

## OPERATIONS NORTH

### K. D. Townsend, Superintendent Operations, Seattle

G. L. NESWICK	Manager Operating Practices	Seattle
D. R. WILKERSON	Trainmaster-Road Foreman	Spokane
R. R. PERKINS	Trainmaster-Road Foreman	Wenatchee
D. L. BURNS	Trainmaster	Wenatchee
S. A. GORDON	Trainmaster-Road Foreman	Everett
Y. S. SOLOMOU	Trainmaster	Everett
J. L. KIME	Trainmaster-Road Foreman	Seattle
J. S. LUNAK	Trainmaster-Road Foreman	Bellingham
D. J. KAYNE	Asst. Superintendent Operations	New Westminster
A. J. SCHUURMANS	Trainmaster	New Westminster

## OPERATIONS SOUTH

### D. L. Maze, Superintendent Operations, Seattle

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T. N. ROWLEY	Trainmaster-Road Foreman	Pasco
W. E. THOMPSON	Trainmaster-Road Foreman	Wishram
J. D. WRIGHT	Trainmaster-Road Foreman	Bend
W. A. FRY	Trainmaster-Road Foreman	Klamath Falls
T. R. KING	Trainmaster-Road Foreman	Vancouver
R. B. CLOTT	Trainmaster	Albany
K. R. DEPEE	Asst. Trainmaster	Longview
F. J. RUTT	Trainmaster-Road Foreman	Centrallia
	Asst. Trainmaster	Seattle

## SPOKANE TERMINAL

### T. D. Rainey, Supt. Terminal Operations, Spokane

J. A. McKAY	Asst. Supt. Terminal Operations	Spokane
D. G. VERITY	Trainmaster	Spokane
D. C. SPLAIN	Trainmaster	Spokane
D. C. DAVIS	Trainmaster	Spokane
W. S. BENNETT	Trainmaster	Spokane
G. L. LUCK	Trainmaster	Spokane

## SEATTLE TERMINAL

### J. W. Duffy, Supt. Terminal Operations, Seattle

T. K. LEE	Asst. Supt. Terminal Operations	Seattle
M. W. MELINE	Trainmaster	Seattle
J. K. WOVCCHA	Trainmaster	Seattle
G. D. WICK	Trainmaster	Seattle
G. S. MALING	Trainmaster	Seattle
K. E. ROBERTSON	Trainmaster	Seattle
L. G. HALL	Trainmaster	Seattle
M. C. SHIRCLIFF	Asst. Trainmaster	Seattle
J. K. SIMONIS	Asst. Supt. Terminal Operations	Tacoma
L. D. HUNTER	Trainmaster	Tacoma
B. L. JOHNSON	Trainmaster	Tacoma
J. E. ENGEL	Trainmaster	Tacoma

## VANCOUVER TERMINAL

### G. W. Stengem, Supt. Terminal Operations, Vancouver

R. E. STEPHENS	Asst. Supt. Terminal Operations	Vancouver
C. E. BROOKS	Trainmaster	Vancouver
G. W. BOWMAN	Trainmaster	Vancouver
J. Z. ALBINGER	Trainmaster	Vancouver
M. S. KOSANDA	Trainmaster	Vancouver
R. B. ALLRED	Trainmaster	Vancouver
	Asst. Trainmaster	Vancouver

## PASCO TERMINAL

### R. R. Fay, Supt. Terminal Operations, Pasco

S. F. WEST	Asst. Supt. Terminal Operations	Pasco
J. E. MEYER	Trainmaster	Pasco
R. R. KOELLNER	Trainmaster	Pasco
G. L. WEEKLEY	Trainmaster	Pasco
	Trainmaster	Pasco
W. H. SCHARF	Asst. Trainmaster	Pasco

## SAFETY AND RULES

### S. P. Mallory, Director Safety and Rules, Seattle

J. F. WHITE	Manager Safety and Rules	Seattle
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## MAINTENANCE AND ENGINEERING

### D. A. Bell, Supt. Maintenance and Engineering, Seattle

M. W. NUORALA	Div. Maintenance Engineer North	Seattle
S. K. KLUTHE	Div. Maintenance Engineer South	Seattle

## MECHANICAL

### J. W. Ward, Supt. Mechanical, Seattle

## TRANSPORTATION

### E. B. Savage, Supt. Transportation, Seattle

J. W. MILLER	Chief Dispatcher	Seattle
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Printed in U.S.A.



## NORTHERN REGION

# PACIFIC DIVISION

# TIMETABLE NO. 1

IN EFFECT AT 0001  
Continental Pacific Time

**Sunday  
October 30, 1988**

Including National Railroad Passenger Corporation (NRPC) Trains

Region Vice President  
**W. W. FRANCIS**

Division General Manager  
**L. E. MUELLER**

Vice President Transportation  
**W. A. HATTON**

## ALL SUBDIVISIONS

## 1. Speed Restrictions

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

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

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

## Maximum Speeds Permitted

Freight trains up to 100 Tons/OB .....	60 MPH
Freight trains over 100 Tons/OB .....	45 MPH
Loaded coal trains .....	45 MPH
Empty coal trains .....	50 MPH

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

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

## Maximum Speeds Permitted:

On sidings .....	20 MPH.
On tracks other than main tracks and sidings .....	10 MPH.
Locomotives equipped with friction bearings .....	35 MPH.
Light locomotive consist or caboose hop .....	50 MPH.

Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions ..... 12 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949 .....	45 MPH	20 MPH
All other ore cars .....	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026 .....	35 MPH	20 MPH
Air dump cars (loaded) .....	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow) .....	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader .....	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes .....	30 MPH	15 MPH
Ribbon rail cars (loaded) .....	35 MPH	25 MPH
Clay cars, BAP 3801-4199 .....	45 MPH	45 MPH
Empty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads .....	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249 .....	45 MPH	45 MPH

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

## Maximum Speed of Locomotives

Refer to Rule 455 of the Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

## 1A. Control of Harmonic Rocking

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

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

## 2. Restrictions on Locomotives

The maximum number of locomotives in a head-end consist must not exceed 10.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

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

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

## Trains of more than 15 cars-

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

## Trains of 15 cars or less-

No placement restrictions.

The following locomotives are not equipped with alignment control couplers and may be placed anywhere in a light consist or caboose hop:

5-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

## 3. Manned Helper Operations

Locomotives not equipped with alignment control couplers (See Item 2) must be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

The following locomotives, are not equipped with alignment control couplers, but are equipped with bolster stops:

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or general order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage are provided by Individual Subdivision Special Instructions or general order, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

# SPECIAL INSTRUCTIONS

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Not more than 24 powered axles can be used in helper services or in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

The following 100-ton coal cars are not equipped with Grade E steel couplers:

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

Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

## 3A. Locomotive Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358-1360, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997.
C	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2012, 2030-2031, 2034-2035, 2037, 2042, 2044, 2048-2049, 2054, 2058, 2063.
	GP-30	2217-2219, 2221-2222, 2225, 2232.
	GP-39-2	2700-2739, HL 403.
E	SW-15	20-65, 300-324.
	GP-38E	EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838, 2072-2077, 2110-2135, 2137-2138.
	GP-38	2155-2189.
	GP-38-X	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-38-2	HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2200, 2203-2206, 2210, 2212-2216, 2251, 2253.
	GP-35	2504, 2507, 2511, 2514, 2516-2518, 2522-2526, 2528-2534, 2537, 2540-2543, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3002, 3004-3005, 3008-3012, 3015-3016, 3019, 3022-3023, 3025, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-2	3040-3064.
	GP-50	3100-3162.

Group	Model	Locomotive Numbers
E	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-409.
	B-39-8	GECK 8000-8001, LMX 8500-8599.
	SD-9	HL 504-505.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330, 5335, 5338-5362, 5364-5394, 5800-5801, 5803-5804, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6300, 6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-40-2B*	7500-7502.
	SD-60	OWY 9000-9099.
		*Cables.

## 4. Restrictions on Cars

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026

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

Pile drivers

Locomotive cranes

Empty ribbon rail cars

Rear end only cars

Jordan spreaders

Rotary snowplows, wedge plows, dozers.

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

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

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

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

## 4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

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

#### 4B. Multi-Platform and Stack Intermodal Cars

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

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

##### Description: Multi-Platform Cars

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

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 637107.

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

##### Description: Stack Cars

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

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

##### Yard Operation

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

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

##### Train Operation

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

#### 5. Car Weight and Length Restrictions

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

#### 6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's Item 6", the following restrictions apply:

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

#### 7. Air Repeater Operation

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

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

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

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

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

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

#### 8. Dimensional and Special Shipment Restrictions

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

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

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625 of the General Code of Operating Rules.

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

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

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

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

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>ALPHA</b>	<p><b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	<b>GOLF</b>	<p><b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
<b>BRAVO</b>	<p><b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	<b>HOTEL</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>CHARLIE</b>	<p><b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	<b>INDIA</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>DELTA</b>	<p><b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	<b>JULIET</b>	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
<b>ECHO</b>	<p><b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	<b>KILOGRAM</b>	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
<b>FOXTROT</b>	<p><b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	<b>LIMA</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>MIKE</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>NOVEMBER</b>	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
		<b>OSCAR</b>	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		<b>PAPA</b>	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		<b>QUEBEC</b>	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

## SPECIAL INSTRUCTIONS

CODE	RESTRICTION APPLICABLE
<b>ROMEO</b>	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
<b>SANDWICH</b>	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
<b>TANGO</b>	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
<b>WHISKEY</b>	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

## 9. Track Side Warning Detector

## Train Inspection

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, including when **Detector Status Message** is "... Integrity failure", crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

## Track Side Warning Detector-Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

A four second warning tone is issued immediately upon each defect detected.

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.

Detector Status Message	Train Crew Response
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

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

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

XXX is the axle count from the head end of train, including locomotives, to the defect indicated.

All detector status messages will be repeated in order of detection.

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

When failed equipment is indicated, train crew must advise train dispatcher reason for delay by first available means of communication.

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

If more than one detector status message is received, comply with most restrictive message.

## Track Side Warning Detector-Radio Tone-

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from the point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

## 10. Storage of Cars Within Yard Limits Non-ABS Territory

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

## 11. Commodities Insulating Track in CTC and ABS

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

## 12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules  
Air Brake and Train Handling Rules, Form 15338  
Train Dispatcher's Manual, Form 51545  
Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472  
Rules of the Maintenance of Way, Form 15125  
Safety Rules and General Rules, Form 15001  
Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

**13. General Code of Operating Rules Changes and Additions**

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

**Track Permits, Track and Time Limits, Track Warrants and Track Bulletins**

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

**Definition-Restricted Speed-is changed to read:**

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

**Rule G-is changed to read:**

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

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

**Rule Q-add the following:**

MT - Main Track(s)

**Rules 2 and 3**

Employees governed by the General Code of Operating Rules are "designated employees" under Rules 2 and 3.

**Rule 2**

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

CONTINENTAL TIME will be used for operating purposes.

**Rule 3**

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

**Rule 6(A)-explanation of characters:**

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

**Rule 10(C)-second paragraph is changed to read:**

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

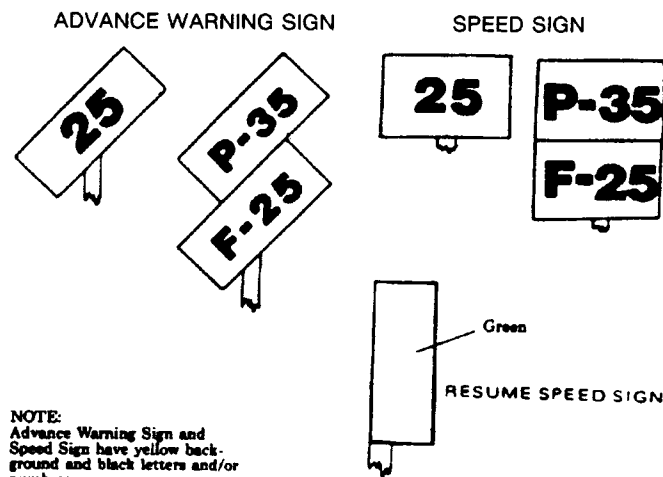
**Rule 10(E)-following paragraphs are added:**

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

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

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

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



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

**Rule 11-following second paragraph is added:**

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

**Rule 19-is changed to read:**

**19. MARKERS:** A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

**19(A). HIGHLY VISIBLE MARKER:** A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

**NOTE:** A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

- (2) When an engine is operating without cars or is at the rear of the train, the trailing headlight, illuminated on dim, may be used as a marker.

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.



**19(B). ALTERNATIVE MARKERS:** A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

**Rule 26**-is modified as follows:

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

As used in Blue Signal Protection Rules, the following definitions apply:

**Workmen**

(No change)

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

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

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

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

**Rule 81**

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

**Rule 93**-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

General order or special instructions will read, as example:

Conditional yard limits in effect between MP \_\_\_\_\_ and MP \_\_\_\_\_ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

**Rule 98(A)**- Second paragraph is cancelled.

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

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

**Rule 102**-the following new last paragraph is added:

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

**Rule 103(E)**-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

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

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

**Rule 104(M)**-fifth paragraph is changed to read:

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

**Rule 153**-following paragraph is added:

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

**Rule 223, Rule 225 and Form N Train Order**-will not be used.

**Form M Train Order**

The following is added to Form M train order:

(3) LINE NO \_\_\_\_\_ OF ORDER NO \_\_\_\_\_ IS ANNULLED

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

**Form O Train Order**-will not be used.

**Form D-S Train Order Example (1)**-is changed to read:

(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE  
 TRACK BETWEEN WEST CROSSOVER AT  
 FAYE AND EAST CROSSOVER AT GLEN  
 ALL TRAINS MUST STOP BEFORE FOULING  
 TRACK BETWEEN THESE POINTS UNLESS  
 AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF  
 SWITCHES OR TRAIN DISPATCHER

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

**Form Y Train Order, Example (2)**-will not be used.



**GENERAL DESCRIPTION OF SIGNALS, Page 124**-the following two paragraphs are added:

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

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

#### Rule 234

**INDICATION** is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

#### Rule 241

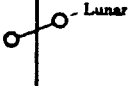
**NAME** is changed to: RESTRICTED PROCEED.

**INDICATION** is changed to: Proceed at restricted speed.


#### Rule 248-new:

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


#### Rule 248(A)-Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


#### Rule 248(B)-Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

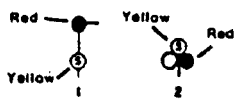
#### Rule 248(C)-Block Indicator

Aspects	Indication
	Block clear.

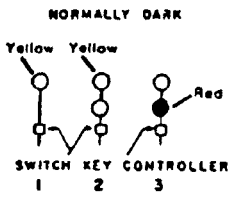
#### Rule 248(D)-Block Indicator

Aspects	Indication
	Block occupied.

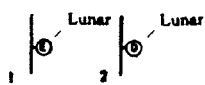
#### Rule 248(E)-Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 238.

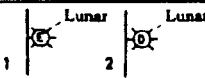
#### Rule 248(F)-Switch Indicator

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.  If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.  If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.  To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.


#### Rule 248(G)-Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.


#### Rule 248(H)-Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


#### Rule 248(I)-Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

**Rule 248(J)-Slide Fence Indicator**

Aspects	Indication
	When flashing, slide fence has not been activated.

**Rule 248(K)-Resume Speed**

Aspects	Indication
	End of slide fence restriction; resume speed.

**Rule 305(A)- new rule added as follows:**

**305(A). APPROACH TO AUTOMATIC INTERLOCKING:** A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

**Rule 312(2)(b)-** The waiting time is 10 minutes.

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

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

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

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

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

**Rule 315(A)-**is changed to read:

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

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

**Rule 316-**second paragraph is changed to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

**Rule 319-**add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

**Rule 351-**is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

**Rule 351(C)-**cancel second paragraph reading:

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

**Rule 408, paragraph (2)-**is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

**Rule 409-**is changed to read:

**409. OCCUPYING SAME LIMITS:** Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

**Rules 410 and 411-**modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

**Rule 413-**following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 456-** will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

**Rule 463-**is changed to read:

**463. VOIDING TRACK BULLETINS:** To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

**(b) TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

**(2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:****(a) LINE (number) OF TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

**(b) THAT PART OF TRACK BULLETIN NO \_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


**(c) TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

**TRACK BULLETIN FORM D** 

No. \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_\_\_

TO	AT
	AT
	AT
	AT



OK	COPIES OF	DISPATCHER
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Form D-10-10-10

**Rule 620-is changed to read:**

**620. RIDING ENGINE:** When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

**Rule 627(5)-is changed to read:**

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

**YARD SERVICE RULES**

**Rule Y-1.** The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

**Rule Y-2.** The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

New Item 3-E is added to INSTRUCTIONS for AGENTS, CONTROL OPERATORS, TRAIN ORDER OPERATORS, BRIDGETENDERS, Form 15472, as follows:

**3-E.** When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

When line-up is relayed, underscore each word and figure each time repeated.

**14. Rules of the Maintenance of Way Changes and Additions**

Where referenced in rules and instructions, "general manager" replaces "superintendent".

**Track Permits, Track and Time Limits, Track Warrants and Track Bulletins**

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

**Definition-Restricted Speed-is changed to read:**

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

**Rule G-is changed to read:**

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

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

**Rule Q-add the following:**

MT - Main Track(s)

**Rule 2**

CONTINENTAL TIME will be used for operating purposes.

**Rule 3**

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

**Rule 6(A)-explanation of characters:**

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

**Rule 9(A)-first paragraph is changed to read:**

**PLACEMENT OF FLAGS:** Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

**Rule 10(C)-second paragraph is changed to read:**

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

**Rule 11-**following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

**Rule 26-**is modified as follows:

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

As used in Blue Signal Protection Rules, the following definitions apply:

**Workmen**

(No change)

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

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

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

**Rule 37-** is changed to read:

**37. TRANSMITTING AND REPEATING:** When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

**Rule 38-** is changed to read:

**38. COPYING:** Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

**Rule 351-**cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

**Rule 351-**is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

**Rule 351(C)-**cancel second paragraph reading:

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

**Rule 408,** paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

**Rule 409-**is changed to read:

**409. OCCUPYING SAME LIMITS:** Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

**Rules 410 and 411-**modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

**Rule 413-**following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 463-**is changed to read:

**463. VOIDING TRACK BULLETINS:** To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO. \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO. \_\_\_\_\_ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO \_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

**TRACK BULLETIN FORM D** 

No. \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_

TO	AT
	AT
	AT
	AT



OK	COPIED BY	DISPATCHER
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Form 100-10-100

## 15. Safety Rules and General Rules Changes and Additions

**Rule 181-is modified as follows:**

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

As used in Blue Signal Protection Rules, the following definitions apply:

**WORKMEN:**

(No change)

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

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

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

**Rule 299-last paragraph is changed to read:**

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

**Rule 336 m-added:**

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

**Rule 345-following paragraph is added:**

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

Rules 382 through 414 are cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

**Rule 565-is changed to read:**

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

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

**Rule 566-is cancelled.**

**Rule 572-is changed to read:**

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

**Rule 575(A)-added:**

**575(A).** The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

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

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

**Rule 592-is changed to read:**

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

**Rule 597-is changed to read:**

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

**16. Intermodal/Automobile Facility Safety Rules and General Rules**

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

**Rule I-9 - changed to read:**

I-9. The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty or their possession or use while on duty or on Company property is prohibited.

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

**Rule I-16 - changed to read:**

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

**Rule I-19(a) - new rule added:**

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

**Rule I-19(b) - new rule added:**

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

**Rule I-22 - changed to read:**

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

**Rule I-34 - new rule added:**

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

**17. Automatic Cab Signals**

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Lakes Division, 1st Subdivision.

**18. Helper Behind Caboose**

When necessary to use helper consist to assist a train, employees must not ride caboose ahead of helper consist.

**19. Trackman's Train Location Line-up**

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

**20. Certificate of Rules Examination**

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

**21. Dumping Toilets**

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where workmen are known to be present
- c. In tunnels and snowsheds
- d. Passing over bridges
- e. At stations
- f. At any location prohibited by law

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped, restrooms must be cleared and restroom doors secured within the above limits.

**22. Federal Railroad Administration Presumption of Impairment Notice**

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." (See last paragraph for BN's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

**23. Procedures For State Drug and Alcohol Testing****BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

In the event that an employee is required to submit to urine testing under BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

1. The employee will provide a urine sample at a BN-designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
2. At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
3. Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

American Institute for Drug Detection, Inc.  
5515 Milton Parkway  
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

#### BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the BN Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

American Institute for Drug Detection, Inc.  
5515 Milton Parkway  
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

#### 24. Physical Examinations

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

#### 25. Roadway Signs

Except as shown, roadway signs have white background and black letters and/or numbers.



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

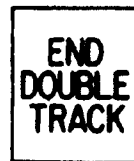
Track Flag



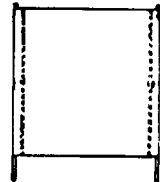
Junction  
Rule 98(B)



Yard Limit  
Rule 93



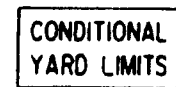
End Double Track



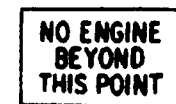
Track Flag



Railroad Crossing  
Rules 98 & 98(B)

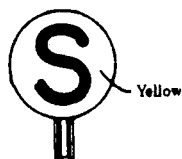


Conditional Yard Limits  
Rule 93

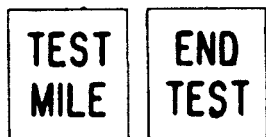


No Engine Beyond This Point





Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle  
Rule 15(I)

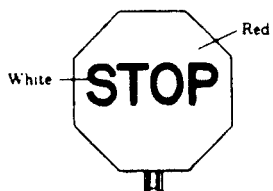
Numerals, when attached,  
denotes the number of  
crossings less than 1,320  
feet.



Derail  
Rule 104(L)



Fouling Point

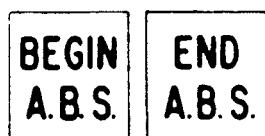


Stop  
Rules 98 and 98(B)

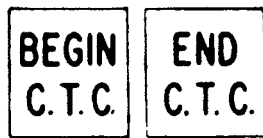


White letters on reflective red  
background, or black letters  
on white background.

Stop



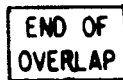
Begin and End ABS



Begin and End CTC



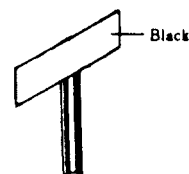
Signal Overlap  
Rule 303



End of Overlap  
Rule 303



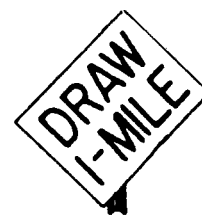
Westward Siding or  
Eastward Siding  
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span  
Rule 98

**26. Tonnage Chart Profile**

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

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

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

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

150 ....
140 ....
130 ....
120 ....
110 ....
100 EEEE
90 NNNN
80 GGGG
70 ....
60 ....
50 ....
40 ....
30 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
20 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
LEN
SPH

```

