

# **BNSF**

**Burlington Northern Santa Fe**

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**Pacific  
Division**

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**Timetable  
No. 1**

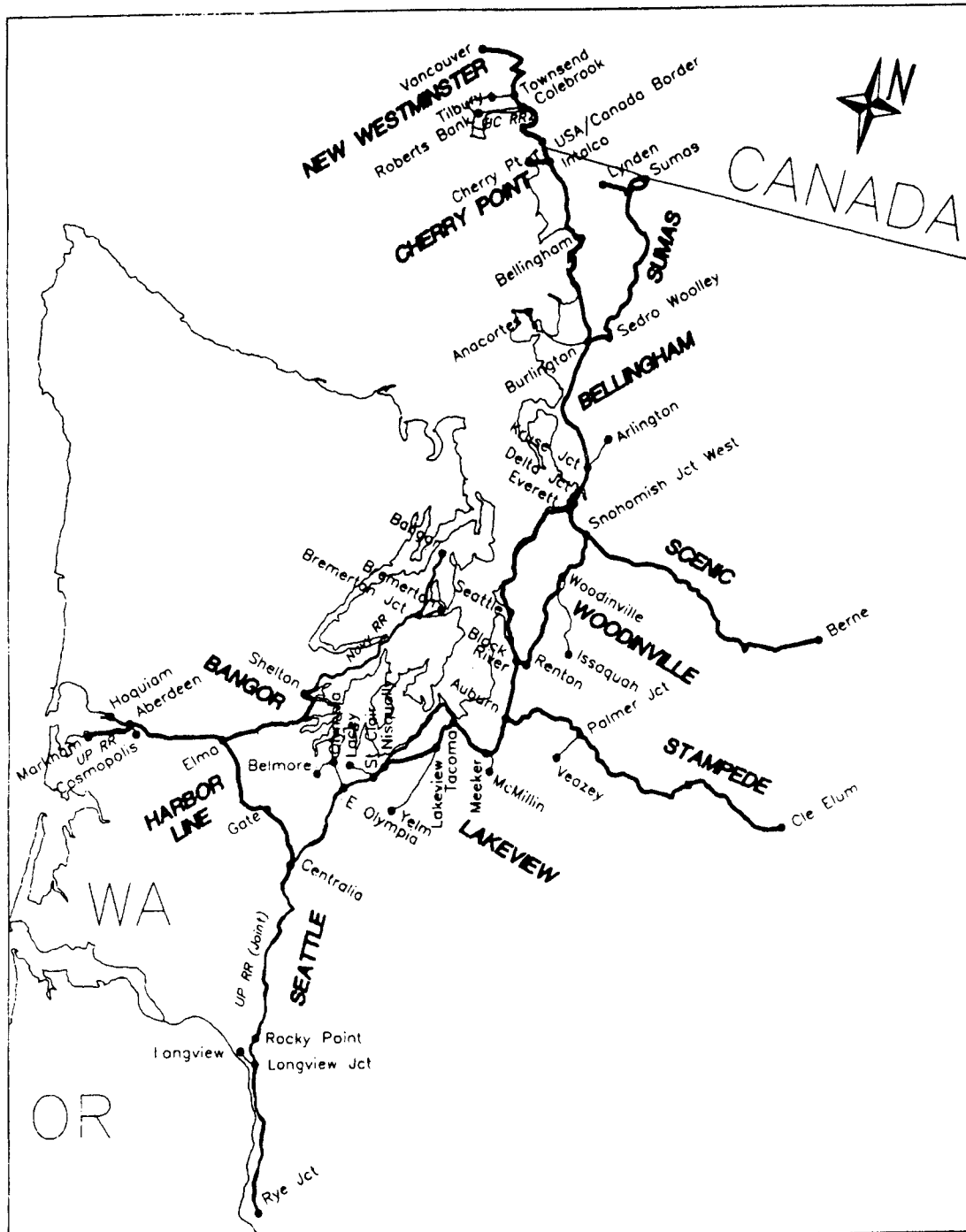
**IN EFFECT AT 0001  
Pacific Continental Time**

**Thursday August 1, 1996**

**Division Superintendent  
T.K. Lee  
Seattle, WA  
(206) 270-3724**

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

# Burlington Northern Santa Fe Pacific Division



WEST WARD	Scenic Subdiv MAIN LINE STATIONS					Method of Oper.	Track Diagram	EAST WARD
	Length of Siding in Feet	Station Nos.	Mile Post Location					
		02044	1650.2	WENATCHEE	BJY	ABS		
			1652.9	OLDS JCT	JY			
8,049	02056	1661.2	CASHMERE					
7,905	02067	1672.2	LEAVENWORTH					
10,978	02081	1686.9	WINTON					
6,729	02087	1692.4	MERRITT	T				
12,323	02094	1698.5	BERNE					
			1708.5					
9,259	02103	1719.5	SCENIC					
8,949	02116	1732.3	SKYKOMISH	T				
10,099	02124	1739.5	BARING					
10,244	02139	1755.7	GOLD BAR					
11,988	02152	1768.6	MONROE					
	02159	1775.2	SNOHOMISH JCT EAST	JT	CTC			
	02159	1776.2	SNOHOMISH JCT WEST	JT				
	02163	1781.2	LOWELL					
12,517	02165	1782.7	PA JCT	J				
	02166	1783.9	EVERETT	B				
		1784.7						
	02169	32.1	EVERETT JCT	JX				
		31.4	HOWARTH PARK		2MT	CTC		
	02172	28.3	MUKILTEO					
		27.8	MP 28		CTC			
		27.1	MP 27		2MT	CTC		
		17.8	MP 18		CTC			
	02182	17.6	EDMONDS		CTC			
		15.9	MP 16		2MT	CTC		
		7.9	MP 8	Y	ABS			
		7.1	MP 7	MY				
	02193	6.4	BALLARD	MY	2MT	ABS		
		6.2	BRIDGE 6.3	M				
			INTERBAY					
	02195	4.9	(Balmer Yard)	BMTY	ABS	OCS		
		3.3	GALER STREET	MXV				
		1.4	NORTH PORTAL	MXV	2MT	ABS		
	02200	0.0	SEATTLE (King St. Station)	BMT X(2)Y				

## SCENIC SUBDIVISION

BNSF Radio Channel No. 66 in service on this Subdivision.  
BNSF Radio Channel No. 70 in service Seattle to MP 8.

Dispatcher Radio Call-in:		
Wenatchee-28	Cashmere-29	Merritt-30
Cascade Tunnel-57	Skykomish-31	Monroe-32
Everett-34	Mukilteo-35	Richmond Beach-36

Seattle East Dispatcher- 1-800-285-0061 or 234-1615  
Seattle Terminal Dispatcher- 1-800-285-0079 or 234-1613  
Bridge 6.3 Ballard-782-2976  
Emergency Train Dispatcher Call - 911

From Wenatchee to Berne is part of and under the jurisdiction of the Washington Division

## 1. Speed Regulations

1(A). Speed - Maximum	Passenger	Freight
Wenatchee to Everett .....	79 MPH.	50 MPH.
Everett to Seattle .....	60 MPH.	50 MPH.
1(B). Speed - Permanent Restrictions		
MP 1650.2 to MP 1651.1 .....	35 MPH.	35 MPH.
MP 1651.1 to MP 1658.7 .....	50 MPH.	45 MPH.
MP 1658.7 to MP 1661.7 .....	40 MPH.	40 MPH.
MP 1661.7 to MP 1669.2 .....	40 MPH.	35 MPH.
MP 1669.2 to MP 1682.7 .....	55 MPH.	45 MPH.
MP 1682.7 to MP 1693.2 .....	50 MPH.	45 MPH.
MP 1693.2 to MP 1721.2 .....	30 MPH.	25 MPH.
MP 1721.2 to MP 1730.0 .....	25 MPH.	20 MPH.
MP 1730.0 to MP 1732.6 .....	30 MPH.	25 MPH.
MP 1732.6 to MP 1734.7 .....	45 MPH.	40 MPH.
MP 1734.7 to MP 1737.4 .....	45 MPH.	45 MPH.
MP 1737.4 to MP 1740.6 .....	50 MPH.	45 MPH.
MP 1740.6 to MP 1749.0 .....	40 MPH.	40 MPH.
MP 1749.0 to MP 1751.5 .....	50 MPH.	45 MPH.
MP 1751.5 to MP 1756.7 .....	70 MPH.	50 MPH.
MP 1756.7 to MP 1757.6 .....	50 MPH.	50 MPH.
MP 1757.6 to MP 1760.5 .....	65 MPH.	50 MPH.
MP 1760.5 to MP 1763.0 .....	50 MPH.	50 MPH.
MP 1763.0 to MP 1768.4 .....	50 MPH.	45 MPH.
MP 1768.4 to MP 1770.7 .....	45 MPH.	45 MPH.
MP 1778.8 to MP 1780.8 .....	60 MPH.	50 MPH.
MP 1780.8 to MP 1782.4 .....	40 MPH.	40 MPH.
MP 1782.4 to MP 32 .....	25 MPH.	25 MPH.
MP 32.0 to MP 28.1 .....	55 MPH.	50 MPH.
MP 29.0 to MP 27.0 (HE only) .....	30 MPH.	30 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 5.9 .....	30 MPH.	20 MPH.
MP 5.9 to MP 3.3 .....	40 MPH.	35 MPH.
MP 3.3 to MP 3.0 .....	20 MPH.	20 MPH.
MP 3.0 to MP 1.6 .....	35 MPH.	20 MPH.
MP 1.6 to MP 0.0 .....	20 MPH.	20 MPH.

Edmonds

**1(C). Speed – Switches and Turnouts**

Through dual control turnouts at the following locations:

Snohomish Jct West, Lowell Jct, PA Jct .....	12 MPH.	12 MPH.
Olds Jct, Cashmere, Leavenworth, Winton, Merritt, Berne ..	30 MPH.	25 MPH.
Scenic Skykomish, Baring, Gold Bar, Monroe, Garfield St.,		
Galer St. ....	20 MPH.	20 MPH.
Everett Jct .....	25 MPH.	25 MPH.
MP 5.4 .....	30 MPH.	20 MPH.
MP 18, MP 7, 23rd St. ....	30 MPH.	30 MPH.
MP 28, MP 27, MP 16, MP 8, Mukilteo, Howarth Park .....	35 MPH.	35 MPH.

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

**1(D). Speed – Other**

Seattle—Over public crossings .....	20 MPH.	20 MPH.
Seattle—handling Amtrak Superliner bi-level cars while passing		
umbrella sheds at King Station .....	5 MPH.	5 MPH.
Between North Portal and King St. Station, Seattle .....	20 MPH.	20 MPH.
Ballard Low Line .....	5 MPH.	5 MPH.
Ballard—Over Bridge 6.3 .....	20 MPH.	20 MPH.
Bridge 6.3 Ballard cars heavier		
than 134 tons .....	10 MPH.	10 MPH.
Everett over Pacific Ave .....	20 MPH.	20 MPH.
Scenic to Skykomish—Westward freight trains between West		
switch Scenic and MP 1729.0 exceeding 100 tons/OB .....		12 MPH.
Cascade Tunnel—Eastward Freight Trains passing signal 1700.6		
with other than clear aspect—under 100 Tons/OB .....		20 MPH.
over 100 Tons/OB .....		15 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
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**2. Bridge and Equipment Weight Restrictions—**  
**Maximum Gross Weight of car:**

Wenatchee to Seattle ..... 143 Tons

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

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

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

Ballard Low Line  
 Dyke Team  
 Convoy tracks 3 and 4

**3. Type of Operation—****CTC—in effect:**

Olds Jct MP 1652.8 to MP 7.7

**ABS—in effect:**

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

**Yard Limits—in effect:**

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

**Occupancy Control System in effect:**

MP 7.7 to Seattle MP 0.0

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

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

**Two Main Tracks between:**

Everett Jct and Seattle

MP 32.1 to MP 27.8

MP 27.1 to MP 17.8

MP 15.9 to MP 7.7

MP 7.4 to MP 5.4

MP 3.4 to MP 0.0

**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees**—Seattle, North Portal, Galer Street, MP 4.0, Interbay, 23rd Street, MP 5.4, Ballard, MP 7 —Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

**Drawbridge 6.3**—Maintenance of Way employees may occupy interlocking on OCS authority from train dispatcher AND verbal permission from bridgetender.

