

Division Operating Officers

Bellingham

P.J. Dietz Trainmaster 625-6670
 S.R. Moran Roadmaster 625-6701
 D.M. Roath General Foreman Mechanical 625-6702

Ellensburg

T.L. Hestermann Roadmaster 625-6880

Everett

L.L. Braden Terminal Trainmaster 304-6635
 D.B. Duke General Foreman Mechanical 304-6682
 J.R. Franzen Terminal Trainmaster 304-6635
 L.G. Hall Supt. Operations - North 304-6646
 R.G. Kazen Roadmaster 304-6690
 J.L. Kime Road Foreman Engines 304-6692
 T.L. Nies Terminal Manager
 T.W. Oudeans Trainmaster 304-6699
 W.A. Pederson Terminal Trainmaster 304-6635

New Westminster, BC

K.J. Royal Supt. Canadian Operations 520-5200
 L.A. Creed Trainmaster 520-5201

Seattle

R.M. Athey Terminal Manager 270-3735
 R.A. Bertholf General Foreman Cars 270-3665
 J.W. Ellstrom Supt. Operations - South 625-6362
 R.M. Gay Terminal Trainmaster 270-3692
 S.A. Gordon Terminal Superintendent 270-3719
 D.N. Helbling Terminal Trainmaster 270-3692
 B.E. Hipol Roadmaster 625-6424
 K.D. Hoolehan Terminal Trainmaster 270-3692
 L.D. Hunter Terminal Manager 270-3603
 S.D. Johnson Terminal Trainmaster 270-3692
 R.M. Linnane Terminal Manager 625-6072
 M.W. Nuorala Division Engineer 625-6363
 B.K. Polnicky Asst. Roadmaster 625-6087
 J.A. Rogers Road Foreman 270-3770
 S.R. Rosenfeld Terminal Trainmaster 270-3692
 W.E. Thompson Director Administration 625-6275
 J.K. Weber Manager Safety & Rules 625-6364
 J.H. Williams Terminal Manager 270-3602
 J.K. Wovcha Terminal Trainmaster 270-3692

Tacoma

W.E. Boatman Trainmaster 591-2562
 K.A. Esterby Terminal Trainmaster 591-2556
 D.J. Furey Road Foreman Engines 591-2678
 R.L. Hall Terminal Manager 591-2557
 W.G. Lonngren Roadmaster 591-2563
 S.R. Matzdorff Terminal Trainmaster 591-2556
 D.N. Meyers Terminal Trainmaster 591-2556
 J.R. Nelson Terminal Trainmaster 591-2556

Wenatchee

J.S. Solomou Terminal Manager 664-2246

Yakima

G.A. Filcher Trainmaster 546-3306

Superintendent's Hotline 800-834-5534

BNSF



Pacific Division

Timetable No. 2

IN EFFECT AT 0001

Pacific Continental Time

Wednesday, April 1, 1998

Division Superintendent

T.K. Lee

Seattle, Washington

(206) 625-6361

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

Radio Channel No. 76 in service.

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

Train Dispatchers' Phone Number

1-800-789-0739 or 234-1607

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 119.6 to MP 118.2	50 MPH.	30 MPH.
MP 118.2 to MP 117.2	79 MPH.	50 MPH.
MP 117.2 to MP 108.7	79 MPH.	50 MPH.
MP 108.7 to MP 108.3	70 MPH.	50 MPH.
MP 108.3 to MP 106.6	79 MPH.	50 MPH.
MP 106.6 to MP 106.2	79 MPH.	50 MPH.
MP 106.2 to MP 105.8	45 MPH.	40 MPH.
MP 105.8 to MP 103.4	70 MPH.	50 MPH.
MP 103.4 to MP 101.1	55 MPH.	50 MPH.
MP 101.1 to MP 100.2	40 MPH.	35 MPH.