```

150
140
130
120
110
100
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX

```

e. LEN  
f. SPH

C=CAU D=DAN E=EXP F=FCG H=HWI P=POG R=RM # = ALL OTHER SPHDLG CODES

**NOTES:**

- \*\*\*SPEED RESTRICTION EXISTS ON THIS TRAIN\*\*\* will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.  
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

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

**Special Handling Codes shown on wheel report.**

CAU	Caution	MIC	Messenger in Charge
COM	Combustible Gas	MRE	Mechanical Refrigeration
DAN	Dangerous	NPR	No Placards Required
DEV	Loading Devices Required	PBC	Perishable in Box Car
DNH	Do Not Hump	POG	Poison Gas
DNS	Do Not Separate	RE	Rear Ender
EW	Excessive Weight	RIL	Rejected in Interchange
EXP	Explosive	RM	Radioactive
HFR	Home For Repairs	Sxx	Speed in Miles Per Hour (xx is MPH.)
HIV	High Value	SPD	Speed Restriction
HTR	Heater(s) in Car	UOS	Unload From One Side Only
HWI	High Wide	WI	Waive Inspection
IRM	Incentive Rate Movement	ZIP	Expeditor Trains Only
L01-L09	BN Local Yard Use Only		

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS	Office Calls	Rule 6(A)	Distance from Sand-point Jct.
			1403.3	SANDPOINT JCT.			
	01798		2.9			J	0.0
	01803		3.0	SA SANDPOINT		BR	0.1
	01810		10.1	ALGOMA	2MT		7.3
10,828	01817		17.6	COCOLALLA			14.0
13,247	01830		31.5	ATHOL			26.6
10,600	01837		37.7	RAMSEY		CTC	33.9
9,156	01843	45	45.5	RATHDRUM			39.6
	01845		47.0	HAUSER			41.0
	01850		51.5	HAUSER JCT.		J	46.6
10,095	01855		57.9	OTIS ORCHARDS			52.4
	01861		63.3	IRVIN			58.3
	01865		66.6	PARKWATER		XY	61.6
	01866		68.1	YARDLEY		BKRTXY	63.1
			69.7	NAPA ST.		IJXY	64.7
			71.5				
	01870		0.0	SF SPOKANE		BKRX	66.6
	01877	46	1.1	SUNSET JCT.		JX(2)Y	67.6
	01878	37	1481.6	LATAH JCT.		J	68.4
11537	12005		370.3	OVERLOOK			71.8
4027	12008		367.1	SCRIBNER		X	76.0
	12009		365.8	UP JCT.		J	78.0
		47		To Fish Lake 0.7			
63009			11.8	LAKESIDE JCT.		J	78.5

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

Train Dispatcher Calls- Sand Point East-48, Sand Point West-49.

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

1. Speed Restrictions-	Maximum Speeds Permitted
Zone-Between	Passenger Freight
Sandpoint Jct. and Lakeside Jct. ....	79 MPH.
MP 2.9 and MP 5.1 .....	35 MPH.
MP 5.1 and MP 7.5 .....	50 MPH.
MP 7.5 and MP 10.3 (MT 2) .....	70 MPH.
MP 7.5 and MP 10.7 (MT 1) .....	70 MPH.
MP 10.7 and MP 12.7 (MT 1) .....	65 MPH.
MP 12.7 and MP 14.6 .....	50 MPH.
MP 14.6 and MP 16.6 .....	40 MPH.
MP 21.6 and MP 22.0 .....	70 MPH.
MP 33.0 and MP 33.5 .....	70 MPH.
MP 44.3 and MP 44.4 .....	60 MPH.
MP 65.9 and MP 68.2 .....	35 MPH.
MP 68.2 and MP 1.0 .....	25 MPH.
MP 1481.0 and MP 374.8 .....	30 MPH.
MP 374.8 and MP 368.8 .....	60 MPH.
MP 368.8 and MP 365.8 .....	55 MPH.
Hauser-Dual control turnouts, leads and through yard track No. 4 .....	20 MPH.
Algoma-trains or engines through dual control switch turnouts .....	35 MPH.
Trains or engines on sidings and/or through turnouts at following locations: .....	35 MPH.
Cocolalla Athol Ramsey	
Rathdrum Otis Orchards Overlook	
Irvin and Parkwater through turnouts and on Main Track 1 .....	25 MPH.

Parkwater-Trains or engines through turnout from Eastward Main Track to Main Track 2 35 MPH. 35 MPH.

Train or engines through turnouts Sunset Jct, Latah Jct, UP Jct, Lakeside Jct 35 MPH. 35 MPH.

Train or engines through crossover Scribner to Marshall ..... 25 MPH. 25 MPH.

Up to 100 Tons/OB Over 100 Tons/OB

Athol and Ramsey, engines westward freight trains passing signal 35.1 ..... 55 MPH. 45 MPH.

Ramsey and Rathdrum, engines westward freight trains passing signal 42.9 ..... 55 MPH. 45 MPH.

Spokane-- engine westward freight train passing signal 70.2 ..... 20 MPH. 15 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions-

**Spokane**-Locomotives numbered BN 1-1980 only permitted on tracks 8 and 9 at east end of passenger station.

## 3. Train Register Exceptions-

**Sandpoint, Yardley and Spokane**-Trains originating or terminating will register.

## 4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.

Westward trains departing Whitefish (Montana Division) enroute Yardley, and eastward trains departing Yardley enroute Whitefish, will secure a second track warrant addressed to:

at Boyer.

Passenger trains must secure a track warrant at Spokane.

**Trains from Montana Rail Link**- Pacific Division track warrant received at Missoula will apply at Sandpoint Jct.

Pacific Division track warrant received by UP trains at Hinkle will apply at Fishlake.

Westward trains destined Seventh Subdivision will secure a second track warrant at Yardley or Spokane endorsed "Seventh Subdivision". Eastward trains destined First Subdivision will secure a second track warrant at Pasco endorsed "First Subdivision".

## Between Sunset Jct. and Parkwater-

Trains and engines must not enter main track unless authorized by signal indication or permission is received from train dispatcher. Westward trains will obtain track warrant at Spokane passenger station endorsed by train dispatcher Seattle.

## 5. Rule 99- When flagging is required, distance will be 2.5 miles.

## 6. FRA Excepted Track- Yardley Yard tracks Hell Hole 42 through 59 and Industrial trackage on SCP line between UP Crossover east of Long Lake Lumber and Argonne Road. Refer to All Subdivisions Item 6.

## 7. Rule 93- Yard limits in effect between-

Sunset Jct. and Parkwater.

## 8. Spokane- Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, or to communicate with a flagman.

## 9. Rule 350(B)- Following switches not equipped with electric locks:

Cocolalla	Ramsey	Otis Orchards
Athol	Rathdrum	Algoma Main 1

## 10. Track Bulletins- Authorized on this Subdivision.

## 11. The following Track Side Warning Detectors protect bridges, tunnels or other structures-

Latah Bridge east-	MP 371.4	Spokane-	MP 69.8
ward			

## Other Track Side Warning Detector Locations-

Granite-	MP 22.6	Ramsey-	MP 39.5
----------	---------	---------	---------

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Latah Jct.
				Office Calls	Rule 6(A)	
	01878		1481.6	LATAH JCT.	J	0.0
7,442	01883		1489.8	LYONS	CTC	7.8
6,930	01893		1499.3	ESPANOLA		17.3
7,532	01905		1510.8	EDWALL		29.5
	01914		1520.2	BLUESTEM		38.6
	01922		1527.7	HARRINGTON	X	46.1
	01937		1542.9	LAMONA	TWC	61.2
9,232	01947		1553.2	ODESSA		71.4
9,552	01959		1565.6	GIBSON		83.9
8,794	01970		1577.0	WILSON CREEK		94.3
10,794	01983		1588.8	ADRIAN		107.4
	01993		1599.3	EPHRATA	CTC	117.4
10,360	01998		1603.8	NAYLOR		122.5
10,398	02009		1615.5	QUINCY		133.7
7,856	02020		1628.3	TRINIDAD		144.5
8,154	02030		1635.0	COLUMBIA RIVER		153.8
	02035		1640.1	ROCK ISLAND		159.4
5,000	02038		1643.3	MALAGA		162.7
	02044		1650.2	WC WENATCHEE	BJKRY ABS	169.6

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

Train Dispatcher Calls-Edwall-20, Harrington-21, Odessa-24, Wilson Creek-25, Ephrata-26, Wenatchee East-27

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

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Passenger	Freight
Latah Jct. and Wenatchee	79 MPH.	
Lamona and Bluestem against current of traffic	49 MPH.	40 MPH.
MP 1481.6 and MP 1483.3	30 MPH.	30 MPH.
MP 1483.3 and MP 1488.6	55 MPH.	45 MPH.
MP 1488.6 and MP 1489.2	40 MPH.	35 MPH.
MP 1489.2 and MP 1490.4	70 MPH.	50 MPH.
MP 1494.8 and MP 1498.0	65 MPH.	
MP 1508.8 and MP 1513.7	65 MPH.	
MP 1513.7 and MP 1520.5	55 MPH.	50 MPH.
MP 1520.5 and MP 1522.7	35 MPH.	40 MPH.
MP 1522.7 and MP 1526.7	60 MPH.	50 MPH.
MP 1526.7 and MP 1529.0	50 MPH.	45 MPH.
MP 1529.0 and MP 1542.1	60 MPH.	50 MPH.
MP 1547.7 and MP 1555.2	65 MPH.	
MP 1555.2 and MP 1559.0	50 MPH.	45 MPH.
MP 1559.0 and MP 1570.9	55 MPH.	50 MPH.
MP 1570.9 and MP 1573.5	55 MPH.	50 MPH.
MP 1573.5 and MP 1579.2	70 MPH.	
MP 1579.2 and MP 1587.4	55 MPH.	50 MPH.
MP 1587.4 and MP 1589.2	70 MPH.	
MP 1589.2 and MP 1602.8	65 MPH.	
MP 1614.5 and MP 1620.0	65 MPH.	
MP 1620.0 and MP 1622.5	45 MPH.	40 MPH.
MP 1622.5 and MP 1624.2	25 MPH.	25 MPH.
MP 1624.2 and MP 1629.2	50 MPH.	45 MPH.
MP 1629.4 and MP 1640.6	60 MPH.	50 MPH.
MP 1640.6 and MP 1642.6	30 MPH.	25 MPH.
MP 1642.6 and MP 1646.5	65 MPH.	50 MPH.
MP 1646.5 and MP 1649.6	45 MPH.	40 MPH.
MP 1649.6 and MP 1650.2	35 MPH.	35 MPH.

Trains or engines on sidings and/or through turnouts at following locations:

Lyons	Espanola		
Edwall	Odessa		
Gibson	Wilson Creek		
Adrian	Naylor		
Quincy	Trinidad		
Columbia River	Malaga	30 MPH.	25 MPH.
End of double track Lamona and Bluestem		35 MPH.	35 MPH.
Wenatchee-MP 1652.7 and MP 1650 on W.O. main yard track			25 MPH.
		Up to 100 Tons O/B	Over 100 Tons O/B

Engines of freight trains

passing signals:

Westward signal between Ephrata and Naylor No. 1601.1	55 MPH.	
Westward absolute signal West Trinidad MP 1627.0		40 MPH.
Westward signal between Trinidad and Columbia River No. 1629.9		40 MPH.
Westward absolute signal Wenatchee at MP 1646.7		30 MPH.
Eastward signal Wenatchee No. 1649.4		30 MPH.

2. Bridge, Engine and Heavy Car Restrictions-None.

3. Train Register Exceptions-None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.

Westward trains departing Spokane or Yardley enroute 2nd Subdivision will secure a second track warrant endorsed 2nd Subdivision.

Eastward trains departing Wenatchee enroute 1st Subdivision will secure a second track warrant endorsed 1st Subdivision.

5. Rule 99-When flagging is required, distance will be 2.5 miles, except between Bluestem and Lamona when operating against the current of traffic the distance will be 1.5 miles.

6. Crossovers on Double Track not otherwise shown-

Trailing Point-

MP 1534.8 Mohler  
MP 1538.7 Downs

7. Wenatchee-Engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

8. Handling 80-Feet or Longer Cars-

Between Quincy and Wenatchee-

Trains of greater than 5700 trailing tons must handle empty cars, 80 feet and longer, in the rear 5700 tons.

Trains of greater than 8800 trailing tons must handle loaded cars, 80 feet and longer, in the rear 8800 tons except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

9. Westward freight trains will not use in excess of a fourth throttle position west of Sunset Jct. until all units are on the Latah Creek bridge.

10. TWC- In effect between Bluestem and Lamona.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

11. Track Bulletins-Authorized on this Subdivision.

**12. The following Track Side Warning Detectors protect bridges, tunnels or other structures-**

Trinidad-	MP 1622.3	Trinidad-	MP 1625.6
Trinidad-	MP 1623.9	Voltage-	MP 1638.1

**Other Track Side Warning Detector Locations-**

Fairchild-	MP 1495.9	Stratford-	MP 1580.2
Bluestem-	MP 1524.6	Naylor-	MP 1607.9
Odessa-	MP 1555.8	Columbia River	MP 1633.6

W E S T W A R D	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Wenat- chee	E A S T W A R D
					Office Calls	Rule 6(A)		
		02044		1650.2	WC WENATCHEE	BKRTY	0.0	
					2.7	ABS		
				1652.9	OLDS JCT.	JY	2.7	
					8.3			
	8,049	02056		1661.2	CASHMERE		11.0	
					11.0			
	7,905	02067		1672.2	LEAVENWORTH		22.0	
					13.5			
	10,976	02081		1686.9	WINTON		35.5	
					6.6			
	6,729	02087		1692.4	MERRITT	T	42.1	
					7.0			
	12,323	02094		1698.5	BERNE		49.1	
					9.0			
	9,259	02103		1708.5	SCENIC		58.1	
				1719.5				
	8,949	02116	37	1732.3	SKYKOMISH	T	70.9	
					7.6			
	10,099	02124		1739.5	BARING		78.5	
					14.5			
	10,244	02139		1755.7	GOLD BAR		93.0	
					12.9			
	11,988	02152		1768.6	MONROE		105.9	
					6.6			
		02159		1775.2	SNOHOMISH JCT. EAST JT		112.5	
					1.0			
		02159		1776.2	SNOHOMISH JCT. WEST JT	CTC	113.5	
					5.0			
		02164		1781.2	LOWELL		118.5	
					1.5			
	12,517	02165		1782.7	PA JCT.	J	120.0	
					1.4			
		02166		1783.9	JN EVERETT	8	121.4	
					0.8			
				1784.7				
		02169		32.1	EVERETT JCT.	JX	122.2	
					3.8			
		02172		28.3	2MT MUKILTEO	X	126.0	
					0.5			
				27.8	MP 28		126.5	
					1.7			
				27.1	MP 27		128.2	
					8.4			
				17.8	MP 18		136.6	
					0.2			
		02182		17.6	EDMONDS		136.8	
					1.7			
				15.9	MP 16		138.5	
					8.2			
				7.9	MP 8.0	Y	146.7	
					0.8			
				7.1	MP 7	Y	147.3	
					0.7			
		02193		6.4	BALLARD	IY	148.0	
					0.2			
				6.2	DRAWBRIDGE 4	IY	148.2	
					1.1			
				5.1	23rd STREET	IY	149.3	ABS
					0.3			
					RB INTERBAY			
		02195		4.9	(Balmer Yard)	BIKRTY	149.6	
					1.1			
				3.3	GARFIELD STREET	IY	150.7	
					2.1			
				1.4	NORTH PORTAL	IXY	152.8	
					1.4			
		02200		0.0	CF SEATTLE	BIKRTX(2)Y	154.2	
					(King St. Station)			

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls-Wenatchee-28, Cashmere-29, Merritt-30,  
Cascade Tunnel-57, Skykomish-31, Monroe-32, Everett-34, Mukilteo-  
35, Richmond Beach-36

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

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Passenger	Freight
Wenatchee and Everett.....	79 MPH.	50 MPH.
Everett and Seattle.....	60 MPH.	50 MPH.
MP 1650.2 and MP 1651.5 .....	35 MPH.	35 MPH.
MP 1651.5 and MP 1658.7 .....	50 MPH.	45 MPH.
MP 1658.8 and MP 1660.8 .....	45 MPH.	40 MPH.
MP 1660.8 and MP 1661.7 .....	25 MPH.	25 MPH.
MP 1661.7 and MP 1669.2 .....	40 MPH.	35 MPH.
MP 1669.2 and MP 1682.7 .....	55 MPH.	45 MPH.
MP 1682.7 and MP 1683.3 .....	50 MPH.	40 MPH.
MP 1683.3 and MP 1690.5 .....	50 MPH.	45 MPH.
MP 1690.5 and MP 1693.3 .....	50 MPH.	45 MPH.
MP 1693.3 and MP 1721.2 .....	30 MPH.	25 MPH.
MP 1721.2 and MP 1730.0 .....	25 MPH.	20 MPH.
MP 1730.0 and MP 1732.6 .....	30 MPH.	25 MPH.
MP 1732.6 and MP 1734.7 .....	45 MPH.	40 MPH.
MP 1734.7 and MP 1737.4 .....	45 MPH.	45 MPH.
MP 1737.4 and MP 1740.6 .....	50 MPH.	45 MPH.
MP 1740.6 and MP 1749.0 .....	40 MPH.	40 MPH.
MP 1749.0 and MP 1751.5 .....	50 MPH.	45 MPH.
MP 1751.5 and MP 1756.7 .....	70 MPH.	
MP 1756.7 and MP 1757.6 .....	50 MPH.	
MP 1757.6 and MP 1760.5 .....	65 MPH.	
MP 1760.5 and MP 1763.0 .....	50 MPH.	
MP 1763.0 and MP 1768.4 .....	50 MPH.	45 MPH.
MP 1768.4 and MP 1770.7 .....	45 MPH.	45 MPH.
MP 1774.8 and MP 1775.6 .....	60 MPH.	50 MPH.
MP 1778.8 and MP 1780.8 .....	60 MPH.	
MP 1780.8 and MP 1782.4 .....	40 MPH.	40 MPH.
MP 1782.4 and MP 32 .....	25 MPH.	25 MPH.
MP 32 and MP 28.5 .....	55 MPH.	
MP 28.5 and MP 20.5 .....	45 MPH.	45 MPH.
MP 20.5 and MP 15.0 .....	40 MPH.	40 MPH.
MP 15.0 and MP 11.5 .....	50 MPH.	
MP 11.5 and MP 8.7 .....	45 MPH.	45 MPH.
MP 8.7 and MP 6.3 .....	35 MPH.	35 MPH.
MP 6.3 and MP 6.0 .....	20 MPH.	20 MPH.
MP 6.0 and MP 1.8 .....	35 MPH.	20 MPH.
MP 1.8 and MP 0.0 .....	20 MPH.	20 MPH.
Seattle-Over public crossings .....	20 MPH.	20 MPH.
Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront .....	10 MPH.	10 MPH.
Seattle King St. Station-Through turnouts .....	10 MPH.	10 MPH.
Seattle-trains handling Amtrak Superliner bi-level cars while passing umbrella sheds at King St. Station .....	5 MPH.	5 MPH.
Trains or engines between North Portal and King St. Station, Seattle .....	20 MPH.	20 MPH.
No. 20 turnout Garfield St. ....	20 MPH.	20 MPH.
Balmer Yard-Tracks A and B .....		15 MPH.
Ballard-Over Bridge 4 .....		20 MPH.
Everett over Pacific Ave. ....	20 MPH.	20 MPH.
Scenic and Skykomish: Westward freight trains between West switch Scenic and MP 1729.0 while handling loaded C-6 covered hopper cars, or exceeding 100 tons/OB .....		12 MPH.
Trains or engines through turnouts at the following locations Cashmere                      Berne Leavenworth                  Scenic Winton                          Baring Merritt                          Goldbar .....	35 MPH.	35 MPH.
End of single track Mukilteo and Edmonds .....	35 MPH.	35 MPH.
Trains or engines through No. 15 turnouts at the following locations East and West Switch Monroe East and West Switch Skykomish Turnout Olds Jct. ....	20 MPH.	20 MPH.

Turnouts PA Jct., Lowell Jct.,  
Snohomish Jct. West ..... 15 MPH. 15 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.

## 2. Bridge, Engine and Heavy Car Restrictions-

### Richmond Beach-Standard Oil Spur

Six axle locomotives not permitted and not more than 2 units per consist.

## 3. Train Register Exceptions-

Interbay, Seattle (King St. Station)-Trains originating or terminating will register.

## 4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.

Track warrant issued at Delta Jct. to trains destined 3rd Subdivision applies at PA Jct. and Everett Jct.

## 5. Rule 99- When flagging is required, distance will be 2.5 miles.

## 6. Seattle-Interlocking Rules King Street Tunnel 17-

Trains and engines may make a forward or backward movement between North Portal and King Street Station without flag protection when signal indicates proceed. When signal indicates Stop a member of the crew will immediately contact Seattle Terminal train dispatcher and be governed by his instructions.

## 7. Seattle-Grade Crossing Ordinances-

Trains over 3500 feet long or handling hazardous material loads must not use waterfront line between Stacy Street Yard and North Portal between 6:00 am and 11:00 pm.

Madison and Yesler Streets-Train movements operating over waterfront trackage must protect movement in either direction over street crossings from ground position when required to stop within 200 feet of Madison or Yesler Streets.

### Grade Crossing Ordinances

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

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

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

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

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

**8. Between Seattle and MP 8.0-**Trains or engines must obtain authority from Seattle Terminal train dispatcher before entering, or making movements within, this territory.

**9. Everett Jct.-**Westward trains setting out must clear junction cross-over switches unless train dispatcher authorizes otherwise.

**10. Rule 350(B)-**Following switches not equipped with electric locks:

Standard Oil spur, east switch, 2.2 miles west of Edmonds.  
McKinnon spur, 2.4 miles west of Monroe.

**11. Rule 93-**Yard limits in effect between-

Wenatchee and Olds Jct.  
Seattle and MP 8.0.

**12. 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 4, All Subdivisions, 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.

**13. Instructions Governing Operation of Trains between Skykomish and Merritt-**

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 locomotive will cut in ahead of full rate tonnage. If instructed, helper locomotives (not exceeding two) for westward unit grain trains, will be placed behind the caboose, and will not use dynamic brake in this position.

Helper locomotives will consist of not more than 12 powered axles unless otherwise authorized by train dispatcher.

Helper locomotives will not utilize dynamic brake unless requested to do so by the road engineer.

d. The head end engine consist on eastward freight trains will operate in the sixth throttle position MP 1708.3 east switch Scenic to MP 1700.0 east portal Cascade Tunnel when four or more operable units are in consist. Throttle position seven is permissible with three operable units and throttle position eight is permissible with two or less operable units. Helper units will operate in the sixth throttle position.

e. Scenic-Two white lights flashing alternately are mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless directed by train dispatcher. Exception: Eastward passenger trains, not exceeding two locomotives in the engine consist, may pass Scenic and enter Cascade Tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher. Repeater ventilating system indicators are located at MP 1706.0, MP 1704.2 and MP 1702.4 in Cascade Tunnel.

f. 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 ventilating door Cascade tunnel 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.

g. After receiving authority from the train dispatcher, a train in the tunnel may make a forward or reverse movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except Absolute Signal at MP 1700.4. In emergency conditions when communications fail, trains may make a forward or reverse movement out of tunnel to Scenic or Berne passing all signals at restricted speed.

Portable Radios assigned for tunnel service, use channel 2. If radio communication is inoperable, communication can be established, by use of the dispatchers' phones, which are located in each bay.

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

h. Fluorescent light located at Bay 14 is to alert westward trains as to location of signal 1706.1 when visibility is obscured.

Westward trains encountering signal 1706.1 at Bay 15 displaying Stop indication must not pass west portal except in emergency, until it is known track is clear to east switch Scenic. In addition, special slide fence signal is placed just east of Bay 21, Cascade Tunnel, to give indication for westward trains when necessary. This signal will not show red indication unless there is a slide-fence warning activated between west portal of the tunnel and east siding 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.

i. Biopaks and Scott chin style gas masks are issued to crew members of trains running through the Cascade tunnel. Biopaks are for emergency use only and are to be used only when the Scott gas masks are ineffective. Both must be immediately accessible while in the Cascade tunnel.

j. Emergency Exits-Cascade Tunnel. Two foot by three foot doors are located on south wall of tunnel from Bay 13 to the west portal. Doors open into Pioneer Tunnel and must be closed after each use. Exits are to be used only when no other exit available from tunnel.



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

LOCATION	DISPATCHER PHONE AIR HOSE, WRENCH & KNUCKLES TYPE E & F	BREATHING SUPPORT DEVICES	RAIL CLAMPS AND CHAINS	EMERGENCY EXITS BETWEEN BAYS
Telephone Booth Skykomish	X			
Telephone Booth Scenic	X		XX	
CTC Bungalow E & W Scenic	X			
Bay 21	X			
Bay 20	X	XXX		X
Bay 19	X	XXX		
Bay 18	X	XXX		
Bay 17	X	XXX		
Bay 16	X	XXX		
Bay 15	X	XXX		X
Bay 14	X	XXX		X
Bay 13	X	XXX		
Bay 12	X	XXX		X
Bay 11	X	XXX		
Bay 10	X	XXX		
Bay 9	X	XXX		
Bay 8	X	XXX		
Bay 7	X	XXX		
Bay 6	X	XXX		
Bay 5	X	XXX		
Bay 4	X	XXX		
Bay 3	X	XXX		
Bay 2	X	XXX		
Bay 1	X			
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 of Operations, General Foreman Cars, Trainmaster-Road Foreman Everett. If material not returned to bay from which taken, advise where left.

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

## 14. Handling 80 Feet or Longer Cars-

## Between Skykomish and Merritt-

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

## 15. Intermodal trains operating between Skyhomish and Merritt-

- Conventional equipment is defined as all types of intermodal equipment except double stacks.
- Platforms will not be used to determine car count. Actual car number will be used.
- Trains handling conventional equipment or trains handling conventional with double stack equipment must not exceed 4800 tons, 70 cars, or 7000 feet.
- Trains consisting of solid double stacks must not exceed 5500 tons.
- Eastward trains handling conventional with double stack equipment must handle all double stack equipment next behind engine.
- 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.
- Westward trains of greater than 2900 trailing tons must handle 80 foot or longer cars weighing less than 50 tons in the rear 2900 tons.

- h. Single loaded 50 foot cars having single axles are not restricted.

## 16. Track Bulletins-Authorized on this Subdivision.

## 17. The following Track Side Warning Detectors protect bridges, tunnels or other structures-

EASTWARD		WESTWARD	
Interbay-	MP 6.0	Cashmere-	MP 1661.6
Snohomish-	MP 1776.5	Berne-	MP 1695.2
Goldbar-	MP 1749.2	Berne-	MP 1699.6
Berne-	MP 1695.2	Baring-	MP 1742.0
Cashmere-	MP 1661.6	Monroe-	MP 1773.1
		MP 8-	MP 8.0

## Other Track Side Warning Detector Locations-

Sultan-	MP 1762.0	Skykomish-	MP 1725.5
Grotto-	MP 1735.0	Leavenworth-	MP 1668.2
Skykomish-	MP 1730.7	Scenic-	MP 1721.2

SOUTH WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Seattle	NORTH WARD
					Office Calls	Rule 6(A)		
		02200		0.0	CF SEATTLE (King St. Station)	8TKR TX(2)Y	0.0	
		02201		3.3	ARGO	IX(2)Y	3.3	
		16001		7.9	SOUTH SEATTLE	8X(2)Y	7.9	
		16004		9.5	BLACK RIVER	IJXY	9.5	
		C 5236	51	12.2	DRILLIA	X(2)Y	12.2	
		16010		16.3	KENT	X(2)Y	16.3	
		16014		21.5	AUBURN	BJKTX(2)Y	21.5	
		16021		29.0	SUMNER	Y	29.0	
		16022		30.5	MEERER	TXY	30.5	
		S 3187 N 10,047		31.9	PUYALLUP	Y	31.9	
		16029		38.2	RESERVATION	IX(2)Y	38.2	
		16031		39.6	TA TACOMA	8KRTY	39.6	
				0.6	11th STREET	JY	40.7	
		16038		5.1	RUSTON	XY	45.2	
		16040		6.7	NELSON BENNETT	X	46.8	
		N 1,608		10.0	TITLOW	X	50.1	
		16046		13.2	PIONEER	X	53.3	
		16048		14.4	WEST TACOMA	X(2)	54.5	
		16057		24.4	NISQUALLY	JX(2)	64.5	
		16061		28.2	SAINT CLAIR To Lacey 5.0	JX	68.3	
		16068		34.9	EAST OLYMPIA To Gate 26.0	X(2)	75.0	
		16084		49.5	WABASH	X(2)	89.6	
				52.5	CENTRALIA NORTH	X	92.6	
		(2)6,400	52	54.0	CN CENTRALIA	BJKRTX	94.1	
				55.8	CENTRALIA SOUTH	X(2)	95.4	
		16090		57.7	CHEHALIS		97.8	
		16091		58.7	CHEHALIS JCT.	JTX(2)	98.8	
				66.2	NAPAVINE SOUTH	X(2)	108.3	
		(2)4999		77.0	VADER	X(2)	117.1	
				85.0	MP 85	X(2)	125.1	
				93.4	OSTRANDER	X(2)	133.5	
		16128		95.8	ROCKY POINT		135.9	
		(1)5100		97.3	KELSO		137.4	
				98.9	KELSO SOUTH	X(2)	139.0	
		(1)9382		101.1	LONGVIEW JCT.	BJTX(2)	141.2	
				102.6	LONGVIEW JCT. SO.	X(2)	142.7	
		16140		107.5	KALAMA	X(2)	147.6	
				110.9	MP 111	X(2)	151.0	
		(2)14,700		122.0	RIDGEFIELD	X	162.1	
		(2)4,700		123.6	RIDGEFIELD SOUTH	X(2)	163.7	
				132.5	VANCOUVER JCT. NO.	X(2)	172.8	
		16186		133.0	RYE JCT.		173.3	
		12365		136.5	MX VANCOUVER	BJKRY TX(2)	176.4	

BN Radio Channel No. 1 in service on this Subdivision.  
UPRR Co. Base Channel No. 2 in effect between Tacoma and Vancouver.

Union Pacific signal aspects as contained in General Code of Operating Rules are in effect at UP interlocking at Black River.  
Train Dispatcher Calls|South Seattle-40, Auburn-42, Tacoma-43, Steilacoom-52, Chehalis-North-45, Chehalis-South-46, Kalama-47.  
See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Passenger	Freight
Seattle and Longview Jct. South	75 MPH.	50 MPH.
Longview Jct South and Vancouver Jct		
North	79 MPH.	
Vancouver Jct. North and Vancouver	70 MPH.	40 MPH.
MP 0.0 and MP 2.0	20 MPH.	20 MPH.
MP 2.0 and MP 3.4	40 MPH.	30 MPH.
MP 3.4 and MP 5.3	70 MPH.	
MP 5.3 and MP 5.4	40 MPH.	40 MPH.
MP 5.4 and MP 8.8	70 MPH.	
MP 8.8 and MP 10.0	55 MPH.	45 MPH.
MP 14.1 and MP 15.5	65 MPH.	
MP 15.5 and MP 17.1	40 MPH.	40 MPH.
MP 18.9 and MP 21.6	40 MPH.	40 MPH.
MP 27.4 and MP 28.0	65 MPH.	
MP 28.0 and MP 29.2	40 MPH.	40 MPH.
MP 29.2 and MP 30.5	65 MPH.	
MP 30.5 and MP 32.8	30 MPH.	30 MPH.
MP 34.4 and MP 34.6	45 MPH.	45 MPH.
MP 34.6 and MP 36.4	65 MPH.	
MP 36.4 and MP 37.8	45 MPH.	40 MPH.
MP 37.8 and MP 39.7	30 MPH.	30 MPH.
MP 39.7 and MP 0.0	10 MPH.	10 MPH.
MP 0.0 and MP 2.8	30 MPH.	30 MPH.
MP 2.8 and MP 5.1	50 MPH.	
MP 5.1 and MP 6.5	40 MPH.	40 MPH.
MP 6.5 and MP 9.5	60 MPH.	
MP 9.5 and MP 10.3	35 MPH.	35 MPH.
MP 10.3 and MP 10.8	60 MPH.	
MP 10.8 and MP 13.2	70 MPH.	
MP 13.2 and MP 14.2	60 MPH.	
MP 14.2 and MP 14.3	30 MPH.	30 MPH.
MP 14.3 and MP 15.9	50 MPH.	
MP 15.9 and MP 19.1	60 MPH.	
MP 19.1 and MP 21.9	70 MPH.	
MP 21.9 and MP 23.8	60 MPH.	
MP 23.8 and MP 25.6	55 MPH.	
MP 27.3 and MP 28.0	70 MPH.	
MP 33.8 and MP 34.2	70 MPH.	
MP 36.2 and MP 36.5	70 MPH.	
MP 41.4 and MP 41.7	70 MPH.	
MP 46.0 and MP 47.8	65 MPH.	
MP 47.8 and MP 47.9	60 MPH.	
MP 51.1 and MP 52.2	65 MPH.	
MP 53.1 and MP 55.2	40 MPH.	40 MPH.
MP 55.2 and MP 57.1	65 MPH.	40 MPH.
MP 57.1 and MP 58.1	40 MPH.	40 MPH.
MP 58.1 and MP 58.3	40 MPH.	
MP 62.2 and MP 64.4	60 MPH.	
MP 64.4 and MP 65.5	50 MPH.	
MP 69.1 and MP 70.4	60 MPH.	
MP 70.4 and MP 72.2	50 MPH.	
MP 77.8 and MP 79.5	60 MPH.	
MP 79.5 and MP 81.5	70 MPH.	
MP 81.5 and MP 81.8	60 MPH.	
MP 81.8 and MP 83.2	70 MPH.	
MP 85.4 and MP 86.4	70 MPH.	
MP 86.4 and MP 86.7	65 MPH.	
MP 86.7 and MP 87.5	50 MPH.	
MP 89.0 and MP 89.9	60 MPH.	
MP 89.9 and MP 91.0	70 MPH.	
MP 91.0 and MP 91.2	60 MPH.	
MP 91.2 and MP 92.5	70 MPH.	
MP 92.5 and MP 93.7	65 MPH.	

MP 93.7 and MP 95.0 .....	60 MPH.	
MP 95.0 and MP 100.6 .....	40 MPH.	40 MPH.
MP 106.5 and MP 107.8 .....	70 MPH.	50 MPH.
MP 107.8 and MP 112.1 .....	70 MPH.	
MP 114.1 and MP 114.7 .....	70 MPH.	
MP 118.8 and MP 122.0 .....	70 MPH.	
MP 122.0 and MP 122.9 .....	35 MPH.	35 MPH.