**Interlockings Not Indicated At Station**—MP 4.0 – Manual interlocking. Before entering diesel fueling facility, signal indication or verbal authority must be obtained from Seattle Terminal Dispatcher AND before passing Terry Ave Lead to enter fueling facility, permission must be obtained from Roundhouse foreman on Radio Channel 2.

MP 5.4 Manual Interlocking

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

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

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

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

McKinnon spur, 2.4 miles west of Monroe.

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

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

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

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

**B. Other FED locations:**

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

**6. FRA Excepted Track—**

In Seattle: Ballard Lowline Zone 1 and 2, Zone 3, all tracks (service facility, roundhouse, material 1 and 2, store track, and caboose track); Terry Avenue Line Zone 4; Dyke Team Zone 7; Interbay, Convoy 03 and 04 Zone 6. See GCOR Rule 6.12.

**7. Special Conditions–**

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

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

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

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

**Seattle—Grade Crossing Ordinances—**

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

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

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

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

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

**Balmer Yard Fueling Facility**— The inside crossover switch from the main line to the fueling facility at MP 4.0, Balmer Yard, to be left lined for straight track, when no movement over switch.

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

All movements, inbound power consists and switch engine movements, after stopping must secure permission from the service foreman to pass the stop sign and get authority for movement over the derail. These radio instructions will be issued on Channel 84. When movement over derail is complete, immediately notify service foreman via radio.

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

**Mountain Grade Operation—**

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

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

**Handling 80 Feet or Longer Cars—**

Between Merritt and Skykomish –

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

**Intermodal trains between Merritt and Skykomish–**

- a. Conventional equipment is defined as all types of intermodal equipment except double stacks.
- b. Trains handling conventional equipment using helper locomotives or trains handling conventional with double stack equipment using helper locomotives must not exceed 7500 total tons or 7700 total feet not including power. First part of train behind road power must not exceed 4800 tons and helper locomotives must be cut in no less than full rated tonnage.
- c. Trains handling conventional equipment only must not exceed 4800 tons, 70 cars or 7000 feet not including power.
- d. Trains consisting of solid double stacks or mixed with conventional equipment without helper locomotives must not exceed 5500 tons. The conventional portion must not exceed 4800 tons.
- e. Eastward trains handling conventional with loaded double stack equipment must handle all loaded double stack equipment next behind engine. Partially loaded double stack equipment having any empty platforms must be placed next, behind loaded double stack equipment.
- f. Eastward trains handling 45 cars or more must handle empty cars, or cars containing one trailer or container, not nearer than the twenty-fifth (25th) car from the locomotives, unless handled in the trailing 2500 tons.
- g. Westward trains of greater than 2900 tons must handle 80 feet or longer cars weighing less than 50 tons in the rear 2900 tons.
- h. Single loaded 50 feet cars having single axles are not restricted.

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

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

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

- a. Skykomish–Strobe light under control of City Fire Department mounted at Main Street Crossing. When illuminated, an emergency exists and the crossing must not be blocked, and trains occupying the crossing must cut or clear it immediately.
- b. Merritt, light helper locomotives or other light locomotives left unattended will be placed on West leg of wye complying with Air Brake and Train Handling Rules.
- c. Helper units on eastward freight trains between MP 1708.3 east switch Scenic and MP 1700.0 east portal Cascade tunnel will not exceed sixth throttle position.
- d. Scenic–Two white lights flashing alternately are mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless 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 turn on employees call light on the tunnel circuit which will open the louvers relieving pressure on this train. Eastward trains handling aluminum ore do not exceed 15 MPH between bay 11 and bay 6 and at bay 6 gradually reduce speed not exceeding 10 MPH between bay 4 and East portal, advising Seattle East dispatcher as soon as engines clear East portal. At this time dispatcher will remove tunnel call light allowing tunnel to flush properly. Helper consist not permitted in trains requiring alternate ventilation.
- e. Ventilating fans and tunnel door are located at the east portal of Cascade Tunnel. Westward absolute signal at MP 1700.3 is located 65 feet east of tunnel door, and eastward absolute signal at MP 1700.4 is located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of rules, contact with train dispatcher must be made and great care



must be taken before proceeding to see that the tunnel door is in the fully opened position.

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

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

- f. After receiving 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 channels 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 insure 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 signal aspect and indication rules, system special instructions #3 applies to signals 1706.1 and 1700.6. Rule 9.1 13 signal aspect and indication Rule, system special instruction #3 applies to signals 1706.1 and 1700.6.

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

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

LOCATION	PHONES, AIR HOSE, WRENCH & KNUCKLES TYPE E & F	EMERGENCY BREATH-ING APPARATUS	RAIL CLAMPS AND CHAINS
Telephone Booth Skykomish	x		
Telephone Booth Scenic	x		xx
CTC Bungalow E&W Scenic	x		
Bay 21	x		
Bay 20	x		
Bay 19	x		
Bay 18	x	xx	
Bay 17	x		
Bay 16	x	xx	
Bay 15	x		
Bay 14	x	xx	

LOCATION	PHONES, AIR HOSE, WRENCH & KNUCKLES TYPE E & F	EMERGENCY BREATH- ING APPARATUS	RAIL CLAMPS AND CHAINS
Bay 13	x		
Bay 12	x	xx	
Bay 11	x		
Bay 10	x	xx	
Bay 9	x		
Bay 8	x	xx	
Bay 7	x		
Bay 6	x	xx	
Bay 5	x		
Bay 4	x	xx	
Bay 3	x		
Bay 2	x	xx	
Bay 1	x	xx	
CTC Bungalow E&W Berne	x		xx
Merritt Depot	x		

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

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

**I. CASCADE TUNNEL EMERGENCY ACTION PLAN**

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

Event	Action
I. Undesired Emergency Air Brake Application; Break-In-Two; Derailment	<ol style="list-style-type: none"> <li>1. Cut off train—exit tunnel.</li> <li>2. Determine location, if any, of hazardous material in train.</li> <li>3. Obtain breathing apparatus and after consideration of hazardous material possibly involved, return to train—secure and/or repair if possible.</li> </ol>
II. Fire (Obvious)	<p>Eastward:</p> <ol style="list-style-type: none"> <li>1. Cut off power, leave train angle cock open—exit tunnel.</li> <li>2. Determine location of hazardous material in train, if any.</li> <li>3. Shut off fans, after exit.</li> <li>4. Close doors.</li> <li>5. Do not return to tunnel.</li> </ol> <p>Westward:</p> <ol style="list-style-type: none"> <li>1. Order fans shut off by dispatcher phone, and open door.</li> <li>2. Cut off power leaving angle cock open on train, exit tunnel.</li> <li>3. Determine hazardous material in train, if any.</li> <li>4. Close door after exit.</li> <li>5. Do not return.</li> </ol>
III. Engine(s) Derailed	<ol style="list-style-type: none"> <li>1. Advise dispatcher—control fans to provide maximum fresh air.</li> <li>2. Shut down and secure all locomotive units.</li> </ol>

	3. Exit tunnel using power if possible with dispatcher authority.
<b>Helper Engines in Train</b>	1. Advise dispatcher. 2. Determine integrity of train ahead and/or behind helper engines. 3. Exit tunnel either with the head end or back out with rear of train leaving angle cock open on portion of train left standing.
<b>Train with Caboose</b>	Eastward: Order fans shut off and exit if possible. Westward: Order fans remain on and exit if possible.

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

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

#### 8. Line Segments—

##### Yard Line Segments—

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

##### Road Line Segments—

Line Segment	Limits
50	Ballard—Fremont
37	Wenatchee to Everett Jct
50	Everett Jct Seattle

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

Name	Miles—Location	Capacity Cars	Switch Opens
02053 Monitor	3.6 east of Cashmere	10	West
02061 Dryden	6.1 east of Leavenworth	10	West
02064 Peshastin	3.0 east of Leavenworth	10	East
02144 Sultan	5.4 west of Gold Bar	10	East
02155 McKennon Spur	2.4 west of Monroe	4	East
02174 Boeing Plant on spur	1.8 from Mukilteo	Yard	West
02185 Standard Oil Co.'s Tracks	2.2 west of Edmonds	81	West
02186 Richmond Beach	3.6 west of Edmonds	65	Both

S O U T H W A R D ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Seattle Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ N O R T H W A R D
		02200		SEATTLE	BM	DT		
		02201	0.0X	(King St. Station)	TX(2)Y	OCS		
		02203	3.3X	ARGO	MX(2)Y	DT		
		16001	7.9X	SOUTH SEATTLE	BX(2)Y	ABS		
		16004	9.5X	BLACK RIVER	JXY	OCS		
			10.0X	TUKWILA	MJXY			
C 5,238		16006	12.2X	ORILLIA	TX(2)Y	DT		
		16010	16.3X	KENT	X(2)Y			
		16014	21.5X	AUBURN	BJTX(2)Y			
		16021	29.0X	SUMNER	Y			
		16022	30.5X	MEEKER	TXY			
		16023	31.9X	PUYALLUP	Y	ABS		
		16029	38.2X	RESERVATION	MJX(2)Y			
			39.0X	RIVER STREET				
		16031	39.3X	TACOMA	BTY			
			40.1	21th STREET				
			0.5	11st STREET	JY	2MT		
		16038	5.1	RUSTON	Y			
		16040	6.7	NELSON BENNETT		CTC		
		16043	10.0	TITLOW				
		16046	13.5	PIONEER	X(2)	2MT		
		16048	14.4	WEST TACOMA				
		16057	24.5	NISQUALLY	JX(2)			
		16061	28.2	SAINT CLAIR				
			32.2	CENTENNIAL				
		16068	34.9	EAST OLYMPIA	J			
			37.5	PLUMB	X(2)			
		16084	49.5	WABASH	X(2)			
			52.5	CENTRALIA NORTH				
(2)6,400		16085	54.0	CENTRALIA	BJTX			
			55.8	CENTRALIA SOUTH	X(2)	CTC		
		16090	57.7	CHEHALIS				
		16091	58.7	CHEHALIS JCT	JTX(2)			
			66.2	NAPAVINE SOUTH	X(2)			
(2)4,999		16111	77.0	VADER	X(2)			
			85.0	MP 85	X(2)			
			93.4	OSTRANDER	X(2)			
		16128	95.8	ROCKY POINT				
(1)5,100		16130	97.3	KELSO				
			98.9	KELSO SOUTH	X(2)			
(1)9,382		16134	101.1	LONGVIEW JCT	BJTX			

S O U T H W A R D ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Seattle Subdiv (Cont.) <b>MAIN LINE STATIONS</b>		Method of Oper.	Track Diagram	↑ N O R T H W A R D
			102.6	LONGVIEW JCT S	X(2)			
		16140	107.5	KALAMA	X			
			110.9	MP 111	X(2)			
(2)4.700	16155	122.0	RIDGEFIELD			2MT CTC		
		123.6	RIDGEFIELD SOUTH	X(2)				
		132.5	VANCOUVER JCT N	X(2)				
	16166	133.0	RYE JCT					
	12365	136.5	VANCOUVER		BMJ TX(2)Y	DT ABS OCS		

BNSF Radio Channel No.70 In Service Between Seattle and Tukwila.

BNSF Radio Channel No.87 in Service Between Tukwila and Wabash.

BNSF Radio Channel No.66 in Service Between Wabash and Vancouver Jct N.

BNSF Radio Channel No. 87 in service between Vancouver Jct N. and Vancouver.

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

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

Dispatcher Radio Call-in:		
King Street Station-53	South Seattle-40	Black River (UPRR) Renton-41
Auburn-42	Tacoma-43	Steilacoom-52
Lacey-50	Plumb-26	Chehalis North-45
Chehalis South-46	Napavine-24	MP 85-25
Longview-28	Ridgefield-29	

Seattle Terminal Dispatcher- 1-800-285-0079 or 234-1613

Seattle East Dispatcher- 1-800-285-0061 or 234-1615

Centralia North Dispatcher- 1-800-285-0076 or 234-1623

Centralia South Dispatcher- 1-800-285-0078 or 234-1621

Wishram West Dispatcher 1-800-285-0082 or 234-1617

UP Dispatcher, Omaha-402-636-1701

Emergency Train Dispatcher Call -911

# 1. Speed Regulations

## 1(A). Speed - Maximum

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

## 1(B). Speed - Permanent Restrictions

MP 0.0X to MP 2.0X	20 MPH.	20 MPH.
MP 2.0X to MP 3.4X	40 MPH.	30 MPH.
MP 3.4X to MP 5.3X	70 MPH.	50 MPH.
MP 5.3X to MP 5.4X	40 MPH.	40 MPH.
MP 5.4X to MP 8.8X	70 MPH.	50 MPH.
MP 8.8X to MP 10.7X	55 MPH.	45 MPH.
MP 10.7X to MP 15.5X	75 MPH.	50 MPH.
MP 15.5X to MP 17.2X	40 MPH.	40 MPH.
MP 17.2X to MP 20.9X	75 MPH.	50 MPH.
MP 20.9X to MP 21.6X	40 MPH.	40 MPH.
MP 21.6X to MP 27.4X	79 MPH.	50 MPH.
MP 27.4X to MP 28.0X	65 MPH.	50 MPH.
MP 28.0X to MP 28.5X	40 MPH.	40 MPH.
MP 29.2X to MP 30.5X	65 MPH.	50 MPH.
MP 30.5X to MP 32.8X	30 MPH.	30 MPH.