MP 100.2 to MP 97.1	45 MPH.	35 MPH.
MP 88.3 to MP 87.2	40 MPH.	35 MPH.
MP 87.2 to MP 85.1	45 MPH.	35 MPH.
MP 85.1 to MP 82.5	40 MPH.	35 MPH.
MP 82.5 to MP 76.7	79 MPH.	50 MPH.
MP 76.7 to MP 76.5	60 MPH.	50 MPH.
MP 76.5 to MP 74.8	79 MPH.	50 MPH.
MP 74.8 to MP 74.5	45 MPH.	40 MPH.
MP 74.5 to MP 70.4	79 MPH.	50 MPH.
MP 70.4 to MP 67.9	50 MPH.	45 MPH.
MP 67.9 to MP 51.0	79 MPH.	50 MPH.
MP 51.0 to MP 49.5	65 MPH.	50 MPH.
MP 49.5 to MP 48.9	60 MPH.	50 MPH.
MP 48.9 to MP 47.9	70 MPH.	50 MPH.
MP 47.9 to MP 41.0	79 MPH.	50 MPH.
MP 41.0 to MP 38.7	50 MPH.	50 MPH.
MP 38.7 to MP 37.7	20 MPH.	20 MPH.
MP 37.7 to MP 37.2	35 MPH.	20 MPH.
MP 37.2 to MP 37.0	10 MPH.	10 MPH.
MP 10.9 to MP 10.7	10 MPH.	10 MPH.
MP 10.7 to MP 8.2	35 MPH.	15 MPH.
MP 8.2 to MP 8.1	25 MPH.	15 MPH.
MP 8.1 to MP 7.9	35 MPH.	15 MPH.
MP 0.8 to MP 0.0	30 MPH.	15 MPH.
MP 109.32 Grandview Road (HE only)	50 MPH.	50 MPH.
Bellingham—over street crossings (HE only)		
MP 96.2—Pine Street crossing	20 MPH.	20 MPH.
Burlington to Anacortes	10 MPH.	10 MPH.
Kruse Jct. to Arlington	10 MPH.	10 MPH.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:

Bow, Ferndale, Swift 30 MPH. 30 MPH.

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

1(D). Speed—Other

Sidings: Bow, Ferndale, and Swift 30 MPH. 30 MPH.

All other sidings 10 MPH. 10 MPH.

Bridges 105.8, 99.1, 70.0, 50.4, 49.2, 38.3 & 37.8

Cars heavier than 275,000 lbs. 10 MPH. 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

USA Canada Border to PA Jct. 143 tons

Burlington to Fidalgo 134 tons

Kruse Jct. to Arlington 136 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Mt. Vernon, Cenex Spur MP 68.7 only one 4 axle locomotive permitted.

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

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

3. Type of Operation

CTC—in effect:

North Swift MP 116.8 to Bellingham MP 98.7

South Bellingham MP 93.5 to Delta Jct. MP 37.0

ABS—in effect:

USA Canada Border MP 119.6 to North Swift MP 116.8

Bellingham MP 98.7 to South Bellingham MP 93.5

Delta Jct. MP 10.5 to PA Jct. 0.0

TWC—in effect:

Burlington MP 16.6Z to Fidalgo MP 4.2Z

Kruse Jct. MP 0.0X to Arlington MP 7.2X

Yard Limits—in effect:

USA Canada Border MP 119.6 to North Swift MP 116.8
 Bellingham MP 98.7 to South Bellingham MP 93.5
 Delta Jct. MP 10.5 to PA Jct. MP 0.0

Restricted Limits—in effect:

Burlington MP 16.6Z to MP 13.0Z

Occupancy Control System—in effect:

Bellingham MP 98.7 to South Bellingham MP 93.5

USA Canada border MP 119.6 to North Swift MP 116.8

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

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

Locations Designated as Industrial Track between

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

Interlockings and Drawbridges not Indicated at Station

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

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

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

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

Drawbridge 7.6—2.0 mile west of Whitney—Drawbridge.

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

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

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

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

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

4. General Code of Operating Rules Items

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

Rule 10.2—Following switches not equipped with electric locks:
 Pacific Grinding Wheel Spur (1 mile north of Kruse Jct.).
 Industry Track Silvana.
 Conway Feed and Pole Yard Spur.
 Gravel track—Burlington.

Spur track (MP 93.0 at S. Bellingham)—South Siding Switch
 Marysville MP 37.72—North Siding Switch
 Marysville MP 39.18—South siding Switch
 MP 68.7—MT Vernon Transit Interchange
 MP 68.71—MT Vernon Stagit farmers/Cenex
 MP 71.32—S. siding switch Gravel track Burlington
 MP 71.85—N. siding switch Gravel track Burlington
 MP 102.1—Bellingham Noranda Switch
 MP 110.94—South siding switch Custer
 MP 112.12—North siding switch Custer

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 46.2 (DED Only)—NWD only
 - MP 55.2 (DED Only)—SWD only
 - MP 67.4 (DED Only)—NWD only
 - MP 74.6 (DED Only)—SWD only
- B. Other FED locations
 - MP 46.2 (DED Only)—SWD only
 - MP 55.2 (DED Only)—NWD only
 - MP 58.9—Recall Code 388
 - MP 67.4 (DED Only)—SWD only
 - MP 74.6 (DED Only)—NWD only
 - MP 81.9—Recall Code 398
 - MP 110.5—Recall Code 418

6. FRA Excepted Track

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

7. Special Conditions

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

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

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

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

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

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

Arlington—Automatic crossing signals at Lebanon Road MP 6.7X may be ineffective. Be governed by Rule 6.32.2.