MP 122.9 and MP 126.7 .....	70 MPH.	
MP 131.5 and MP 132.6 .....	70 MPH.	
MP 132.6 and MP 136.5 .....	35 MPH.	35 MPH.
Seattle-King Street station, through turnouts .....	10 MPH.	10 MPH.
Seattle-King St. Station- Trains handling Amtrak Superliner bilevel cars while passing umbrella sheds .....	5 MPH.	5 MPH.
Seattle-All street crossings in corporate limits .....	20 MPH.	20 MPH.
Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront .....	10 MPH.	10 MPH.
Except over Military Road South at MP 5.3 between Argo and South Seattle .....	40 MPH.	40 MPH.
Black River and Reservation against the current of traffic .....	59 MPH.	49 MPH.
Olympia- over street crossings .....	10 MPH.	10 MPH.
Olympia and Gate .....	10 MPH.	10 MPH.
Trains or engines through turnouts at following locations: Centralia North Centralia Chehalis Jct. to Twelfth Subdivision Longview Jct. South to Main 1 Siding .....	15 MPH.	15 MPH.
Trains or engines through turnouts at Black River .....	20 MPH.	20 MPH.
Trains or engines through turnouts at following locations: north end Ruston Tunnel. south end Nelson- Bennett Tunnel. ....	30 MPH.	30 MPH.
Trains or engines through turnouts at following locations: Wabash Longview Jct. Centralia South South Chehalis Jct. MP 111.0 Napavine South Ridgefield Vader South MP 85.0 Vancouver Jct. Ostrander North Kelso South .....	35 MPH.	35 MPH.
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line .....		10 MPH.
Vancouver, over 39th Street crossing .....	40 MPH.	40 MPH.
Over road crossings: MP 25.4 between Auburn and Sumner MP 34.1 between Puyallup and Reservation MP 41.1 between East Olympia and Tenino Jct. MP 49.1 between Bucoda and Wabash MP 51.3 between Wabash and Centralia North MP 66.1 between Chehalis Jct. and Napavine MP 67.2 between Napavine South and Winlock MP 74.6 between Winlock and Vader MP 130.4 between Ridgefield South and Vancouver Jct. North .....	65 MPH.	

Trains handling multiple level  
platform equipment with top  
platform loaded must not exceed  
10 MPH. through Nelson Bennett  
and Ruston Tunnels.

Up to 100  
tons O/B

Over 100  
tons O/B

Seattle and Tacoma-Engine  
Southward freight train passing  
signals:

8.9 .....	45 MPH.	35 MPH.
23.9 .....		35 MPH.
35.7 .....		40 MPH. MPH.

Engine Northward freight train  
passing signals:

39.0 .....	20 MPH.	15 MPH.
38.4 .....		25 MPH.
24.0 .....		35 MPH.
11.4 .....		40 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions-

**Between Seattle and West Seattle and between Meeker and  
McMillin-**Item 5d not permitted.

**West Seattle Line and Olympia-**Locomotives in Groups E and I  
and 250-ton wrecking derricks not permitted.

## 3. Train Register Exceptions-

**Seattle (King St. Station), Tacoma and Centralia-** Trains  
originating or terminating will register.

## 4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82(A) does not apply. Track Warrant listing track bulletins in  
effect must be received as prescribed by Rule 450.

**Seattle-**Trains from 3rd Subdivision destined 4th Subdivision will not  
require a track warrant at Interbay unless so directed by the train  
dispatcher.

**Centralia-**All trains secure track warrant.

## 5. Rule 99-When flagging is required, distance will be 2.5 miles, except between Seattle and Wabash, when operating against the current of traffic distance will be 1.5 miles. Between Olympia and Gate distance will be 1.5 miles.

## 6. Between Ruston and Reservation, Puyallup and Sumner, yard limit signs Auburn, and Thomas (MP 18.5) and Seattle- Train dispatcher may authorize trains and engines to enter or crossover the main track. Trains and engines must not enter the main track or cross over the main track without the authority of the train dispatcher. When authorized by the train dispatcher, train and engine move- ments may be made against the current of traffic.

## 7. Dimensional Restrictions-Between Seattle and Vancouver train dispatcher must be notified by yards and terminals 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.

## 8. Interlockings and Drawbridges not Indicated at Station-

On West Seattle Line-Drawbridge 36.8

**Between Reservation and Ruston-**

River Street MP 38.8

D Street MP 39.8

21st Street MP 40.1

**Between Titlow and Steilacoom-Drawbridge 14-**If signal indicates  
Stop, a member of train or engine crew will ascertain if bridge operator  
on duty. If bridge unattended, further movement will be made in  
accordance with Rule 312(2), operating dual control derails in accor-  
dance with Rule 315.

## 9. Railroad Crossings not Indicated at Stations-

Atlantic Street UP

Duwamish Avenue UP

Diagonal Wye

West Seattle Line: East Marginal Way, joint track crossing

Tacoma: Between Reservation and East 15th Street-UP

## Running track to Muni Yard-UP

- 10. Seattle-Black River-Authority** must be obtained from the Seattle Terminal train dispatcher for movements between King Street Station and Black River.

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

- 11. Rule 93- Yard limits in effect between-**

Rye and Rye Jct.  
Yard Limit sign south of Kent, MP 18.5 (Thomas), and Seattle.  
Yard Limit signs north of Sumner and south of Puyallup.  
Yard Limit signs north of Reservation and Ruston.  
Saint Clair and Lacey.

- 12. Seattle-**

Train, yard and engine movements between freight yard and Fifth Avenue tracks will be made via UP main track Oregon Street connection and their Timetables and Special Instructions will govern.

Trains to or from West Seattle making movements across Spokane Street will actuate the crossing signals on approach to Spokane Street. Southward trains stopping north of the north traffic lane and northward trains stopping south of the south traffic lane will hold the crossing signals at the Stop position. Crossing protection "Stop and Start" push buttons are located just south of Spokane Street on West Seattle Line and are to be used by train crews to stop and start the crossing protection as required by switching moves.

**10th Avenue S.W. and S.W. Spokane Street-**All train, engine and yard movements over the crossing are to be protected by two members of the crew displaying lighted red fuses in advance of the movement. One crew member is to stand on each side of the traffic lanes on both sides of the crossing to protect against approaching vehicular traffic. Crew members will remain so positioned until the movement has passed over the crossing.

**Stacey Street-**High car detector located on north and south leads of SIG tracks. Instructions for use posted at yard office.

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

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

- 13. 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.

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

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

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

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

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

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

No switching operations are permitted on or across Puyallup Avenue and East 11th Street between 0630 and 0830 and between 1530 and 1800 except on Saturdays, Sundays and legal holidays.

Trains delivering cars to Tacoma Municipal Belt Line yards must do so by pulling into yard. Shoving loaded grain trains is prohibited.

When doing station work at Tacoma southward trains cut their train 600 feet north of D Street crossing to clear walkway.

- 16. 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.

- 17. Between East Olympia and Olympia-**Union Pacific rules and timetable govern.

- 18. Olympia**

Between the hours of 0700 to 0900; 1130 to 1330 and 1600 to 1800 trains and engines must not occupy the following crossings:

- |                    |                   |
|--------------------|-------------------|
| East Union Avenue  | East State Avenue |
| Legion Way         | Columbia Street   |
| East Fourth Street | West Seventh      |
| Eighth Avenue      |                   |

- 19. Between Little Rock and Gate-**Track out of service between MP 23.0 and MP 28.0.

- 20. Vader-**Trains setting out on Main 2 siding make cut opposite the CTC Bungalow.

- 21. Rule 350(B)-**Following switches not equipped with electric locks:

- Main 1-MP 58.1-Chehalis-Darigold spur  
Main 2-MP 95.5-Rocky Point-North & South end of storage tracks.  
Main 2-MP 107.5-Kalama-House track  
Main 2-MP 115.7-Woodland-Down River Forest Products  
Main 1-MP 116.4-Woodland-Columbia River Carbonated.  
Main 2-MP 116.5-Woodland-House track

**22. Ridgefield-Vancouver-** Northward freight trains use maximum throttle position three (3) between block signals at MP 134.3 and Fruit Valley Road overpass at MP 133.4. Southward freight trains when being held at North Vancouver Jct. prior to moving to Vancouver for crew change, or when power is detached for movement to Vancouver, stop back of signal 1300 feet to avoid having locomotives standing under condominiums on east side of track.

**23. TWC-** In effect between Black River and Reservation and between Olympia and Gate.

Train location lineup will be issued by train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

**24. Track Bulletins-** Authorized on this Subdivision.

**25. The following Track Side Warning Detectors protect bridges, tunnels or other structures-**

Steilacoom- MP 14.6      Steilacoom- MP 14.1

**Other Track Side Warning Detector Locations-**

Auburn- MP 26.4      Castle Rock- MP 87.4  
Kyro- MP 30.0      Woodland- MP 113.5  
Chehalis- MP 56.9

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Wishram
				Office Calls	Rule 8(A)	
	12269		106.1	X WISHRAM BJKRTX(2)		0.0
	12272		103.2	2.1 AVERY		2.1
9,935	12282		93.3	9.7 NORTH DALLES		11.8
4,079	12290		85.3	8.8 LYLE BJK		20.6
				To Goldendale- 42.2		
11,115	12299		75.9	9.7 BINGEN		30.3
9,888	12309		65.8	9.8 COOKS		40.1
11,085	12321		54.8	12.0 STEVENSON		52.1
9,958	12333		42.5	11.0 SKAMANIA	CTC	63.1
9,910	12347	47	28.9	15.4 WASHOUGAL		78.5
	12351		23.8	3.0 CAMAS		81.5
	12361		14.5	10.4 McLOUGHLIN		91.9
	12363		12.1	1.8 EAVAN X		93.7
	12365		9.9	2.4 MX VANCOUVER BJKRTXY		96.1
	12368		8.1	1.9 NO. PORTLAND JCT. IJXY		98.0
E3,039	12369		7.0	1.1 EAST ST. JOHNS BXY	ABS	99.1
	12372		4.3	2.7 WILLBRIDGE BIJKTXY		101.8
	12373		2.0	2.3 LAKE YARD KTTY		104.1
	12375			2.0 PORTLAND		
	12374		0.0	VC (Union Station) BKRTXY		106.1

At Portland, between Union Station and 18th Ave. on eastward main track and 14th Ave. on westward main track, Portland Terminal Railroad Special Instructions govern.

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

Train Dispatcher Calls: Wishram-76, Lyle-78, Bingen-79, Stevenson-80, Camas-81.

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

### 1. Speed Restrictions- Zone-Between

### Maximum Speeds Permitted Passenger      Freight

Wishram and Vancouver.....	70 MPH.	
MP 106.1 and MP 105.9 .....	60 MPH.	50 MPH.
MP 105.9 and MP 103.0 (MT 1) .....	60 MPH.	50 MPH.
MP 105.9 and MP 102.4 (MT 2) .....	25 MPH.	25 MPH.
MP 92.5 and MP 92.1 .....	65 MPH.	
MP 86.5 and MP 83.6 .....	60 MPH.	55 MPH.
MP 83.6 and MP 82.6 .....	55 MPH.	50 MPH.
MP 82.6 and MP 79.2 .....	60 MPH.	55 MPH.
MP 75.9 and MP 75.3 .....	45 MPH.	45 MPH.
MP 75.3 and MP 62.4 .....	60 MPH.	55 MPH.
MP 62.4 and MP 61.5 .....	25 MPH.	25 MPH.
MP 61.5 and MP 54.2 .....	60 MPH.	55 MPH.
MP 54.2 and MP 53.6 .....	45 MPH.	45 MPH.
MP 53.6 and MP 45.1 .....	60 MPH.	55 MPH.
MP 45.1 and MP 33.9 .....	55 MPH.	50 MPH.
MP 31.3 and MP 24.8 .....	55 MPH.	55 MPH.
MP 24.8 and MP 24.0 .....	35 MPH.	35 MPH.
MP 11.5 and MP 10.5 .....	50 MPH.	50 MPH.
MP 10.5 and MP 9.8 (Both MT) .....	10 MPH.	10 MPH.
MP 9.8 and MP 8.5 .....	30 MPH.	30 MPH.
MP 8.5 and MP 5.5 .....		50 MPH.
MP 5.5 and MP 5.0 .....	20 MPH.	30 MPH.
MP 5.0 and MP 0.9 .....	35 MPH.	35 MPH.
MP 0.9 and MP 0.0 .....	10 MPH.	8 MPH.

On Willbridge Wye track..... 15 MPH.

Portland on PTRR Co. tracks including yard tracks at Lake Yard 10 MPH.

Trains or engines on sidings and/or through turnouts at the following locations:

North Dalles      Bingen  
Cooks      Skamania ..... 35 MPH.      35 MPH.

Trains or engines on sidings and/or through turnouts at the following locations:

Wishram      Stevenson  
Washougal ..... 25 MPH.      25 MPH.

Trains or engines through turnouts at the following locations: McLoughlin-Avery ..... 25 MPH.      25 MPH.

Trains or engines on other sidings ..... 12 MPH.      12 MPH.

Trains through the following dual control switch turnouts:

Columbia River Bridge  
Interlocking to 2nd Subdivision ..... 10 MPH.      10 MPH.

Willbridge Interlocking ..... 15 MPH.      15 MPH.

North Portland Interlocking ..... 10 MPH.      10 MPH.

Vancouver main track crossover and yard lead, Eavan, and SP & S Jct. .... 25 MPH.      25 MPH.

Between Lyle and Goldendale:

Lyle and MP 30.0 ..... 10 MPH.

MP 30.0 and Goldendale ..... 25 MPH.

Goldendale within city limits ..... 10 MPH.

Portland and Vancouver-  
Engine Westward freight trains      Up to 100      Over 100  
passing signals:      tons O/B      tons O/B

Interlocking, Willamette River bridge

5.1 ..... 25 MPH.      15 MPH.

3.1 ..... 30 MPH.

2.1 ..... 25 MPH.

1.5 ..... 30 MPH.      20 MPH.

0.9 ..... 10 MPH.      7 MPH.

Engine Eastward freight trains  
passing signals:

1.2 ..... 25 MPH.

2.8 ..... 25 MPH.

6.2 ..... 40 MPH.      35 MPH.

Item 1A. All Subdivisions, Applies between Lyle and Goldendale

### 2. Bridge, Engine and Heavy Car Restrictions-

Six axle locomotives are not permitted on James River tracks, New spur, CP spur and Warehouse 3 at Camas.

**Between Lyle and Goldendale:**

Item 5d not permitted.  
Locomotives in groups G and H restricted to two units.  
Locomotives in group I and 175-ton wrecking dericks not permitted..

**3. Train Register Exceptions-**

**Vancouver-Wishram** -Trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 82(A)-**

Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed in Rule 450.

**Between Vancouver and Portland-**

Fifth (5th) Subdivision track warrant received on 4th Subdivision applies at Vancouver.

**Willbridge**-Track warrant showing track bulletins in effect issued at Albany will apply at Willbridge.

**Albina**-U.P. trains destined 4th Subdivision secure 4th and 5th Subdivision track warrant.

**5. Rule 99**-When flagging is required, distance will be 2.5 miles between Wishram and Vancouver, 2.0 miles between Vancouver and Willbridge and 1.0 mile between Willbridge and Portland, 1.0 mile between Lyle and Goldendale except 0.5 mile between Lyle and MP 30.0.**6. Between Vancouver and Portland-**

Trains and engines must not enter the main track or cross over the main track unless authorized by absolute signal indication or the train dispatcher. When authorized by the train dispatcher movements may be made between stations within these limits in accordance with Rule 93. When authorized by the train dispatcher movements may be made against the current of traffic. Movements made against the current of traffic within these limits not authorized by the train dispatcher must be protected as prescribed by Rule 99. At Willbridge and North Portland Jct. movements against the current of traffic beyond interlocking limits must be authorized by the train dispatcher in addition to complying with signal indication. Passenger trains at Portland Union Station must obtain authority from Wishram West Train Dispatcher and Portland Terminal Yardmaster prior to departing.

**7. Cabooseless Operation between Vancouver and Portland-**

Westward cabooseless trains will receive roll by inspection at Vancouver. If roll by inspection is not performed at Vancouver, trains over 2500 feet must not exceed 20 MPH.

Train speed must not exceed 20 MPH when train has continuous loss of telemetry between rear of train device and locomotive for over 15 minutes when train is underway.

Train speed must not exceed 20 MPH if telemetry fails at any point where stopped and train then proceeds. Normal speed may only be resumed if telemetry continuity resumes operation.

Loss of telemetry is when you lose either information regarding the level of air pressure at rear of train or information regarding status of the train's rear end marker light continuously for over 15 minutes. Loss of other functions of the train link system is not considered telemetry failure but should be reported on Engineers Notation Sheet.

**8. Rule 350(B)**-Following switches not equipped with electric locks:

MP 20.5 near Camas-Columbia-Vista Lumber Mill spur  
MP 24.0 Camas- James River Mill spur track  
MP 25.6 near Camas-Hamilton Lumber Spur track  
MP 25.9-Nu-Lam Wood Products spur track  
MP 37.8 Prindle-Spur track  
MP 42.5 Skamania-East and west switches of outfit spur  
MP 54.0 Stevenson-East and west switches of house spur  
MP 54.1 Stevenson-Union Oil Company spur  
MP 71.2 Hood-Flat track  
MP 75.1 Underwood-Fruit spur  
MP 76.3 Bingen-Mt. Adams Lumber Co. spur  
MP 96.6 Dallesport-West switch  
MP 96.9 Dallesport-Dowe Chemical switch.

**9. Vancouver**-When signal displays aspects per Rule 240 Example 1 and 2 (flashing red) switch movements may be made in either direction without stopping between south yard lead and east switching lead. To receive this indication contact train dispatcher Seattle. If

signal changes to aspect per Rule 242 (Stop) while switching movements are being made, a crew member must contact the train dispatcher and be governed by his instructions.

**10. Interlockings and Drawbridges not Indicated at Station-**

**Columbia River**-MP 9.6 interlocked.  
**Oregon Slough**-MP 8.8 interlocked.  
**Willamette River**-MP 5.1 interlocked.

**11. Between Vancouver and North Portland Jct.-**

**Oregon Slough Drawbridge MP 8.8**-Normally unattended. If signal displays Stop, trainmen will make certain bridge is unattended and train will then be governed by Rule 312(2).

**12. Portland, Lake Yard, Willbridge-**

Eastward trains from Portland Hoyt St. yard will use westward main track from 15th Avenue to 17th Avenue under protection of flagman, thence through crossover to eastward main track, but must not occupy westward main track while waiting for outbound passenger trains.

Cars spotted on city streets must be protected by two red lights on each end of end car.

At the intersection of 29th Avenue and Nicolai Street control of traffic signals operate as follows:

Before movement enters intersection, crew members will actuate traffic signals by use of switch key controller. After movement has entered intersection, switch key may be removed and signals will return to automatic operation when movement has cleared intersection.

Flashing light signals will protect crossing movements on N.W. Front Avenue for the following spur tracks-

Flintkote Spur	Bird & Son Lead
Loop Track Spur	Waterway Tracks 3, 4, and 8
FMC Tracks 1, and 3	Pennwalt Spurs 1, 3, and 6
Schnitzer Tracks 1 and 2	(flashing lights and gates)

Before entering the crossing, movement must stop at Stop signs on each side of crossing and a crew member must actuate the crossing protection by use of a switch key controller located on either side of the crossing.

Insert the switch key in the start position and turn to actuate the crossing protection. Key can then be removed and lights will continue to operate. After movement is clear of crossing a crew member must restore the crossing protection to normal by inserting the switch key in the Stop position, turning to "Stop" and removing key.

Traffic signals will protect crossing movements on Oregon Steel Spur track at N.W. Front Avenue near N.W. Kittridge Avenue intersection. Before entering the crossing, movement must stop at Stop signs on each side of the crossing and a crew member must actuate the traffic signals by use of a switch key controller on either side of the crossing. After movement is clear of crossing, a crew member must restore the traffic signals to normal operation by use of the switch key controller.

Indicator lights are located adjacent to each switch key controller and will be illuminated to indicate the following traffic signal indications:

Red: Normal operation for traffic. Green: Traffic signals are operating to provide crossing protection.

Flashing lights with gates in service at Balboa Street crossing near MP 4.2 at Willbridge. Movements on Pennwalt-Chipman-Gilmore Steel spur must stop at Stop sign 25 feet from crossing, and wait for signals and gates to operate for sufficient time to provide warning. Switch key controller on signal bungalow near crossing provides for manual operation of signals and gates.

26th Ave. and Front Street in Portland- Traffic signals are activated by island track circuits. Rail movements must stop at stop signs prior to entering Front Street to allow crossing signals to activate.

Impaired Clearance- Hoyt Street Yard- All tracks except Nos. 1, 2, and 3 in the Middle yard have impaired clearance and will not clear a man on side of car.

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

**13. Terminal 6-** Track occupancy south of Marine Drive will be controlled by a Staff System. A Staff is located on a stand next to the rail at Marine Drive. This Staff is secured by a BN switch lock and a

Rampmaster lock. BN or Rampmaster crews occupying any track south of Marine Drive must have Staff in their possession. Staff must be returned to stand when track occupancy completed.

14. **SP Trackage-** Train, engine and yard crews operating over SP trackage between Brooklyn Yard and East Portland Interlocking are governed by SP Rules and Timetable.
15. **UP Trackage-** Train, engine and yard crews operating over UP trackage between East Portland Interlocking and North Portland are governed by UP Rules and Timetable.
16. **Camas-** When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at least two feet with couplers in closed position. Operator from the James River Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

No switching service is to be performed on the New spur at James River between the hours of 1200 and 1215, 1245 to 1300 and 1700 to 1715. Cars must not be dropped or kicked when performing switching on the following tracks owned by James River Corporation: New spur, Converting spur, Mill spur and Warehouse spur No. 3.

17. **Bingen-Bridge** 75.3 located at MP 75.3 is protected by detector actuated by high load passing through underpass. Eastward trains stopped at controlled signal located 50 feet east of MP 74.0 and westward trains stopped at West Bingen by a Stop indication, at these signals, after complying with the rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.
18. **Hood-** Cars exceeding 75 feet in length must not be handled on Broughton Lumber Flat Track.
19. **Wishram-Roll** by inspection of both sides of freight trains must be made at a speed of 8 MPH.-10 MPH. by train crews, except run through crews.
20. **Between Columbia River Drawbridge MP 9.8 and Begin/End CTC MP 10.3-** All train, engine and hi-rail movements are controlled by Wishram West dispatcher. Westward train and engine movements must communicate with Bridgetender on Columbia River Drawbridge before entering these limits.
21. **Manual Interlocking not Indicated at Stations-**  
**Vancouver-** Located at Hill Street, governs movement over double track to Cannery Lead.
22. **Handling 80 feet or longer cars-** Between Lyle and Goldendale- Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
23. **Rule 93-** Yard limits in effect between-  
 Vancouver and Portland
24. **TWC-** In effect between Goldendale and Lyle.  
 Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.
25. **Track Bulletins-** Authorized on this subdivision.
26. **The following Track Side Warning Detectors protect bridges, tunnels or other structures-** None.

#### Other Track Side Warning Detector Locations-

Prindle-	MP 37.6	Bingen-	MP 81.7
Home Valley-	MP 61.0	Avery-	MP 100.0

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS			Distance from Pasco	EASTWARD
					Office Calls	Rule 6(A)			
		12143	48	231.3	RN	PASCO	BIJKRTY	0.0	
		12146		229.7		1.7 SP&S JCT.	IJY	ABS	1.7
7,932	12147	228.5			1.1 HOVER				2.8
3,632	12151	223.9			5.7 FINLEY				8.5
9,352	12159	215.8			7.3 YELLEPIT				15.8
7,015	12172	203.3			12.6 BERRIAN				28.4
9,351	12183	192.0		47	11.2 PLYMOUTH				39.6
7,052	12195	179.8			13.6 PATERSON			CTC	53.2
9,128	12205	170.4			9.4 WHITCOMB				62.6
7,103	12218	157.7			11.3 McCREDIE				73.9
8,459	12228	147.8			10.9 ROOSEVELT				84.8
7,099	12240	135.9			12.3 BATES				97.1
9,136	12250	125.0	10.9 TOWAL					108.0	
7,092	12261	113.6	10.0 MARYHILL					118.0	
	12269	106.1		X	8.2 WISHRAM	BJKRT		126.2	

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

Train Dispatcher Calls: Yellepit-70, MP 208-71, Plymouth-72, Whitcomb-73, Roosevelt-59, Towal-75, Wishram-76

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

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Passenger	Freight
Pasco and Wishram .....	79 MPH.	
Pasco Wye Track .....	10 MPH.	10 MPH.
Over Switch No. 9 from Walla Walla		
Main to Eastward Freight Main. ....	5 MPH.	5 MPH.
MP 231.3 and MP 230.9 .....	10 MPH.	10 MPH.
MP 230.9 and MP 229.1 .....	25 MPH.	25 MPH.
MP 215.1 and MP 211.5 .....	60 MPH.	50 MPH.
MP 187.5 and MP 182.4 .....	70 MPH.	
MP 174.6 and MP 174.3 .....	60 MPH.	50 MPH.
MP 174.2 and MP 154.2 .....	70 MPH.	
MP 150.2 and MP 142.5 .....	70 MPH.	
MP 138.6 and MP 137.7 .....	70 MPH.	
MP 132.9 and MP 131.3 .....	70 MPH.	
MP 121.4 and MP 112.7 .....	70 MPH.	
MP 112.7 and MP 107.7 .....	50 MPH.	50 MPH.
MP 107.7 and MP 106.1 .....	60 MPH.	
Trains or engines on sidings and/or through turnouts at the following locations:		
Yellepit	McCredie	
Berrian	Roosevelt	
Plymouth	Bates	
Paterson	Towal	
Whitcomb	Maryhill	35 MPH.
Trains or engines on sidings and/or through turnouts at the following locations:		
Pasco (MP 230.2)		
Hover (West)		
Wishram .....	25 MPH.	25 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions-None

#### 3. Train Register Exceptions-None

#### 4. Clearance Provisions and Exceptions Rule 82(A)-



Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.

5. **Rule 99**-When flagging is required, distance will be 2.5 miles between Pasco and Wishram.

6. **Pasco**-All trains arriving Pasco must, after requesting yard tracks from Pasco operator, obtain permission from Pasco Tower before entering yard.

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

**Between East Switch Pasco and East Switch Hover**- Controlled signals are under jurisdiction of operator at Pasco.

7. **Rule 350(B)**-Following switches not equipped with electric locks:

MP 113.6 Maryhill-Spur track  
MP 125.0 Towal-Spur track  
MP 135.9 Bates-Spur track  
MP 147.8 Roosevelt-Industry switches  
MP 157.7 McCredie-Spur track  
MP 170.4 Whitcomb- Industry Track switches  
MP 179.8 Paterson-Spur track  
MP 192.0 Plymouth-All switches off siding  
MP 202.6 Berrian-Spur track  
MP 215.4 Yellepit-Spur track  
MP 228.7 Hover-Pacific Hide & Fur Spur

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

9. **Rule 93**- Yard limits in effect between - Pasco and Hover.

10. **Track Bulletins**-Authorized on this subdivision.

11. **The following Track Side Warning Detectors protect bridges, tunnels or other structures**-None.

**Other Track Side Warning Detector Locations-**

Berrian-MP 207.8  
Paterson-MP 177.2  
Roosevelt-MP 152.2  
Towal-MP 128.0

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Sunset Jct.	EAST WARD ↑
					Office Calls	Rule 6(A)		
		01877		1.1	SUNSET JCT.	J	0.0	
	12,641	63002		2.6	EMPIRE		1.6	
		63007		9.3	MARSHALL	JT	8.0	
		63009		11.8	LAKESIDE JCT.	J	10.6	
	5,711	63014		16.6	CHENEY	JT	15.3	
	8100	63019		19.8	BABB		18.5	
	8,100	63028		29.7	FISHTRAP		28.4	
	8,100	63040		42.4	SPRAGUE		40.9	
	6,277	63048		51.1	KEYSTONE		49.8	
	8,100	63054		57.8	TOKIO		56.5	
	5,658	63062	46	64.9	RITZVILLE		63.6	
	8,100	63072		72.5	PAHA		71.2	
	6,441	63079		80.5	LIND		80.7	CTC
	8,100	63082		84.9	SAND		85.7	
	5,753	63087		88.6	PROVIDENCE		88.7	
	2,619	63090		92.4	BEATRICE		91.8	
	8,100	63096		97.7	CUNNINGHAM		96.0	
	W4,820 E5,097	63108		109.7	CONNELL	BJ	108.0	
	8,100	63113		114.9	CACTUS		112.3	