MP 32.8X to MP 33.4X	75 MPH.	30 MPH.
MP 33.4X to MP 34.4X	75 MPH.	50 MPH.
MP 34.4X to MP 34.6X	45 MPH.	45 MPH.
MP 34.6X to MP 36.4X	65 MPH.	50 MPH.
MP 36.4X to MP 37.8X	45 MPH.	40 MPH.
MP 37.8X to MP 39.7X	30 MPH.	30 MPH.
MP 39.7X to MP 0.0	10 MPH.	10 MPH.
MP 0.0 to MP 2.8	30 MPH.	30 MPH.
MP 2.8 to MP 5.1	50 MPH.	50 MPH.
MP 5.1 to MP 6.5	40 MPH.	40 MPH.
MP 6.5 to MP 9.5	60 MPH.	50 MPH.
MP 9.5 to MP 10.3	35 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	30 MPH.	30 MPH.
MP 14.3 to MP 15.9	50 MPH.	50 MPH.
MP 15.9 to MP 19.9	60 MPH.	50 MPH.
MP 19.9 to MP 21.9	70 MPH.	50 MPH.
MP 21.9 to MP 23.8	60 MPH.	50 MPH.
MP 23.8 to MP 25.6	55 MPH.	50 MPH.
MP 25.6 to MP 27.3	75 MPH.	50 MPH.
MP 27.3 to MP 28.2	70 MPH.	50 MPH.
MP 28.2 to MP 33.8	79 MPH.	50 MPH.
MP 33.8 to MP 34.2	70 MPH.	50 MPH.
MP 34.2 to MP 36.2	79 MPH.	50 MPH.
MP 36.2 to MP 36.5	70 MPH.	50 MPH.
MP 36.5 to MP 41.4	79 MPH.	50 MPH.
MP 41.4 to MP 41.7	70 MPH.	50 MPH.
MP 41.7 to MP 46.0	79 MPH.	50 MPH.
MP 46.0 to MP 47.7	70 MPH.	50 MPH.
MP 47.7 to MP 48.0	60 MPH.	50 MPH.
MP 48.0 to MP 51.1	79 MPH.	50 MPH.
MP 51.1 to MP 51.4	60 MPH.	50 MPH.
MP 51.4 to MP 53.1	65 MPH.	50 MPH.
MP 53.1 to MP 53.7	65 MPH.	40 MPH.
MP 53.7 to MP 55.2	40 MPH.	40 MPH.
MP 55.2 to MP 57.6	65 MPH.	40 MPH.
MP 57.6 to MP 58.0	50 MPH.	40 MPH.
MP 58.0 to MP 58.1	65 MPH.	40 MPH.
MP 58.1 to MP 58.3	75 MPH.	40 MPH.
MP 58.3 to MP 62.2	79 MPH.	50 MPH.
MP 62.2 to MP 64.5	60 MPH.	50 MPH.
MP 64.5 to MP 65.1	50 MPH.	50 MPH.
MP 65.1 to MP 69.1	79 MPH.	50 MPH.
MP 69.1 to MP 70.2	60 MPH.	50 MPH.
MP 70.2 to MP 71.7	50 MPH.	50 MPH.
MP 71.7 to MP 72.2	75 MPH.	50 MPH.
MP 72.2 to MP 77.8	79 MPH.	50 MPH.
MP 77.8 to MP 79.5	55 MPH.	50 MPH.
MP 79.5 to MP 81.5	70 MPH.	50 MPH.
MP 81.5 to MP 81.8	60 MPH.	50 MPH.
MP 81.8 to MP 83.2	65 MPH.	50 MPH.
MP 83.2 to MP 85.4	75 MPH.	50 MPH.
MP 85.4 to MP 86.9	70 MPH.	50 MPH.
MP 86.9 to MP 87.5	50 MPH.	50 MPH.
MP 87.5 to MP 89.0	75 MPH.	50 MPH.
MP 89.0 to MP 89.9	60 MPH.	50 MPH.
MP 89.9 to MP 91.0	70 MPH.	50 MPH.
MP 91.0 to MP 91.2	60 MPH.	50 MPH.
MP 91.2 to MP 92.5	70 MPH.	50 MPH.
MP 92.5 to MP 93.7	65 MPH.	50 MPH.
MP 93.7 to MP 95.0	60 MPH.	50 MPH.
MP 95.0 to MP 96.6	45 MPH.	40 MPH.
MP 96.6 to MP 98.0	40 MPH.	40 MPH.
MP 98.0 to MP 102.2	60 MPH.	40 MPH.

MP 102.2 to MP 102.6	75 MPH.	50 MPH.
MP 102.6 to MP 106.6	79 MPH.	60 MPH.
MP 106.6 to MP 107.6	70 MPH.	50 MPH.
MP 107.6 to MP 108.6	70 MPH.	60 MPH.
MP 108.6 to MP 114.1	79 MPH.	60 MPH.
MP 114.1 to MP 114.7	70 MPH.	60 MPH.
MP 114.7 to MP 115.7	79 MPH.	60 MPH.
MP 115.7 to MP 116.6	75 MPH.	60 MPH.
MP 116.6 to MP 118.8	79 MPH.	60 MPH.
MP 118.8 to MP 122.0	70 MPH.	60 MPH.
MP 122.0 to MP 122.3	70 MPH.	50 MPH.
MP 122.3 to MP 122.5	50 MPH.	50 MPH.
MP 122.5 to MP 123.1	50 MPH.	35 MPH.
MP 123.1 to MP 126.7	70 MPH.	60 MPH.
MP 126.7 to MP 131.5	79 MPH.	60 MPH.
MP 131.5 to MP 132.6	70 MPH.	60 MPH.
MP 132.6 to MP 136.5	35 MPH.	35 MPH.

**1(C). Speed – Switches and Turnouts**

South Seattle Yard, MP 8.0X through Center Crossover	5 MPH.	
Through crossover dual control turnouts and crossover at Reservation	25 MPH.	25 MPH.
Tukwila	20 MPH.	20 MPH.
Pioneer	Plumb	
Nisqually	Centralia South	
Chehalis Jct	Napavine South	
Vader	MP 85.0	
Ostrander	Kelso South	
Longview Jct South	MP 111.0	
Ridgefield South	Vancouver Jct N.	35 MPH. 35 MPH.
North end Ruston–Tunnel		
South end Nelson–Bennett Tunnel	40 MPH.	40 MPH.

Trains over 100 tons per operative brake must not exceed 35 MPH through turnouts shown to exceed that speed.

**1(D). Speed – Other**

Seattle–King St. Station Handling Amtrak Superliner		
bi-level cars while passing umbrella sheds	5 MPH.	5 MPH.
Seattle–Over public crossings	20 MPH.	20 MPH.
Except over Military Road South at MP 5.3X between Argo and South Seattle	40 MPH.	40 MPH.
South Seattle–do not exceed 5 MPH through the center crossover in the yard at South Seattle, MP 8.0X.		
Black River to Reservation against the current of traffic	59 MPH.	49 MPH.
Olympia–over street crossings	10 MPH.	10 MPH.
Centralia–north leg of wye	5 MPH.	5 MPH.
On sidings:		
Centralia, Vader, Kelso, Longview Jct, Ridgefield	10 MPH.	10 MPH.
St Clair to Lacey, Olympia to Gate, Rye Jct to Rye	10 MPH.	10 MPH.
Bridge 119 Woodland, cars heavier than 134 tons	10 MPH.	10 MPH.
Bridge 8.78 Port of Tacoma, cars heavier than 131.5 tons and locomotives heavier than 175 tons		10 MPH.
Cars under 40 feet long weighing between 88.5 tons and 110 tons when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line		10 MPH.
	<b>Up to 100 Tons O/B</b>	<b>Over 100 Tons O/B</b>
Seattle and Tacoma–Engine		
Southward freight train passing signals		
8.9	45 MPH.	35 MPH.
23.9	50 MPH.	35 MPH.
35.7	50 MPH.	40 MPH.
Engine Northward freight train passing signals:		
24.0	50 MPH.	35 MPH.
11.4	50 MPH.	40 MPH.

**Test Mile Locations:**

Seattle to Tacoma–

MP 16.0X to MP 17.0X

MP 31.0X to MP 32.0X

Tacoma to Vancouver–

MP 17.0 to MP 18.0

MP 39.0 to MP 40.0

MP 79.0 to MP 80.0

MP 112.0 to MP 113.0

MP 125.0 to MP 126.0

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

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

Seattle to Vancouver ..... 143 tons

Seattle to West Seattle ..... 134 tons

Meeker to McMillin ..... 134 tons

Port of Tacoma Spur ..... 143 tons

Longview to Longview Jct ..... 134 tons

Rye Jct to Rye ..... 134 tons

St. Clair to Lacey ..... 134 tons

Olympia to Belmore ..... 134 tons

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

Six axle locomotives heavier than 175 tons not permitted on West Seattle line, Olympia, Zones 8, 9, 14, 15, 21 and Zone 11, tracks 1160 through 1165 and occidental lead.

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

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

Chelalis–main one (1) and two (2) sidings.

Rocky Point–track two (2).

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

**3. Method of Operation–****CTC**–in effect:

Ruston MP 5.1 to Vancouver MP 136.3

**ABS**–in effect:

Seattle MP 0.5X to Ruston MP 5.1

Vancouver MP 136.3 to MP 136.5

**TWC**–in effect:

Tukwila MP 10.0 to Reservation MP 38.2

**Yard Limits**–in effect:

Seattle	MP 0.0X to Thomas MP 18.5X
Auburn	MP 20.0X to MP 24.8X
Sumner	MP 28.2X to Puyallup MP 33.0X
Reservation	MP 37.1X to Ruston MP 5.1
Vancouver	MP 136.3 to MP 136.5

**Occupancy Control System**–in effect:

Seattle MP 0.0X to Tukwila MP 10.0X

Reservation MP 38.2X to Ruston MP 5.1

Vancouver MP 136.3 to MP 136.5

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

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

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

Two Main Tracks between:



Reservation MP 38.5X and Ruston MP 5.1  
Nelson Bennett MP 6.6 and Vancouver MP 136.3

**Double Track—between:**

Seattle MP 0.0X and Tacoma MP 38.5X  
Vancouver MP 136.3 and MP 136.5

**Locations Designated as Industrial Tracks—between:**

Meeker MP 33.3X to McMillin MP 28.5X  
St. Clair MP 0.0 and Lacey MP 6.7  
Olympia MP 9.1 and Gate MP 28.4  
Rye Jct MP 0.0 and Rye MP 3.6  
GCOR Rule 6.28 Applies

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

**Between Tukwila and Reservation**—From Tukwila MP 10.0X to Thomas MP 18.5X; Auburn MP 20.0X to MP 24.8X; Sumner MP 28.2X to Puyallup MP 33.0X; and Reservation MP 37.1X to MP 38.2X: trains and engines must not enter or crossover main track unless authorized by signal indication or train dispatcher.

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

Between Reservation and 11th Street:

Meeker to McMillin, MP 33.3X to MP 28.5X  
River Street MP 38.8X— Manual interlocking  
D Street MP 39.8X— Manual interlocking  
21st Street MP 40.1 — Manual interlocking

West Tacoma, Drawbridge 14 — Manual interlocking

When a signal displays a Stop indication, and no control operator (bridgetender) is on duty, the train will be governed as follows:

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

West Seattle Line, Drawbridge 36.8

**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees**— Seattle, Argo, Reservation, River Street—MP 38.8X, D Street—MP 39.8X, 21st Street—MP 40.1, Vancouver—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

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

**Manual Interlockings not controlled by BNSF—**

Tukwila—controlled by Union Pacific Railroad, contact UP dispatcher.