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

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

Close Clearance—May exist on all auxiliary tracks.

Blaine to Delta Jct.—Trains handling double stack equipment must have containers placed in the bottom well only. Containers must not be stacked. Containers are restricted to single level loading only. EXCEPTION: Rabanco containers 48 feet long, 9 feet high, gray in color, number series RABU 480291 through and including RABU 480430 may be double stack.

8. Line Segments

Yard Line Segments

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

Road Line Segments

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

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cherry Point Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS					
		15081	0.0	INTALCO	JTR	TWC		5.1	
		66604	5.1	ARCO	R			0.8	
		66606	5.9	ELLIOTT	R			3.0	
		66608	8.9	CHERRY POINT	R			8.9	

Radio Channel No. 76 in service.

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

Train Dispatchers' Telephone Numbers

1-800-285-0739 or 234-1607

1. Speed Regulations

1(A). Speed—Maximum

Intalco to Cherry Point **Freight** 25 MPH

1(B). Speed—Permanent Restrictions

MP 5.2 to MP 5.3 10 MPH.
MP 7.2 to MP 8.9 10 MPH

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

1(D). Speed—Other

Bridge 4.0 Arco cars heavier than 134 tons 10 MPH.
Item 1A, System Special Instructions, applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Cherry Point to Intalco 143 tons
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.
Six-axle locomotives and six-axle derricks not permitted on Arco Lead.

3. Type of Operation

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

Restricted Limits—in effect:
Intalco MP 0.0 to MP 2.0
Arco MP 4.0 to Cherry Point MP 8.9

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Close Clearance—May exist on all auxiliary tracks.

8. Line Segments

Road Line Segments

Line Segments Limits

418 Intalco to Cherry Point

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Granger Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
	9567	13034	34.3	GIBBON	JRT				11.5	
	3850	65012	45.8	GRANDVIEW	R				8.6	
	3195	65020	54.4	SUNNYSIDE	R	TWC			3.6	
		65024	58.0	OUTLOOK					4.6	
	3875	65029	62.6	GRANGER To Zillah 4.8					28.3	

Radio Channel No. 66 in service.

Radio Call-In	
Prosser - 58(X)	Yakima - 49(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3	

Train Dispatchers' Phone Numbers

(817) 234-1619 or (800) 285-0062

1. Speed Regulations

1(A). Speed—Maximum

Gibbon to Granger **Freight** 25 MPH

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

- On sidings 10 MPH.
 - Sunnyside—Bleyhl's tank spot 5 MPH.
 - Sunnyside—Independent Food Track 5 MPH.
 - Granger—Yakima Country Track 5 MPH.
 - Biggam Industrial Track 10 MPH.
 - Bridge 34 (between Gibbon and Granger 10 MPH.
 - Bridge 35 (between Gibbon and Granger) 10 MPH.
 - UPRR Grandview Tracks 10 MPH.
 - Midvale Industrial Tracks 10 MPH.
 - UPRR Sunnyside Tracks 10 MPH.
 - Zillah Line—MP 63.1 to UPRR MP 73.3 10 MPH.
 - Zillah Line—UPRR MP 73.3 to Zillah 20 MPH.
 - Zillah Industrial Tracks 5 MPH.
- Item 1A of system special instructions apply.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Gibbon to Granger 143 tons

Six-axle locomotives and derricks not permitted.

Cars weighing between 134 tons and 157.5 tons must be 52 feet in length.

3. Type of Operation

TWC—in effect:

Gibbon MP 34.3 to Granger MP 62.6

Restricted Limits—in effect:

- Gibbon MP 33.22 to MP 35.6
- Grandview MP 45.3 to MP 47.8
- Grandview UPRR MP 58.75 to MP 57.3
- Sunnyside MP 52.5 to MP 55.5

4. General Code of Operating Rules Items

Test Mile Location—MP 82.0 to MP 83.0

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

Rule 6.28—in effect:

- MP 38.2 and Biggam UPRR MP 48.3
- Sunnyside UPRR MP 2.8 and Midvale UPRR MP 0.0
- Granger MP 63.1 and Zillah UPRR MP 78.5

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

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

7. Special Conditions

Gibbon—The yellow flags on the wye tracks govern westbound movement.