	6,784	63117		118.2	MESA To End of Track 10.0		117.5	
	8,100	63124		126.3	ELTOPIA		125.9	
	4,824	63131		133.9	SAGEMOOR		132.7	
	8,100	63135		137.0	GLADE		135.8	
		12143		145.6	RN PASCO	BIJKPRTY ABS	144.4	

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls-Hill-61, Lind-62, Connell-63, Richland-64.  
See inside of back cover for routes, times and station stops for  
NRPC trains.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Passenger	Freight
Sunset Jct. and Pasco .....	79 MPH.	
MP 1.0 and MP 1.7 .....	25 MPH.	25 MPH.
MP 1.7 and MP 8.4 .....	55 MPH.	55 MPH.
MP 8.4 and MP 11.7 .....	40 MPH.	35 MPH.
MP 11.7 and MP 11.9 .....	35 MPH.	35 MPH.
MP 11.9 and MP 15.3 .....	45 MPH.	35 MPH.
MP 15.3 and MP 16.8 .....	35 MPH.	35 MPH.
MP 22.5 and MP 26.2 .....	75 MPH.	
MP 26.2 and MP 27.5 .....	70 MPH.	
MP 27.5 and MP 27.8 .....	65 MPH.	
MP 27.8 and MP 28.4 .....	50 MPH.	45 MPH.
MP 31.9 and MP 40.4 .....	75 MPH.	
MP 40.4 and MP 42.4 .....	45 MPH.	45 MPH.
MP 42.4 and MP 43.9 .....	60 MPH.	45 MPH.
MP 43.9 and MP 44.5 .....	40 MPH.	40 MPH.
MP 61.1 and MP 61.3 .....	70 MPH.	
MP 64.4 and MP 65.2 .....	50 MPH.	40 MPH.
MP 65.2 and MP 67.0 .....	75 MPH.	
MP 67.0 and MP 68.1 .....	70 MPH.	
MP 68.1 and MP 69.2 .....	65 MPH.	

MP 69.2 and MP 70.5 .....	55 MPH.	55 MPH.
MP 70.5 and MP 75.5 .....	75 MPH.	55 MPH.
MP 75.5 and MP 77.5 .....	70 MPH.	55 MPH.
MP 77.5 and MP 79.8 .....	75 MPH.	55 MPH.
MP 79.8 and MP 86.6 .....	45 MPH.	40 MPH.
MP 86.6 and MP 90.5 .....	35 MPH.	35 MPH.
MP 90.5 and MP 92.5 .....	50 MPH.	45 MPH.
MP 92.5 and MP 94.9 .....	60 MPH.	45 MPH.
MP 94.9 and MP 96.7 .....	40 MPH.	35 MPH.
MP 96.7 and MP 101.3 .....	60 MPH.	
MP 101.3 and MP 108.0 .....	35 MPH.	35 MPH.
MP 108.0 and MP 111.2 .....	45 MPH.	45 MPH.
MP 111.2 and MP 112.9 .....	50 MPH.	45 MPH.
MP 112.9 and MP 114.6 .....	60 MPH.	55 MPH.
MP 114.6 and MP 114.9 .....	55 MPH.	55 MPH.
MP 116.0 and MP 116.4 .....	75 MPH.	
MP 119.0 and MP 121.5 .....	75 MPH.	
MP 125.5 and MP 125.8 .....	75 MPH.	
MP 130.1 and MP 131.3 .....	70 MPH.	
MP 138.3 and MP 145.5 .....	65 MPH.	50 MPH.
MP 145.5 and MP 145.6 .....	10 MPH.	10 MPH.

Trains or engines through:

Crossover Marshall to Scribner and 28th Subdivision Switch at Marshall .....	25 MPH.	25 MPH.
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Trains or engines on sidings and/or  
through turnouts at the  
following locations:

Lakeside Jct.	Paha	
Babb	Sand	
Fishtrap	Cunningham	
Sprague	Eltopia	
Tokio	Glade	
Cactus		35 MPH. 35 MPH.

Trains and Engines on other

sidings .....	12 MPH.	12 MPH.
	Up to 100 tons O/B	Over 100 tons O/B

Providence and Beatrice-

Westward freight trains passing signal: 90.9 .....		40 MPH.
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Item 1A, All Subdivisions, applies to  
Westward freight trains between  
MP 84.0 and MP 90.0

## 2. Bridge, Engine and Heavy Car Restrictions-

### Mesa and End of Track-

Item 5d not permitted.  
Locomotives in Groups G, H and I and 250-ton wrecking  
derrick not permitted.

Ritzville-Six axle locomotives not permitted on east 500 feet of  
Greens Track.

## 3. Train Register Exceptions-

Pasco-Passenger train conductors will register with operator Pasco  
by radio.

## 4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82(A) does not apply. Track Warrant listing track bulletins in  
effect must be received as prescribed by Rule 450.

Eastward trains destined First Subdivision will secure a second track  
warrant at Pasco endorsed "First Subdivision".

Westward trains destined Seventh Subdivision will secure a second  
track warrant at Yardley or Spokane endorsed "Seventh Subdivision".

## 5. Rule 99-When flagging is required, distance will be 2.5 miles.

## 6. Rule 350(B)-Following switches not equipped with electric locks:

MP 31.1 Fishtrap-Spur track  
MP 40.8 Sprague-East switch of Old Siding  
MP 42.0 Sprague-West switch of Old Siding  
MP 54.8 C&F Ind.-East switch to industry  
MP 55.1 C&F Ind.-West switch to industry  
MP 96.9 Cunningham-East switch to Storage track  
MP 97.5 Cunningham-West switch to Storage track  
MP 97.6 Cunningham-Switch to Elevator

MP 128.8 Eltopia-West switch to Elevator  
MP 133.1 Sagemore-East switch to siding  
MP 134.1 Sagemore-West switch to siding  
MP 137.8 Glade-Glade Produce and Cenex Ind.  
MP 138.4 Glade-East switch to Beet Spur  
MP 138.7 Glade-West switch to Beet Spur  
MP 139.3 Glade-Switch to Pure Grow

## 7. Rule 93-Yard limits in effect between- Mesa and End of track.

8. Pasco-All outbound trains will secure verbal authority from Pasco  
operator before moving from Yard Track.  
All trains arriving Pasco must, after requesting yard tracks from Pasco  
operator, obtain permission from Pasco Tower before entering yard.

**Between East Switch Pasco and East Switch Hover-**  
Controlled signals are under jurisdiction of operator at Pasco.

## 9. Track Bulletins-Authorized on this Subdivision.

## 10. The following Track Side Warning Detectors protect bridges, tunnels or other structures-None.

### Other Track Side Warning Detector Locations-

Babb-MP 25.7  
Keystone-MP 47.8  
Ritzville-MP 68.6  
Beatrice-MP 94.2  
Mesa-MP 122.3

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Wishram	EASTWARD
					Office Calls	Rule 6(A)		
		12269		0.0	X WISHRAM BJKRTY		0.0	
		14002		1.0	1.5 O. T. JCT. AJY		1.5	
4,399	14006			5.4	4.0 MOODY		5.5	
5,449	14018			17.8	12.7 LOCKIT		18.2	
2,544	14026			25.9	8.1 DIKE		26.3	
2,539	14030			29.9	4.2 SINAMOX		30.5	
6,292	14040			39.2	9.6 OAKBROOK		40.1	
	14055			54.2	14.6 MAUPIN		54.7	
4,526	14056			55.1	0.8 CAMBRAI		55.5	
2,557	14064			63.3	8.3 NENA		63.8	
5,533	14071			70.6	6.9 DIXON		70.7	
5,294	14080		53	79.6	9.7 KASKELA		80.4	
5,386	14086			85.3	5.5 SOUTH JCT.	ABS	85.9	
1,746	14094			93.5	8.2 GATEWAY	TWC	94.1	
5,579	14100			99.3	5.8 PAXTON		99.9	
2,474	14105			104.7	5.3 MADRAS	Y	105.2	
4,865	14110			109.7	5.0 METOLIUS		110.2	
2,677	14115			114.5	4.7 CULVER		114.9	
5,570	14122			121.1	7.1 OPAL CITY		122.0	
2,548	14130			129.8	7.5 TERREBONNE		129.5	
4,202	14132			131.8	2.8 PRINEVILLE JCT.	JY	132.3	
5,122	14135			134.1	2.7 REDMOND	Y	135.0	
6,336	14144			143.3	9.1 DESCHUTES		144.1	
	14152			152.0	7.4 BEND	BKRTY	151.5	
8,725	14165			12.6	13.1 LAVA		164.6	
7,836	14183		54	31.6	18.4 LAPINE		183.0	
7,816	14203			50.7	20.2 CRESCENT	TWC	203.2	
8,229	14220			67.8	16.9 CHEMULT	JY	220.1	
					75.4			

BETWEEN CHEMULT AND BIEBER LINE JCT. SOUTHERN PACIFIC TRANSPORTATION COMPANY RULES AND TIMETABLE GOVERN.

	14295		0.0		BIEBER LINE JCT.	JY	295.5
	14296		1.0		1.0 K KLAMATH FALLS BKRTY		296.5
2,620	14311		15.4		14.1 MERRILL		310.6
7,830	14320		24.5		9.4 MALIN		320.0
2,487	14327		31.6		7.2 STRONGHOLD	A TWC	327.2
5,073	14340		44.7		12.7 MAMMOTH		339.9
6,751	14350		54.2		10.3 KEPHART		350.2
5,036	14362		66.5		11.9 SCARFACE		362.1
6,820	14374		78.3		11.8 LOOKOUT	J	373.9
8,024	14385		91.0		11.2 BIEBER	JTY	385.1

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls: Wishram-89, Maupin-90, South Jct.-91, Madras-92, Redmond-93, Bend-94, Beal-95, Klamath Falls-96, Malin-97, Lookout-Bieber-98.

### 1. Speed Restrictions-Zone-Between

#### Maximum Speeds Permitted

Wishram and Metolius ..... 35 MPH.  
Metolius and Bend ..... 50 MPH.  
MP 87.0 and MP 98.5 between South Jct. and Paxton:  
Eastward ..... 10 MPH.  
Westward ..... 15 MPH.  
Bend and Bieber ..... 49 MPH.

#### Between Wishram and Bend

MP 23.4 and MP 24.3 ..... 10 MPH.  
MP 24.3 and MP 43.6 ..... 30 MPH.  
MP 43.6 and MP 44.6 ..... 25 MPH.  
MP 61.3 and MP 62.5 ..... 10 MPH.  
MP 62.5 and MP 67.6 ..... 30 MPH.  
MP 67.6 and MP 68.0 ..... 10 MPH.  
MP 75.3 and MP 79.1 ..... 25 MPH.  
MP 109.1 and MP 109.3 ..... 25 MPH.  
MP 125.1 and MP 125.8 ..... 35 MPH.  
MP 134.4 and MP 134.9 ..... 35 MPH.

#### Between Bieber Line Jct. and Bieber

MP 5.1 and MP 5.5 ..... 30 MPH.  
MP 14.8 and MP 15.1 ..... 40 MPH.  
MP 31.1 and MP 31.4 ..... 30 MPH.  
Trains or engines on sidings ..... 10 MPH.

### 2. Bridge, Engine and Heavy Car Restrictions-

**Bend-On** Standard Oil, Haines, Drill and Mill Spurs, six axle locomotives not permitted.

**Lobert and Chilcoquin**-Only one six axle Locomotive is allowed to enter industry trackage.

### 3. Train Register Exceptions-None.

### 4. Clearance Provisions and Exceptions Rule 82(A)-

**O.T. Jct.**-Westward Union Pacific trains to the Eighth Subdivision must secure track warrant at The Dalles.

**Bend**-Westward trains destined beyond Chemult will secure SPT clearance at Bend.

### 5. Rule 99-When flagging is required, distance will be 1 mile between Wishram and Metolius and 2 miles between Metolius and Bieber.

### 6. Interlockings and Drawbridges not Indicated at Stations-

**Columbia River**-Drawbridge MPT 1.3 is controlled by automatic interlocking. Eastward trains must stop at first eastward absolute signal at OT Jct. and be governed by instruction posted in box. Westward trains must not enter draw span 75 foot approach circuits, or bridge must not be lowered by maintenance personnel or be occupied by hi-rail inspection vehicles or motorcars until permission is obtained from Wishram operator. After instructions received from operator have been fulfilled and signals fail to clear, be governed by instructions posted in control box. Trains from UP trackage must not enter track release section at O.T. Jct. if restricted by opposing train movement until movement clears O.T. Jct.

### 7. Handling 80 Feet or Longer Cars-Trains of greater than 6600 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6600 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

**Between Madras and South Jct.**-Trains of greater than 4300 trailing tons must handle empty cars, 80 feet and longer, in the rear 4300 tons.

### 8. Bend-City of Bend Ordinance requires that horns/whistles not be sounded at Wilson Avenue Crossing except to prevent accidents not otherwise avoidable.

# INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

### DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

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

### DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c). (b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

- (a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
  - (1) The shipping description consisting of—
    - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
    - (ii) The hazard class specified for the material in the same table;
    - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
    - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
  - (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
  - (3) The placard notation.
  - (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- (c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained \* \* \*", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

§ 174.26 **Notice to train crews of placarded cars.**

- (a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

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

### NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

§ 172.205 **Hazardous waste manifest.**

- (a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.
- (e) A copy of the manifest bearing all required dates and signatures must be:
  - (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
  - (3) Given to a person representing the designated facility receiving the waste,
- (f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:
  - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

### PLACARDING

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

### SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.
















§ 174.8





### INSPECTION

- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).
- (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.



# TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

EXPLOSIVES 1	POISON GAS 2	ANY PLACARD	LOADED DOT 113 TANK CARS	              
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NON-FLAMMABLE GAS (toxic)	FLAMMABLE GAS (toxic)	FLAMMABLE (toxic)	COMBUSTIBLE (toxic)
			
1005	1075	1090	1993
PLACARDS ARE IDENTIFIED BY: BACKGROUND COLOR SYMBOL U.N. HAZARD CLASS NUMBER			

U.N. HAZARD CLASS NUMBERS	
1. EXPLOSIVES	6. POISONOUS AND INFECTIOUS
2. GASES	7. RADIOACTIVE
3. FLAMMABLE LIQUIDS	8. CORROSIVE
4. FLAMMABLE SOLIDS	9. MISCELLANEOUS
5. OXIDIZING MATERIALS	(other regulated material)

## 4-DIGIT ID. NUMBER

The identification numbers may be displayed on orange panels along with a standard placard or on an alternate placard with the identification number in the center of the placard.

The numbers are for emergency response and have no application for railroad operation.

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS	TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Empty placarded tank cars:	Cars placarded:
				POSITION IN TRAIN RESTRICTIONS					
				Must not be nearer than the sixth car from the engine caboose or passenger car.					
				When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.					
				Engine, occupied caboose or passenger car					
				Car occupied by guard or escort					
				Loaded plain flat car					
				Backhead flat car or open top car with shiftable load					
				Loaded TOFC/COFC flat car					
				Car loaded with vehicles					
				Car with internal combustion engine in operation					
				Car with any heating apparatus or any lighted stove, heater or lantern					
				Car placarded EXPLOSIVES A					
				Car placarded POISON GAS					
				Car placarded RADIOACTIVE					
				Any loaded placarded car (other than COMBUSTIBLE) in same placard					
				MUST NOT BE NEXT TO:					
				Engine, occupied caboose or passenger car					
				Car occupied by guard or escort					
				Loaded plain flat car					
				Backhead flat car or open top car with shiftable load					
				Loaded TOFC/COFC flat car					
				Car loaded with vehicles					
				Car with internal combustion engine in operation					
				Car with any heating apparatus or any lighted stove, heater or lantern					
				Car placarded EXPLOSIVES A					
				Car placarded POISON GAS					
				Car placarded RADIOACTIVE					
				Any loaded placarded car (other than COMBUSTIBLE) in same placard					
				SWITCHING RESTRICTIONS					
				Must not be out off in motion, be inspected by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling					
				Must be restricted from engine by at least one non-placarded car					
				Where use of handbrakes is necessary, must not be out off in motion until preceding car is clear of lead plus, restricted car must be clear of lead before another car is allowed to follow					
				MISSING PLACARDS MUST BE REPLACED. LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.					

NOTES	
	Cars with same placards may be placed next to each other.
(1)	A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
(2)	Restriction applies only when any of the leading protrudes beyond the car ends or when any of the leading protrudes beyond the car ends is liable to shift as to protrude beyond the car ends.
(3)	Cars placarded EXPLOSIVES A may be placed next to each other.
(4)	Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
(5)	Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car end of a type generally accepted for handling in interchange between railroads.
(6)	Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
(7)	Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS, CHLORINE (displayed in line box, above and Canadian POISON GAS 2.3 (displayed on reverse side). In humping operation, these cars may be allowed to roll free provided:
	a) the intended track contains one or more standing cars
	b) the preceding car is clear of all switches before the placarded car is out off
	c) the placarded car is out off singly
	d) the placarded car is clear of all switches before the following car is out off
	e) the next car into the track containing the placarded car is out off singly.

**§ 174.9 Inspection of tank cars.**

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

**§ 174.10 Inspection of cars at interchange.**

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:**

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety – generally upwind and to higher ground – and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
  - portion of train involved;
  - initial and number of cars involved;
  - name, hazard class, UN/NA number of commodities involved in accident;
  - any hazardous materials in proximity of accident;
  - precautions to take, to protect yourself and others.

**YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT**

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

**BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION**

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

**9. Rule 93-Yard limits in effect between-**

Prineville Jct. and Redmond  
Bend and Cascan  
Bieber Line Jct. and Klamath Falls

**10. Train Inspection-**Bend and Bieber, Roll-by inspection of both sides of all freight trains at speed of 8 MPH-10 MPH must be made by train crews.**11. Moody-**Siding must not be blocked between East Switch and Industry track.**12. TWC-**In effect on this Subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rule of the Maintenance of Way for track occupancy not protected by track warrant authority.

**13. Between OT Jct. and Chemult-**Loaded unit grain trains or freight trains handling one or more loaded grain pools will hold the main line when meeting, passing, or being passed by other trains, except when authorized by train dispatcher.

SOUTH WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS				Distance from Vancouver	NORTH WARD ↑
					Office Calls	Rule 6(A)				
		15129	56	156.0	VN	VANCOUVER	KYZ		0.0	
		15129		155.8		VANCOUVER JCT.	Z		0.7	
		15126		155.3		CN JCT.	Z		1.2	
		15125		153.8		STILL CREEK	Z		2.7	
		15123		151.8	DT	WILLINGDON JCT.	XZ	ABS	4.8	
				149.8	2MT	SPERLING	X(2)		6.8	
				148.0		PIPER	X(2)		8.6	
		15118		146.9		BURNABY	X		9.7	
				146.4		LAKE CITY	X(2)		10.2	
				146.1		NORTH ROAD	X(2)		10.5	
			145.4	BRUNETTE		X(2)	CTC	11.2		
			145.3	CP JCT				11.3		
			145.0	BRAID		X(2)		11.5		
		15114	144.8	MN		NEW WESTMINSTER	KY		11.6	
			144.5			SPRUCE			11.9	
		15110	50	141.3		FRASER RIVER JCT.		13.5		
5,908	15109	139.5				BROWNSVILLE		14.9		
	15105	136.9				TOWNSEND To Tilbury 4.1		ABS	17.5	
2,422	15100	131.1				COLEBROOK To Roberts Bank BCR 15.5	R	CTC	24.0	
		120.4						ABS		
	15091	119.5				WHITE ROCK, B.C.	Z		34.8	
6,060	15088	119.4			BN	BLAINE, WA.	RY	ABS	35.8	
	15081	112.1				INTALCO	JTY	TWC	43.1	
6,600	15075	106.3				FERNDALE	BRY		49.0	
	15067	97.0			HM	BELLINGHAM	BKRY	ABS	58.0	
6,347	15062	92.9			SO. BELLINGHAM	Y		61.2		
6,384	15049	79.7			BOW			74.6		
4,635	15042	71.9			BURLINGTON To Anacortes 16.6	J		82.0		
6,075	15038	66.8			MT. VERNON	BR		85.9		
6,381	15025	55.5			STANWOOD		CTC	98.3		
6,846	15016	45.5			ENGLISH			108.0		
	15012	42.2			KRUSE JCT. To Darrington 34.5			111.6		
2,557	15009	38.8			MARYSVILLE			115.0		
		37.0								
	15008	10.9	408		DELTA JCT. To Bayside 2.4	Y		117.7		
	15005	9.1	407		DELTA	Y		119.5		
	02165	0.0			PA JCT.	JY	ABS	121.4		
		34.8	50		BAYSIDE	Y		120.1		
	02167	32.1		EJ	EVERETT JCT.	JY		122.6		

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

Seattle Train Dispatcher Calls-Everett-37, Burlington-38, Bellingham-39,  
New Westminster Train Dispatcher Call-Blaine-01



## (Canadian Operation)

**1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

Vancouver and CP Jct. Passenger Trains.....	50 MPH.
Vancouver and Blaine .....	40 MPH.
MP 155.2 and MP 153.7 .....	25 MPH.
MP 151.8 and MP 150.5 .....	10 MPH.
MP 150.5 and MP 149.8 .....	20 MPH.
MP 149.8 and MP 147.5 .....	25 MPH.
MP 147.5 and MP 145.5 .....	25 MPH.
MP 145.5 and MP 141.5 .....	20 MPH.
MP 141.5 and MP 140.8 .....	5 MPH.
MP 137.3 and MP 136.7 .....	30 MPH.
MP 131.6 and MP 129.9 .....	35 MPH.
MP 127.9 and MP 127.6 .....	15 MPH.
MP 123.0 and MP 119.9 .....	30 MPH.
Brownsville-On siding, interchange and crossovers.....	10 MPH.
New Westminster-Fraser River Bridge.....	6 MPH.
CP Jct.-East leg of wye .....	5 MPH.
Between Burnaby and Still Creek, all freight trains, loaded or empty .....	30 MPH.
Still Creek-Over Grandview Highway North and Renfrew Street .....	25 MPH.
Vancouver-Burrard Inlet Line .....	8 MPH.
Trains or engines through turnout, at the following CTC Control points:	
Willingdon Jct.           MP 151.8	
Sperling               MP 149.8	
Piper                 MP 148.0	
Burnaby              MP 146.9	
Lake City             MP 146.4 .....	30 MPH.
Trains or engines through turnout, at the following CTC Control points:	
Spruce               MP 144.5	
Braid                MP 144.9	
Brunette             MP 145.4	
North Road          MP 146.1	
Lake City            MP 146.4 .....	15 MPH.
(Lead switch from East Main only)	
Colebrook-Trains or engines through turnout.....	35 MPH.
Roberts Bank, B.C.-within fenced area of west shore terminals .....	10 MPH.

**Between Vancouver, B.C. and Blaine, Wa-**Canadian Railway Transport Committee orders that BN trains/transfers do not exceed 35 MPH between MP 156.0, Vancouver, and MP 119.4, Blaine, while handling one or more full carloads of hazardous materials.

**2. Bridge, Engine and Heavy Car Restrictions-**

**Fraser River Bridge-**Cars exceeding 263,000 gross may only be handled with special permission from CN general superintendent transportation, Edmonton, Alberta.

**3. Train Register Exceptions-**

**New Westminster-**Burlington Northern trains will register by register ticket.

**Roberts Bank-**All trains will register.

**Blaine-**All trains will register by register ticket.

**Colebrook-**Trains will register when so directed by train order.

**4. Clearance Provisions and Exceptions Rule 83(D)-**

**In CTC Territory-**Rule 83(D) does not apply when so directed by the train dispatcher, except as follows:

**Vancouver Jct. and CN Jct.-**Clearance received at CN Vancouver clears trains at these stations.

**Willingdon Jct.-**Clearance not required. CN trains entering BN tracks at this station secure BN clearance at Second Narrows Bridge.

**CP Jct.-**Clearance not required unless otherwise instructed by train dispatcher. Passenger trains en route CN Vancouver entering BN tracks at this station secure BN clearance at CP North Bend or CN Boston Bar passenger station.

**New Westminster-Southward** CN trains will not require clearance unless train order signal indicates STOP. CP trains entering BN tracks at Cumberland Street en route Brownsville will not require clearance unless otherwise instructed by train dispatcher.

**Fraser River Jct. and Brownsville-**Trains from CN entering BN tracks at these stations will secure BN clearance at CN Thornton Yard.

**Blaine-**Rule 83(D) applies.

**5. Rule 99-**Within CTC, protection against following trains on the same track is not required unless otherwise directed.

**6. Operations-**Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada beginning at MP 119.9 with the exception of UCOR Rules 281 through 293 inclusive. Rules 228 through 242, inclusive, as shown in the General Code of Operating Rules, remain in effect on Burlington Northern Trackage only.

Employees are governed thereby and, in addition, by General Manager's general orders, notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules and all other applicable rules in accordance with existing policy wherein they do not conflict with the UCOR.

**Rule 241-**GCOR rule 241 is modified as follows for operations in Canada:

**Rule 241-NAME-**Stop and Proceed

-INDICATION-Stop, then proceed at restricted speed.

**Rule G-** UCOR Rule G is modified as follows:

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

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

**Rules 41 and 44-**UCOR rules 41 and 44 apply in Canada.

Rules 40 through 44 are modified as follows:

Flagmen and/or advance warning track flags will be two (2) miles in advance of the defective or working point.

**Rule 104B-** Second paragraph of UCOR Rule 104B is modified as follows:

Unless a train or engine crew has been relieved of the requirements of paragraphs (a) to (c) in accordance with this rule, a train or engine must not be moved over a dual control switch under a STOP indication until:

- the selector lever is placed in the "hand" position;
- the hand throw lever is operated until the switch points move in both directions with the movement of the hand throw lever; and
- the switch is lined by hand for the route to be used.

A member of the crew shall restore the selector lever to the "power" position and lock it after the leading wheels of the train or engine have been moved onto the switch points.

The train dispatcher may relieve a crew of the requirements of paragraphs (a) or (c) when he has determined from the office control devices and indications in his office that the dual control switches in the route to be used are properly lined. When so relieved, a member of the crew shall be in position to observe that the switch points are lined for the route to be used.

**Rule 513-**UCOR rule 513 is modified to provide a waiting period of five minutes.

**7. Train Inspection-Between Vancouver MP 156.0 and Brownsville MP 139.5-**

Southward trains/transfers must, without exception, be given a pull-by, or standing, inspection as follows: At MP 156.0 if handling one or more full carloads of hazardous materials. At points between MP 156.0 and MP 139.5 where one or more full carloads of hazardous materials are entrained.

Northward trains/transfers must, without exception, be given a pull-by, or standing, inspection as follows: At MP 139.5 if handling one or more full carloads of hazardous materials. At points between MP 139.5 and MP 156.0 where one or more full carloads of hazardous materials are entrained.

The inspection referred to above may be confined to that portion of the train from the front of the train up to and including the second car behind the last full carload of a hazardous material.

## 8. Blaine-White Rock-

### SOUTHWARD

Trains, engines and track equipment arriving White Rock MUST STOP before any portion crosses into the United States.

Call must be made to Canada Customs from White Rock depot and be governed by their instructions. (Suggest stopping engines at depot for trainman to place call.)

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 (A-5, B-13, etc.). These documents will be given to conductor at time of receiving wheel report Vancouver/New Westminster.

In-transit forms (A8B) 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 cars without this form cannot enter U.S.A.

File a copy of A-5 outward at Blaine.

Conductor will verify that cars on the wheel report are supported by customs documents or monthly summary prior to calling customs at White Rock. (If monthly summary is applicable, it will have notation on waybill.) Indicate on A-5 shipper and notations as to whether car moving on authority of monthly summary or B-13.

### NORTHWARD

Trains, engines and track equipment on arrival White Rock MUST STOP and call Canada Customs from White Rock depot.

Canada Customs must be furnished by the conductor a copy of the A-1 (yellow sheet), manifest and any other supporting customs documents.

Accompanying customs officer on train inspection.

In-transit forms (A8B) 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 cars without this form cannot enter Canada.

File copy of A-1 at Blaine.

\*NOTE: In using golf cart, a report must first be made to Canada/U.S. Customs depending on which country you are entering.

9. Burlington Northern northward trains, before leaving Blaine, Wa. and Burlington Northern southward trains before leaving New Westminster, B.C., must have current B.C. Rail Operating Bulletin in possession.

10. Colebrook-CTC between MP 130.9 and MP 131.5 under jurisdiction of BC Railway train dispatcher North Vancouver. Dual control switches are identified as No. 16, No. 18 and No. 20. When requesting permission to take these switches off power to hand throw, crew member will advise control operator the number of the switch or switches involved.