**Railroad Crossings not Indicated at Station—**

Atlantic Street UP  
Duwamish Avenue UP  
Coach Wye

West Seattle Line: East Marginal Way, joint track crossing UP

Tacoma:

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

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

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

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

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

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

Main 1–MP 10.3–Titlow

Main 2–MP 1 5.5–Steilacoom

Main 1–MP 18.3–Ketron

Main 2–MP 43.6–Tenino

Main 2–MP 44.2–Tenino

Main 1–MP 58.1–Chehalis–Darigold spur

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

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

Main 2–MP 116.4–Woodland–House track

**Rule 15.1**–Trains operating between Tukwila and Wabash must receive track warrant endorsed "Centralia North" prior to departure from initial station.

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

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

Titlow ..... MP 11.3 (DED Only) Both Tracks

West Tacoma(NWD) ..... MP 18.5(DDED Only) Both Tracks

**B. Other FED locations:**

Auburn ..... MP 26.4X Both Tracks

West Tacoma (SWD) ..... MP 18.5 (DED Only) Both Tracks

Kyro ..... MP 30.0 Both Tracks

Chehalis ..... MP 57.9 Both Tracks

Castle Rock ..... MP 87.4 Both Tracks

Woodland ..... MP 113.5 Both Tracks

**6. FRA Excepted Track–**

In Seattle, 7th Avenue Yard Zone 14 and Shoreline Lead Zone 15. Stacy 2nd Ave. and Occidental Lead Zone 11.

Zone 11: tracks 1160 through 1165

Zone 16: tracks 1610 through 1618

Zone 21: all tracks

At Stacy St. Yard, tracks WATL, WATM, WAT1, WAT2, WAT3, WAT4. In Tacoma, Smelter Lead, Zone 6 all tracks south of Puyallup Ave. Track ID05 in the New Yard. In Kent, Zone 62 and all industry tracks within limits of Zone 62. At Auburn, tracks 17, 17 Pocket track, Cal Gas, Van Gas, Tyee Lumber, Cement Spur, Ice House tracks, Diesel Lead and switches serving these tracks. Between St. Clair and Lacey (MP 0.0 to MP 6.7); Olympia and Belmore (MP 9.1 to MP 15.1); Rye and Rye Jct; Between Meeker and McMillin, MP 28.5 to MP 33.3.

See GCOR Rule 6.12.

**7. Special Conditions–**

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

**Holgate Street Crossing**–Automatic crossing signals at Holgate Street crossing on 2nd Avenue yard tracks MP 0.9 may be ineffective. Be governed by Rule 6.33.3.

**Grade Crossing Ordinances**

Seattle City Ordinance prohibits use of the locomotive whistle along Alaskan Way from Atlantic Street to Broad Street and at Galer Street, except if necessary to prevent an accident. The bell must be rang 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.

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

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

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.

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

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

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

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

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

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

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

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

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

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

**Ketron**—A Gate has been installed at Ketron to prevent unauthorized entry onto government property. The gate will remain open from sunrise to sunset. Entry after hours can be obtained by contacting the US Military Police at (206) 967-3107. The Military Police will make arrangements to open and secure the gate.

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

East Union Avenue  
 East State Avenue  
 Columbia Street at West Seventh

East Fourth Street  
 Legion Way

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

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

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

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

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

**Automatic Equipment Identification (AEI)**—Located at:

Centralia North between MP 52.2 and MP 52.6

Centralia at MP 55.22

Rye Jct between MP 133.0 and MP 133.5

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

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

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

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

#### 8. Line Segments—

##### Yard Line Segments—

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

##### Road Line Segments—

Line Segment	Limits	Mileposts
411	Orting—Meeker	28.1 to 33.3X
430	Seattle (S. Jackson St)	0.0X to 3.3X
	Stacy St—Argo (Via Colorado Ave Line)	
51	Seattle to 11th Street	
52	11th Street to Vancouver	

## 9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
02207 Rhodes	3.6 south of Argo	40	South
16005 Glacier Park	1.0 north of Orillia	42	Both
16012 Thomas (S Track)	1.9 south of Kent	8	South
16047 Gravel Center	0.8 north of West Tacoma	30	North
16049 Steilacoom	1.2 south of West Tacoma	8	North
16051 Ketron	3.3 south of West Tacoma	20	South
St. Clair siding	0.2 west of St. Clair		
67503 QuadlockS	3.1 west of St. Clair		
67504 Lacey	5.0 west of St. Clair	22	Both
67510 Olympia	7.2 west of East Olympia	Yard	Both
67512 Graystone Spur	9.9 west of East Olympia	8	West
67514 Ohm Spur	11.7 west of East Olympia		West
67614 Gate	26.1 west of East Olympia	80	Both
16077 Tenino	8.6 south of East Olympia	52	Both
16080 Bucoda	2.8 north of Wabash	85	Both
16097 Napavine	1.2 north of Napavine South	84	Both
16104 Winlock	5.7 north of Vader	41	Both
16120 Castle Rock	2.3 south of MP 85	68	Both
16150 Woodland	5.7 south of MP 111		
68104 Longview on spur	1.5 from Longview Jct	Yard	Both
16142 North Pacific Grain Growers	1.5 south of Kalama	38	North
67005 McMillin on spur	8.0 from Meeker	Yard	Both
68152 Ampere on spur	2.4 from Rye Jct	20	North
68154 Rye on spur	3.6 from Rye Jct	57	Both

SOUTHWARD ↓	Bellingham Subdiv MAIN LINE STATIONS					Track Diagram	↑ NORTHWARD
	Length of Siding In Feet	Station Nos.	Mile Post Location	Method of Oper.			
			119.6	USA CANADA BORDER	Y	ABS	
	6,060	15088	119.3	0.3 BLAINE	BY	TWC	
	8,710		116.4	2.4 SWIFT			
		15081	112.1	4.3 INTALCO	JT	CTC	
	8,610	15075	106.3	5.9 FERNDALE			
		15067	97.0	9.0 BELLINGHAM	BY	ABS	
	6,347	15062	92.9	3.2 SOUTH BELLINGHAM	Y		
	8,784	15049	79.7	13.4 BOW		CTC	
	4,635	15042	71.9	7.4 BURLINGTON	J		
				to MT. VERNON 3.9			
W W D ↓		15042	16.6	BURLINGTON	R		↑ E W D
		66216	0.0	16.6 ANACORTES		TWC	
S W D ↓	6,075	15038	66.8	to BURLINGTON 3.9 MT VERNON	B		↑ N W D
	6,381	15025	55.5	12.4 STANWOOD		CTC	
	6,846	15016	45.5	9.7 ENGLISH			
				to KRUSE JCT. 3.6			
W W D ↓		66023	6.9X	ARLINGTON			↑ E W D
		15012	0.0X	7.2 KRUSE JCT		TWC	
S W D ↓		15012	42.2	to ENGLISH 3.6 KRUSE JCT			↑ N W D
	2,557	15009	38.8	3.4 MARYSVILLE		CTC	
			37.0	2.7 DELTA JCT	MTY		
			10.9				
		15005	9.1X	1.8 DELTA	Y		
		02165	0.0	1.9 PA JCT	JY	ABS	

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

Dispatcher Radio Call-in:	
Everett-37	Burlington-38
Bellingham-39	Blaine-41

Seattle North Branch Line Dispatcher- 1-800-285-0739 or 234-1607  
Emergency Train Dispatcher Call-911.

# 1. Speed Regulations

## 1(A). Speed - Maximum

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

**1(B). Speed – Permanent Restrictions**

MP 119.6 to MP 118.2	50 MPH.	30 MPH.
MP 117.2 to MP 108.7	70 MPH.	50 MPH.
MP 108.7 to MP 108.3	50 MPH.	50 MPH.
MP 106.2 to MP 105.8	40 MPH.	40 MPH.
MP 105.8 to MP 101.1	50 MPH.	50 MPH.
MP 101.1 to MP 100.1	35 MPH.	35 MPH.
MP 100.15 to MP 97.7	45 MPH.	35 MPH.
MP 97.05 to MP 96.7	20 MPH.	20 MPH.
MP 96.7 to MP 93.6	35 MPH.	20 MPH.
MP 93.6 to MP 90.45	40 MPH.	35 MPH.
MP 90.45 to MP 88.3	45 MPH.	35 MPH.
MP 88.3 to MP 87.2	40 MPH.	35 MPH.
MP 87.2 to MP 85.05	45 MPH.	35 MPH.
MP 85.05 to MP 82.5	40 MPH.	35 MPH.
MP 82.5 to MP 76.7	79 MPH.	50 MPH.
MP 76.7 to MPH. 76.45	60 MPH.	50 MPH.
MP 76.56 to MP 74.75	79 MPH.	50 MPH.
MP 74.75 to MP 74.45	45 MPH.	40 MPH.
MP 74.45 to MP 70.4	79 MPH.	50 MPH.
MP 70.4 to MP 67.9	50 MPH.	45 MPH.
MP 67.9 to MP 58.00	79 MPH.	50 MPH.
MP 58.00 to MP 50.95	50 MPH.	50 MPH.
MP 50.95 to MP 49.45	50 MPH.	50 MPH.
MP 49.45 to MP 48.5	60 MPH.	50 MPH.
MP 48.5 to MP 47.9	50 MPH.	50 MPH.
MP 47.9 to MP 43.3	79 MPH.	50 MPH.
MP 43.3 to MP 41.0	79 MPH.	50 MPH.
MP 41.0 to MP 38.7	50 MPH.	50 MPH.
MP 38.7 to MP 38.4	20 MPH.	20 MPH.
MP 38.4 to MP 37.9	25 MPH.	25 MPH.
MP 37.9 to MP 37.4	20 MPH.	20 MPH.
MP 37.4 to MP 37.2	35 MPH.	20 MPH.
MP 37.2 to MP 37.0	10 MPH.	10 MPH.
MP 10.9 to MP 10.7	10 MPH.	10 MPH.
MP 10.7 to MP 7.86	35 MPH.	15 MPH.
MP 0.8 to MP 0.0	30 MPH.	15 MPH.
MP 109.32 Grandview Road (HE only)	50 MPH.	50 MPH.
Burlington to Anacortes		10 MPH.
Kruse Jct. to Arlington		10 MPH.

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

Bellingham—over street crossings (HE only)		
MP 96.2—Pine Street crossing	20 MPH.	20 MPH.
Sidings: Bowe, Ferndale, and Swift	30 MPH.	30 MPH.
All other sidings	10 MPH.	10 MPH.

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

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

USA Canada Border to PA Jct—	138 tons
Burlington to Fidalgo	134 tons
Anacortes to Fidalgo	131.5 tons
Kruse Jct to Arlington	136 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.	
Mt. Vernon, Cenex Spur MP 68.7 only one 4 axle locomotive permitted.	
Arlington Spur—Six axle locomotives in excess of 175 tons and six axle derricks not permitted.	
Burlington to Anacortes—Six axle locomotives and six axle derricks not permitted.	

**3. Method of Operation—**

CTC—in effect:

North Swift MP 116.7 to Bellingham MP 98.7  
 South Bellingham MP 93.5 to Delta Jct MP 37.0

**ABS—in effect:**

USA Canada Border MP 119.6 to North Swift MP 116.7  
 Bellingham MP 98.7 to South Bellingham MP 93.5  
 Delta Jct MP 10.5 to PA Jct 0.0

**TWC—in effect:**

Burlington MP 16.6 to Anacortes MP 0.0  
 Kruse Jct MP 0.0Z to Arlington MP 8.2

**Yard Limits—in effect:**

USA Canada Border MP 119.6 to North Swift MP 116.7  
 Bellingham MP 98.7 to South Bellingham MP 93.5  
 Delta Jct MP 10.5 to PA Jct MP 0.0

**Restricted Limits—in effect:**

Burlington MP 16.6 to MP 13.0

Trains and engines must obtain permission from designated employee before entering yard limits at Blaine.

**Occupancy Control System—in effect:**

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

**Locations Designated as Industrial Track between—**

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

Interlockings and Drawbridges not Indicated at Station—

**Drawbridge 37.0**—1.7 miles south of Marysville— manual interlocking.

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

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

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

**Drawbridge 7.6**—2 .0 mile west of Whitney— Drawbridge.

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

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

Delta Jct—Maintenance of Way employees may occupy manual interlocking on verbal authority from Bridge 37.0 bridgetender. Bridge 37.0 bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

Drawbridge 37.0— Maintenance of Way employees may occupy manual interlocking on verbal authority from bridgetender. Bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

Drawbridges 37.8, 38.3—Maintenance of Way employees may occupy manual interlocking on verbal authority from bridgetender. Bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits. If no bridgetender is on duty, Maintenance of Way employee must ensure that bridge and derails are properly lined before proceeding. Instructions for operating dual control derails are posted at absolute signals.

