit Valley Road on LINC main track, MP 0.1, has been changed to an “island only” activation. Each end of track circuit is identified by yellow paint on rail. Train and engine movements from either direction must stop with leading wheels shunting track circuits at stop signs. Movement may proceed after signals have activated and gates are fully lowered.

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

Grade Crossing Ordinances:

Seattle—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 14.1X) near 212th Street between 0630 and 0900 and between 1500 and 1800, the storage of cars, the stopping of cars during switching operations, the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

Kent Industrial Lead—Each train must stop before entering the crossing and permit a crew member to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crew member may re-board the locomotive before the remainder of the train proceeds through the crossing.
MP 14.1X (212th Street)
MP 15.1X (228th Street)

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 | 8. Wilkeson Street |
| 2. Lincoln Avenue | 9. East D Street |
| 3. McCarver Street | 10. East 11th Street |
| 4. McKinley Avenue | 11. East 15th Street |
| 5. Pine Street | 12. South 56th Street |
| 6. Puyallup Avenue | 13. South 74th Street |
| 7. St. Paul Avenue | |

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.

Automatic Equipment Identification (AEI)—Located at:
Seattle MP 9.5X (near Renton Jct.)
Tacoma MP 35.2X (near Stewart)
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.

Close Clearance—Close clearances may exist on all auxiliary tracks.

The fence next to South Tacoma Siding will not clear a man on the side of a car.

The following switching procedures will apply on tracks identified to have track centers of 13 feet or less: When working around areas that have been identified as having close clearances, all movements are to be stopped before fouling those areas and all crew members accounted for before completing the switching move. Riding the side of a car is prohibited unless the adjacent track is known to be clear. It is the responsibility of each crew member to review close clearance locations within their area of work prior to the start of the work process.

The following tracks have been identified as having track centers of 13 feet or less:

At Tacoma:
Between tracks 1110 and 1111
At Centralia:
Between tracks 3395 and 3201
Between tracks 3201 and 3202
Between tracks 3202 and 3203
Between tracks 3203 and 3204
Between tracks 3204 and 3205
Between tracks 3301 and 3302
Between tracks 3302 and 3303

Train Inspections—A member of the inbound crew on a through train 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.

Critical Areas—Locations identified as “Critical Areas” (See System Special Instruction 33, Flash Flood Warnings).

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

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

Locations Approved for Active Drop Movements

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

Locations Having Individually Controlled Crossover Switches

Spokane Street Willis
 Bailey Auburn North
 Rhodes Auburn Yard
 Boeing Pacific
 Black River (3) CP Sumner
 CP Tukwila Stewart
 Glacier Park Clear Creek
 Orillia TR Jct.

Test Mile Locations:

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

8. Line Segments

Yard Line Segments

Line Segment	Yard	Limits
400	..... S. Tacoma to Roy	MP 3.0 to MP 21.0
401	..... Lakeview to Nisqually	MP 11.5X to MP 0.0X
402	..... Saint Clair to Quadlok	MP 0.0 to MP 3.1
402	..... Olympia to Belmore	MP 9.1 to MP 15.8
438	..... Vancouver Jct. Rye	MP 0.0 to MP 3.7
606	..... Auburn Yard	
608	..... Tacoma	
609	..... Olympia	
611	..... Centralia	
612	..... Longview Jct. East of Bridge	0.59
613	..... Longview Yard	..... Bridge 0.59 to Longview
622	..... King Street	..... Duwamish Ave. to Royal Brougham Way, all tracks east of Occidental Ave South. North of Royal Brougham Way, all depot tracks to South Portal.
623	..... Stacy Street	..... Galer St. to Argo Interlocking

Road Line Segments

Line Segment	Limits	Mileposts
430	..... Seattle (S. Jackson St.)	..... 0.0X to 3.3X Stacy St.—Argo (Via Colorado Ave. Line)
51	..... Seattle to 21st Street	..... 0.0X to MP 40.1X
52	..... 21st Street to Vancouver	MP 0.0 to MP 136.5

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
16012 Thomas	1.6 west of Willis		
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
67305 South Tacoma	4.5 west of 11th Street	12	Both
67308 Hull Hardwood	1.1 east of Lakeview	2	East
67309 Lakeview			
67311 McChord Field	1.7 west of Lakeview	Yard	West
67312 Metreco	2.9 west of Lakeview	25	East
67313 Mobase			
67314 Spanaway Spur	4.3 west of Lakeview	Conn	Both
67320 Roy			
67404 Camp Murray	4.4 west of Lakeview	15	East
67407 Fort Lewis	7.8 west of Lakeview		
67503 Quadlok	3.1 south of St. Clair		
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	65	Both
16097 Napavine	1.2 north of Napavine S	84	Both
16104 Winlock	5.7 north of Vader	41	Both
16120 Castle Rock	2.3 south of MP 85	68	Both
68104 Longview on Spur	1.5 from Longview Jct.	Yard	Both
16142 N. Pacific Grain Growers	1.5 south of Kalama	38	North
68152 Ampere on Spur	2.4 from Rye Jct.	20	North
68154 Rye on Spur	3.6 from Rye Jct.	57	Both

10. Grade Chart