## 11. Manual Interlockings not Indicated at Station-

**Drawbridge 69-3.4** miles south of Colebrook, B.C. When interlocking signals display Stop indication, a member of the crew will immediately call train dispatcher and be governed by his instructions.

When interlocking signals display a Stop and Proceed aspect, after stopping, trains will proceed in accordance with Rule 241.

## 12. Semi-Automatic Interlocking not Indicated at Station-

**New Westminster, Cumberland-Crossover** to CP trackage.

**Vancouver-CPR** crossing at Burrard Inlet. Normal position of gates is Stop for Burlington Northern.

## 13. Townsend-South end CTC is MP 137.2 at Tilbury Line Jct. switch.

CTC between Townsend and Willingdon Jct. is operated by BN train dispatcher New Westminster.

Train and engine movements on Tilbury Island Line will be made in accordance with Rule 105. Both CN and BN trains and engines switch on this line; therefore, before leaving Townsend and before making any northward movements, BN train dispatcher 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.

14. **New Westminster**-To avoid blocking King Edward Street in case of delay, Canadian National trains from CN-CPR exchange yard en-route BN tracks will call BN train dispatcher before leaving yard and be governed by his instructions.

15. **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.

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

17. **Vancouver, B.C.**-CN and CP Railway operate jointly with BN over BN tracks between waterfront and connection with BN main track north of CN Jct.; also between north leg of wye from main track switch and connection with Canadian National Railway in the BN south yard, all of which is located within yard limits of Vancouver. Train dispatcher's phone is located in booth near BN main track connection. There is also a city telephone in yard office near dock. Before movement is made over Burrard Inlet Line in either direction between CN waterfront yard and BI Jct. or Glen yard, a member of the crew will communicate with the yard office near dock to ascertain if it is safe to proceed; air brakes must be cut in and operative on all engines and cars; the engine must be on the leading end of the cars at all times in making this movement.

National Transportation Agency requires that within Vancouver and Burnaby, B.C., MP 156.0 to MP 147.23, sounding of engine whistle except to prevent accident is prohibited at all highway crossings on the main track.

In order that these streets may be identified, they are listed below with the milepost locations:

Slocan	- MP 153.9	Gilmore	- MP 152.35
Kaslo	- MP 153.8	Douglas	- MP 151.05
Renfrew	- MP 153.7	Sperling	- MP 149.95
Rupert	- MP 153.2	Piper	- MP 148.25
Boundary	- MP 152.8	Cariboo	- MP 147.23

Requirements on non-main track crossings are as follows:

Whistling is still required at following crossings located in Vancouver:

All crossings, Main Street to VLI interchange, inclusive.

Glen Drive crossings at Sea-Land complex.

Protection by crew members is required at following non-main track crossings:

## 1. Still Creek Industrial Area-Vancouver, B.C.

Two locations where our tracks cross Cornett Street (MP .04 and MP .17), Skeena Street (MP .3), and Eleventh Avenue (MP .29); also two locations where our trackage crosses over Hebb Avenue (MP .08 and MP .07).

## 2. Burnaby, B.C.

Head block MP 147.43 (Government Street MP .06).

Head block MP 149.61 (Winston Street MP .06).

## 3. Lake City-Burnaby, B.C.

Venture Street (MP 2.55), Head Block MP 1.16 (Eastlake Drive MP .07),

Underhill Avenue and Eastlake Drive (MP 1.94), Sears Spur only.

## 18. Rule 93- Yard limits in effect between-

White Rock and Blaine

End of CTC Willingdon Jct. and end of track Vancouver B.C.

- 19. Fraser River Bridge, New Westminster-**All movements over the bridge are governed by interlocking rules and the following instructions-
- All movements approaching bridge will use radio to contact bridge control.
- All movements must not exceed 6 MPH approaching and within interlocking limits.
- Trains, if tandem, must not exceed 100 cars and must not disconnect while any portion of the train is within interlocking limits.
- Cars exceeding 263,000 lbs. gross may be handled only with special permission from C. N. general superintendent transportation, Edmonton, Alberta.
- 20. Train movements between Vancouver and Spruce Control-North of CN Jct.-** Southward trains and engines moving beyond the North absolute signal CN Jct., must have permission from train dispatcher before entering main track.
- All trains and yard engines must move within this territory prepared to stop short of train, engine, car, stop signal, derail or switch not properly lined and prepared to stop within one-half the range of vision but not exceeding slow speed.
- Northward trains and yard engines that have obtained dispatchers permission to use main track, must advise train dispatcher when clear of main track at or north of CN Jct.
- CN Jct.-**Trains and engines must not enter main track without permission from train dispatcher. After permission received, switch key controller located on signal mast must be operated to obtain proceed indication.
- Between North Absolute Signal CN Jct. and South Absolute Signal Still Creek-**Trains or engines stopped by a Stop signal must not proceed until authority received from train dispatcher. Rule 509 is modified accordingly.
- Between Still Creek and Willingdon Jct.-**Train and engine movements may be made with the current of traffic without train order authority and movements against the current of traffic within these limits may be made without train order authority when authorized by the train dispatcher.
- Trains and engines clearing the main track between these stations must report themselves clear to the train dispatcher and may not reenter the main track without train dispatcher's permission.
- Between Spruce Control and Willingdon Jct.-**In the two main track territory between Spruce Control MP 144.5 and Willingdon Jct. MP 151.8, the east main track is the right-hand track moving northward and west main track is the right-hand track moving southward.
- 21. Restricted Clearances-**
- High voltage electric wires at Still Creek and Vancouver, B.C.
- Clearance from top of rail as follows:
- Powell Street-Vancouver, B.C. Bl Line 22'4"
- Main Street, Vancouver, B.C. 19'6"
- Renfrew Street-Still Creek 21'0"
- New Westminster, retaining wall at MP 144.0 will not clear man on side of car or engine.
- 22. Train Dispatchers-** Territory between north switch Blaine and end of track at Vancouver, B.C. is under jurisdiction of train dispatcher at New Westminster. Train orders are issued over the initials of train dispatcher.
- 23. Radio Calls-**New Westminster, radio call is CJN 253. Station name must not be used.
- 24. Federal Regulations-** National Transportation Agency requires that upon reporting for duty in Canada all engineers and firemen must individually sign an appearance register. Appearance registers are located in the locker room at Vancouver, B.C. and New Westminster, B.C.
- No railway company shall permit an employee to be positioned on the top of any caboose or freight car while the caboose or freight car is in motion. No railway company shall permit an employee to ride on the end ladder of a caboose or freight car while the caboose or freight car is in motion except for the purpose of operating the hand brake.

General Order 0-7 forbids the handling of freight cars in main line passenger trains unless equipped with air brakes, communicating signals, steel or steel tired wheels, and trucks designed for use in passenger train service.

National Transportation Agency order provides for the movement of occupied cabooses and occupied service equipment in Canada as follows:

Except as provided in paragraph (two) of this item, all occupied cabooses and occupied service equipment, other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles and at no greater speed than twenty miles per hour.

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

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

#### Placarded Cars and Trailers-

Canadian regulations require that Emergency Response (ER) forms 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.

#### NORTHWARD

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

- Loads: 1 original waybill or bill of lading and ER form.  
1 copy of waybill or bill of lading with ER form.
- Empties: 1 original waybill or bill of lading.  
1 copy of waybill or bill of lading.

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

Hazardous boxed 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 northbound 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 northbound documents.

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

- 25. Rule 266-**When it becomes necessary to move a train or engine into or through a block already occupied by another train or engine a Rule 266 authority must be issued to the conductor or engineman of the train or engine occupying the block.

The conductor or engineman of the train or engine required to enter the occupied block must obtain permission from the conductor and engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding.

The conductor or engineman of the train or engine required to enter the occupied block must also obtain authority in writing and repeat it to the train dispatcher in the following form:

Authority given (occupation), (name) on (train or engine), to pass STOP signal at (location) after permission received from conductor (name) and engineman (name) of (train or engine) who holds Rule 266 authority between signal at (location) and signal at (location) on (track) from (time) until (time).

Restricted speed as required by ABS Rules must be observed and Rule 104B must be complied with.

**26. Track Occupancy Permit-**

Townsend and Willingdon Jct.-The following instructions govern the protection of track units and maintenance work within CTC between mileage 137.20 and mileage 151.80:

A Track Occupancy Permit is authority to occupy a main track(s), signalled siding(s) or signalled yard track(s) for the protection of a track unit(s) or maintenance work. When such authority is granted, flag protection against trains and engines is not required.

When requesting a Track Occupancy Permit, the foreman will give his occupation, name, track unit number, if any, location and specify time and work limits and track(s) to be used.

Track Occupancy Permit will be issued by the train dispatcher. They must be numbered consecutively each day beginning at midnight, recorded in a book or other form provided for the purpose, and each word and figure must be checked and underscored as it is repeated.

When Track Occupancy Permit is issued, the instructions must be written and repeated by the foreman but must not be acted upon until the train dispatcher has given the repeated time, the okay time and his initials.

In transmitting and repeating Track Occupancy Permits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the numeral is but one figure, it must be pronounced first, then spelled. The names of control points and direction must be pronounced then spelled.

More than one Track Occupancy Permit may be issued to protect track units and maintenance work covering the same or overlapping limits. Track Occupancy Permits do not protect track units one from the other, and all movements must be made at Restricted Speed. Track Occupancy Permit must describe the limits as being between two identifiable locations.

When the Track Occupancy Permit is no longer required, the foreman must promptly advise the train dispatcher, giving his name and permit number.

When clearing Track Occupancy Permit, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, Track Occupancy Permit number and time cleared.

Before issuing a Track Occupancy Permit, train dispatcher must insure there are no conflicting train or engine movement within the limits to be granted, must block all controlling signals governing movement into such limits at STOP, and when practicable, line and block track switch(es) against potential conflicting movements.

At locations where a signal controlled movement over more than one route and where it is not practicable to block the signal at STOP, switch(es) must be lined and blocked away from the protected track by the train dispatcher.

Train dispatcher must not remove switch or signal blocking, nor permit any train or engine to enter such limits until the Track Occupancy Permit is cancelled, even if time limits have expired.

Should it become necessary to move a train or engine into limits protected by a Track Occupancy Permit to assist in work activities, joint authorization between the foreman and the train or engine must be issued as follows:

- All other Track Occupancy Permits within the limits must be cancelled.
- The Track Occupancy Permit to the foreman must contain the words: "Joint authority granted with (train or engine)." The foreman only may authorize this train or engine to enter the protected limits.
- A Uniform Code of Operating Rules 264 or 266 authority to the train or engine must contain the words: "Joint authority granted with foreman(name) between(location) and(location).(train or engine) must not proceed until instructions have been received from foreman(name)." Telephone, radio or personal contact may be used.
- Other Track Occupancy Permits must not be issued within the limits after Joint Authority is issued.

**27. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.**

**Other Track Side Warning Detector Locations-**  
Brownsville-MP 139.1

**(U.S. Operation)****1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

Blaine and Delta Jct. ....	50 MPH.
Delta Jct. and Everett Jct. ....	15 MPH.
PA Jct. and GN Jct. ....	15 MPH.
Lowell and GN Jct. ....	15 MPH.
Anacortes and Burlington ....	25 MPH.
Kruse Jct. and Darrington ....	25 MPH.
MP 119.9 and MP 118.4 ....	15 MPH.
MP 106.6 and MP 105.8 ....	40 MPH.
MP 101.2 and MP 98.5 ....	35 MPH.
MP 98.5 and MP 93.1 ....	20 MPH.
MP 93.1 and MP 82.5 ....	35 MPH.
MP 74.7 and MP 74.5 ....	40 MPH.
MP 72.4 and MP 67.0 ....	20 MPH.
MP 41.0 and MP 39.5 ....	25 MPH.
MP 39.5 and MP 37.3 ....	20 MPH.
MP 37.3 and MP 37.0 ....	10 MPH.
Bellingham-over street crossings ....	10 MPH.
Through turnouts at:	
English	Bow
Stanwood	South Bellingham
Mt. Vernon	20 MPH.
Locomotives in Groups G, H and I and 150-ton wrecking derricks over Bridge 10-Darrington Spur ....	10 MPH.
Cars weighing over 177,000 lbs. when coupled in groups of two or more over Bridge 61.1 Darrington Spur ....	10 MPH.

**2. Bridge, Engine and Heavy Car Restrictions-**

**Between Burlington and Anacortes and Kruse Jct. and Darrington-Item 5d not permitted.**

**Darrington Spur-Locomotives in Group I and 250-ton wrecking derricks not permitted.**

**3. Train Register Exceptions-**

**Blaine-All trains will register by register ticket.**

**Bellingham-Ferndale-Mount Vernon- Trains originating or terminating will register.**

**4. Clearance Provisions and Exceptions Rule 82(A)-**

Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.

**Bayside-Delta-Everett Jct-PA Jct.-Kruse Jct.-Delta Jct.-Trains originating must obtain a track warrant at Delta Jct. showing track bulletins in effect.**

**5. Rule 99-When flagging is required, distance will be 2.0 miles between Delta Jct. and Blaine.****6. FRA Excepted Track- Fidalgo and Anacortes MP 0.0 and MP 4.0. Refer to All Subdivisions Item 6.****7. 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.****8. Rule 350(B)-Following switches not equipped with electric locks:**

Pacific Grinding Wheel Spur (1 mile north of Kruse Jct.).  
Industry Track Silvana.  
Conway Feed and Pole Yard Spur.  
Ferryman's Spur (MP 86.2 north of Samish).  
Spur track (MP 93.0 at South Bellingham).

**9. Bellingham-Southward freight trains making pick-up will stop and make cut a sufficient distance east of "F" street crossing located at the old freight house so entire train will clear "F" street after pick-up is made.****10. 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.**

- 11. Blaine-White Rock**-Trains will not pass International Border without permission of Customs and Immigration inspectors.
- 12. Rule 93**-Yard limits in effect between-  
 Bellingham and South Bellingham  
 Everett Jct.-Bayside-Delta Jct.  
 PA Jct.-Delta-Delta Jct.  
 Delta to Lowell

- 13. Train dispatchers**-Territory between Everett Jct. and North switch Blaine is under jurisdiction of Seattle Terminal train dispatcher at Seattle.

**14. Interlockings not Indicated at Station-**

**Drawbridge 11**-1.2 miles south of Marysville.

**Drawbridge 12**-0.5 miles south of Marysville.

**Drawbridge 12A**-1.0 mile south of Whitney.

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.

- 15. TWC**-In effect between Blaine MP 118.6 and Bellingham MP 98.9, between Burlington and Anacortes and between Kruse Jct. and Darrington.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

- 16. Track Bulletins**-Authorized Blaine to Everett Jct.

- 17. The following Track Side Warning Detectors protect bridges, tunnels or other structures**-None.

**Other Track Side Warning Detector Locations-**

English-	MP 46.1	Burlington-	MP 73.6
Stanwood-	MP 58.9	Bow-	MP 81.9
Mt. Vernon-	MP 67.5		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance from Boyer
				Office Calls	Rule 6(A)	
	01803	37	1401.2	BOYER	JTY	0.0
	01803		1401.9	NORTH SANDPOINT	TY	1.3
6,209	61917		1415.7	LACLEDE	TWC	14.7
	61925		1424.2	PRIEST RIVER		22.9
6,765	61931		1431.3	NEWPORT	JY	29.5

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

- 1. Speed Restrictions-**  
**Zone-Between** **Maximum Speeds Permitted**  
 Boyer and Priest River ..... 40 MPH.  
 Priest River and Newport ..... 25 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions-** None.
- 3. Train Register Exceptions-** None.
- 4. Clearance Provisions and Exceptions Rule 82(A)-** None.
- 5. Rule 99-** When flagging is required, distance will be 1 mile.
- 6. Rule 93-** Yard limits in effect between-  
 North Sandpoint and Dover MP 1401.9 to MP 1405, plus 500 feet.
- 7. TWC-** In effect on this Subdivision.  
 Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.
- 8. Slide Fence Indicator-**  
 Westward Signal-MP 1428.3  
 Eastward Signal-MP 1429.7.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance from Hauser Jct.
				Office Calls	Rule 6(A)	
	01850	381	0.0	HAUSER JCT.	JTY	0.0
	62702		2.3	GRAND JCT.	UY	2.3
			4.9			
	62705	382	17.5	POST FALLS	Y	4.6
			20.4			
		375	22.8			
		382	23.2			
			27.3			
	62713	375	25.8	COEUR D'ALENE	TY	12.5
			26.0			
		382	32.6			
			33.3			

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

- 1. Speed Restrictions-**  
**Zone-Between** **Maximum Speeds Permitted**  
 Hauser Jct. and Coeur d'Alene ..... 10 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions-**  
 Item 5d not permitted.  
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
- 3. Train Register Exceptions-** None.
- 4. Clearance Provisions and Exceptions Rule 82(A)-**  
 Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.
- 5. Rule 99-** When flagging is required, distance will be 0.5 mile.
- 6. FRA Excepted Track-** Hauser Jct. to Coeur d'Alene. Refer to All Subdivisions Item 6.
- 7. Rule 93-** Yard limits in effect between-  
 Hauser Jct. and Coeur d'Alene.
- 8. Coeur d'Alene-** 11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings: Train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.  
 Switching movement from east leg of wye will only be made to main track.
- 9. Interlockings and Railroad Crossings not Indicated at Station-**  
 Coeur d'Alene-Si Crossing MP 31.6
- 10. Gibbs-** Do not use the Flat Track as a switching lead for the UP Transfer Track. Switch the UP Transfer Track from the west end.
- 11. Track Bulletins-** Authorized on this Subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance from Napa St.
				Office Calls	Rule 6(A)	
			1476.7	NAPA ST.	IJXY	0.0
			1473.0	HILLYARD		3.7
	61972	37	1468.1	MEAD		8.6
	61968		13.8	DEAN		12.8
	61963		26.4	DEER PARK		25.4
1,350	62012		38.4	LOON LAKE		37.4
2,062	62025	376	56.5	VALLEY		55.5
4,080	62043		64.2	CHEWELAH		63.2
3,990	62050		87.1	COLVILLE		86.1
	62073		95.6	KETTLE FALLS	BJKRTY	94.6
	62081		0.0	WEST KETTLE FALLS	Y	99.3
	62204	377	11.8	BOYDS	TWC	106.7
1,320	62212		17.2	BARSTOW		112.1
1,800	62217		22.3	DULWICH		117.2
2,100	62222		34.4	LAURIER, WA.		129.3
600	62234	392	34.4	GRAND FORKS, B.C.	JTY	141.9
	62246		48.8	DANVILLE, WA.		143.7
600	62249	377	48.8	CURLEW		153.9
900	62259		59.0	TORBOY	Y	169.9
2,040	62276		75.0	SAN POIL	Y	170.8
	62277		75.9			

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

Train Dispatcher call-Monumental Mountain-10

#### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted

Napa St. and Kettle Falls .....	40 MPH.
Kettle Falls and San Poil .....	30 MPH.
Mead, over switches and frogs on curves at Aluminum Plant .....	5 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

#### 3. Train Register Exceptions- None.

#### 4. Clearance Provisions and Exceptions Rule 82(A)- None.

#### 5. Rule 99- When flagging is required in U.S., distance will be one mile. Canadian Uniform Code of Operating Rules is in effect for Canadian Operation.

#### 6. Rule 93- Yard limits in effect between-

Napa St. and MP 1475.4 (Mission St.)  
Colville and West Kettle Falls between MP 94 and MP 95.6  
and between MP 0.0 and MP 5.0.  
Torboy and end of track between MP 75 and MP 77.4.

7. **Between Valley and Dean-** Eastward trains on descending grade will slow or control speed in accordance with Air Brake and Train Handling Rule 540(B), Item 6.

8. **Between Kettle Falls and Dean-** Trains in excess of 9500 trailing tons must have all empties on rear of train.

9. **Operations-** Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada on Burlington Northern trackage only.

Employees are governed thereby and, in addition, by General Managers's general orders, notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules and all other applicable rules in accordance with existing policy wherein they do not conflict with the UCOR.

**Rules 41 and 44-** UCOR Rules 41 and 44 apply in Canada.

Rules 40 through 44 are modified as follows:

Flagmen and/or advance warning track flags will be two (2) miles in advance of the defective or working point.

**Rule G-** UCOR Rule G is modified as follows:

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

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

#### 10. Laurier to Danville-

Trains must not pass international border without permission of customs and immigration inspectors.

11. **Grand Forks, B.C.-** National Transportation Agency requires all train movements over Carson Road crossing on wye tracks shall be flagged by member of crew and do not occupy Carson Spur between BN main track and CP main track between the hours of 0700 and 1000 daily.

12. The National Transportation Agency, requires that occupied cabooses and occupied service equipment be governed as follows while operating in Canada.

- Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
- Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

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

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

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

Trains operating within the Canadian Province handling hazardous material will make a visual inspection of such cars at intervals of no greater than twenty (20) miles.

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

15. **TWC-** In effect on this subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance from Nelson
				Office Calls	Rule 6(A)	
	62185	391	200.0 137.8	NELSON	BRYZ	0.0

BETWEEN TROUP JCT. AND NELSON CP RAIL TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	62180		132.3 194.5	TROUP JCT.	JZ	5.5
	62151	391	164.8	SALMO	Z	35.2
	62128		140.4 139.7	WANETA, B.C.	Z	59.6
	62124		138.3 138.3	BOUNDARY, U.S.	Y	61.7
3,009	62115		129.5	NORTHPORT	Y	70.5
2,224	62105	376	120.0	DOLOMITE	Y	80.0
1,844	62092		105.6	EVANS	Y	94.1
	62081		95.7	KETTLE FALLS	BJKRTY	104.0

BN Radio Channel No. 2 in service between Nelson, B.C. and Salmo, B.C.

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

#### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted

Nelson and Kettle Falls ..... 10 MPH.  
Northport-Wye track ..... 8 MPH.

#### 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

#### 3. Train Register Exceptions- None.

#### 4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.

#### 5. Rule 99- Unless otherwise provided, protection against following trains is not required except Canadian Uniform Code of Operating Rules is in effect for Canadian operation. When flagging is required in U.S., distance will be 1 mile.

#### 6. FRA Excepted Track- Between MP 95.7 and MP 139.7 between Kettle Falls and Waneta, B.C. Refer to All Subdivisions Item 6.

#### 7. Operations- Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada on Burlington Northern trackage only.

Employees are governed thereby and, in addition, by General Managers' general orders, notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules and all other applicable rules in accordance with existing policy wherein they do not conflict with the UCOR.

Rules 41 and 44-UCOR Rules 41 and 44 apply in Canada.

Rules 40 through 44 are modified as follows:

Flagmen and/or advance warning track flags will be two (2) miles in advance of the defective or working point.

Rule G- UCOR Rule G is modified as follows:

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

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana, or other controlled

substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

#### 8. Northport to Waneta-

Trains must not pass international border without permission of customs and immigration inspectors.

#### 9. Mountain Grade Operation-

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Salmo and Troup Jct. MP 183.5-MP 194.0.

Ruling Grade Descending East: 2.5.

#### 10. The National Transportation Agency requires that occupied cabooses and occupied service equipment be governed as follows while operating in Canada.

1. Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
2. Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

#### 11. Rule 93- Yard limits in effect between Kettle Falls and Troup Jct.

#### 12. Track Bulletins- Authorized on this Subdivision.

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

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

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

Trains operating within the Canadian Province handling hazardous material will make a visual inspection of such cars at intervals of no greater than twenty (20) miles.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance from Cheney
				Office Calls	Rule 6(A)	
	63014		0.0	CHENEY	JTY	0.0
1,420	62327		26.8	REARDAN		26.8
1,136	62341		41.7	DAVENPORT	T	41.7
1,252	62364	378	64.4	CRESTON	TWC	64.4
1,293	62374		74.4	WILBUR		74.4
1,442	62387		87.7	ALMIRA		87.7
552	62408		108.8	COULEE CITY	T	108.8

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

#### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted

Cheney and Coulee City ..... 25 MPH.  
150-ton wrecking derricks and larger, and locomotive cranes, over bridges ..... 12 MPH.  
Item 1A, All Subdivisions, applies.



**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

**3. Train Register Exceptions-** None.**4. Clearance Provisions and Exceptions Rule 82(A)-** None.**5. Rule 99-** When flagging is required, distance will be 1 mile.**6. Sidings-** Are also used as industrial tracks.**7. TWC-** In effect on this subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Intalco
				Office Calls	Rule 6(A)	
	15081	418	0.0	INTALCO	JTY	0.0
	66604		5.1	ARCO		5.1
	66608		8.9	CHERRY PT.		8.9

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

**1. Speed Restrictions-Zone-Between**

Maximum Speeds Permitted

Intalco and Cherry Pt ..... 25 MPH.  
Item 1A, All Subdivisions, applies.