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

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



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

Pacific Grinding Wheel Spur (1 mile north of Kruse Jct.).

Industry Track Silvana.

Conway Feed and Pole Yard Spur.

Gravel track at Burlington.

Spur track (MP 93.0 at South Bellingham).

**Rule 15.1**—Trains operating between Blaine and PA Jct must receive track warrant endorsed "Seattle North Branch" Dispatcher, prior to departure from Blaine or Delta Jct.

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

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

English (NWD) ..... MP 46.2 (DED Only)

Stanwood (SWD) ..... MP 55.2 (DED Only)

Mt. Vernon (NWD) ..... MP 67.4 (DED Only)

Burlington (SWD) ..... MP 74.6 (DED Only)

**B. Other FED locations:**

English (SWD) ..... MP 46.2 (DED Only)

Stanwood (NWD) ..... MP 55.2 (DED Only)

Stanwood ..... MP 58.9

Bow ..... MP 81.9

Burlington (NWD) ..... MP 74.6 (DED Only)

Mt. Vernon (SWD) ..... MP 67.4 (DED Only)

Ferndale ..... MP 110.5

**6. FRA Excepted Track–**

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

**7. Special Conditions–**

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

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

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

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

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

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

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

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

Track out of service beyond MP 7.2.

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

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

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

**8. Line Segments—****Yard Line Segments—**

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

**Road Line Segments—**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
429	Stanwood—Twin City Food Spur	0.0 to 2.4
50	USA Canada border to Delta Jct	
409	Burlington to Anacortes	
406	Arlington to Kruse Jct	
408	Delta Jct to Lowell	
407	Sea Line to PA Jct	

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

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

SOUTH WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	New Westminster Sub MAIN LINE STATIONS		Method of Oper.	Track Diagram	
		15126	155.3	CN JCT	BYZ	ABS		
			1.5					
		15125	153.8	STILL CREEK	Z			
			2.1			CTC		
		15123	151.8	WILUNGDON JCT	XZ			
			2.0					
			149.8	SPERLING	X			
			1.8					
			148.0	PIPER	X			
			1.1					
		15118	146.9	BURNABY				
			0.5					
			146.4	LAKE CITY	X			
			0.3					
			146.1	NORTH ROAD	X			
			0.7					
			145.4	BRUNETTE	X			
			0.1					
			145.3	CP JCT				
			0.2					
			145.0	BRAID				
			0.1					
		15114	144.8	NEW WESTMINSTER	BCY	ABS / OCS		
			0.3					
			144.5	SPRUCE		CTC		
			1.6					
		15111	141.3	FRASER RIVER JCT		ABS / OCS		
			1.4					
5.908		15109	139.5	BROWNSVILLE		CTC		
			2.6					
		15105	136.9	TOWNSEND		ABS / OCS		
			6.5					
2.422		15100	131.1	COLEBROOK		CTC		
				To Roberts Bank BCR 15.5				
			10.8			ABS / OCS		
		15091	119.9	WHITE ROCK	Z			
			0.3					
			119.6	USA CANADA BORDER	Z			

BNSF Radio Channel No. 66 in service on this Subdivision.  
BNSF Radio Channel No.31 in Yard service on this Subdivision

**New Westminster RTC Calls:Main Line Channel:**

Blaine-011

New Westminster-031

Yard Channel: Burnaby-021, New Westminster-041, Vancouver-051.

Yard Office Calls-Main Line Channel: New Westminster-032

Yard Channel: Burnaby-022, New Westmister-042, Vancouver-052

**1. Speed Regulations**

**1(A). Speed – Maximum**

Passenger

Freight

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

**1(B). Speed – Permanent Restrictions**

MP 155.2 to MP 153.7	25 MPH.
MP 153.7 to MP 145.5	30 MPH.
MP 145.5 to MP 144.5 Northward trains on west track	30 MPH.
MP 145.5 to MP 143.9	20 MPH.
MP 143.9 to MP 140.8	10 MPH.
MP 140.8 to MP 137.3	25 MPH.
MP 137.3 to MP 136.7	30 MPH.
MP 136.7 to MP 127.9	35 MPH.
MP 127.9 to MP 127.6	15 MPH.
MP 127.6 to MP 122.7	35 MPH.
MP 122.7 to MP 120.9	21 MPH.
MP 120.9 to MP 119.6	20 MPH.

MP 155.20 to MP 153.72	10 MPH.
MP 153.72 to MP 152.80	45 MPH.
MP 152.80 to MP 147.40	50 MPH.
MP 147.40 to MP 145.50	45 MPH.
MP 145.50 to MP 141.50 Northward trains on west track	30 MPH.
MP 141.50 to MP 140.80 Fraser River Bridge	15 MPH.
MP 140.80 to MP 139.00	45 MPH.
MP 139.00 to MP 136.65	50 MPH.
MP 136.65 to MP 134.30	60 MPH.
MP 134.30 to MP 133.70	50 MPH.
MP 133.70 to MP 131.90	60 MPH.
MP 131.90 to MP 131.60	40 MPH.
MP 131.60 to MP 129.85	45 MPH.
MP 129.85 to MP 129.20 Br 70	50 MPH.
MP 129.20 to MP 128.35	60 MPH.
MP 128.35 to MP 127.80	50 MPH.
MP 127.80 to MP 127.60 Br 69	15 MPH.
MP 127.60 to MP 124.50	35 MPH.
MP 124.50 to MP 122.70	60 MPH.
MP 122.70 to MP 122.00	21 MPH.
MP 122.00 to MP 120.90	30 MPH.
MP 120.90 to MP 119.60	50 MPH.

**1(C). Speed – Switches and Turnouts**

Through turnout CN Jct MP 155.2	10 MPH.	10 MPH.
Brownsville—On siding, interchange and crossovers	10 MPH.	10 MPH.
Through turnouts, at the following CTC Control points:		
Colebrook—through dual control turnouts	35 MPH.	35 MPH.
Fraser River Bridge—North switch	8 MPH.	8 MPH.
Spruce MP 144.5	20 MPH.	20 MPH.
Braid MP 144.9	10 MPH.	10 MPH.
Brunette MP 145.4	15 MPH.	15 MPH.
North Road MP 146.1	15 MPH.	15 MPH.
Lake City MP 146.4	35 MPH.	30 MPH.
Lake City Lead switch from East Track only	15 MPH.	15 MPH.
Piper MP 148.0	35 MPH.	30 MPH.
Sperling MP 149.8	35 MPH.	30 MPH.
Willingdon Jct MP 151.8	35 MPH.	30 MPH.

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

**1(D). Speed – Other**

MP 151.05 Douglas Road (HE only)	40 MPH.
MP 148.22 Piper Road northward (HE only)	40 MPH.
MP 140.51 Tannery Road (HE only)	25 MPH.
Bridges 127.6, 137.4, 140.8 cars heavier than 138 tons	10 MPH.
West Shore Terminals (Roberts Bank)—within fenced area of terminal	5 MPH.
CP Jct —East leg of wye	5 MPH.
Burrard Inlet Line	8 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
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**2. Bridge and Equipment Weight Restrictions—  
Maximum Gross Weight of Car:**

CN Jct to Fraser River Bridge	143 tons
Fraser River Bridge (See note below)	131.5 tons
Fraser River Jct to USA Canada Border	143 tons
Colebrook to Roberts Bank	143 tons
Tilbury Line Jct to Tilbury Island Dock	143 tons

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

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

**NOTE: Fraser River Bridge**—Cars exceeding 134.0 gross tons may only be handled with special permission from the office of District Supt., Kamloops, B.C., E.C. Bruzzese (604) 371-5401

**3. Method of Operation—**

**CTC—** in effect:

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

**ABS—** in effect:

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

**OCS—** in effect:

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

**Yard Limits—** in effect:

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

**Two Main Tracks—** between:

Still Creek MP 153.9 and Spruce MP 144.5

**Locations Designated as Industrial Track—** between:

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

Tilbury Line Jct (Townsend) MP 0.0 and Tilbury Island Dock MP 4.9. Train and engine movements on Tilbury Island Line will be made in accordance with Rule 105. CN and BNSF trains and engines switch on this line; therefore, before leaving Tilbury, MP 3.5 (80th Street) on northward movements, BNSF RTC New Westminster must be contacted who will advise of any other movements being made on the line. This information does not modify provisions of Rule 105.

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

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

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

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

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

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

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

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

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

**Interlockings and Drawbridges not Indicated at Station–**

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

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

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

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

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

Manual Interlocking not Indicated at Station–

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

Automatic Interlocking not Indicated at Station–

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

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

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

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

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

Switch governing movements over the diamond or to the Sugar House lead must be left lined for the Sugar House lead whenever movements are not being made through the interlocking.

In addition to the above, Canadian Rail Operating Rules 103.1, 601, 602 and 611 apply.

**4. Canadian Rail Operating Rules Items–**

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

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

**OCS Clearances and GBOs Sent Electronically**

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

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

**GBOs**–GBOs sent electronically include the number of lines of text on the bottom of the GBO.

The computer will count and list **all** lines that contain at least **one** character. Notify the rail traffic controller if:

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

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

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

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

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

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

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

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

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

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

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

**Rule 6(f)**—is changed to read:

Siding capacity and the extent of DOB limits, yard limits, cautionary limits or a switching zone will be indicated in time table columns, to the side of the station column or in subdivision footnotes.

**Rule 12.2**—is changed to read:

#### **Switching by Radio**

When radio is used to control a switching movement, and after positive identification has been established, the following procedures are required.

- (i) direction in relation to the front of the controlling unit must be given in the initial instruction and from then on whenever the direction of movement is to change;
- (ii) distance to travel must be given with each communication; and
- (iii) movement must be stopped at once if no further communication is received when the movement has traveled one-half the distance required by the last instruction.

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

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

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

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

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

**Rule 40.2—Track Work in Cautionary Limits**

Within cautionary limits specified by special instructions, Rule 40 may be modified as follows:

- (a) Before any work is started, the RTC and/or yardmaster must be advised, and in addition:
  - (i) The working limits must be protected by a red flag by day, and in addition, a red light by night, which must be placed between the rails, at least 100 yards where practicable, in each direction from the working point. The limits must be protected by lining and locking one or more main track switches to prevent access to the working limits. Such switches must be locked with special locks;
  - (ii) When not practicable to line and lock switches to prevent access to the working limits, TOP or Form Y protection must be obtained to restrict trains from entering the cautionary limits;
  - (iii) Switches within the working limits that provide access must be lined for normal position and locked with a special lock.
- (b) A train or engine approaching a red signal prescribed by (i) or a switch locked with a special lock as prescribed by (iii) must stop and there be governed by instructions of the foreman in charge. An employee of the same class who placed the red signal may alone remove it, but only when authorized by the foreman.
- (c) After track work is completed, main track switches lined to protect the track work must be restored to normal position. The RTC and/or yardmaster must be so advised.

**Rule 40.3—Protection of Track Work at Automatic Interlocking**

Track work may be performed within the limits of an automatic interlocking railway crossing at grade after protection has been provided as follows:

- (i) Permission must be obtained from the RTC of both railways.
- (ii) After permission has been obtained, and before any track work is started, the foreman must open the box marked "switches" located at the interlocking, and after opening the switch, must wait five minutes or such greater time as may be posted on the box. The switch must be left opened until track work is completed.
- (iii) In addition, a red flag must be placed between the rails at each interlocking signal.
- (iv) A train or engine stopped at the entrance of such automatic interlocking must not proceed beyond the red signal until instructions have been received from the foreman and the red flag removed in clear view of the locomotive engineer.
- (v) When track work is still ongoing, a train or engine authorized to proceed is therefore relieved of the requirement of Rule 611, except that such movement must be made at restricted speed to the next signal or Block End sign.
- (vi) When track work is completed and the train crew is so advised by the foreman, the train or engine will proceed according to the signal indication.
- (vii) After track work is completed, the RTCs of both railways must be notified.