**2. Bridge, Engine and Heavy Car Restrictions-**None.**3. Train Register Exceptions-**None.**4. Clearance Provisions and Exceptions Rule 82(A)-** None.**5. Rule 99-**When flagging is required, distance will be 1.5 miles.**6. TWC-**In effect on this Subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS		Distance from Sumas
				Office Calls	Rule 6(A)	
6,420	66089	403	127.2	SUMAS To Lynden 11.0	BKRY	0.0
654	66083		120.9	NOOKSACK		6.4
1,537	66073		111.4	DEMING		15.8
582	66065	409	103.5	ACME		23.7
1,850			94.1	THORNWOOD		33.2
	66305		86.8	SEDRO WOOLLEY To Concrete 23.4	Y	40.5
15042			16.6	BURLINGTON	JY	45.3

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

**1. Speed Restrictions-Zone-Between**

Maximum Speeds Permitted

Sumas and Burlington ..... 40 MPH.  
Sumas and Lynden ..... 20 MPH.  
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

Locomotives in Group I and 250-ton wrecking derricks not permitted except locomotives in Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.

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

**3. Train Register Exceptions-**None.**4. Clearance Provisions and Exceptions Rule 82(A)-** None.**5. Rule 99-**When flagging is required, distance will be 1.5 miles.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS		Distance from Oroville
				Office Calls	Rule 6(A)	
2,876	66836	387	135.7	OROVILLE	Y	0.0
3,386	66795		95.7	OMAK	Y	40.8
2,857	66791		91.5	OKANOGAN	Y	45.0
2,549	66764		65.0	BREWSTER		71.5
5,710	66758		58.9	PATEROS		77.7
3,114	66738		38.9	CHELAN		97.7
3,224	66720		20.4	ENTIAT		116.2
	66702		3.3	OLDS	Y	133.3
	02044		0.0	WENATCHEE	BKRYX TWC	136.6

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

**1. Speed Restrictions-Zone-Between**

Maximum Speeds Permitted

Oroville and Wenatchee ..... 40 MPH.  
Item 1A, All Subdivisions, applies.

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

**3. Train Register Exceptions-**None.**4. Clearance Provisions and Exceptions Rule 82(A)-** None.**5. Rule 99-**When flagging is required, distance will be 1 mile.**6. Control Point not otherwise listed-**Olds Jct.-MP 2.55.**7. TWC-**in effect on this Subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

**8. Rule 93-** Yard limits in effect between:

Wenatchee and Olds  
MP 90 and MP 97



**6. FRA Excepted Track-** Sedro Woolley and Concrete MP 22.0 and MP 44.6. Refer to All Subdivisions Item 6.

**7. Rule 93-Yard limits in effect between-**

Burlington and Sedro Woolley.  
Sedro Woolley and Concrete  
Sumas and Lynden

**8. Sedro Woolley-**

If westward trains cannot maintain a speed of 5 mph in traversing the 14 degree curve on the 9th Subdivision at Sedro Woolley and power is used, it must be limited to no more than 3 throttle, maximum 300 amps. If train tends to stall with the above power limits, train must be allowed to stop.

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

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

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

**9. TWC-In effect on this Subdivision.**

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

**10. The following track side warning detectors protect bridges, tunnels or other structures- None.**

**Other track side warning detector locations:**

Sedro Woolley MP 20.9  
Sedro Woolley MP 86.8  
Deming MP 108.6

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance from Snohomish Jct West
				Office Calls	Rule 6(A)	
	02159		1.2	SNOHOMISH JCT. WEST JTY		0.0
		408	0.0	1.2		
	65601		37.6	BROMART	Y	1.2
2,855	65608	403	29.9	MALTBY		8.6
			24.7	CJ WOODINVILLE	TUY	
	65614		24.1	To Issaquah 18.9		14.1
2,495	65622		17.0	KIRKLAND		21.2
3,413	65626	405	12.7	BELLEVUE		25.6
	65627		12.0	WILBURTON		26.4
	65634		4.3	SCOPA	Y	33.7
			2.2	RENTON	Y	
3,660	65637		12.2	To Snoqualmie Falls 38.4		35.8
16004	410		9.5	BLACK RIVER	IJY	38.0

Union Pacific signal aspects as contained in General Code of Operating Rules are in effect at UP interlocking at Black River.

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

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted**

Snohomish Jct. West and Black River..... 25 MPH.  
Renton and Cedar Falls ..... 25 MPH.  
Cedar Falls and Snoqualmie Falls ..... 10 MPH.  
Item 1A, All Subdivisions, applies, except between

MP 25.0 (Woodinville) and MP 37.0 (Bromart.)

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d and 250-Ton wrecking derricks not permitted.

Locomotives in Group I not permitted at Renton, and between Renton and Snohomish Jct. West.

**Between Woodinville and Issaquah-**Item 5c and locomotives in Group E not permitted, except Group E GP 30, 35, 38 and 38-2 are permitted. Locomotives in Groups G and H restricted to one locomotive only.

**Between Renton and Snoqualmie Falls-**Locomotives in Groups E, G, H and I not permitted, except Group E GP 30, 35, 38 and 38-2 are permitted.

**3. Train Register Exceptions- None.**

**4. Clearance Provisions and Exceptions Rule 82(A)- None.**

**5. Rule 99-**When flagging is required, distance will be 1 mile.

**6. Rule 93-Yard limits in effect between-**

Yard limit signs east of Scopa and Black River.  
Woodinville and Issaquah.

**7. 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.

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

**9. Cedar Falls-**Normal position of crossover is for siding.

**10. TWC-** In effect on this Subdivision.

Train location lineup will be issued by train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS		Distance from Cle Elum
				Office Calls	Rule 6(A)	
14,620	13150		24.9	CLE ELUM	TY	0.0
				12.6		
5,356	13163		38.1	EASTON	IT	12.6
	13166		41.1	CABIN CREEK		15.6
	13167		42.1	UPHAM		16.6
	13172		46.5	MARTIN		21.0
10,684	13175		50.0	STAMPEDE		24.2
6,994	13185	49	59.7	LESTER	T	34.2
6,220	13192		67.1	MAYWOOD		41.4
6,501	13199		73.8	EAGLE GORGE		48.9
	13206		81.3	PALMER JCT. To Veazey 6.0	T	55.6
6,217	13207		82.3	KANASKAT		56.8
6,281	13213		88.2	RAVENSDALE		62.7
6,232	13220		94.3	COVINGTON		69.6
4,822	13228		102.0	EAST AUBURN	Y	77.0
	16014		102.9	AUBURN	JTY	77.9

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

**1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

Cle Elum and Auburn .....	49 MPH.
Cle Elum over crossing west of Depot .....	25 MPH.
Easton and Lester .....	20 MPH.
Lester-Movements over Loop Track .....	5 MPH.
Between MP 60.5 and MP 63.8 between Lester and Maywood .....	35 MPH.

**2. Bridge, Engine and Heavy Car Restrictions-****Between Palmer Jct. and Veazey-**

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted on Loop Track at Lester and Wye track at Easton.

**Cabin Creek**-Locomotives switching industrial spur are limited to 2 units.**3. Train Register Exceptions-None.****4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99**-When flagging is required, distance will be 2.0 miles.**6. 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.

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

Fourth Subdivision instructions govern.

**8. Ravensdale**-When cars are set out on siding spur, west switch must be lined for spur to serve as derail.**9. Kanaskat**-West car set out on Tracks 2, 3 and 4 must have metal chocks placed under wheels. Chocks must be replaced after switching is done on these tracks.**10. Between Martin and Stampede**-Trains handling loaded TOFC cars must not exceed 10 MPH through tunnel 4 between MP 49 and MP 50.**11. Between Martin and Cabin Creek**-Trains handling loaded C-6 covered hoppers or exceeding 100 tons per operative brake must not exceed 12 MPH.**12. Between Palmer Jct. and Cle Elum**-Main track out of service between MP 81.0 Palmer Jct. and MP 24.9 Cle Elum.**13. Between East Auburn and Cle Elum**-All crossing signals out of service account rusty rail. Trains must stop and protect movement.**14. 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.

**15. TWC**-In effect on this subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv BRANCH LINE STATIONS		Distance from 11th Street
				Office Calls	Rule 6(A)	
			0.6	11th STREET	JY	0.0
			4.5	SOUTH TACOMA	Y	4.5
			3.4	LAKEVIEW		
1,726	67309	400	8.9	To Nisqually 11.7	Y	7.9
	67313		12.4	MOBASE	TWC	11.4
2,660	67320		20.2	ROY		19.2
	67326		25.5	YELM		24.5
	67332		32.9	WETICO		31.9
1,481	16077		40.2	TENINO		39.2

**BN Radio Channel No. 1 in service on this Subdivision.****1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

11th Street and Tenino Jct. ....	25 MPH.
Between 11th Street and South Tacoma- Between 15th Street and Commerce St.....	5 MPH.
Between Wilkeson Street and Commerce Street on descending grade.....	15 MPH.
Between MP 1.8 and MP 2.3 .....	10 MPH.
Over 35th Street.....	20 MPH.
DuPont-Within corporate limits .....	20 MPH.
Item 1A, All Subdivisions, applies.	

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

**McChord Field**-Locomotives must not go beyond derail of McChord Field track connection.**3. Train Register Exceptions-None.****4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99**-When flagging is required, distance will be 1 mile.**6. Rule 93**-Yard limits in effect between-11th Street and Lakeview  
Lakeview and Nisqually**7. Mountain Grade Operation-**Air Brake and Train Handling Rules for mountain grade operations apply between 15th Street Tacoma, and 2.5 miles west (Wilkeson St.).  
Ruling grade descending east-2.2.**8. Between 11th Street and Lakeview and between Lakeview and Nisqually**-All train, engine and yard movements must be authorized by Train Dispatcher.**9. 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.**10. 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.

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

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

- 12. 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.

- 13. TWC-**In effect on this Subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv BRANCH LINE STATIONS		Distance from Centralia
				Office Calls	Rule 6(A)	
	16085	421	0.6	CENTRALIA	BJKRTY	0.0
	67602		2.2	BLAKESLEE JCT.	AJY	1.6
2,636	67606		6.8	GRAND MOUND		5.8
2,281	67611		10.7	ROCHESTER		10.1
		402	13.3			
3,376	67614		28.4	GATE		13.0
	67619		33.2	OAKVILLE		17.9
	67631		46.7	VENTRON	Y	30.4
1,170	67633		48.7	ELMA	BJRTY	32.4
	67643		57.0	MONTESANO		42.1
				ABERDEEN		
	67654		69.0	To Markham 10.5 To Cosmopolis 2.7 To Hoquiam 3.5	BJRTY	53.3

BETWEEN ABERDEEN AND EAST COSMOPOLIS, UNION PACIFIC RULES AND TIMETABLE GOVERN.

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

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted**

Centralia and Aberdeen.....	40 MPH.
Blakeslee Jct. over Reynolds Ave.....	10 MPH.
Oakville over street crossings.....	30 MPH.
Locomotives in Groups G, H and I and 250-ton wrecking derricks:	
Over Bridge 2 near South Aberdeen Jct. ....	10 MPH.
Aberdeen-Over streets and crossings .....	10 MPH.
Cars weighing over 220,000 over Bridges 1 on eastward track, and 12.1 between Centralia and Gate .....	20 MPH.
Trains handling loaded air dump cars between Blakeslee Jct. and Elma.....	35 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

**Between Cosmopolis and Markham-**250-ton wrecking derricks and locomotives in Groups E, G, H and I not permitted except Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.

**3. Train Register Exceptions-**

**Centralia, Elma and Aberdeen-** Trains originating or terminating will register.

- 4. Clearance Provisions and Exceptions Rule 82(A)-** None.

- 5. Rule 99-**When flagging is required, distance will be 1.5 miles.

- 6. Blakeslee Jct. Interlocking-**Normal position of the spring switch is for the BN main track.

- 7. Railroad Crossings, Interlockings and Drawbridges not Indicated at Station-**

**Aberdeen-**Drawbridge 68, Wishkah River, interlocked.

**Hoquiam-**Drawbridge 72.2, Hoquiam River, interlocked.  
-Drawbridge 3.2, Horn Track.

- 8. Hoquiam-**Trains must not pass over drawbridge 3.2 on Horn Track until proceed signal is given by bridgetender.

- 9. Aberdeen-**Westward trains will stop east of Fleet Street when Wishkah River drawbridge signals do not indicate route is clear. When signals do not indicate route is clear a member of the crew will contact bridgetender.

- 10. Between Hoquiam and Aberdeen-**Trains operating westward on the U.P. Main must stop and flag crossings at West Heron Street and Ontario Street before occupying the crossings.

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

- 12. Rule 93-**Yard limits in effect between-

Centralia and Blakeslee Jct.  
Ventron and Elma  
MP 66.1 and Aberdeen  
Aberdeen and Hoquiam.  
South Aberdeen Jct. (MP 0.0) and Markham.

- 13. TWC-**In effect on this Subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	22nd Subdiv BRANCH LINE STATIONS		Distance from Bangor
				Office Calls	Rule 6(A)	
	67768	426	43.8	BANGOR	TY	0.0
2,618	67765		39.7	SILVERDALE		3.4
			0.0	BREMERTON JCT.		
2,924	67757		32.1	To Bremerton 4.6		11.2
2,623	67754	425	28.8	BELFAIR		14.3
2,622	67741		16.3	ALLYN		26.9
2,627	67728		3.2	BAYSHORE	Y	40.0
			0.1			
	67725		25.2	SHELTON	TUY	43.2
2,710	67715		14.6	MARMAC		53.9
1,029	67710		10.1	STIMSON		58.3
	67708		7.5	McCLEARY	T	60.9
	67633		0.0	ELMA	BJRTY	68.4

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

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

**1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

Bangor and Elma ..... 25 MPH.  
 Cars under 38 feet long and weighing over 177,000 lbs.  
 when coupled in groups of two or more:  
 Over Bridges 1 and 17 ..... 20 MPH.  
 Item 1A, All Subdivisions, applies.

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

**3. Train Register Exceptions-**

**Elma-** Trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-**When flagging is required, distance will be 1.5 miles.**6. Railroad Crossings not Indicated at Station-**

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

**7. 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.**8. Handling 80 Feet or Longer Cars-**

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

**9. TWC-**In effect on this Subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	23rd Subdiv BRANCH LINE STATIONS		Distance from Will-bridge
				Office Calls	Rule 6(A)	
	16091		0.0	CHEHALIS JCT.	TY	0.0
	68002		1.5	CME JCT.	A	1.5
	68005		4.9	ADNA		4.9
	68007		6.6	MILLBURN		6.6
	68022		22.2	PEELL		22.2
2,335	68029	420	28.7	PLUVIUS		28.7
	68038		37.9	LEBAM		37.9
	68051		50.5	WILLAPA		50.5
	68053		53.0	RAYMOND		53.0
	68057		56.7	SOUTH BEND	T	56.1

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

**1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

Chehalis Jct. and South Bend ..... 25 MPH.  
 MP 23.3 and MP 35.0 ..... 10 MPH.  
 Cars over 44 feet long weighing over 220,000 lbs.:  
 Over Bridges 0, 2, 5, and 37 ..... 10 MPH.  
 Cars over 38 feet long weighing over 177,000 lbs.  
 when coupled in groups of two or more:  
 Over Bridge 38 ..... 20 MPH.  
 Over Bridges 0, 2, 5 and 37 ..... 10 MPH.  
 Item 1A, All Subdivisions, applies except where  
 authorized speed is between 13 MPH and 21 MPH

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

Locomotives in Groups E, G, H and I and 250-ton wrecking derricks not permitted. Except locomotives in Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.

**3. Train Register Exceptions-None.****4. Clearance Provisions and Exceptions Rules 82(A)- None.****5. Rule 99-**When flagging is required, distance will be 1.5 miles, except 0.5 mile between Raymond and South Bend.**6. Between Raymond and South Bend-**track out of service between MP 53.5 and 56.1.**7. Handling 80 Feet or Longer Cars-**

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

**8. TWC-**In effect on this subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	24th Subdiv BRANCH LINE STATIONS		Distance from Will-bridge
				Office Calls	Rule 6(A)	
	12372		4.3	WILLBRIDGE	BIJKT	0.0
	68203		7.3	LINNTON	Y	3.0
4,945	68204		8.9	HARBOR SIDING	Y	4.6
	68206		10.0	UNITED JCT.	JY	5.7
1,440	68208		12.8	HOLBROOK		8.5
1,653	68216		19.9	SCAPPOOSE	Y	15.6
2,385	68223		27.6	ST. HELENS	BKRY	23.3
2,278	68227		31.3	REICHOLD		27.0
1,121	68235	440	39.5	GOBLE		35.0
2,595	68243		46.8	AVON		42.5
2,574	68252		56.1	MAYGER		51.5
2,304	68258		62.2	CLATSKANIE	Y	57.9
1,426	68267		71.1	WESTPORT		66.9
	68269		73.5	WAUNA		69.2
2,113	68274		78.7	CLIFTON		74.1
1,122	68282		86.7	KNAPPA		82.2
	68296		99.7	ASTORIA	Y	95.4

BN Radio Channel No. 1 and 2 in service on this Subdivision.

Train Dispatcher Call: Green Mountain-48.

**1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

Willbridge and Astoria ..... 30 MPH.  
 Astoria within corporate limits ..... 20 MPH.  
 Ranier within corporate limits ..... 10 MPH.  
 Trains or engines on sidings ..... 12 MPH.

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

Locomotives in Group I and 175-ton wrecking derricks not permitted, except locomotives in Group I can be operated between Willbridge and United Jct.

**Astoria-**Items 5c and d not permitted. Locomotives not permitted on dock portion of any of the three tracks located on Pier No. 2.

**3. Train Register Exceptions-None.****4. Clearance Provisions and Exceptions Rule 82(A)- None****5. Rule 99-**When flagging is required, distance will be 1 mile.**6. Willbridge-**Normal position of west wye switch is for movement toward Vancouver.**7. Rule 93-**Yard limits in effect between-  
Willbridge and United Jct.**8. Between Willbridge and United Jct.-**Movement of trains will be governed by instructions of the train dispatcher. Instructions must be repeated back to the train dispatcher.**9. Interlockings and Drawbridges not Indicated at Station-**

John Day River, MP 94.8. Clatskanie  
Blind Slough, MP 84.8. River, MP 62.7.

**10. St. Helens-**Crossing signals have been installed at old Portland Road at Multnomah switch lead, located at MP 26.5. Trains must stop at stop signs, 25 feet from crossing, and wait for signals and gates to operate before proceeding over crossing.**11. Astoria-**Stop signs installed on both sides of 3rd Street. All railroad movements must stop and not proceed until crossing is properly protected. Train movements over crossings at MP 100.1, MP 100.2, MP 100.3, MP 100.4 and MP 100.5 must be protected by crew member flagging crossing due to rusty rail.**12. TWC-**In effect on this Subdivision.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	25th Subdiv BRANCH LINE STATIONS		Distance from United Jct.
				Office Calls	Rule 6(A)	
	68206	442	10.0	UNITED JCT.	JY TWC	0.0
	68705		14.6	4.5 TUNNEL SPUR	ABS TWC	4.5
	68707		17.1	2.5 BOWERS JCT.	Y	7.0
2,191	68404		20.8	To Banks 11.2 3.9 MERLE		10.9
6,336	68410		26.4	5.5 BEAVERTON		16.4
	68411		26.8	0.4 ST. MARYS		16.8
				To Forest Grove-14.0 4.4	JY	

BETWEEN ST. MARYS AND GRETON SOUTHERN PACIFIC TRANSPORTATION COMPANY RULES AND TIMETABLE GOVERN.

	68414	442	31.3	GRETON	J	21.2
3,803	68415		32.1	0.7 TIGARD	Y	21.9
1,166	68426		42.8	11.0 WILSONVILLE		32.9
3,664	68428		45.6	3.0 CURTIS		35.9
3,647	68437		54.4	8.6 WEST WOODBURN		44.5
3,554	68452		68.6	14.1 BUSH	Y	58.6
	68454		69.0	0.4 SALEM	8KY	59.0
5,668	68456		72.6	3.8 MINTO	Y	62.8
3,546	68468		84.6	12.0 SIDNEY		74.8
	68479		96.5	11.9 ALBANY		86.7
1,500	68500		117.1	To Foster 31.9 20.8 AMERICAN	BJKRTY	107.5
	68512		128.8	11.0 JUNCTION CITY		118.5
	68526		141.8	13.8 EUGENE	8KRTUY	132.3

**BN Radio Channel No. 1 and 2 in service on this Subdivision. Train Dispatcher Calls: Beaverton-84, Salem-85, Albany-86, Eugene-87, Green Mountain-48.**

**1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

United Jct. and Albany	35 MPH.
Albany and Eugene	25 MPH.
Hillsboro and Forest Grove	10 MPH.
Within city limits of Albany, Harrisburg, Junction City and Eugene	20 MPH.
Within city limits of Salem	15 MPH.
Tualatin, over Tualatin-Sherwood highway	25 MPH.
Salem, passing Boise Cascade Inc.	5 MPH.
Through Norris Paint Company	15 MPH.
Eugene, over Garfield Street and to end of track	5 MPH.
Six-axle locomotives between United Jct. and Albany	25 MPH.
Sweet Home over 18th Avenue	15 MPH.
Over Santiam Highway crossing	10 MPH.
Trains or engines on sidings	12 MPH.
Item 1A, all subdivisions, applies between Bowers Jct. and Banks.	

**2. Bridge, Engine and Heavy Car Restrictions-  
Between United Jct. and Eugene:**

Locomotives in Group I and 175-ton wrecking derricks not permitted.

**Between Bowers Jct. and Banks and between Hillsboro and Forest Grove:**

Item 5d not permitted.

Locomotives in Groups G and H not permitted.

**Banks-**Item 5c not permitted. Cars weighing over 220,000 pounds not permitted on bridge MP 28.0.

**Between Albany and Foster:**

Item 5d not permitted.

Locomotives in Groups E, F, G and H restricted to 2 units.

**Salem-**Bridge SP719.7, Item 5c not permitted.

**3. Train Register Exceptions- None.****4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-**When flagging is required, distance will be 1.5 miles.**6. FRA Excepted Track-** All tracks between between Bowers Jct. and Banks MP 17.07 and MP 28.21, and between Hillsboro and Forest Grove MP 4.66 and MP 10.28. Refer to All Subdivisions Item 6.**7. St. Marys to Greton-CTC** under control of SP Branch Dispatcher at Eugene Ore. Telephone number 228-8181 Ext. 202.**8. Tualatin-**Before train or engine movements occupy Boones Ferry grade crossing, industrial spur serving Hervin Company, it will be necessary for a crew member to protect crossing.**9. Bush-**Before train or engine occupy Industry Drive Crossing, Industrial spur serving Capital Lumber Co., it will be necessary for a crew member to protect crossing.**10. Salem-**City of Salem ordinance requires that horns/whistles are not to be sounded at fully protected crossings within city limits unless engineer perceives an immediate emergency.**11. Albany-**The following will govern the use of the weigh-in-motion scale:

Maximum speed over scale is 5 MPH.

When a train or yard engine enters the storage track, the engineer will call Albany yard and receive permission from either the operator or yard clerk before crossing scale.

After permission is received, train speed will be governed by fixed signals, located at the scale, the west end and the east end of the storage track.

There, signals will display the following aspects:

Green light-movement is being made within speed limits.

Red light-within speed limits, but at the upper limits of the permissible speed.

No lights-too fast, or scale not activated.

**12. Rule 93-Yard limits in effect between-**

Bowers Jct. and Banks  
Hillsboro (BN Jct.) and Forest Grove  
Lebanon and Foster.

**13. Between Albany and Lebanon and between St. Marys and Hillsboro (BN Jct.)-**

Southern Pacific Transportation Company rules and timetable govern.

**14. Junction City-Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.****15. Handling 80 Feet or Longer Cars-**

Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.

**Between United Jct. and Tunnel Spur-**

Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.

**16. Between Tigard and West Woodburn-**

Dragging equipment detectors at MP 39.0 and MP 47.0 consisting of two white lights mounted back to back on a single mast and a flashing amber light mounted on adjacent mast operate as follows-

Enginemen must alert crew members on rear of train when approaching detector site.

Continuously illuminated white light as viewed from an approaching train-Train will be inspected.

Continuously illuminated white light as viewed from the rear of a passing train-No dragging equipment detected.

Flashing amber light illuminated and white lights extinguished-Dragging equipment detected-Stop and inspect train.

All lights extinguished as viewed from the rear of a passing train-Detector inoperative. Stop and inspect train and notify train dispatcher by first available means of communication.

Train must not move beyond dragging equipment sign located 10,000 feet beyond dragging equipment detector site until authorization to proceed is received from rear of train.

**17. Greton-Eastward trains must stop at Tiedeman Road Crossing to determine if way is clear prior to occupying crossing assuring that any vehicles approaching from the west side have been stopped by SP Crossing gates and are not fouling Seventeenth Subdivision.****18. TWC-In effect on this Subdivision.**

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

**19. Between Bowers Jct. and Eugene-Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.****20. The following Track Side Warning Detectors protect bridges, tunnels, or other structures-**

Tonquin-MP 39.1

Donald-MP 46.9

**Other Track Side Warning Detector Locations-None.**

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	26th Subdiv BRANCH LINE STATIONS		Distance from Walair
				Office Calls	Rule 6(A)	
825	64334	450	67.7	WALAIR	Y	0.0
	64331		63.8	WALLA WALLA	UY	3.9
				37.2		
	64106	450	5.7	VILLARD JCT.	JY	41.1
	64104		4.0	BURBANK	Y	43.2
	12142		2.7	AINSWORTH JCT.	JY	44.4

BETWEEN WALLA WALLA AND VILLARD JCT. UNION PACIFIC RULES AND TIMETABLE GOVERN.

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

**1. Speed Restrictions-  
Zone-Between****Maximum Speeds Permitted**

Walair and Walla Walla	20 MPH.
Villard Jct. and Ainsworth Jct.	25 MPH.
Walla Walla, State Penitentiary Gate and End of Track while handling loaded cars	5 MPH.
Trains or engines on sidings	12 MPH.
Item 1A, All Subdivisions, applies.	

**2. Bridge, Engine and Heavy Car Restrictions-**

Item 5d not permitted.

**Between Walair and Walla Walla-Locomotives in Groups C and E restricted to one locomotive and locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.**

**3. Train Register Exceptions-None.****4. Clearance Provisions and Exceptions Rule 82(A)-**

Rule 82(A) does not apply. Track Warrants listing track bulletins in effect must be received as prescribed by Rule 450.

**5. Rule 99-When flagging is required, distance will be 1.5 miles.****6. Rule 93-Yard limits in effect between:**

Walla Walla and END OF TRACK (MP 68)  
Ainsworth Jct. and Villard Jct.

**7. Between Ainsworth Jct. and Villard Jct.-**

Signals governing the movement of trains over the dual control switch at Villard Jct. are controlled by the Union Pacific control operator Albina (Portland). Trains must not occupy the main track between Ainsworth Jct. and Villard Jct. without authority of Pasco control operator

**8. Handling 80 Feet or Longer Cars-**

Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

**9. Walla Walla-Crossings at Palouse and Main Streets protected by crossing signals. Trains or engines must operate switch key controller located in lock box on either side of crossing to establish signal protection. Signals will time out after movement. Controller box is to be left locked.**

On State Penitentiary Track not more than three loads may be handled at any one time.

A split rail derail installed at MP 66.5 between Walla Walla and Walair.

**10. Between Ainsworth Jct. and Burbank-Snake River Bridge 3 Drawspan is controlled by an automatic interlocking. The following instructions will apply:**

Trains must not enter drawspan 75-foot approach circuits, or bridge must not be lowered by maintenance personnel, or be occupied by hy-rail inspection vehicles or motor cars until permission is obtained from Pasco Control Operator.

After obtaining permission, **train crews** will do the following:

1. Occupy 75-foot approach circuit with lead engine.
2. Wait twelve (12) minutes.
3. When bridge lowers and absolute signal aspect indicates proceed, cross the bridge.
4. Notify Pasco Control Operator when caboose, last car, or light engine is clear of bridge.

If bridge **does not lower** after twelve (12) minutes:

1. Unlock case marked Train Crew Case, and follow instructions posted in case.

Hy-Rail Vehicles, on-track machinery, and motor cars must do the following after obtaining permission to use bridge:

1. Open case marked M/W Case, and follow instructions posted in case.

# 11. Track Bulletins-Authorized on this Subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6(A)	Distance from Pendleton
	64155	<b>649</b>	40.5	PENDLETON	JTY	0.0
				2.1		

BETWEEN 1500 FEET WEST OF BN YARD CONNECTION AT PENDLETON AND U.P. CONNECTION.

UNION PACIFIC RULES AND TIMETABLE GOVERN

	64153		39.5	U.P. CONNECTION	J	2.1