**Rule 41** is cancelled

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

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

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

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



**Rule 42(d)**—is changed to read:

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

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

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

**Rule 45.1**—is changed to read:

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

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

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

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

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

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

**Rule 85.1**—is changed to read:

**Train location report—**

- (a) The conductor of each train will ensure the RTC is promptly advised of the time the train has arrived, left or cleared a location specified by the RTC, or at a time specified by the RTC.
- (b) The conductor and locomotive engineer must ensure the accuracy of the location report and that the entire movement has arrived, left or cleared at that location.
- (c) When a report is to be used

**Rule 94(c)**—is changed to read:

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

**Rule 94.1**—is changed to read:

**Additional Restrictions in Cautionary Limits**

On a subdivision specified in the timetable, in the application of caution speed as required by Rule 94, a train or engine must also be prepared to stop short of a switch not properly lined.

At a location where Rule 40.2 is applicable, a train or engine must also be prepared to stop short of a red flag or red light.

**Rule 99**— Rule 99.1 applies.

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

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

**Rule 103(b)**—is changed to read:

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

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

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

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

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

(Diagrams of switch targets remain the same)

**Rule 104(g)**—is changed to read:

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

**Rule 104(k)**—is changed to read:

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

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

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

**Rule 104.4 (c)**—is changed to read:

When one or more trains or engines remain within the limits to be covered by a TOP, the RTC may issue a TOP to a foreman, provided such trains or engines are authorized to proceed in the same direction and have left the location where the foreman will enter the limits of the TOP. The RTC must:

**Rule 110**—is changed to read:

Inspecting Passing trains

(This rule also applies to an engine in transfer service)

- (a) When duties and terrain permit, at least two crew members of a standing train and other employees at wayside must position themselves on the ground on both sides of the track to inspect the condition of equipment will inspect the near side of such train. When a group of wayside employees is present, at least two employees must inspect the passing train.
- (b) Employees inspecting the condition of the equipment in a passing freight train must, when possible, communicate the results of the inspection to a crew member of such train
- (c) When a dangerous condition is detected in any train being inspected, every effort must be made to stop the train. Each crew member of a train must be alert at all times for a stop signal given by an employee. The report to the train being inspected must state only the location of the dangerous condition and what was observed.
- (d) When a crew member is located at the rear of a train, a front crew member must, when practicable, notify the rear crew member of the location of employees in position to inspect their train.

**Exception**—Crew members of passenger trains are exempted from the above requirements except when standing at meeting points in single track territory. However, every effort must be made to stop a train when a dangerous condition is noted.

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

- a) When equipment is pushed by an engine, a crew member must be on the leading car or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the movement.  
EXCEPTION: A crew member need not be so positioned when the portion of the track to be used is seen or known to be clear. However, the movement must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as prescribed in Rule 103 paragraph b) and g).
- b) On MAIN TRACK, when equipment is pushed by an engine, unless protected by a crew member as described in paragraph a), the movement must:
  - i) NOT be made while the leading car is within yard limits or cautionary limits;
  - ii) NOT exceed the overall length of the equipment; and

- iii) NOT exceed 15 MPH.

**Rule 121**—is changed to read:

**Positive Identification**

- (a) The person initiating a radio communication and the responding party must establish positive identification.
- (b) The person initiating the radio communication must end the initial call with the spoken word, "over".
- (c) Each party to a radio communication must end their final transmission with the spoken word, "out".

**Rule 123**—is changed to read:

**Verification Procedures**

- (a) When GBO, clearances, other authorities or instructions, required to be in writing, are received by radio, they must be verified by the procedures prescribed by their specific rules.
- (b) When necessary, a repetition, acknowledgment, signature or other response required from a crew member may be checked and confirmed to the RTC by another crew member.
- (c) When verbal instructions or information pertaining to a train or engine movement, are received by radio, such information must be repeated to the sender.  
Exception: When coupling, switching, or spotting equipment, increments of less than two car lengths need not be repeated.

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

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

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

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

**Rule 148**—is changed to read:

**Personal Transfer Between RTCs**

- (a) Where an ECS is used or where a computer assisted system generates a list as defined in paragraph (b), the relieving RTC must sign into the system in the presence of the on-duty RTC, and receive verbal and/or written transfer of other necessary instructions and information.
- (b) Except as prescribed in paragraph (a), before being relieved, an RTC must make an indelible list in a book provided for the purpose, of GBO, DOB, clearances, other operating authorities and TOP in effect:
  - (i) Each such record must have been read, understood and initialed by the relieving RTC.
  - (ii) Other necessary instructions and information must also be transferred.
  - (iii) Both RTCs must sign the transfer and the relieving RTC will record the time the transfer is completed.

**Rule 313**—Where OCS is in effect:

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

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

**Rule 564(a)**—is changed to read:

- (a) A train or engine must have authority to pass a block signal indicating Stop and, when so authorized, a stop must be made at each such signal. Communication with the RTC to obtain authority to pass a signal indicating Stop must include the occupation and name of the crew member, the train or engine designation, the location and the signal number(s).

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

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

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

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

**Rule 807(a)**—is changed to read:  
as prescribed by CROR Rule 40, 40.2, 40.3, 42;

**Rule 808(a)**—is changed to read:  
as prescribed by CROR Rule 40, 40.3, 42; or

**Rule 822**—is changed to read:

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

**Rule 825(c)**—is changed to read:

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

**Rule 840**—is changed to read:

A foreman operating a heavy track must stop the track unit clear of the conflicting route of an automatic interlocked railway crossing at grade, and:

- (a) if no conflicting train or engine is evident, the foreman must unlock the box marked "switches" located at the interlocking and, after opening the switch, must wait five minutes or such greater time as may be posted in the box before permitting the track unit to proceed. The required waiting period need not be observed when occupancy indication lights on the conflicting route(s) are illuminated; and
- (b) the foreman must not close the switch until the track unit has cleared the conflicting route(s).

**Exception:** A track unit that affects the signal system must stop before passing the signal governing movements over the automatic interlocked railway crossing at grade and then governed by (a) and (b).

After coupling to equipment at a semi-automatic switch, or when reversing direction through such switch, a facing point movement must not be made unless one unit of equipment has trailed entirely through the switch, or it is known that the points are properly lined for the movement.

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

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

Brownsville (NWD) . . . . . MP 139.1 (DED Only)

**B. Other FED locations:**

Townsend . . . . . MP 134.8

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

**6. FRA Excepted Track– None**

**7. Special Conditions–**

**Blaine–White Rock–**

**SOUTHWARD**

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

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

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

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

File a copy of wheel report at Blaine.

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

**NORTHWARD**

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

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

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

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

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

CROR block and interlocking signals, Rules 405 through 430, apply on BCR trackage.

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

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

**Whistling Ordinances**—All trains and engines must ring the engine bell continuously between MP 119.6 and 127.80 while in motion through these limits.

All trains and engines must sound whistle in accordance with CROR Rule 14(l) during daylight hours when entering curves 123B, 124, 125, 125A, 125B, 126, 127 between White Rock and Crescent Beach MP 123.6 to MP 127.00.

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

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

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

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

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

- a. Industrial spur at Sperling MP 149.6.
- b. All crossings not protected with automatic warning devices within the Lake City Industrial Park.

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

**Restricted Clearances—**

High voltage electric wires at Still Creek.

Clearance from top of rail as follows:

Powell Street—Vancouver, B.C. BI Line 21'6"

Renfrew Street—Still Creek 22'6"

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

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

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

Transport Canada requires that cabooseless train operations be equipped with Generation II head end and rear end devices with remote intervention feature when operating in Canada.

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

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

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

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

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

**Placarded Cars and Trailers**—Canadian regulations require that BNSF waybill or shipping document must be in possession of crew handling any full carload and/or full trailer loads of hazardous material for movement in Canada, except cars placarded class 3.3 or 9 which require only a waybill/shipping document.

#### **NORTHWARD**

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

Loads: 1 original shipping document or BNSF waybill and 1 copy of each.

Empties: 1 original shipping document and 1 copy.

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

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

#### **SOUTHWARD**

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

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

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

**8. Line Segments--**

## Yard Line Segments--

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

## Road Line Segments--

Line Segment	Limits	Mileposts
417	Tilbury Line Jct--Tilbury Island Dock	0.0 to 4.1
432	Colebrook--Roberts Bank (BCR)	7.8 to 23.3
56	CN JCT to USA Canada Border	155.3 to MP 119.6

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

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

WEST WARD ↓	Length of Siding in Feet	Station Nos	Mile Post Location	Cherry Point Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		15081	0.0	INTALCO	JTR	TWC		
		66604	5.1	ARCO	R			
		66606	5.9	ELLIOTT	R			
		66608	8.9	CHERRY POINT	R			

**BNSF Radio Channel No. 76 in service on this Subdivision.**  
**Seattle North Branch Line Dispatcher—1-800-285-0739 or 234-1607**  
**Emergency Train Dispatcher Call – 911**

**1. Speed Regulations**

- 1(A). Speed – Maximum** **Freight**  
 Intalco to Cherry Point ..... 25 MPH.
- 1(B). Speed – Permanent Restrictions**  
 MP 5.2 to MP 5.3 ..... 10 MPH.  
 MP 7.2 to MP 8.9 ..... 10 MPH.
- 1(C). Speed – Switches and Turnouts—None**
- 1(D). Speed – Other**  
 Bridge 4.0 Arco cars heavier than 134 tons ..... 10 MPH.  
 Item 1A, System Special Instructions, applies.

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

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

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

**3. Method of Operation—**

**TWC—in effect:**

Intalco MP 0.0 to Cherry Point MP 8.9

**Restricted Limits—in effect:**

Intalco MP 0.0 to MP 2.0  
 Arco MP 4.0 to Cherry Point MP 8.9

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

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

**5. Trackside Failed Equipment Detectors (FED)—None**

**6. FRA Excepted Track— None**

**7. Special Conditions—**

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

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

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



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**8. Line Segments--**

Road Line Segments--

<u>Line Segments</u>	<u>Limits</u>
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418	Intalco to Cherry Point
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**9. Locations not Shown as Stations-- None**

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Sumas Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
	6,420	66089	127.2	SUMAS	BR	TWC	
	654	66083	120.9	NOOKSACK			
	1,537	66073	111.4	DEMING			
	582	66065	103.5	ACME			
	1,850	66054	94.1	THORNWOOD			
			86.8				
		66305	21.3	SEDRO WOOLLEY	R		
		15042	16.6	BURLINGTON	JR		

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

Branch Line Dispatcher-234-1607 or 1-800-285-0739

Emergency Train Dispatcher Call - 911

**1. Speed Regulations**

**1(A). Speed - Maximum**

Sumas to Burlington ..... **Freight**  
40 MPH.

**1(B). Speed - Permanent Restrictions**

MP 20.8 to MP 87.0 ..... 5 MPH.  
MP 87.0 to MP 87.5 ..... 10 MPH.  
MP 97.0 to MP 123.9 ..... 25 MPH.  
MP 109.9 to MP 110.0 Loaded Unit Trains over bridge ..... 10 MPH.  
MP 123.9 to MP 127.2 ..... 10 MPH.  
Sumas to Lynden ..... 10 MPH.

**1(C). Speed - Switches and Turnouts-None**

**1(D). Speed - Other**

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

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

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

**Maximum Gross Weight of Car:**

Sumas to Lynden ..... 131.5 tons  
Sumas to Sedro Woolley ..... 134 tons  
Sedro Woolley to Burlington ..... 138 tons

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

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

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

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

**3. Method of Operation-**

**TWC-in effect:**

Burlington MP 16.6 to Sumas MP 127.2

**Restricted Limits—in effect:**

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

**Locations Designated as Industrial Track—between:**

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

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

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

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

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

**B.** Other FED locations:

Sedro Woolley ..... MP 20.9 (DED Only)

Sedro Woolley ..... MP 88.4 (DED Only)

Deming ..... MP108.6 (DED Only)

**6. FRA Excepted Track—**

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

**7. Special Conditions—**

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

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

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

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

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

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

**8. Line Segments—****Road Line Segments—**

Line Segment	Limits	Mileposts
403	Sedro Woolley	86.8 to 85.8
614	Hampton—Lynden	0.0 to 5.5
403	Sumas to Sedro Woolley	
409	Sedro Woolley to Burlington	

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

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Woodinville Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		02159	1.2	SNOHOMISH JCT WEST	JTR			
			0.0					
		65601	37.6	BROMART	R	TWC		
	2,855	65608	29.9	MALTBY				
				to WOODINVILLE 5.5				
		65819	18.4	ISSAQUAH				
		65614	0.1X	WOODINVILLE	TUR	TWC		
			24.7					
		65614	24.1	WOODINVILLE	TUR			
		65622	17.0	KIRKLAND				
	3,413	65626	12.7	BELLEVUE				
		65627	12.0	WILBURTON				
		65634	4.3	SCOPA	R			
			2.2					
	3,660	65637	12.4X	RENTON	R			
		16004	9.5	BLACK RIVER	MJR			

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

BNSF Radio Channel No. 87 in service on this Subdivision.  
BNSF Radio Channel No. 60 in service between Maltby and Kirkland.

Dispatcher Radio Call-in:

Renton-41

Centralia North Dispatcher- 1-800-285-0076 or 234-1623  
Emergency Train Dispatcher Call - 911

1. Speed Regulations

1(A). Speed - Maximum

Snohomish Jct West to Black River ..... Freight 25 MPH.

1(B). Speed - Permanent Restrictions

MP 2.2 to MP 4.3 ..... 10 MPH.  
Between Scopa and Wilburton at MP 7.5 ..... 10 MPH.  
MP 11.5 to MP 11.7 ..... 10 MPH.  
Woodinville to Redmond MP 8.0 ..... 10 MPH.  
Redmond to Issaquah ..... 5 MPH.

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

1(D). Speed - Other

On Sidings ..... 10 MPH.  
Bridge 38 between Snohomish Jct West and Snohomish:  
Six axle locomotives heavier than 175 tons ..... 10 MPH.  
Item 1A of the System Special Instructions applies, except between MP 25.0  
(Woodinville) to MP 37.0 (Bromart)

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

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

Snohomish Jct West to Black River ... 134 tons

Bromart to Snohomish ..... 134 tons

Woodinville to Issaquah Line:

Woodinville to MP 8.0X ..... 134 tons

MP 8.0X to Issaquah ..... 131.5 tons

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

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

Between Redmond and Issaquah:

Four axle locomotives heavier than 135 tons not permitted.

Six axle locomotives and six axle derricks not permitted.

**3. Method of Operation--**

**TWC**—in effect:

Bromart MP 37.1 to Black River MP 9.5

Woodinville MP 0.1X to Issaquah MP 18.4

**Restricted Limits**—in effect:

Black River MP 9.5 to Scopa MP 4.4

Snohomish Jct West MP 1.2 to Bromart MP 37.1

Woodinville MP 23.1 to MP 26.7

Woodinville MP 0.1X to MP 1.0X

Issaquah MP 16.0X to MP 18.4

**Manual Interlockings not controlled by BNRR--**

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

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

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

**5. Trackside Failed Equipment Detectors (FED)—None**

**6. FRA Excepted Track--**

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

**7. Special Conditions--**

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

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

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

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

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

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

**8. Line Segments--**

Road Line Segments--

Line Segment	Limits
403	Snohomish–Woodinville
408	Snohomish Jct West to Bromart
404	Issaquah to Woodinville
405	Woodinville to Renton
410	Renton to Black River

## 9. Locations not Shown as Stations—

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Stampede Subdiv <b>BRANCH LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		13150	24.9	CLE ELUM	TR			
				12.6				
		13163	38.1	EASTON				
				3.0				
		13166	41.1	CABIN CREEK				
				1.0				
		13167	42.1	UPHAM				
				4.4				
		13172	46.5	MARTIN				
				3.2				
		13175	50.0	STAMPEDE		TWC		
				10.0				
		13185	59.7	LESTER	T			
				7.2				
		13192	67.1	MAYWOOD				
				7.5				
		13199	73.8	EAGLE GORGE				
				6.7				
		13206	81.3	PALMER JCT	T			
				to KANASKAT 1.2				
		13206	0.0	PALMER JCT	T			
				6.0				
		67027	6.0	VEAZEY		TWC		
		13207	82.3	to PALMER JCT 1.2				
				KANASKAT				
				5.9				
		13213	88.2	RAVENSDALE				
				6.9				
		13220	94.3	COVINGTON		TWC		
				7.4				
		13228	102.0	EAST AUBURN	R			
				0.9				
		16014	102.9	AUBURN	JTR			

BNSF Radio Channel No.87 in service on this Subdivision.  
 Centralia North Dispatcher- 1-800-285-0076 or 234-1623  
 Emergency Train Dispatcher Call - 911

# 1. Speed Regulations

- 1(A). **Speed - Maximum** Freight  
 Cle Elum to Auburn ..... 25 MPH.
- 1(B). **Speed - Permanent Restrictions**  
 Easton to Lester ..... 20 MPH.  
 MP 102.8 to MP 102.9 ..... 10 MPH.
- 1(C). **Speed - Switches and Turnouts**  
 Stampede Subdivision ..... 10 MPH.
- 1(D). **Speed - Other**  
 Auburn - Wye Track ..... 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:

Cle Elum to Auburn ..... 143 tons  
 Palmer Jct to Veazey ..... 134 tons  
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.  
 Six axle locomotives and six axle derricks not permitted on Lester Loop track.

**3. Method of Operation—****TWC—in effect:**

Cle Elum MP 24.9 to Auburn MP 102.9

Palmer Jct MP 0.0 to Veazey MP 6.0

**Restricted Limits—in effect:**

East Auburn MP 100.6 to Auburn MP 102.9

Cle Elum MP 24.9 to MP 27.0

**The following procedures are in effect for recorded lineups on the Pacific Division:****To listen to the lineup:**

1. Dial 8-625-6100

2. When the greeting is completed, enter the mailbox number. Enter 1016

Stampede Sub between East Auburn and Easton

3. After copying the lineup, enter the four digit Mailbox Number to replay the lineup and underscore each word and figure.

4. At any time while the lineup is playing you can:

\* Dial another 4 digit mailbox number to listen to another lineup.

\* Hang up.

**4. General Code of Operating Rules Items—****Rule 6.19**—When flagging is required, distance will be 2.0 miles.**5. Trackside Failed Equipment Detectors (FED)—None****6. FRA Excepted Track—**

Palmer Jct. to Veazey

MP 0.6 to MP 6.9

Palmer Jct. to Easton

MP 81.0 to MP 36.0

**7. Special Conditions—****Auburn**—Normal position of Wye/Jct switch is lined and locked for Auburn Yard. Seattle Subdivision instructions govern.**Ravensdale and Covington**—Automatic crossing signals at Lake Sawyer Road MP 88.2 and Ravensdale Road MP 91.4 may be ineffective. Be governed by Rule 6.32.2.**Palmer Jct**—Wye track out of service. Permission to use must be obtained from roadmaster.**Between Palmer Jct and Veazey**—Trains must not operate between Palmer Jct and Veazey until track has been inspected. Red flag displayed at Palmer Jct.**Between Easton and Cle Elum**—Main track out of service between MP 36.0 Easton and MP 24.9 Cle Elum.**Between Palmer Jct and Easton**—Trains must not operate between MP 81.0 Palmer Jct and MP 36.0 Easton until track has been inspected. Red flag displayed at MP 81.0 Palmer Jct and red flag displayed at MP 36.0**Between Martin and Stampede**—Trains handling loaded TOFC cars must not exceed 10 MPH through tunnel 4 between MP 49 to MP 50.**Between Martin and Cabin Creek**—Trains handling loaded C-6 covered hoppers or exceeding 100 tons per operative brake must not exceed 12 MPH.**Mountain Grade Operation**—Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Lester and Stampede, ruling grade ascending east 2.2 and between Martin and Easton ruling grade descending east 2.2.**Handling 80 Feet or Longer Cars—**

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

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

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



**8. Line Segments—**

## Road Line Segments—

Line Segment	Limits
411	Palmer Jct—Veazey
49	Auburn to Clelum

## Ballast Pits—

Line Segment	Limits
683	Veazey

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

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

WEST WARD ↓	Lakeview Subdiv BRANCH LINE STATIONS					EAST WARD ↑
	Length of Siding in Feet	Station Nos.	Mile Post Location	Method of Oper.	Track Diagram	
			0.6	11th STREET	JR	
			7.9	LAKEVIEW	R	
	1,726	67309	8.9	to MOBASE 3.5		
			0.0X	LAKEVIEW	R	
			11.5	NISQUALLY	R	
		67313	12.4	to LAKEVIEW 3.5 MOBASE 7.8	T	
	2,660	67320	20.2	ROY 5.3	TWC	
		67326	25.5	YELM		

**BNSF Radio Channel No.87 in service on this Subdivision.**  
**Centralia North Dispatcher- 1-800-285-0076 or 234-1623**  
**Emergency Train Dispatcher Call - 911**

**1. Speed Regulations**

**1(A). Speed - Maximum**

**Freight**

11th Street to Yelm ..... 25 MPH.

**1(B). Speed - Permanent Restrictions**

11th Street to MP 3.1 ..... 10 MPH.  
 Over 35th Street ..... 20 MPH.  
 MP 21.0 to MP 25.5 ..... 10 MPH.  
 DuPont-Within corporate limits ..... 20 MPH.  
 Lakeview and Nisqually: MP 0.0X to MP 11.5 ..... 10 MPH.  
 Lakeview Industrial Park Complex ..... 5 MPH.

**1(C). Speed - Switches and Turnouts-None**

**1(D). Speed - Other**

On Sidings ..... 10 MPH.  
 Item 1 A, System Special Instructions, will apply when handling any bi-level or tri-level cars.

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

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

11th Street to Lakeview ..... 143 tons  
 Lakeview to Yelm ..... 138 tons  
 Lakeview to Nisqually ..... 138 tons

Lakeview Industrial Park-only 1 locomotive allowed in for switching operation. Six axle locomotives not permitted.

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

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

**3. Method of Operation-**

**TWC-in effect:**

Lakeview MP 8.9 to Yelm MP 25.5

**Restricted Limits-in effect:**

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

The following procedures are in effect for recorded lineups on the Pacific Division:

To listen to the lineup:

1. Dial 8-625-6100
2. When the greeting is completed, enter the mailbox number enter (1015).

**Pacific Division Centralia North Disp:**

Lakeview Sub between Lakeview and Yelm

3. After copying the lineup, enter the four digit Mailbox Number to replay the lineup and underscore each word and figure.
4. At any time while the lineup is playing you can:
  - \* Dial another 4 digit mailbox number to listen to another lineup.
  - \* Hang up.

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

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

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

**5. Trackside Failed Equipment Detectors (FED)--None**

**6. FRA Excepted Track--**

Lakeview MP 0.0X to Nisqually MP 11.6

**7. Special Conditions--**

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

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

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

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

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

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

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

MP 15.2	MP 17.6
MP 17.0	MP 19.8

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

**Mountain Grade Operation--**

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

Ruling grade descending east--2.2.

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

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

**8. Line Segments--****Road Line Segments--**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
401	Lakeview-Nisqually	0.0 to 11.6
400	11th Street to Yelm	

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

Name	Miles-Location	Capacity Cars	Switch Opens
67305 South Tacoma	4.5 west of 11th St.	12	Both
67306 Weston	6.5 west of 11th St.	10	East
67308 Hull Hardwood	1.1 east of Lakeview	2	East
67311 McChord Field	1.7 west of Lakeview	Yard	West
67312 Metreco	2.9 west of Lakeview	25	East
67314 Spanaway Spur	4.3 west of Lakeview	Conn.	Both
67404 Camp Murray	4.4 west of Lakeview	15	East
67407 Fort Lewis	7.8 west of Lakeview		

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Harbor Line Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		16085	0.6	CENTRALIA	BJTR	TWC		
		67602	2.2	BLAKESLEE JCT	AJR			
		67606	6.8	GRAND MOUND				
		67611	10.7	ROCHESTER				
			13.3					
		67614	28.4	GATE				
		67619	33.2	OAKVILLE				
		67633	48.7	ELMA	BJTR			
		67643	57.0	MONTESANO				
		67654	69.0	ABERDEEN	BJTR			

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

Dispatcher Radio Call-in:	
Elma-65	Aberdeen-52

Centralia South Dispatcher- 1-800-285-0078 or 234-1621

Emergency Train Dispatcher Call - 911

# 1. Speed Regulations

## 1(A). Speed - Maximum

Freight

Centralia to Aberdeen ..... 40 MPH.

## 1(B). Speed - Permanent Restrictions

Centralia Yard-North leg of wye ..... 5 MPH.

Blakeslee Jct over Reynolds Ave. (MP 2.1 to MP 2.3) ..... 10 MPH.

MP 5.8 to MP 6.1 ..... 25 MPH.

MP 13.2 to MP 28.5 ..... 25 MPH.

MP 57.4 to MP 67.5 ..... 25 MPH.

MP 67.5 to MP 69.0 ..... 10 MPH.

Aberdeen to Hoquiam ..... 10 MPH.