1277	64138	<b>451</b>	23.4	16.1 HELIX		18.2
	64134		19.5	3.9 SMELTZ	TWC	22.1
	64119		4.2	15.4 ZANGAR JCT.	J	37.5
				73.7		

BETWEEN ZANGAR JCT. AND RIPARIA UNION PACIFIC RULES AND TIMETABLE GOVERN

	64869	<b>435</b>	65.3	RIPARIA		109.1
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BN Radio Channel No. 1 in service on this Subdivision.

1. **Speed Restrictions-Zone-Between** Maximum Speeds Permitted  
 U.P. Connection at Pendleton and Zangar Jct. .... 25 MPH.  
 Trains or engines on sidings ..... 12 MPH.  
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions-**  
 Item 5d not permitted.  
**Between U.P. Connection and Zangar Jct.-** Locomotives in Groups E (except GP's 38, 38-2, 30 and 35), G, H and I and 250-ton wrecking derricks not permitted.  
**Bridge 4-Cars** under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds.
3. **Train Register Exceptions-None**
4. **Clearance Provisions and Exceptions Rule 82(A)-**  
 Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.
5. **Rule 99-**When flagging is required, distance will be 1.5 miles.
6. **Handling 80 Feet or Longer Cars-**  
 Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
7. **Mountain Grade Operation-Air Brake and Train Handling Rules** for mountain grade operation apply between MP 7.0 and MP 21.5, ruling grade 2.2 ascending eastward.

8. **TWC-** In effect between Zangar Jct. and U.P. Connection.  
 Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

## 9. Track Bulletins-Authorized on this subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6(A)	Distance from Marshall
	63007		0.0	MARSHALL	JTY	0.0
				26.9		
2,502	63227		26.7	ROSALIA		26.9
				10.9		
1,643	63238		37.6	OAKESDALE	U	37.8
				11.9		
2,668	63250	<b>384</b>	49.4	GARFIELD	U TWC	49.7
				9.6		
1,368	63259		59.1	PALOUSE	JY	59.3
				16.6		
3,845	63276		75.7	PULLMAN	U	75.9
				1.5		
	63277		77.1	PULLMAN JCT.	TY	77.4
				8.6		
	63286		85.9	MOSCOW	Y	86.0

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

1. **Speed Restrictions-Zone-Between** Maximum Speeds Permitted  
 Marshall and Moscow ..... 40 MPH.  
 Within corporate limits:  
 Spangle, Rosalia, Oakesdale, Palouse ..... 25 MPH.  
 Pullman and Moscow ..... 12 MPH.  
 Garfield ..... 10 MPH.  
 Cars between 38 ft. long and 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs., with speed over all bridges restricted to ..... 10 MPH.  
 Cars over 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. over Bridges 28 and 58 ..... 25 MPH.  
 Cars over 44 feet long and weighing between 220,000 lbs. and 263,000 lbs. over Bridges 28 and 58 ..... 10 MPH.  
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions-**  
 Item 5d not permitted.  
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.  
 Wrecking derricks, locomotive cranes and cars weighing over 177,000 lbs. must be separated from locomotives.  
**Palouse-Grain Growers spur** restricted to one locomotive.
3. **Train Register Exceptions-None.**
4. **Clearance Provisions and Exceptions Rule 82(A)-None.**
5. **Rule 99-** When flagging is required, distance will be 1.5 miles.
6. **TWC-** In effect on this subdivision.  
 Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	29th Subdiv BRANCH LINE STATIONS		Distance from Bovill	EAST WARD ↑
					Office Calls	Rule 6(A)		
		70048	396	48.0	BOVILL	Y	0.0	
		70012		11.2	POTLATCH	8RY	36.7	
		63259		0.3	PALOUSE	JY	47.6	

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

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted**

Bovill and Palouse ..... 10 MPH.  
Palouse, within corporate limits ..... 8 MPH.

**2. Bridge, Engine and Heavy Car Restrictions**

Item 5d not permitted.

Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

**3. Train Register Exceptions-** Twenty-Ninth Subdivision trains will register at Potlatch.

**4. Clearance Provisions and Exceptions-Rule 82(A)-**

Rule 82(A) does not apply to trains originating Twenty-Ninth Subdivision.

**5. Rule 99-** Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 0.5 mile.

**6. FRA Excepted Track-** Between Bovill and Palouse. Refer to All Subdivisions Item 6.

**7. Rule 93-** Yard limits in effect between-

Bovill and Palouse.

**8. Bovill-** Siding east of crossover must be kept clear.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	30th Subdiv BRANCH LINE STATIONS		Distance from Fish Lake	EAST WARD ↑
					Office Calls	Rule 6(A)		
		12010	47	365.0	FISHLAKE		0.0	
	4,004	12014		360.4	SOUTH CHENEY		5.0	
	5,817	12021		354.3	MOCK		10.2	
	6,241	12032		343.0	RODNA		21.4	
	6,652	12040		335.0	LAMONT		30.0	
	6,244	12051		323.4	MACALL		41.9	
	6,292	12064		310.8	BENGE		54.0	
	6,276	12076		299.2	HOOPER		65.6	
	6,459	12084		291.0	WASHTUCNA		74.0	
	6,230	12097		277.6	KAHLOTUS		88.1	
	4,462	12107		268.3	FARRINGTON		96.2	
	4,083	12119		256.4	SNAKE RIVER		108.6	
	6,238	12121		253.7	VOTAW		111.5	
	6,266	12130		244.5	LEVEY		120.5	
	3,543	12137		237.8	MARTINDALE		127.1	
		12142		233.2	AINSWORTH JCT	IJY	131.7	
		12143		231.3	PASCO	BIJKRTXY	134.5	

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

Train Dispatcher Calls: Lamont-67, Washtucna-68, Snake River-69

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted**

Fish Lake and Pasco ..... 40 MPH.  
Priority Intermodal ..... 40 MPH.  
All other trains ..... 30 MPH.  
Trains or Engines through turnouts at:  
Fishlake ..... 25 MPH.

Pasco-trains or engines over  
Oregon Ave. MP 231.2 ..... 10 MPH.  
Switch No. 3 from MT to Walla Walla Main ..... 10 MPH.  
Crossover switch No. 9 from eastward to  
westward track ..... 10 MPH.

Ainsworth Jct.-MP 232.97: Trains or engines  
through turnout to long siding and over Sacajawea  
State Park crossing ..... 12 MPH.  
Trains or engines on other sidings ..... 12 MPH.

**2. Bridge, Engine and Heavy Car Restrictions-None.**

**3. Train Register Exceptions-None.**

**4. Clearance Provisions and Exceptions Rule 82(A)-**

Rule 82(A) does not apply. Track Warrant listing track bulletins in effect must be received as prescribed by Rule 450.

**5. Rule 99-**When flagging is required, distance will be 2.5 miles.

**6. Pasco-**All inbound trains must receive permission from Pasco operator before passing Ainsworth Jct.

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

All trains arriving Pasco must, after requesting yard tracks from Pasco operator, obtain permission from Pasco Tower before entering yard.

Permission must be obtained from Pasco operator before coming onto Walla Walla Main from Big Barn.

**7. Rule 93-**Yard limits in effect between-

MP 235.5 and MP 231.3

**8. Normal position of Ainsworth Jct. Switch is to be lined for the Thirtieth Subdivision.**

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

**9. TWC-** In effect between Fishlake and Ainsworth Jct.

Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by track warrant authority.

**10. Track Bulletins-**Authorized on this Subdivision.

**11. The following Track Side Warning Detectors protect bridges, tunnels or other structures-None**

**Other Track Side Warning Detector Locations-**

Votaw MP 253.4



## RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Seattle Disprs. Office	1	Continuous
Spokane	1	Continuous
New Westminster, B.C. Disprs. Office	1	Continuous
<b>Wayside Stations</b>		
Sandpoint	1,2	0600-2200 Mon. thru Fri. Unmanned
Hauser	1,2	Continuous
Parkwater	1,2	Continuous
Yardley	1,2	Continuous
Erie Street	1,2	Continuous
Spokane	1,2	Continuous
Newport	1,2	Unmanned
Kettle Falls	1,2	Continuous except closed 1600 Sat.-0500 Mon.
Newport	1, 2	Unmanned
Edwall	1	Unmanned
Harrington	1	Unmanned
Odessa	1	Unmanned
Wilson Creek	1	Unmanned
Ephrata	1	Unmanned
Wenatchee	1, 2	Continuous
Wenatchee West (Round Mtn)	1	Unattended
Cashmere	1	Unattended
Merritt	1	Unattended
Berne	1	Unattended
Cascade Tunnel	1	Unattended
Scenic	1	Unattended
Skykomish	1	Unattended
Monroe	1	Unattended
Everett		
Delta Yard	1, 2	Continuous
Bridge 10 (Delta Jct.)	1, 2	Continuous
Depot	1, 2	Continuous
Bayside Yard	1, 2	Continuous
Mukilteo	1	Unattended
Richmond Beach	1	Unattended
Interbay	1, 4	Continuous
Vancouver, B.C.	1	Unattended
New Westminster, B.C.	1, 2	Continuous
Blaine	1	Continuous
Bellingham	1	Continuous
Burlington	1	Unattended
Seattle		
Stacy Street Yard	1, 2	Continuous
King St. Yard	1, 3	0700-1500 daily
South Seattle	1, 2	Continuous
Auburn	1, 3	Unattended
Tacoma Yard	1, 3	Continuous
Centralia	1, 2	Continuous
Chehalis	1, 2-UP	Unattended
Longview Jct.	1, 2	Continuous
Longview	1, 2	Continuous
Kalama	1, 2-UP	Unattended
Olympia (Centralia)	1	Unattended
Renton (Stacy Street )	1	Unattended
Sumas	1, 2	0700-2100 daily
Aberdeen (Tacoma)	1, 2	Unattended
Elma (Centralia)	1	Unattended
Ritzville	1	Unmanned
Connell	1	Unmanned
Pasco	1,2	Continuous
Yellepit	1	Unmanned
MP 208 (Berrian)	1	Unmanned
Plymouth	1	Unmanned
Whitcomb	1	Unmanned
Roosevelt	1	Unmanned
Towal	1	Unmanned
Wishram	1,2	Continuous
Lyle	1,2	0800-1600 Mon.-Fri.
Bingen	1	Unmanned
Stevenson	1	Unmanned
Camas	1	0700-1600 Mon.-Fri.
Vancouver	1	Continuous
Col. River Drawbridge	1	Continuous
Yard Office	1,2	Continuous
Portland		
Willamette Drawbridge	1	Continuous
Portland (GO) Yard	1,2	Unmanned
Willbridge Yard	1,2	Continuous
Lake Yard	1,2	Continuous
Depot Yard	1,2	Continuous

Wishram (Celilo Bridge)	1	Continuous
Maupin	1	0800-1700 Mon.-Fri.
South Jct.	1	Unmanned
Madras	1	Unmanned
Redmond	1	Unmanned
Bend	1	Continuous
Beal	1	Unmanned
South Klamath Falls	1,2-WP	Continuous
Malin	1,2-WP	Unmanned
Bieber	1,2-WP	Unmanned
St. Helens	1	0700-1600 Daily
Beaverton	1	Unmanned
Salem	1	Unmanned
Albany Yard	1	0600-0000 Mon.-Sat.
Eugene	1	0700-2300 Mon.-Fri.

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-625-6623	Asst. Chief	(206) 625-6623
8-625-6165	Asst. Chief	(206) 625-6165
8-625-6620	Seattle East	(206) 625-6620
8-625-6621	Seattle Terminal	(206) 625-6621
8-625-6169	Centralia North	(206) 625-6169
8-625-6167	Centralia South	(206) 625-6167
8-723-5203	New Westminster B.C.	(604) 524-6355
8-625-6323	Wishram West	(206) 625-6323
8-625-6327	Wishram East	(206) 625-6327
8-625-6622	Asst. Chief	(206) 625-6622
8-625-6175	Boyer West	(206) 625-6175
8-625-6176	Boyer East	(206) 625-6176

## LINE SEGMENT NUMBERS

## YARD LINE SEGMENTS

Line Segment	Yard	Limits
471	Pasco Hump	
600	Vancouver, B.C.	
601	Sapperton Yard	Brunette Street to North Road
602	New Westminster	Brunette Street to Fraser River Br.
603	Bellingham	
616	Bellingham	Ex-Milw trackage to MP 4.9 inc Yard & Runaround
604	Everett Yard	
605	Delta Yard	
606	Auburn Yard	
608	Tacoma	
609	Olympia	
610	Aberdeen-Hoquiam	
	-Cosmopolis	
611	Centralia	
612	Longview Jct.	East of Bridge 0.59
613	Longview Yard	Br. 0.59 to Longview
470	Balmer Hump Yard	
620	Balmer Yard	
622	King Street	Duwamish Avenue to Royal Brougham Way all track east of Occidental Avenue South. North of Royal Brougham Way all depot tracks to South Portal Galer Street to Argo Interlocking
623	Stacy Street	
630	Pasco	
631	Pasco WFE	
632	Wishram	
633	Salem	
634	Albany	Foster
635	Eugene	
637	Bend O.T.	
638	Cascan	
639	South Klamath	
640	South Klamath	White Line Yard
641	South Klamath WFE	
643	Vancouver, Washington	Vancouver to east end Columbia River Bridge.
644	Vancouver, Washington WFE	
645	East St. Johns	East end Columbia River Bridge to east end Willamette River Bridge.
646	Willbridge	East end Willamette River Bridge to Gasco
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) to Kittridge Avenue
647	Portland	Kittridge Avenue to East Portland
648	Portland WFE	
651	Spokane	
652	Spokane Psgr.	Tracks 5 and 6 and crossovers to Main Line
656	Wenatchee	
656	Appleyard	

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
50	Everett Jct.-Bayside, Delta Jct.	32.1 to 37.1
375	Huetter-Atlas	20.3 to 22.7
375	At Coeur d'Alene	25.9 to 26.0
382	Post Falls-Huetter	23.2 to 27.5
382	Atlas-Coeur d'Alene	29.5 to 32.5
382	At Coeur d'Alene	32.7 to 33.3
401	Lakeview-Nisqually	0.0 to 11.6
403	Seattle (So. Jackson St.)-Stacy St.-(Via Waterfront)	0.0 to 1.0
403	Ballard-Fremont	5.6 to 7.9
403	Bromart-Snohomish	37.6 to 47.1
403	Sedro Woolley	86.8 to 85.8
404	Woodinville-Issaquah	0.0 to 18.8
406	Kruse Jct.-Darrington	0.0 to 35.5
409	Sedro Woolley-Burlington	0.0 to 21.3
409	Sedro Woolley-Contrete	21.3 to 44.0
409	Anacortes-Burlington	0.0 to 16.6
411	Palmer Jct.-Veazey	0.0 to 7.0
411	Orting-Meeker	28.1 to 33.3
417	Tilbury Line Jct.-Tilbury Island Dock	0.0 to 4.1
422	South Aberdeen Jct.-Markham	2.3 to 13.3
423	South Aberdeen Jct.-Cosmopolis	0.0 to 2.8
429	Stanwood-Twin City FoodSpur	0.0 to 2.4
430	Seattle (So. Jackson St.)-Stacy St.-Argo (Via Colorado Ave. Line)	0.0 to 3.3
432	Colebrook-Roberts Bank (BCR)	7.8 to 23.3
438	Vancouver Jct.-Rye	0.0 to 3.7
455	Lookout-Hambone (BN-MCR)	0.0 to 33.4
614	Hampton-Lynden	0.0 to 5.5

## BALLAST PITS

Line Segment	Limits
673	Highland
676	Trinidad
677	Auburn (East Auburn)
678	Belleville
680	Monroe (Pitrun)
681	(Monroe (Crushed Rock and Chips
683	Veazey
684	Cactus
688	Whitcomb-MP 174.0

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>5th Subdivision</b>			
01858 Velox	1.1 east of Irvin	20	West	12278 Dow Chem. Co.	3.7 east of North Dalles	50	East
01860 Trentwood	0.5 east of Irvin	30	Both	12279 Dallesport Setout	3.3 east of North Dalles	26	West
62607 Millwood	7.2 east of Spokane	9	Both	12300 Underwood Fruit & Whse.	0.9 west of Bingen	11	East
12010 Fishlake	0.7 west of U.P. Jct.	Conn	East	12304 Hood	4.3 west of Bingen	80	Both
<b>2nd Subdivision</b>				12316 Home Valley	6.6 west of Cooks	55	Both
01879 Highland Spur	2.7 east of Lyons	Yard	West	12322 Stevenson Plywood Co.	1.6 west of Stevenson	69	East
01889 Fairchild Storage Track	4.1 east of Espanola	100	Both	12326 North Bonneville (1 Trk.)	5.0 west of Stevenson	118	Both
01896 Geiger Field on spur	4.7 from Fairchild	Yard	West	12337 Prindle	4.3 west of Skamania	12	East
01899 Waukon	5.7 east of Edwall	55	Both	12343 Mt. Pleasant	4.0 east of Washougal	121	Both
01909 Canby	3.7 west of Edwall	29	Both	12349 Nu Lam Wood Products	2.0 west of Washougal	9	East
01928 Mohler	6.7 west of Harrington	55	Both	12350 Camas-Washougal Port	2.0 east of Camas	15	East
01932 Downs	4.7 east of Lamona	49	Both	12355 Columbia Vista Lbr. Co.	3.4 west of Camas	5	West
02942 Nemo	4.8 east of Odessa	12	East	12362 Portco (Main 2)	1.0 east of Eavan	30	West
01956 Irby	8.9 west of Odessa	25	Both	64742 Goldendale	42.2 east of Lyle		
01963 Marlin	6.6 east of Wilson Creek	39	Both	64735 Centerville	35.9 west of Goldendale	18	Both
01978 Stratford	7.8 west of Wilson Creek	60	Both	64730 Warwick	30.8 west of Goldendale	16	Both
01991 Air Base	2.2 east of Ephrata	Yard	East	64723 Swale	23.6 west of Goldendale	5	East
02003 Winchester	5.1 west of Naylor	175	Both	64717 Wahkiakus	17.0 east of Klickitat	13	Both
02023 Trinidad Gravel Spur	3.1 west of Trinidad	53	West	64713 Klickitat	13.5 east of Lyle		
02033 Voltage	2.5 east of Rock Island	32	Both	64710 Pitt	9.8 west of Klickitat	6	Both
02036 Alcoa Spur on spur	1.2 west of Rock Island	Yard	West	<b>6th Subdivision</b>			
<b>3rd Subdivision</b>				12200 Ballast Trk MP174	3.9 east of Whitcomb	37	Both
02053 Monitor	3.6 east of Cashmere	10	West	12254 Aluminum Plant on Spur	1.6 from Cliffs	Yard	West
02061 Dryden	3.1 east of Peshastin	10	West	12255 Cliffs	5.0 east of Maryhill	33	West
02064 Peshastin	3 miles east of Leavenworth	10	East	12256 Hewett	4.0 east of Maryhill	60	Both
02144 Sultan	5.4 west of Goldbar	10	East	<b>7th Subdivision</b>			
02155 McKinnon Spur	2.4 west of Monroe	4	East	63039 Sprague Elevator Track	0.7 east of Sprague	20	Both
02174 Boeing Plant on spur	1.8 from Mukilteo	Yard	West	63039 Sprague Old Siding	0.2 east of Sprague	90	Both
02185 Standard Oil Co.'s Trks	2.2 west of Edmonds	81	West	63053 Tokio-C&F Ind	2.6 east of Tokio	20	Both
02186 Richmond Beach	3.6 west of Edmonds	65	Both	63095 Cunningham Storage Track	0.2 east of Cunningham	60	Both
<b>4th Subdivision</b>				63095 Cunningham Elevator Track	0.6 east of Cunningham	15	East
02207 Rhodes	3.6 south of Argo	40	South	63126 Eltopia Elevator Track	0.4 west of Eltopia	41	West
16005 Glacier Park	1.0 north of Orillia	42	Both	63708 Basin City Branch	8.6 west of Mesa	52	Both
16012 Thomas (S Trk.)	1.9 south of Kent	8	South	End of track Branch	10.0 west of Mesa		
16046 Pioneer	1.2 north of West Tacoma	60	North	<b>8th Subdivision</b>			
16047 Gravel Center	0.8 north of West Tacoma	30	North	14047 Sherar	7.3 east of Maupin	34	East
16049 Steilacoom	1.2 south of West Tacoma	8	North	14051 Tuscan	3.8 east of Maupin	10	East
16051 Ketron	3.3 south of West Tacoma	20	South	14068 Dant	3.7 west of Nena	3	East
67503 Quadlock	3.1 west of St. Clair		Both	14154 Cascan	2.8 west of Bend	Yard	Both
67504 Lacey	5.0 west of Saint Clair	22	Both	14225 Diamond Lake (SPT)	5.3 west of Chemult	112	Both
Georgia Pacific Spur	6.4 west of St. Clair	10	West	14231 Yamsay (SPT)	10.7 west of Chemult	111	Both
67518 Olympia	7.2 west of East Olympia	Yard	Both	14240 Lenz (SPT)	19.9 west of Chemult	112	Both
67512 Graystone Spur	9.9 west of East Olympia	8	West	14249 Fuego (SPT)	28.8 west of Chemult	112	Both
67514 Ohm Spur	11.7 west of East Olympia	Yard	West	14253 Kirk (SPT)	33.0 west of Chemult	111	Both
67515 Belmont	12.5 west of East Olympia	21	Both	14258 Calimus (SPT)	38.0 west of Chemult	130	Both
67521 Little Rock	19.1 west of East Olympia	22	Both	14266 Chiloquin (SPT)	46.6 west of Chemult	113	Both
67614 Gate	26.4 west of East Olympia	Wye	Both	14271 Lobert (SPT)	50.6 west of Chemult	130	East
16077 Tenino	8.6 south of East Olympia	52	Both	14276 Modoc Point (SPT)	56.1 west of Chemult	111	Both
16080 Bucoda	2.8 north of Wabash	85	Both	14284 Algoma (SPT)	64.4 west of Chemult	111	Both
16097 Napavine	1.2 north of Napavine		Both	14289 Wocus (SPT)	69.2 west of Chemult	111	Both
16104 Winlock	5.7 north of Vader	84	Both	14291 Chelsea (SPT)	71.4 west of Chemult	113	Both
16120 Castle Rock	2.3 south of MP 85	41	Both	14293 Klamath Falls Depot (SPT)	73.8 west of Chemult	Yard	Both
16150 Woodland	5.7 south of MP 111	-	Both	14300 Henley	3.4 west of Klamath Falls	30	East
68104 Longview on spur	1.5 from Longview Jct.	Yard	Both	14312 Stonebridge	1.7 west of Merrill	20	East
16142 North Pacific Grain Growers	1.5 south of Kalama	38	North	14332 Hannchen	4.7 west of Stronghold	22	West
67005 McMillin on spur	8.0 from Meeker	Yard	Both	14333 Kandra	5.4 west of Stronghold	42	East
68152 Ampere on spur	2.4 from Rye Jct.	20	North	14346 Tionesta	6.0 west of Mammoth	39	Both
68154 Rye on spur	3.5 from Rye Jct.	57	Both	69034 Hambone (MCR)	33.9 from Lookout	Conn.	Both

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
<b>9th Subdivision</b>				<b>13th Subdivision (Cont't)</b>			
15108 Delta-Alaska Terminal	0.8 south of Brownsville	Yard	North	62154 Boulder Hill	3.3 east of Salmo	9	Both
15106 Tilbury Line Jct.	0.4 north of Townsend	Conn.	North	62140 Parks	10.0 west of Salmo	8	Both
66503 Dow Chemical	3.0 from Tilbury Line Jct.	10	North	62136 ATCO Spur	10.0 east of Waneta	3	West
66504 Tilbury Island Dock	4.1 from Tilbury Line Jct.	Yard	Both	62135 Fruitvale	9.1 east of Waneta, B.C.	27	Both
15104 Southern Peat Moss Ltd.	0.4 south of Townsend	11	Both	62132 Equipment Spur	6.0 east of Waneta, B.C.	3	East
66565 Robert Bank	15.5 from Colebrook	Yard	Both	62130 Columbia Gardens	3.8 east of Waneta, B.C.	11	Both
15080 Custer	5.5 north of Ferndale	49	Both	62129 Quirk	2.3 east of Waneta, B.C.	20	Both
15069 Noranda	4.1 south of Ferndale	11	South	62110 Cameron Spur	4.4 west of Northport	17	East
15053 Samish	3.8 north of Bow	55	Both	62107 Marble	8.3 west of Northport	37	Both
15046 Belleville Pitt	5.3 north of Burlington	102	North	<b>14th Subdivision</b>			
15041 MVB Station	1.4 north of Mt. Vernon	2	North	62310 Medical Lake	10.6 west of Cheney	15	East
15032 Fir	5.3 south of Mt. Vernon	20	South	62321 Hite	5.6 east of Reardan	21	Both
15025 Twin City Foods	2.4 south of Stanwood	Yard	South	62334 Mondovi	7.3 west of Reardan	25	Both
15020 Silvana	5.5 south of Stanwood	20	Both	62347 Rocklyn	6.3 west of Davenport	21	Both
15013 Pacific Grinding Wheel	1.0 north of Kruse Jct.	15	North	62381 Govan	6.6 west of Wilbur	15	Both
66020 Edgecomb	3.8 north of Kruse Jct.	44	Both	62390 Hanson	3.6 west of Almira	15	West
66023 Arlington	6.9 north of Kruse Jct.	Yard	Both	62397 Hartline	9.1 west of Almira	17	Both
66111 Cascade Pole Spur	9.4 north of Kruse Jct.	12	South	62404 Cement	4.2 east of Coulee City	48	Both
66120 Oso	18.9 north of Kruse Jct.	10	Both	62406 Odair	2.1 east of Coulee City	86	West
66135 Andron	34.5 north of Kruse Jct.	Wye	Both	<b>15th Subdivision</b>			
66136 Darrington	35.5 west of Kruse Jct.	Yard	Both	66832 Cordell Pit	4.3 west of Oroville		
66207 Whitney	6.9 west of Burlington			66825 Ellisorde	11.0 west of Oroville	53	Both
66210 Whitmarsh	10.2 west of Burlington			66819 Tonasket	16.9 west of Oroville	34	Both
66212 Fidalgo	12.3 west of Burlington	24	Both	66815 Janis	21.7 west of Oroville	48	Both
66216 Anacortes	16.2 west of Burlington	Yard	Both	66809 Barker	31.9 west of Oroville	32	Both
<b>10th Subdivision</b>				66804 Riverside	9.0 east of Omak	32	Both
61906 Dover (SI Conn)	3.3 west of North Sandpoint	10	East	66782 Malott	8.9 west of Okanogan	31	Both
61921 Thama	4.7 west of Laclede	120	Both	66767 Chief Joseph	2.7 east of Brewster	34	Both
61924 Hedlund Lumber Co. Spur	0.8 east of Priest River	16	West	66763 Braker	1.2 west of Brewster	5	Both
61928 Albeni Falls	2.7 east of Newport (1.5 long)	21	East	66750 Wells Dam Spur	8.0 west of Pateros	40	East
<b>11th Subdivision</b>				66737 Chelan Falls	1.2 west of Chelan	36	Both
62625 Alpine Sales Spur	26.4 east of Spokane	5	East	66725 Winesap	5.8 east of Entiat	40	Both
62626 Huetter	27.7 east of Spokane	15	Both	66707 Rocky Reach	4.2 east of Olds	46	West
62629 Atlas	28.4 east of Spokane	37	Both	66704 Welch	2.0 east of Olds	25	Both
62630 Gibbs	30.5 east of Spokane	7	Both	<b>17th Subdivision</b>			
<b>12th Subdivision</b>				66060 Wickersham	4.9 west of Acme	Conn.	West
61966 Davies Spur	1.5 west of Mead	34	East	66077 Lawrence	4.2 east of Deming	6	West
62073 Vaagen Bros. Spur	0.1 west of Colville	45	Both	66038 Cokedale Spur	3.1 east of Sedro Woolley	5	West
62067 Arden	6.7 east of Colville	47	Both	66320 Supreme Cedar Prods.			
62063 Metallurgical Chip Spur	9.9 east of Colville	14	West		15.6 east of Sedro Woolley	7	East
62059 Addy	9.1 west of Chewelah	17	Both	66317 Hamilton	11.7 east of Sedro Woolley	26	Both
62042 Lane Mtn. Silica Spur	1.0 east of Valley	29	Both	66322 Birdview	16.9 east of Sedro Woolley	34	Both
62041 Valley Lbr. Spur	1.7 east of Valley	9	West	66326 Grassmere	22.2 east of Sedro Woolley	70	Both
62040 Nanome	2.0 east of Valley	4	West	66328 Concrete	23.4 east of Sedro Woolley	Yard	Both
62034 Cline	8.1 east of Valley	18	Both	66405 Hampton (MP 19.3) on spur	6.0 from Sumas	Wye	Both
62033 Allied Mineral	8.4 east of Valley	8	East	66410 Lynden (MP 5.3) on spur	11.3 from Sumas	Yard	Both
62032 Springdale	9.6 east of Valley	20	West	<b>18th Subdivision</b>			
62018 Clayton	5.3 west of Deer Park	9	East	02158 Snohomish	1.1 from Bromart	45	Both
62207 Plumb Creek Spur	2.7 west of Kettle Falls	10	Both	65805 Spectrum Glass Spur	2.0 east of Woodinville	8	East
62208 Brauner Lbr. Co. Spur	3.0 west of Kettle Falls	4	East	65807 Douglas Palmer	5.3 east of Woodinville	14	East
62211 Portland Cement Spur	5.9 west of Kettle Falls	6	East	65817 Redmond	6.5 east of Woodinville	10	Both
62228 Gold Stake	6.1 east of Laurier	13	West	65819 St. Regis	17.1 east of Woodinville	13	West
62235 Cascade	0.3 west of Laurier	14	Both	65922 Issaquah	18.9 east of Woodinville	8	Both
<b>13th Subdivision</b>				65931 Maple Valley	10.2 east of Renton		
62165 Hall	14.9 west of Troup Jct.	24	Both	65939 Trude	18.5 east of Renton	118	Both
62156 Hardy Lbr. Co. Ltd. Spur	24.0 west of Troup Jct.	14	Both	65938 Cedar Falls	27.2 east of Renton	132	Both
62155 Louisiana Pacific Chip Track	24.1 west of Troup Jct.	13	Both	65838 Tanner	33.1 east of Renton		West
				65835 North Bend	35.2 east of Renton		
				65832 Snoqualmie Falls	38.4 east of Renton	Yard	Both

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
<b>19th Subdivision</b>				<b>25th Subdivision (Cont'd)</b>			
13154 Bullfrong	4 1 west of Cle Elum	20	Both	68489 Verdure	8.2 west of Albany	4	West
13175 Sam Spur	0.7 east of Stampede	30	West	68494 Fayetteville	13.2 west of Albany	12	East
65504 Roslyn on spur	3.5 from Cle Elum	Yard	West	68497 Potter	3.3 east of American	3	East
67027 Veazey on spur	6.0 from Palmer Jct.	Yard	West	68499 Tulsa	1.0 east of American	5	East
<b>20th Subdivision</b>				68501 Miller Seed Co.	10.4 east of Junction City	3	West
67306 Weston	2.0 west of South Tacoma	26	East	68504 Cartney	7.3 east of Junction City	6	East
67308 Hull Hardwood	1.1 east of Lakeview	2	East	68507 Harrisburg	5.0 east of Junction City	8	East
67311 McChord Field	1.7 west of Lakeview	Yard	West	68518 Awbrey	6.1 east of Eugene	8	West
67312 Metreco	2.9 west of Lakeview	25	East	68519 Enid	4.1 east of Eugene	20	East
67314 Spanaway Spur	4.3 west of Lakeview	Conn.	Both	68815 Lebanon (O.E. Siding)	14.8 west of Albany	8	Both
67340 West Tenino	0.2 east of Tenino Jct.	23	Both	68816 Weldwood	15.9 west of Albany	30	Both
67404 Camp Murray	4.4 west of Lakeview	15	East	68821 Bauman Lumber Co.	20.8 west of Albany	13	East
67407 Fort Lewis	7.8 west of Lakeview			68826 Boise Cascade Plywood	26.0 west of Albany	8	Both
<b>21st Subdivision</b>				68829 Sweethome	29.0 west of Albany	20	Both
67609 Briarwood	3.0 west of Grand Mound	5	West	68832 Foster	31.9 west of Albany	10	East
67613 Wolfkill Spur	0.4 west of Rochester	9	East	68712 North Plains	4.9 west of Bowers Jct.	8	Both
67658 Hoquiam	3.5 from Aberdeen	Yard	Both	68718 Banks	11.2 west of Bowers Jct.	15	Both
67901 South Aberdeen Jct. on spur	0.6 from Aberdeen via UP	25	Both	68605 Hillsboro	20.4 west of Bowers Jct.	14	Both
67902 South Aberdeen on spur	0.7 east of So. Aberdeen	20	Both	68611 Forest Grove	26.0 west of Bowers Jct.	14	Both
67903 Cosmopolis on spur	Jct.	8	Both	<b>26th Subdivision</b>			
67913 Markham on spur	2.7 east of So. Aberdeen			64112 Attalia	6.3 east of Villard Jct.	Yard	Both
	Jct.			64329 Penitentiary (on Spur)	1.3 from Walla Walla	Conn	East
	10.5 west of So. Aberdeen	30	Both	64335 Kraik	4.0 east of Walla Walla	6	East
<b>22nd Subdivision</b>				<b>27th Subdivision</b>			
67805 Bremerton on spur	4.6 east of Bremerton	Yard	Both	64147 Fulton	5.9 west of U.P. Conn.	28	Both
67802 Gorst	Jct.	10	West	64125 Ring	7.0 east of Zangar Jct.	4	West
67801 Wesco	2.3 west of Bremerton	9	East	<b>28th Subdivision</b>			
67762 N. A. D.	3.2 west of Bremerton	44	Both	63211 Spangle	11.5 west of Marshall	55	Both
67761 Pro-Gas	5.4 east of Bremerton	4	West	63212 Harris Pine Mill	12.8 west of Marshall	2	East
67752 South Belfair	2.9 west of Silverdale	36	Both	63220 Plaza	21.2 west of Marshall	9	Both
67724 Olympia Plywood	2.6 west of Belfair	10	West	63644 Spring Valley on spur	5.8 from Rosalia	Yard	Both
67721 Cole Road Bldrs. Supply	1.0 west of Shelton	3	East	63232 McCoy	5.2 west of Rosalia	10	Both
67707 McCleary on spur	3.7 west of Shelton	Yard	Both	63235 Flaig	8.2 west of Rosalia	7	East
67704 Whites	0.7 from McCleary Jct.	10	West	63243 Belmont	5.3 west of Oakesdale	56	Both
	3.5 west of McCleary Jct.			63244 Farmington	6.0 west of Oakesdale	20	East
<b>24th Subdivision</b>				63247 Eden	10.3 west of Oakesdale	47	Both
68202 Gasco	1.3 west of Willbridge	25	West	63266 Fallon	6.8 west of Palouse	32	Both
68205 Harbor Track	0.2 east of United Jct.	15	East	63267 Madson	8.1 west of Palouse	5	West
68222 Multnomah Plywood	1.5 east of St. Helens	53	East	63271 Whelan	5.2 east of Pullman	11	Both
68226 James River Tracks	0.8 east of Reichhold	93	Both	<b>29th Subdivision</b>			
68237 Trojan	1.3 west of Goble	10	East	70035 Deary	12.3 west of Bovill	12	Both
68254 Port Westward on spur	2.2 west of Mayger	Yard	East	70032 Vassar	16.8 west of Bovill	36	Both
<b>25th Subdivision</b>				70026 Yale	22.1 west of Bovill	38	Both
68402 Bendemeer	1.4 west of Bowers Jct.	11	East	70021 Harvard	9.0 east of Potlatch	21	Both
68419 Tualatin	4.0 west of Tigard	8	Both	70015 Princeton	3.9 east of Potlatch	8	Both
68420 Albertson-Oregon Culvert	5.4 west of Tigard	4	West	70008 Kennedy Ford	3.1 west of Potlatch	31	Both
68421 Tri-County Industrial	5.8 west of Tigard	6	East	<b>30th Subdivision</b>			
68423 Storwest (Mulloy)	5.2 east of Curtis	6	East	12140 East Pasco Permanente Cement			