## 1(C). Speed - Switches and Turnouts-None

## 1(D). Speed - Other

Oakville over street crossings  
(MP 32.9 to MP 34.0) ..... 30 MPH.

On Sidings ..... 10 MPH.

Six axle locomotives and 250-ton wrecking derricks:

Over Bridge 2 near South Aberdeen Jct ..... 10 MPH.

Aberdeen-Over streets and crossings ..... 10 MPH.

Bridges 1, 12.1 and 46, cars heavier than 131.5 tons. .... 10 MPH.

Item 1A of the System Special Instructions applies.

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

## 2. Bridge and Equipment Weight Restrictions-- Maximum Gross Weight of Car:

Centralia to Aberdeen ..... 134 tons

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

**3. Method of Operation—****TWC—in effect:**

Centralia MP 0.6 to Aberdeen MP 69.0

**The following procedures are in effect for recorded lineups on the Pacific Division:**

**To listen to the lineup:**

1. Dial 8-625-6100
2. When the greeting is completed, enter the mailbox number. Enter 1012.  
Harbor Line Sub between Blakeslee Jct and Aberdeen
3. After copying the lineup, enter the four digit Mailbox Number to replay the lineup and underscore each word and figure.
4. At any time while the lineup is playing you can:
  - \*Dial another 4 digit mailbox number to listen to another lineup.
  - \*Hang up.

**Restricted Limits—in effect:**

Centralia MP 0.6 to Blakeslee Jct MP 3.4

Elma MP 48.0 to MP 49.1

MP 67.5 to Aberdeen MP 69.0

**Locations Designated as Industrial Track—**

BNSF track between Aberdeen MP 69.0 and Hoquiam MP 74.1

GCOR Rule 6.28 applies

BNSF operates on UPRR and UP Rules and Timetable govern between the following locations—

Aberdeen MP 68.9 and MP 69.4

Aberdeen MP 70.3 and Hoquiam MP 72.0

Interlockings and Drawbridges not Indicated at Station—

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

**Hoquiam—**Drawbridge 72.2, Hoquiam River, manual interlocking.

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

**Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees—**Aberdeen Drawbridge 68, Hoquiam Drawbridge 72.2—Maintenance of Way employees may occupy manual interlocking on verbal authority from bridgetender. Bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits. If no bridgetender is on duty, Maintenance of Way employee must ensure that bridge and derails are properly lined before proceeding.

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

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

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

- A. Protecting bridges, tunnels or other structures: NONE
- B. Other FED locations:
  - Oakville ..... MP 36.7 (DED Only)

**6. FRA Excepted Track—**

All trackage. Horn Track at Hoquiam. Mary's River Spur at Montesano. See GCOR Rule 6.12.

**7. Special Conditions—**

The normal position of East wye switch, on the Harbor Subdivision, will be lined toward the Bangor Subdivision and east wye switch, on the Bangor Subdivision, will be lined toward the wye.

**Train Departure Notification—**Contact the train dispatcher before departing the following stations to advise departure time:

- Blakeslee Jct
- Elma
- Aberdeen

Trains must not depart these stations prior to the time given to the train dispatcher.

**Blakeslee Jct Interlocking**—Normal position of the spring switch is for the BNSF main track.

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

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

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

**8. Line Segments—**

Yard Line Segments—

Line Segment	Yard	Limits
610	Aberdeen – Hoquiam	

Road Line Segments—

Line Segment	Limits	Mileposts
421	Centraillia to Gate	
402	Gate to Aberdeen	

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

Name	Miles—Location	Capacity Cars	Switch Opens
67609 Briarwood	3.0 west of Grand Mound	5	West
67613 Wolfkill Spur	0.4 west of Rochester	9	East
67658 Hoquiam	3.6 west of Aberdeen	Yard	Both

WESTWARD	Bangor Subdiv BRANCH LINE STATIONS					T E A S T W A R D
	Length of Siding in Feet	Station Nos.	Mile Post Location	Method of Oper.	Track Diagram	
		67768	42.8	BANGOR R	TWC	
			to BREMERTON JCT 11.2			
		67805	4.6	BREMERTON R	TWC	
	2.924	67757	0.0Z	BREMERTON JCT		
	2.924	67757	32.1	to Bangor 11.2 BREMERTON JCT		
	2.623	67754	28.8	BELFAIR		
	2.622	67741	16.3	ALLYN		
	2.627	67728	3.2	BAYSHORE R		
			0.1			
		67725	25.2	SHELTON TUR	TWC	
		67715	14.6X	MARMAC		
	1.029	67710	10.1X	STIMSON		
		67707	7.5X	McCLEARY JCT T		
		67633	0.0X	ELMA BJTR		

The track between Shelton–Bangor–Bremerton is owned by the United States Government and its maintenance and operation by the BNSF is covered by contract with the Government.

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

Dispatcher Radio Call-In:	
Elma–65	Shelton–47

Centralia South Dispatcher– 1–800–285–0078 or 234–1621

Emergency Train Dispatcher Call – 911

# 1. Speed Regulations

1(A). Speed – Maximum Freight  
Bangor to Elma ..... 25 MPH.

1(B). Speed – Permanent Restrictions  
MP 17.6X to MP 17.9X (Marmac and Shelton) ..... 10 MPH.  
MP 36.3 to MP 36.4 ..... 10 MPH.  
MP 37.4 to MP 37.8 ..... 10 MPH.

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

1(D). Speed – Other  
On Sidings ..... 10 MPH.  
Bridges 1 & 17, cars heavier than 88.5 tons coupled in groups of two or more 20 MPH.  
Bridge 1, cars heavier than 131.5 tons ..... 10 MPH.  
Item 1A of the System Special Instructions applies.

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

# 2. Bridge and Equipment Weight Restrictions– Maximum Gross Weight of Car:

Bangor to Elma ..... 134 tons  
Bremerton Jct to Bremerton ..... 134 tons



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

3. **Method of Operation–**

**TWC**–in effect:

Bangor MP 42.8 to Elma MP 0.0X  
Bremerton Jct MP 0.0Z to Bremerton MP 4.6

**Restricted Limits**–in effect:

Bangor MP 42.8 to MP 43.3  
Bayshore MP 4.0 to Shelton MP 24.1  
Elma MP 0.0X to MP 1.8X  
Bremerton MP 4.0Z to MP 4.6

Railroad Crossings not Indicated at Station–

Between Shelton and Bayshore, Simpson Timber Co., 200 feet east of Government railroad connection.

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

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

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

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Allyn ..... MP 14.0 (DED Only)

6. **FRA Excepted Track**– Shelton Yard BNSF Interchange track 1 and 2. See GCOR Rule 6.12

7. **Special Conditions–**

**Train Departure Notification**–Contact the train dispatcher before departing the following stations to advise departure time.

- Elma
- Shelton
- Bremerton Jct

Trains must not depart these stations prior to the time given to the train dispatcher.

The normal position of East wye switch, on the Harbor Subdivision, will be lined toward the Bangor Subdivision and East wye switch, on the Bangor Subdivision, will be lined toward the wye.

Bayshore–Due to excessive curvature, cars exceeding 50 feet in length must not be handled on Port of Shelton spur tracks Nos. 1, 2 and 3. Crews will leave such cars on port track lead just west of Bonneville Road crossing. Single locomotives only may be used on Tracks 1, 2 and 3.

Handling 80 Feet or Longer Cars–

All 80 feet or longer cars will be handled on rear of train.

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

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

**The following procedures are in effect for recorded lineups on the Pacific Division.**

Pacific Division Centralia North Disp: Bangor Sub between Elma–Bremerton and Bangor

**To listen to the lineup:**

1. Dial 8–625–6100
2. When the greeting is completed, enter the mailbox number.
3. After copying the lineup, enter the four digit mailbox number to replay the lineup and underscore each word and figure on the handwritten copy.
4. At any time while the lineup is playing you can:
  - \* Dial another 4 digit mailbox number to listen to another lineup.
  - \* Hang up

**8. Line Segments--**

## Road Line Segments--

<u>Line Segment</u>	<u>Limits</u>
426	Bangor to Shelton
427	Bremerton to Bremerton Jct
425	Shelton to Elma

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

	<u>Name</u>	<u>Miles--Location</u>	<u>Capacity Cars</u>	<u>Switch Opens</u>
67801	Wesco	1.4 east of Bremerton Jct	9	East
67762	N. A. D.	5.4 east of Bremerton Jct	27	Both
67761	Pro-Gas	6.3 west of Bangor	4	West
67752	South Belfair	2.6 west of Belfair	36	Both
67721	Cole Road Bldrs Supply	3.7 west of Shelton	3	East
67708	McCleary on spur	0.7 east of McCleary Jct	10	Both
67704	Whites	3.5 west of McCleary Jct	10	West

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### Division Operating Officers

T.K. Lee	Division Superintendent	Seattle	625-6361
S.A. Gordon	Superintendent Operations	Seattle	625-6362
D.L. Snapp	Trainmaster	Longview	578-2365
R.M. Linnane	Trainmaster	Everett	304-6699
T.L. Nies	Trainmaster	Bellingham	625-6700
J.L. Kime	Manager Operating Practices	Everett	304-6692
D.J. Furey	Manager Operating Practices	Tacoma	591-2678
D.M. Roath	General Foreman Mechanical	Bellingham, BC	625-6702
W.O. Bell	Foreman Mechanical	New Westminster, BC	520-5217
J.A. Bennett	Foreman Mechanical	Bellingham	625-6702
M.W. Nuorala	General Roadmaster	Seattle	625-6363
R.G. Kazen	Roadmaster	Tacoma	591-2563
D.L. Mesford	Roadmaster	Longview	578-2360
B. Hipol	Roadmaster	Seattle	625-6462
B.A. Smith	Roadmaster	Tacoma	591-2562
K.L. Pellens	Roadmaster	Everett	304-6690
S.R. Moran	Roadmaster	Bellingham	625-6701
G.A. Gaz	Assistant Roadmaster	Seattle	625-6413
K.J. Royal	Supt. Canadian Operations	New Westminster, BC	520-5200
L.A. Creed	Trainmaster	New Westminster, BC	520-5201
J.D. Wright	Longview Switching Company	Longview	578-2372
M.M. Timberman	Director Administration	Seattle	625-6275
J.K. Weber	Manager Safety & Rules	Seattle	625-6364
J.W. Ellstrom	Terminal Superintendent	Seattle	270-3719
M.C. Shircliff	Terminal Manager	Tacoma	591-2557
G.A. Ficher	Terminal Trainmaster	Tacoma	591-2556
B.L. Wrolstad	Terminal Trainmaster	Tacoma	591-2556
P.L. Tobosa	Terminal Trainmaster	Tacoma	591-2556
R.A. Bertholf	General Foreman Cars	Seattle	270-3665
R.S. Conner	Foreman Cars	Seattle	270-3678
T.G. Ingison	Foreman Cars	Seattle	270-3674
G.R. Kalma	Foreman Cars	Seattle	625-6138
W.K. Pahukoa	Foreman Cars	Seattle	270-0116
D.L. Unruh	Foreman Cars	Seattle	270-0116
G.J. Jackl	Foreman Mechanical	Tacoma	591-2590
R.L. Hall	Terminal Manager	Seattle	270-3603
S.L. Watts	Terminal Manager	Seattle	270-3735
B. Hunter	Terminal Manager	Seattle	270-3602
R.M. Athey	Terminal Trainmaster	Seattle	270-3692
W.E. Boatman	Terminal Trainmaster	Seattle	270-3692
K.E. Cater	Terminal Trainmaster	Seattle	270-3692
G.A. Rein	Terminal Trainmaster	Seattle	270-3692
J.K. Wovcha	Terminal Trainmaster	Seattle	270-3692
K.A. Esterby	Terminal Trainmaster	Seattle	270-3692
T.L. Dowling	Assistant Terminal Trainmaster	Seattle	270-3692
S.R. Rosenfeld	Assistant Terminal Trainmaster	Seattle	270-3692
L.G. Hall	Terminal Manager	Everett	304-6646
M.S. Latimer	Terminal Trainmaster	Everett	304-6680
P.J. Dietz	Terminal Trainmaster	Everett	304-6635
W.A. Pederson	Terminal Trainmaster	Everett	304-6606
R.M. Gay	Terminal Trainmaster	Everett	304-6635
D.B. Duke	General Foreman Mechanical	Everett	304-6682
J.R. Spealman	Foreman Mechanical	Everett	304-6618
E.L. Haller	Foreman Mechanical	Everett	304-6533