68432 Donald	3.7 west of Curtis	21	Both	Co.	1.0 east of Ainsworth Jct.	16	West
68436 Loganville	0.9 east of West Woodburn	162	West	12140 East Pasco Tidewater Shaver	1.2 east of Ainsworth Jct.	15	West
68440 St. Louis	2.9 west of West Woodburn	8	East	12140 East Pasco Shell Chem	1.2 east of Ainsworth Jct.	6	West
68446 Hopmere	5.5 east of Bush	32	Both	12140 East Pasco Storage No. 1	1.2 east of Ainsworth Jct.	18	West
68458 Roberts	3.1 west of Minto	21	East	12140 East Pasco Storage No. 1	1.2 east of Ainsworth Jct.	18	West
68463 Orville	4.9 east of Sidney	14	Both				
68474 Dever	6.0 west of Sidney	2	West				
68487 Ehlen-Van Waters and Rogers	6.2 west of Albany	10	East				

## PACIFIC DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - SEPTEMBER 1988

LINE/YARD SEGMENT FROM TO	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT FROM TO	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
N/A		RADIO MAINTENANCE ST MARYS, ID & NEWPORT, WA	O85SP000004	0051	38.20 40.10	MTCE OF EXCLUSIVE UP SWITCHES 1A, 1B, 1C TO BN M/L AT RESERVATION, WA	J5169
N/A		ALL EXPENSES FOR REPAIRING AND SERVICING LOG CARS ON THE CAMAS PRAIRIE INCL. LABOR & MATL	J5711	0051	38.20 40.10	MAINTENANCE OF SWITCHES 2, 3, 4 & 8 BETWEEN RESERVATION AND TACOMA, WA	J5171
0037	1481.60	M & O CTL SIGNALS ON MAIN LINE BETWEEN SPOKANE AND FISH LAKE, WA	J5141	0051	38.20 40.10	M/O OF M/L, XOVER, PASSING TRKS, TUNNELS, BRIDGES(SEE J5175 EXCEPTION) BUILDINGS, ABS, CTC SIGNALS, XING SIG- NALS, COMM. POLE LINE WIRE MTCE FROM RESERVATION TO TENINO JCT., WA	J5174
0037	1640.00	MAINTENANCE OF SIGNAL AT ROCK ISLAND WA HANNA MINING BN 5363	O85SP000001	0051	38.20 40.10	LABOR & MATERIAL FOR MTCE PERFORMED BELOW THE TIES ON BRID- GES 3, 3.1, 4, 14, 16, 23, 30, 31, 33, 33.1, 40, 42 FROM RESERVATION TO TENINO JCT., WA	J5175
0045	60.30	M/O OF CERTAIN JT. TRKG. AT VELOX, WA KNOWN AS SPOKANE IND. PARK	J5193	0051	38.20 40.10	EXPENSES FOR UTILITIES (ELECTRIC, GAS, WATER, SEWER ETC.) FROM RESER- VATION TO TENINO JCT., WA	J5180
0045	60.30	MAINTENANCE OF SECTION HOUSE AT THE SPOKANE IND. PARK AT VELOX, WA	J5194	0051	38.20 40.10	DISPATCHERS WAGES FOR CONTROL OF LINE FROM RESERVATION TO VAN- COUVER (POINT LINE)	J5807
0046	.00 1.10	M/O CTC SIGNALS ON MAIN LINE BETWEEN SPOKANE AND FISH LAKE, WA	J5141	0051	38.20 40.10	DISPATCHERS WAGES FOR CONTROL OF LINE FROM RESERVATION TO VANCOUVER (MAIN LINE)	J5808
0047	.00 9.90	DISPATCHERS WAGES FOR CONTROL OF LINE FROM VANCOUVER TO POR- TLAND	J5809	0051	39.70	MTCE OF 4 TRACKS AT "D" ST. XING INCLUDING XING SIGNALS, TACOMA, WA	J5172
0047	.40 .91	MAINTENANCE OF PORTLAND TERMINAL RR CO. AB SIGNALS IN PORTLAND AVENUE	J5190	0051	39.80	MTCE OF 3 TRACKS AT DOCK ST. XING, INCLUDING XING SIGNALS AT TACOMA, WA	J5173
0047	.60	WAGES OF CROSSING WATCHMAN AT 14TH STREET IN PORTLAND	J5181	0052	.00 00.30	MTCE OF EXCLUSIVE UP SWITCHES 1A, 1B, 1C TO BN M/L AT RESERVATION, WA	J5169
0047	1.21 3.36	M/O OF M/L TRKG BETWEEN WILSON ST & KITTRIDGE AVE IN PORTLAND	J5183	0052	.00 5.30	MTCE OF SWITCHES 10 THRU 16 BETWEEN TACOMA & NELSON-BENNETT, WA	J5171
0047	8.10	M/O OF SWITCH 9 IN PORTLAND, OR CALLED "NORTH RIVERGATE CON- NECTION"	J5021	0052	.00 43.50	M/O OF M/L, XOVERS, PASSING TRKS, TUNNELS, BRIDGES(SEE J5175 EXCEPTION) BUILDINGS, ABS, CTC SIGNALS, XING SIG- NALS, COMM. POLE LINE WIRE MTCE FROM RESERVATION TO TENINO JCT., WA	J5174
0047	8.10	ELECTRIC SERVICE IN THE TELEG- RAPH OFFICE AT NO. PORTLAND JCT.	J5086	0052	.00 43.50	LABOR & MATERIAL FOR MTCE PERFORMED BELOW THE TIES ON BRID- GES 3, 3.1, 4, 14, 16, 23, 30, 31, 33, 33.1, 40, 42 FROM RESERVATION TO TENINO JCT., WA	J5175
0047	8.10 9.40	M/O OF M/L TRACK SWITCHES, BRIDGE & SIGNALS BETWEEN UP M/L CONN. AND OR SIDE OF COLUMBIA RIVER DRAW	J5081	0052	.00 43.50	EXPENSES FOR UTILITIES (ELECTRIC, GAS, WATER, SEWER ETC.) FROM RESER- VATION TO TENINO JCT., WA	J5180
0047	8.10 9.90	DISPATCHERS WAGES FOR CONTROL OF LINE FROM VANCOUVER TO NO. PORTLAND	J5802	0052	.00 136.50	DISPATCHERS WAGES FOR CONTROL OF LINE FROM RESERVATION TO VAN- COUVER (POINT LINE)	J5807
0047	8.90	M/O OF SWITCH 6 IN NORTH PORTLAND, OR CALLED THE PENNIN- SULA TERMINAL	J5083	0052	.00 136.50	DISPATCHERS WAGES FOR CONTROL OF LINE FROM RESERVATION TO VANCOUVER (MAIN LINE)	J5808
0047	9.40 9.90	M/O TRACK, BRIDGE & SIGNALS BTWN WA SIDE OF COLUMBIA RIVER DRAW & WYE SWITCHES	J5082	0052	.30	MTCE OF THE UP JCT. INTERLOCKER AND TOWER IN TACOMA, WA	J5185
0047	365.00	M/O AND INSPECTION OF THE SWITCH AT FISH LAKE, WA JUNCTION	J5140	0052	.30	OPERATION OF THE UP JCT. TOWER AND INTERLOCKER IN TACOMA INCL WAGES OF OPERATORS T/R 712-234 POS 114, 206 & 306 AND UTILITY EXPENSE	J5186
0047	365.00 375.10	M/O OF THE CTC SIGNALS AT M/L BETWEEN SPOKANE AND FISH LAKE, WA	J5141	0052	18.30	MTCE OF SIGNAL AT SOLO POINT - U. S. ARMY DFAE NEAR KETRON DAHF 57-79-M-9-524	O85PA000002
0050	.20 1.40	MAINTENANCE OF THE INTERLOCKER AND TOWER AT NORTH PORTAL JCT, SEATTLE	J5006	0052	24.40	PAINTING THE NISQUALLY RIVER BRIDGE #25	J5199
0050	.20 1.40	M/O OF XING SIGNALS ON CLAY, BROAD, VINE AND WALL STS. NEAR NORTH PORTAL AT SEATTLE, WA	J5008	0052	28.20	MTCE OF SWITCH 20 AT ST. CLAIR, WA	J5076
0050	1.40	UTILITIES FOR THE INTERLOCKING TOWER AT NORTH PORTAL JCT., SEATTLE	J5007				
0050	28.90	CLEAN, OIL, ADJUST SWITCHES, EVERETT BOEING CO. PO Y214204-0730N	O85PA000006				
0051	.00	M/O XING SIGNALS AT SPOKANE ST AND COLORADO AVE, SEATTLE, WA	J5214				
0051	38.20	COST OF ELECTRICITY AT RESERVA- TION TOWER AND INTERLOCKER	J5187				

## PACIFIC DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - SEPTEMBER 1988

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0052	34.60		MTCE OF EXCLUSIVE UP SWITCH AT E. OLYMPIA, WA	J5092	0053	1.00	74.89	CLAIMS FOR LIVESTOCK KILLED BY UP TRAIN ON M/L (MAUPIN LINE) BETWEEN OT JCT AND DAVIDSON, OR. ** (COST OF CLAIM ONLY IS RECOLLECTABLE - NO OTHER EXPENSE IS REPORTABLE)**	J5138
0052	34.90		MTCE OF XING SIGNALS AT SOUTH RICH ROAD, E. OLYMPIA, WA	J5207					
0052	36.55		M/O OF XING SIGNALS AT SOUTH RICH ROAD, EAST OLYMPIA, WA	J5206	0053	54.2		WAGES OF STATION PERSONNEL (ALL POS) T/R 762-105 POS 101 & 301 AND SUPPLIES & UTILITY EXPENSE AT MAUPIN, OR	J5133
0052	38.20	43.50	MTCE OF COMMERCIAL DOCK (4TH ST.) VIADUCT AT TACOMA, WA	J5176					
0052	43.50	136.50	M/O OF M/L SWITCHES, TRACKS, XOVERS, PASSING TRACKS, TUNNELS, PERM. BRIDGES, BUILDINGS, ABS, CTC SIGS, XING SIGS, COMM. POLE LINE WIRE MTCE BETWEEN TENINO JCT & VAN- COUVER, WA.	J5166	0053	74.89	85.30	M/O TRACK, SWITCHES, BUILDINGS & APPURTENANCES BETWEEN DAVIDSON & SO. JCT, OR	J5105
					0053	74.89	85.30	DISPATCHERS WAGES FOR CONTROL OF LINE DAVIDSON TO SO. JCT., OR	J5803
0052	54.00		WAGES OF PERSONNEL IN CENTRALIA, WA CENTRALIA, WA T/R 712-119 POS 100, 102, 202&302 AND UTILITIES	J5197	0053	104.70		DERAILMENTS & PERSONAL INJURIES FOR JT YARD SWTG ASSIGNMENTS AT MADRAS	J5231
					0053	109.29	152.00	WAGES & ALL OTHER EXPENSES INCURRED BY ELEC TECH BTWN METOLIUS & BEND, OR	J5100
0052	95.80		M/O OF YARD TRACKS 2, 3, 4, 5, 6, 7, 8 AND CONN. SWITCHES AT ROCKY POINT, WA CALLED "ROCKY POINT INTERCHANGE TRACKS"	J5088	0053	109.29	152.00	MTCE OF M/L TRACKS & BRIDGES BETWEEN METOLIUS AND BEND, OR	J5108
0052	97.30		MTCE. OF XING SIGNALS AT GARDEN ROAD, KELSO, WA	J5208	0053	109.29	152.00	M/O OF SWITCHES & XING SIGNALS M/L TRACKS BETWEEN METOLIUS AND BEND, OR	J5110
0052	101.10		WAGES OF GEN. CLERKS AT LONGVIEW JCT., WA T/R 712-163 POS 103, 203, & 303	J5203	0053	109.29	152.00	M/O OF SWITCHES M/L PASS TRACKS INCLUDING XING SIGNALS	J5213
0052	107.50		DERAILMENTS FOR JOINT YARD SWITCHING ASSIGNMENTS AT KALAMA, WA	J5094	0053	109.70		MTCE OF DEPOT AT METOLIUS, OR	J5111
					0053	109.70		MTCE OF OTHER ROADWAY BUILDINGS AT METOLIUS, OR	J5112
0052	122.00		MTCE OF CERTAIN UP OWNED INDUSTRY TRACKAGE AT RIDGEFIELD, WA	J5045	0053	109.70		WAGES & EXPENSE OF AGENT - OPERATOR T/R 762-103 POS 101 & STA. OPRN AT METOLIUS, OR	J5200
0052	134.10		MTCE OF SIGNAL AT FRUIT VALLEY RD NEAR VANCOUVER BN 2798	O85PA000001					
0052	136.01	136.05	M/O OF THE 26TH ST. OVERPASS IN THE YARD AT VANCOUVER, WA	J5179	0053	109.70		DERAILMENTS & PERSONAL INJURIES FOR JT YARD SWITCHING ASSIGNMENTS AT METOLIUS, OR	J5232
0052	136.50		MTCE OF 39TH ST XING INCLUDING SIGNALS AT VANCOUVER, WA	J5178	0053	109.70	152.00	DISPATCHERS WAGES FOR CONTROL OF LINE METOLIUS TO BEND	J5805
0053	.00	152.00	WAGES AND ALL OTHER EXPENSES INCURRED BY ELEC TECH WISHRAM TO BEND, OR	J5102	0053	114.50		M/O HIGHWAY XING - "C" ST, CULVER, OR	J5210
0053	.00	152.00	WAGES AND ALL OTHER EXPENSES INCURRED BY DISTRICT LINEMAN WISHMAN TO BEND, OR	J5103	0053	129.00		M/O HIGHWAY XING - TERRIBONNE, CO	J5211
					0053	129.00		MTCE OF SIGNAL AT SMITH ROCK OT181 DESCHUTES COUNTY NEAR TERRE BONE	O85PO000003
0053	.00	152.00	DISPATCHERS WAGES FOR CONTROL OF LINE WISHRAM TO BEND	J5804	0053	131.30		M/O OF XING SIGNAL AT NE O'NEIL WAY IN PRINEVILLE, OR	J5205
0053	.40		WAGE AND SUPPLIES FOR OPERATION OF CELILO DRAWBRIDGE	J5132	0053	131.40		M/O XING SIGNALS NE O'NEIL WAY IN PRINEVILLE, OR	J5209
0053	.40		COST OF ELECTRICITY USED BY CELILO DRAWBRIDGE AND INTERLOCKER.	J5134	0053	134.10		MTCE EXPENSES OF REDMOND, OR DEPOT OR AGENCY	J5113
0053	1.00	74.89	EXTINGUISHING FIRES CAUSED EXCLUSIVELY BY UP TRAINS ON MAIN LINE (MAUPIN LINE) BETWEEN OT JCT. AND DAVIDSON, OR	J5131	0053	134.10		MTCE OF OTHER ROADWAY BUILDINGS AT REDMOND, OR	J5114
					0053	134.10		M/O HIGHWAY XING AT ANTLER ST., REDMOND, OR	J5212
0053	1.00	74.89	LABOR FOR OPERATION OF SWITCHES (CLEANING & OILING) & OPERATION OF SIGNALS & XING SIGNALS BETWEEN OT JCT. AND DAVIDSON, OR. ** (MTCE ISN'T REPORTABLE - MTCE IS A FLAT RATE CHARGE)**	J5135	0053	134.10		WAGES OF AGT. & 3RD TELEGR. T/R 762- 109 POS 101 & 301 & EXP. & OPRN OF REDMOND STATION	J5118
					0053	134.10		DERAILMENTS & PERSONAL INJURIES FOR JT YARD SWITCHING ASSIGNMENTS AT REDMOND, OR	J5233
0053	1.00	74.89	CLAIMS FOR LIVESTOCK KILLED WHEN RESPONSIBLE TRAIN IS UNKNOWN ON M/L (MAUPIN LINE) BETWEEN OT JCT AND DAVIDSON, OR. ** (COST OF CLAIM ONLY IS RECOLLECTABLE - NO OTHER EXPENSE IS REPORTABLE)**	J5136	0053	152.00		MTCE OF BEND, OR DEPOT INCLUDING JANITOR WORK BY BN	J5115
					0053	152.00		MTCE OF REA BUILDING, RHO, TEAM TRACK DOCK, AUTO RAMP, SCALE AND SCALE HOUSE AT BEND, OR	J5116

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LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0053	152.00	MTCE OF TOOL HOUSE AND SECTION HEADQUARTERS AT BEND, OR	J5117	0056	151.80 155.90	M/O OF M/L AND SIDE TRACKS, BRIDGES & SIGNALS BETWEEN WILLINGTON AVE AND CN STATION IN VANCOUVER, BC CALLED ZONE "J"	J5054
0053	152.00	WAGES DEPOT & TELEGR. FORCE AND OPRN OF BEND, OR STATION T/R 762-101 POS 101,102,104,106,201, 202,301 & 303	J5119	0382	7.00	M/O XING SIGNALS PINES ROAD, MILLWOOD, WA	J5215
0053	152.00	M/O HWY XING AT "O" ST. & EVERGREEN ST. & NE REVERE ST. & COOKLEY RD AT BEND, OR	J5313	0382	7.00	M/O XING SIGNALS PARK ROAD, MILLWOOD, WA	J5216
0055	.50	M/O OF BRIDGE AT KLAMATH FALLS, OR	J5160	0382	7.00	M/O XING SIGNALS AT ARGONNE ROAD, MILLWOOD, WA	J5217
0055	91.00	M/O OF THE TY&E DORM IN BIEBER, CA YD	J5161	0384	84.80	MTCE OF SIGNAL AT PERIMETER, OR UNIV OF IDAHO NEAR MOSCOW N18980	O85SP000002
0055	91.00	M/O OF TRACKAGE & FACILITIES IN THE BIEBER, CA YARD	J5162	0384	85.20	MTCE OF SIGNAL AT RAYBURN ST UNIV OF IDAHO NEAR MOSCOW N16987	O85SP000003
0055	91.00	M/O OF TERMINAL IN BIEBER, CA	J5163	0401	8.3 9.97	M/O OF PORTION OF AMERICAN LAKE LINE BETWEEN LAKEVIEW AND NISQUALLY, WA	J5907
0055	91.00	COST OF UTILITIES AT BIEBER TERM.	J5164	0401	9.97 11.67	M/O OF PORTION OF AMERICAN LAKE LINE BETWEEN LAKEVIEW AND NISQUALLY, WA	J5908
0055	91.00	COST OF UTILITIES AT BIEBER DORM.	J5165	0402	28.4 69.00	M/O OF TRKS, SIGNALS, BLDGS. AND APPURTANCES BETWEEN BLAKELEE JCT. & ABERDEEN, WA	J5240
0055	91.00	COST OF TELEPHONE CHARGES AT THE BIEBER, CA TERMINAL	J5192	0402	28.4 69.00	M/O OF NON-JOINT SWITCHES BETWEEN BLAKELEE JCT. AND ABERDEEN, WA	J5241
0056	130.50 131.60	M/O OF TRACK & SIGNAL FACILITIES OF THE BC HARBOUR BOARD ON BN RIGHT OF WAY AT COLEBROOK, BC	J5035	0402	28.4 69.00	DISPATCHERS WAGES FOR CONTROL OF LINE FROM BLAKELEE JCT. TO ABERDEEN, WA	J5811
0056	130.78 131.57	M/O OF M/L TRACK AND SIGNALS AT COLEBROOK, BC	J5036	0402	69.00 73.70	M/O OF B/L TRACK, BRIDGES, SIGNALS INCLUDING XING SIGNAL BETWEEN ABER-DEEN-SO. COSMOPOLIS AND HOQUIAM, WA	J5089
0056	130.78 131.57	M/O OF VARIOUS SWITCHES ON BN TRKG AT COLEBROOK, BC	J5037	0405	3.80	MTCE OF SIGNAL AT LAKE WASHINGTON NEAR CITY OF RENTON, WA N18329	O85PA000005
0056	137.32	M/O OF SIDE TRACK AND SIGNALS BTWN M/L XOVER SW TO THE TILBURY IS LINE SPUR NEAR TOWNSEND, BC CALLED "SECTION A TO B"	J5022	0405	16.70	MTCE OF SIGNAL AT 6TH AVE NE, KIRKLAND N-19017	O85PA000003
0056	137.32 139.31	M/O OF M/L TRACK, BRIDGES AND SIGNALS BETWEEN SIDE TRACK XOVER NEAR TOWNSEND AND CN XOVER NEAR BROWNSVILLE, BC CALLED "SECTION B TO D"	J5023	0417	.41	M/O OF SIDE TRACK AND SIGNALS BTWN M/L XOVER SW TO THE TILBURY IS LINE SPUR NEAR TOWNSEND, BC CALLED "SECTION A TO B"	J5022
0056	137.32 156.00	M/O OF COMMUNICATION SYSTEMS BETWEEN BROWNSVILLE AND VANCOUVER, BC	J5041	0417	.41 4.10	M/O OF THE TILBURY LINE SPUR TRACK, BRIDGES AND SIGNALS NEAR TOWNSEND, BC CALLED "DEAS ISLAND SPUR"	J5031
0056	140.10 141.32	M/O OF M/L TRACK, BRIDGES, AND SIGNALS BETWEEN CP XOVER TO CN NEAR BROWNSVILLE AND SOUTH END FRASER RIVER BRIDGE SW NEAR NEW WESTMINSTER, BC CALLED "SECTION D TO E"	J5026	0420	1.00 3.00	M/O OF AUTOMATIC INTERLOCKING PLANT AT THE CHEHALIS AND WESTERN GRADE CROSSING, CHEHALIS, WA	J5099
0056	143.50 151.80	DISPATCHERS WAGES FOR CONTROL OF M/L FROM SAPPERTON YD TO WILLINGTON JCT.	J5801	0421	.60 2.20	M/O OF TRACKS, SWITCHES, BRIDGES & SIGNALS, INCLUDING XING SIGNALS ON THE B/L BETWEEN CENTRALIA AND BLAKESLEE JCT., WA	J5013
0056	143.89 144.04	M/O OF M/L TRACK AND SIGNALS BETWEEN NORTH END FRASER RIVER BRIDGE CONNECTION AND PENITENTIARY XING IN NEW WESTMINSTER, BC	J5027	0421	.60 13.30	M/O OF TRKS., SIGNALS, BLDGS. AND APPURTANCES BETWEEN BLAKESLEE JCT. AND ABERDEEN, WA	J5240
0056	143.89 155.90	DISPATCHERS WAGES FOR CONTROL OF M/L BETWEEN THE FRASER RIVER BRIDGE & CN DEPOT IN VANCOUVER, BC	J5800	0421	.60 13.30	M/O OF NON JOINT SWITCHES BETWEEN BLAKESLEE JCT. AND ABERDEEN, WA	J5241
0056	144.04 145.30	M/O OF M/L SIDE AND FRASER MILL SPUR TRACK, BRIDGES, AND SIGNALS BETWEEN THE PENITENTIARY XING AND CP JCT., IN NEW WESTMINSTER, BC KNOWN AS ZONE "L"	J5049	0421	.60 13.30	DISPATCHERS WAGES FOR CONTROL OF LINE FROM BLAKELEE JCT. TO ABERDEEN, WA	J5811
0056	145.30 151.80	M/O OF M/L AND SIDE TRACK, BRIDGES & SIGNALS BETWEEN THE CP JCT. NEAR SAPPERTON YARD AND WILLINGTON AVE IN VANCOUVER, BC KNOWN AS ZONE "K"	J5050	0421	2.20	M/O OF EXCLUSIVE UP RR AT BLAKESLEE JCT.	J5242
0056	151.80	M/O OF SWITCH 171 AND TRKG TO R OF W AT WILLINGTON JCT. IN VANCOUVER, BC	J5060	0426	6.10	MTCE OF SIGNAL AT LAKE LIMERICK COUNTY OF MASON N-18592	O85PA000004
				0440	5.80	MTCE OF SIGNAL AT GASCO XING, LINNTON	O85PO000007



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0440	27.00	TRACK MAINTENANCE ST HALENS PO 68138 BOISE CASCADE PAPER GROUP	O85PO000010	0602		COST OF ELECTRICITY, WATER & REFUSE COLLECTION - NEW WESTMIN- STER DEPOT	J5061
0442	26.00	MTCE OF SIGNAL AT KARL BRAUN DRIVE BEAVERTON OE 721	O85PO000006	0602		COST OF GAS - NEW WESTMINSTER DEPOT	J5062
0442	26.4	M/O OF LINE CHANGE TRK BETWEEN POINTS "A" & "B" AT BEAVERTON, OR	J5903	0602		COST FOR ELECTRICITY FOR AUTOMATIC BLOCK SIGNAL AT NEW WESTMINSTER, BC	J5064
0442	26.4	TIME REQUIRED TO SWITCH INDUSTRIES FOR SP ON B'S LINE CHANGE BETWEEN POINTS A & B AT BEAVERTON, OR	J5904	0602		M & O OF NEW WESTMINSTER BC DEPOT	J5066
0442	138.30	MTCE OF SIGNAL AT GARFIELD ST. EUGENE, OR OE 4436	O85PO000004	0608		M/O OF TRACKAGE AND SWITCHES 1 & 2 BETWEEN THE TIDE FLATS BRANCH AND MILW M/L ON LINCOLN AVE IN TACOMA, WA CALLED "LINCOLN AVE LINE"	J5015
0442	141.00	MTCE OF SIGNAL AT GARFIELD ST EUGENE, OR OE4363	O85PO000002	0608		M/O OF TRACKAGE (INCLUDING SWITCHES 5, 6, 7 AND 8), BRIDGES AND SIGNALS BTWN HEAD OF BAY YARD & 18TH AVE IN TACOMA, WA CALLED "TIDE FLATS BRANCH"	J5016
0450	62.30	M/O OF CERTAIN BN TRKG AT WALLA WALLA, WA KNOWN AS PENITENTIARY SPUR	J5153	0608		MTCE TO TIES UNDER SWITCH 3 AT HEAD BAY YARD IN TACOMA, WA ON THE "TIDE FLATS BRANCH"	J5017
0450	63.26	M/O OF CERTAIN BN TRACKAGE AT WALLA WALLA, WA KNOWN AS I/C TRACKS	J5149	0608		MTCE TO SWITCH 4 (UP CONNEC- IN TION) TACOMA, WA ON THE "TIDE FLATS BRANCH"	J5018
0450	63.43	M/O OF CERTAIN BN TRACKAGE AT WALLA WALLA, WA CHISHOLM SPUR	J5151	0608		DERAILMENTS FOR JOINT YARD SWITCHING ASSIGNMENTS AT TACOMA, WA	J5093
0450	90.00	M/O OF CERTAIN BN TRACKAGE AT HUNTSVILLE, WA INTERCHANGE TRACK	J5147	0610		M/O OF YARD TRK, BRIDGES, AND SIGNALS INCLUDING XING SIGNAL BE- TWEEN ABERDEEN-SO. COSMOPOLIS & HOQUIAM, WA	J5089
0451	.00	M/O OF THE BOISE CASCADE SPUR IN ATTALIA, WA	J5156	0611		JANITORIAL WORK CLEANING CENTRALIA YARD OFF. AND AGENCY IN CENTRALIA, WA	J5077
0451	.40 4.20	M/O OF THE B/L BETWEEN WALLULA JCT. AND ZANGER JCT., WA	J5155	0611		M/O OF INDUSTRIAL TRACK IN CHEHALIS, WA KNOWN AS THE "CHEHALIS IND. PARK"	J5096
0451	.80 4.20	DISPATCHERS WAGES FOR CONTROL OF LINE BETWEEN WALLULA AND ZANGER	J5806	0611		DERAILMENTS FOR JOINT YARD SWITCHING ASSIGNMENTS AT CENTRALIA, WA	J5098
0600		M/O OF SWITCHES 20, 21, 23, 26, 27 AND 130 IN VANCOUVER, BC CALLED ZONE "J"	J5055	0611		M/O OF TRKS, ABS, CTC & XING SIGNALS & BLDGS & OTHER APPURTAN- CES IN CENTRALIA YD	J5166
0600		M/O OF THE WEST LEG OF THE WYE TRACK IN VANCOUVER, BC	J5056	0612		DERAILMENTS FOR JT YARD ASSIGNMENTS AT LONGVIEW JCT., WA	J5095
0600		COST OF ELECTRICITY FOR CERTAIN ROAD XING SIGNALS IN ZONE "J"	J5057	0612		M/O OF TRKS, SIGS. INCLUDING XING SIGS & CERTAIN SWS OF LONGVIEW JCT. OTHER THAN M/L & CONTROLLED SIDINGS UP TO BUT NOT INCLUDING BRIDGE .59 OVER COWLITZ RIVER	J5120
0600		COST OF ELECTRICITY OF DOUGLAS ROAD XING SIGNAL KNOWN AS ZONE "K"	J5058	0612		M/O PASSING TRACK TO LONGVIEW JCT INCLUDING SWITCHES 1, 2, 3, 4, & 5 AT LONGVIEW JCT.	J5121
0600		COST OF ELECTRICITY FOR CERTAIN ROAD XING SIGNALS IN ZONE "K"	J5059	0612		M/O YARD OFFICE AT LONGVIEW JCT., WA	J5123
0600		M/O OF THE INDUSTRIAL SPUR TRACK AND SIGNALS BETWEEN M/L JCT. AND BURRARD INLET IN VANCOUVER, BC KNOWN AS "BURRARD INLET LINE"	J5070	0612		WAGES OF TELGR. - OPRS AT LONG- VIEW JCT. WA T/R 712-163 POS 100,200 & 300 AND STA EXPENSES	J5125
0600		M/O OF SWITCHES 9, 11, 12, 101, 102 AND 103 ON THE "BURRARD INLET LINE" IN VANCOUVER, BC	J5071	0613		M/O OF ALL TRKG, SWITCHES, SIG- NALS AND FACILITIES MAINTAINED BY BN AT LONGVIEW, INCLUDING BRIDGE .59 OVER THE COWLITZ RIVER, WA	J5030
0600		M/O OF CERTAIN SWITCHES ON THE BURRARD INLET LINE WHERE SWITCH TIE MAINTENANCE IS BILLABLE	J5072	0613		M&O OF INDUSTRIAL TRACK BETWEEN POINTS A&B AT LONGVIEW, WA.	J5032
0600		M/O OF CERTAIN SWITCHES ON THE BURRARD INLET LINE WHERE SWITCH TIE MAINTENANCE IS BILLABLE	J5073	0613		DERAILMENTS FOR JT YARD SWITCH- AT ING LONGVIEW, WA	J5097
0601		M/O OF THE SAPPERTON YARD TRACKS IN NEW WESTMINSTER, BC CAL- LED ZONE "L"	J5051	0613		WAGES OF FRT. & YD OFFICE FORCE AT LONGVIEW, WA T/R 712-162 POS 100,101,105,201, & 301 & OFF. EXP.	J5124
0601		M/O OF THE LAKE CITY INDUSTRIAL TRKS NEAR BURNABY, BC CALLED THE "LAKE CITY RUNNING TRACKS". ZONE "M"	J5052				
0601		M/O OF SWITCHES 121, 124, 125, 127, 128, 134, 136, 144, 145, 173 AND 177 ON THE LAKE CITY INDUSTRIAL TRKS NEAR BURNABY, BC	J5053				
0602		M/O OF THE TRACKS, ON THE FRASER MILL SPUR IN NEW WESTMINSTER, BC	J5047				

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0613		UTILITY EXPENSES AT LONGVIEW STA.	J5129	0645		M/O OF TRKS, BRIDGES & SIGNALS BTWN. NO. RIVERGATE CONNECTION AND END OF TERMINAL 6 SPUR IN NO. PORT- LAND, OR	J5020
0613		M/O OF JOINTLY OWNED TRK (BN-UP-MILW) COLUMBIA & COWLITZ RY CO TRK 13A AT LONGVIEW, WA	J5926				
0622		M/O OF TRACKS, BRIDGES AND SIGNALS BETWEEN E. MARGINAL WAY & KLICKITAT AVE IN SEATTLE, WA KNOWN AS THE "WEST SEATTLE LINE"	J5000	0646		MTCE OF SIGNAL NW FRONT AVE. NEAR PORTLAND 79131	O85PO000001
0622		M/O OF VARIOUS SWITCHES ON TRACKAGE BETWEEN E. MARGINAL WAY AND KLICKITAT AVE IN SEATTLE, WA CAL- LED "WEST SEATTLE LINE"	J5001	0647		MTCE OF SIGNAL NW FRONT AVE. NEAR PORTLAND BN 17345	O85PO000011
0622		FOR UTILITIES (NATURAL GAS) FOR CONSOLIDATED FREIGHTWAYS AT PIER 66 SEATTLE, WA	O86PA000007	0647		MTCE OF SIGNAL ON TRACKS 1, 3, 11, 15 AND 20. PORTLAND BN 8073	O85PO000008
0622		FOR UTILITIES (ELECTRICITY) FOR CONSOLIDATED FRIEGHTWAYS AT PIER 66 SEATTLE, WA	O86PA000008	0647		MTCE OF SIGNAL ON TRACKS 3, 4 & 8 AT FRONT AVE NEAR PORTLAND 5907	O85PO000009
0623		EXPENSES INCURRED ACCOUNT DERAILMENT OR PERSONAL INJURIES WHILE SWITCHING HARBOR ISLAND, SEAT- TLE, WA	J5002	0647		MTCE OF SIGNAL AT PENWALT SPUR AT PORTLAND 79131	O85PO000005
0637		MTCE OF TRACKS AND BRIDGES OTHER THAN MILES BETWEEN METOLIUS & BEND, OR	J5109	0647		DERAILMENTS FOR JT YARD SIGNMENTS PORTLAND (N. RIVERGATE)	J5079
0637		UNUSUAL & EXTRAORDINARY M/O OF TRKG, INDUSTRY LEAD TO BROOKS-SCAN- LAN MILL "A"	J5158	0647		WAGES OF CAR INSPECTOR FROM VANCOUVER WORKING AT NO. PORTLAND USING S & E CODE JOO56205	J5101
0637		UNUSUAL & EXTRAORDINARY M/O OF TRKG, INDUSTRY LEAD TO BROOKS-SCAN- LON MILL "B"	J5159	0647		WAGES OF MECH. AT VANCOUVER WORKING AT NO. PORTLAND AND TRUCK RENTAL WHEN CHARGED TO S & E CODE JOO28403	J5137
0637		DERAILMENTS & PERSONAL INJURIES FOR JT YARD SWTG ASSIGNMENTS AT BEND, OR	J5234	0647		M/O OF UNLOADING FACILITIES AT PORTLAND, OR (N. RIVERGATE)	J5235
0643		DERAILMENTS FOR JT YARD SWITCHING ASSIGNMENTS AT VAN- COUVER, WA	J5078	0651		M/O XING SIGNALS EAST MISSION AVE, SPOKANE, WA	J5219
0643		M/O SWITCHES AND T/O'S LOADING FROM MAINLINE TO VANCOUVER YARD	J5230	0651		UNUSUAL OR EXTRAORDINARY EXPENSE MAINTAINING EXCLUSIVE TRKS AT ERIE STREET YARD, SPOKANE, WA	J5227
0643		MTCE OF TRKS SERVING GRAIN ELEVATORS UNIT A AT PORT OF VAN- COUVER, WA	J5290	0663		M/O OF INTERCHANGE TRKS AND SWITCHES USED BY THE SOUTHERN PACIFIC IN SALEM	J5901
				0663		COST OF SWITCHING SP CARS TO INDUSTRY ALONG FRONT ST NO. OF UNION ST AND BETWEEN POINTS B & C AT SALEM & WEST SALEM, OR	J5902
				0696		MAINTENANCE OF POTLATCH LUMBER LOCOMOTIVE BY CAMAS PRAIRIE AT LEWISTON, ID	J5705
				0696		EXPENSE OF FREIGHT HOUSE AT LEWISTON, ID ON THE CAMAS PRAIRIE	J5706

## CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical and Safety Officer.....Overland Park, Kansas  
 Dr. Hi. E. Newby, Associate Chief Medical Officer .....Ft. Worth, Texas

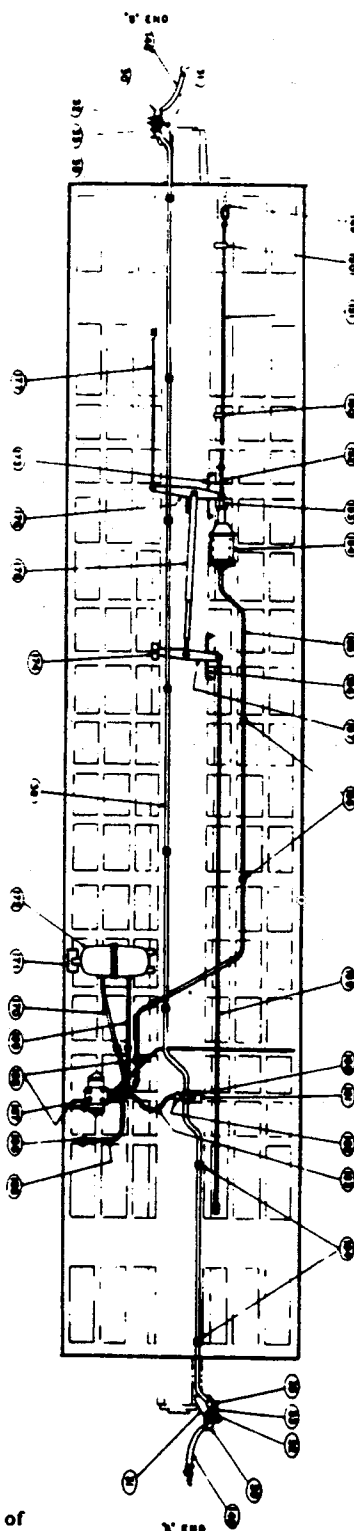
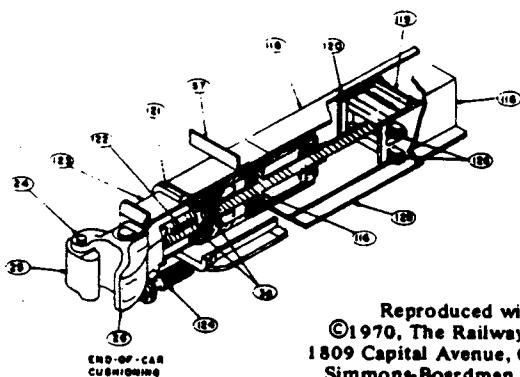
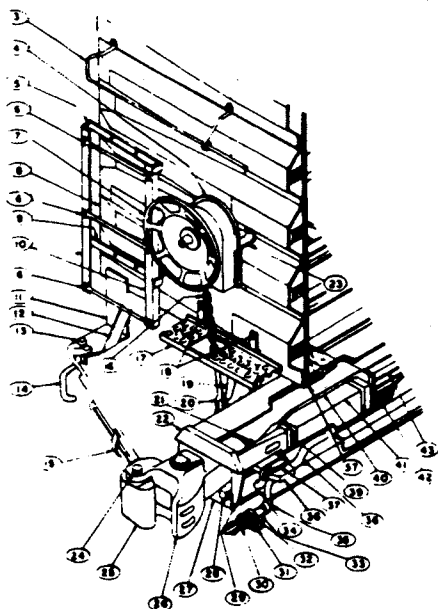
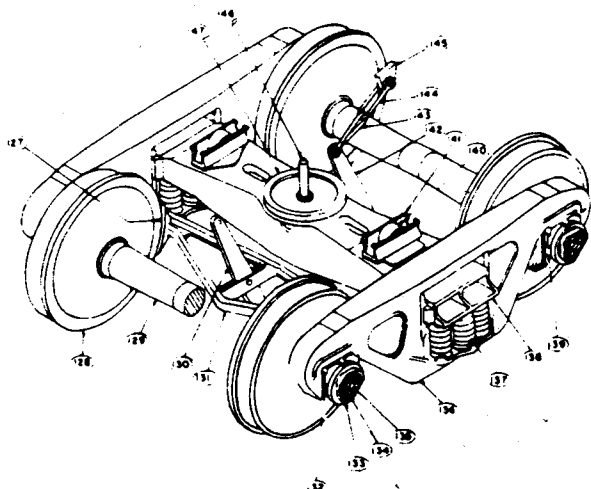
## MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. C. P. Swan .....	Albany	Dr. O. I. Lowry .....	Rosalia
* Medical Dental Center .....	Astoria	Dr. F. E. Marienau .....	Sandpoint
* Doctors Clinic Assoc. ....	Auburn	Dr. Franz H. Siemsen .....	Sandpoint
Dr. Sander J. H. Orent .....	Bellingham	Dr. H. G. Plut .....	Seattle
Bend Memorial Clinic .....	Bend	Dr. Joel C. Konikow .....	Seattle
Dr. R. A. McEachren .....	Burnaby, B. C.	Polyclinic Drs. Hardy/Murray/Harris/Latham .....	Seattle
* Cashmere Medical Center .....	Cashmere	Dr. Charles Weems .....	Seattle
* L. G. Steck Memorial Clinic .....	Chehalis	* Seattle Medical Care .....	Seattle
Dr. S. Elloway .....	Chehalis	Dr. Dean Dietrich .....	Sedro Woolley
* Triangle Health Care .....	Chester	* Snoqualmie Valley Clinic .....	Snoqualmie
Dr. P. W. Lambert .....	Clarkston	* Valley View Family Medicine .....	Snoqualmie
Colville Medical Group .....	Colville	Dr. John Frian .....	Spokane
Dr. D. H. Linedman .....	Colville	* Family Urgent Care Center .....	Spokane
* Enumclaw Medical Center .....	Enumclaw	DeRe Medica .....	Spokane
Dr. Paul G. Kinney .....	Ephrata	* Dr. H. M. Kenney .....	Spokane
Dr. E. C. Bond .....	Everett	Dr. Wm. L. Gray .....	Spokane
Everett Clinic/Dr. George Vasil .....	Everett	* All Valley Medical .....	Spokane
* Goldendale Medical Clinic .....	Goldendale	* Southhill Medical Center .....	Spokane
* Issaquah Clinic .....	Issaquah	Dr. F. James Beckner .....	Stanwood
* Klamath Falls Family Practice .....	Klamath Falls	* Sumas Family Health Center .....	Sumas
Dr. David Van Sickle .....	Lake Oswego	Dr. Jan Holm .....	Tacoma
Jardee Clinic .....	Lind	Dr. R. D. Rivera .....	Tacoma
Dr. Domingo Bernardez .....	Longview	Dr. Craig Romney .....	Tacoma
Dr. G. O. Polo .....	Longview	Puget Sound Clinic-	
Dr. M. C. Lindel .....	Montesano	Dr. T. H. Skrinar .....	Tacoma
Dr. Nathan Coonrod .....	Moscow	Dr. Thomas Hodge .....	The Dalles, Oregon
Dr. John C. Carpenter .....	Nelson, B. C.	* The Dalles Clinic .....	The Dalles
Dr. G. A. Sackville .....	New Westminster, B. C.	Dr. Ray Shearer .....	Toppenish
* Memorial Clinic .....	Olympia	Dr. A. P. Eng .....	Vancouver, B. C.
Dr. G. V. Axford .....	Pasco	* Family Physicians Group .....	Vancouver, WA
Dr. R. J. Kramer .....	Pasco	Vancouver Clinic .....	Vancouver, WA
Dr. W. T. Cooper .....	Pasco	Dr. S. R. Hevel .....	Waitsburg
* The Portland Clinic .....	Portland	* Wapato Medical Clinic .....	Wapato
* Marquam Medical Center .....	Portland	Dr. James B. Johnson .....	Wenatchee
Dr. Walter M. Arthur .....	Puyallup	* Wenatchee Family Clinic .....	Wenatchee
Dr. J. K. Symonds .....	Puyallup	Dr. J. E. Anderson .....	Wilbur

\* Indicates that two or more physicians are authorized to perform Burlington Northern Industrial examinations.

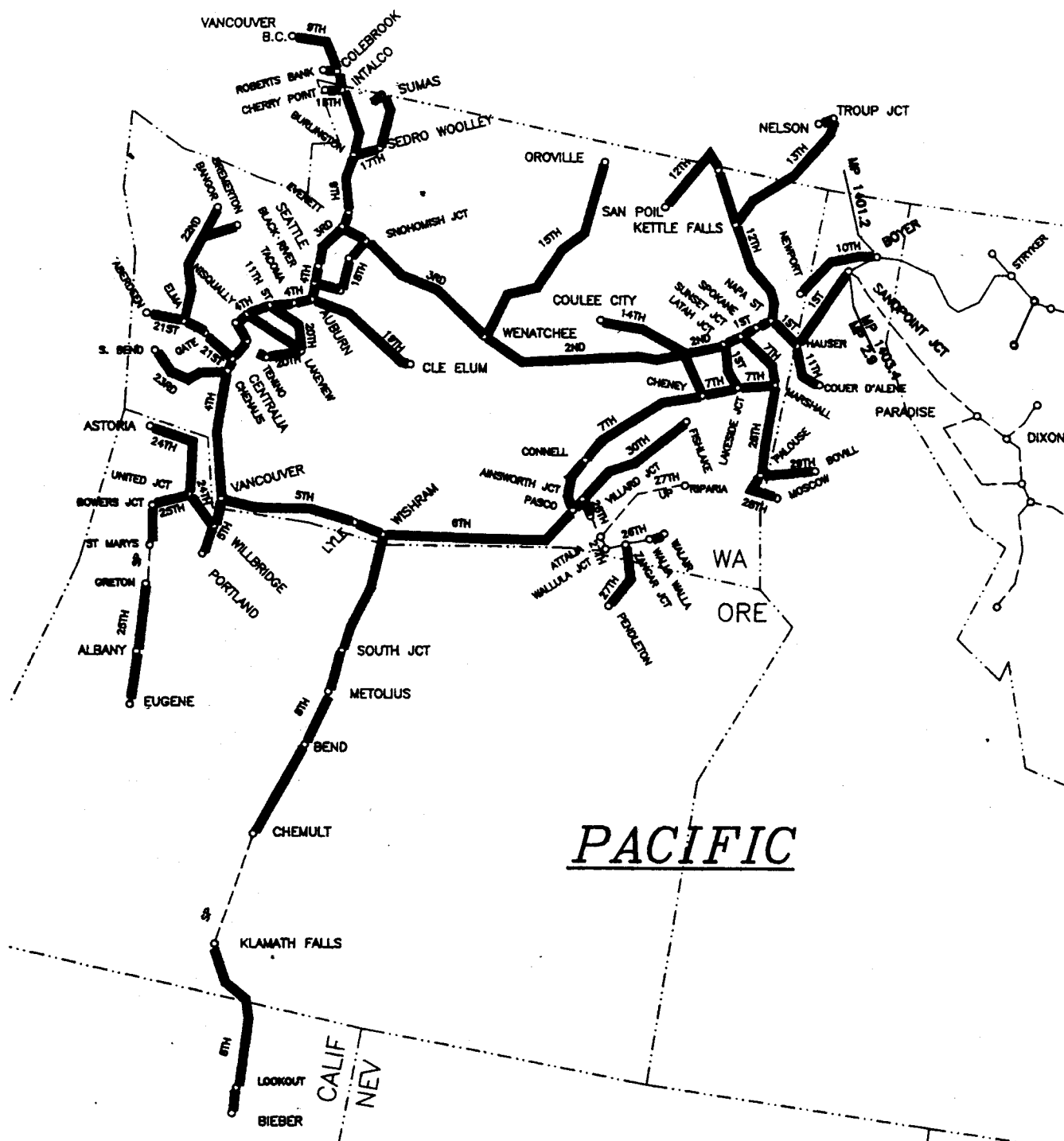
# CAR CHART

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3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/4"
170. Emergency reservoir pipe, 1/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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**SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS  
TO BE USED FOR INFORMATION PURPOSES ONLY,  
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.**

WEST  
WARD  
↓

<b>1007</b> NRPC Daily	STATION	<b>1008</b> NRPC Daily
PACIFIC DIVISION 1st SUBDIVISION		
	SANDPOINT JCT. 0.1	
s0010	SANDPOINT 66.5	s0110
s0157 0222	SPOKANE 1.8	2355 s2320
0227	LATAH JCT.	2302
PACIFIC DIVISION 2nd SUBDIVISION		
0227	LATAH JCT. 117.4	2302
s0427	EPHRATA 52.2	s2108
s0533	WENATCHEE	2008
PACIFIC DIVISION 3rd SUBDIVISION		
0537	WENATCHEE 121.4	s2005
s0847	EVERETT 15.4	s1700
s0922	EDMONDS 17.4	s1636
s1025	SEATTLE	1605

EAST  
WARD  
↑

<b>1027</b> NRPC Daily	STATION	<b>1028</b> NRPC Daily
PACIFIC DIVISION 1st SUBDIVISION		
0242	SPOKANE 1.0	s2300
0245	SUNSET JCT.	2240
PACIFIC DIVISION 7th SUBDIVISION		
0245	SUNSET JCT. 144.4	2240
s0527	PASCO	2004
PACIFIC DIVISION 6th SUBDIVISION		
0529	PASCO 126.2	s2001
s0725	WISHRAM	1811
PACIFIC DIVISION 5th SUBDIVISION		
0725	WISHRAM 30.3	s1811
s0759	BINGEN 65.8	s1735
s0919	VANCOUVER 10.0	s1620
s0955	PORTLAND	1555

SOUTH  
WARD  
↓

<b>1797</b> NRPC Daily	<b>1011</b> NRPC Daily	<b>1795</b> NRPC Daily	STATION	<b>1796</b> NRPC Daily	<b>1014</b> NRPC Daily	<b>1798</b> NRPC Daily
PACIFIC DIVISION 4th SUBDIVISION						
1730	1040	0630	SEATTLE 39.6	s1200	s1840	s2115
s1833	s1146	s0733	TACOMA 35.4	s1057	s1734	s2010
s1915	s1234	s0816	EAST OLYMPIA 19.1	s1013	s1651	s1927
s1936	s1256	s0836	CENTRALIA 43.3	s0953	s1630	s1907
s2024	s1346	s0925	KELSO 39.0	s0905	s1540	s1819
s2103	s1427	s1004	VANCOUVER	0822	1455	1738
PACIFIC DIVISION 5th SUBDIVISION						
2105	1430	1006	VANCOUVER 10.0	s0820	s1452	s1736
s2130	s1450	s1030	PORTLAND	0800	1430	1715

WEST  
↑

EAST  
↑

**PERFORM SWITCHING IN A MANNER  
WHICH WILL AVOID DAMAGE TO  
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**TRACK BULLETIN FORM B**

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No \_\_\_\_\_, line No \_\_\_\_\_. My location is MP \_\_\_\_\_ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman \_\_\_\_\_ (name) \_\_\_\_\_ (or Gang No. \_\_\_\_\_) using train order (track bulletin) No. \_\_\_\_\_ line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:  
 "\_\_\_\_\_ (train) \_\_\_\_\_ may pass red flag located at MP \_\_\_\_\_ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:  
 "\_\_\_\_\_ (train) \_\_\_\_\_ may proceed through the limits at \_\_\_\_\_ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:  
 "\_\_\_\_\_ (train) \_\_\_\_\_ proceed at restricted speed but not exceeding \_\_\_\_\_ MPH (adding, if necessary, 'until reaching \_\_\_\_\_ MP '), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.