Grandview UPRR—The normal position of the switch on the UPRR interchange track will be lined and locked for movement on the BNSF.

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

Ineffective Crossing Protection—The following crossing

signals have ineffective crossing protection:

- Euclid Street UPRR MP 58.4
- Rothrock Road MP 36.7
- Sunnyside Ave. MP 63.1

Granger—The following tracks are out of service:

Bleyhl's old Salt Spur on the UPRR. All tracks west of Bleyhl's Corn Spur switch from the red flag to the End of Track.

8. Line Segments

Road Line Segments

Line Segment Limits

448 Gibbon to Zillah

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
65003 Whitstran	2.5 west of Gibbon	8	West
65006 North Prosser	5.5 west of Gibbon	7	East
65016 Sunny Roza	2.1 east of Sunnyside	4	East
65017 Sugar Spur	2.1 east of Sunnyside	57	Both
65018 East Way Spur	0.9 east of Sunnyside	2	East
65019 Empire Gas Spur	0.8 east of Sunnyside	4	West
UPRR			
33449 Biggam	2.9 west of Gibbon		West
33459 Grandview	UP station shown on schedule	Yard	West
33503 Sunnyside	UP station shown on schedule	Yard	West
33464 Midvale	3.2 east of Sunnyside		
33474 Granger	UP station shown on schedule		
33479 Zillah	4.8 west of Granger		

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lakeview Subdivision		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS						
			0.6	11TH STREET	JR				7.9	
	1,726	67309	8.9	LAKEVIEW to MOBASE 3.5	R					
	1,726	67309	0.0X	LAKEVIEW	R				11.5	
		16057	11.5X	NISQUALLY	R					
		67313	12.4	to LAKEVIEW 3.5 MOBASE	T				7.8	
	2,660	67320	20.2	ROY		TWC			5.3	
		67326	25.5	YELM					32.5	

Radio Channel No. 87 in service.

Train Dispatcher' Phone Numbers

1-800-285-0076 or 234-1623

Emergency Call-in—911

1. Speed Regulations

1(A). Speed—Maximum

	Freight
11th Street to Yelm	25 MPH

1(B). Speed—Permanent Restrictions

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

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

1(D). Speed—Other

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

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

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

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

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

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

3. Type of Operation

TWC—in effect:
 Lakeview MP 8.9 to Yelm MP 25.5

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

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

To listen to the lineup:

1. Dial 8-625-6100
2. When the greeting is completed, enter the mailbox number enter (1015).
 Pacific Division Centralia North Disp:
 Lakeview Sub between Lakeview and Yelm
3. After copying the lineup, enter the four-digit Mailbox Number to replay the lineup and underscore each word and figure.
4. At any time while the lineup is playing you can:
 - Dial another 4 digit mailbox number to listen to another lineup.
 - Hang up.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Lakeview MP 0.0X to Nisqually MP 11.6X

7. Special Conditions

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

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

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

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

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

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

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

MP 15.2	MP 17.6
MP 17.0	MP 19.8

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

Mountain Grade Operation

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

Ruling grade descending east—2.2.

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

Close Clearance—May exist on all auxiliary tracks.

8. Line Segments

Road Line Segments

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

9. Locations Not Shown as Stations

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

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

Radio Channel No. 66 in service.

Radio Channel No. 31 in service in yard.

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

New Westminster RTC Telephone—8-520-5203 or 604-524-6355

Emergency Radio Call-in—911

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 155.2 to MP 154.0	40 MPH.	25 MPH.
MP 154.0 to MP 153.7	25 MPH.	25 MPH.
MP 153.7 to MP 152.8	40 MPH.	30 MPH.
MP 152.8 to MP 147.4	50 MPH.	30 MPH.
MP 147.4 to MP 145.5	45 MPH.	30 MPH.
MP 145.5 to MP 141.5	20 MPH.	20 MPH.
MP 145.5 to MP 144.5 Northward trains on west track	30 MPH.	30 MPH.
MP 141.5 to MP 140.8 Fraser River Bridge	15 MPH.	10 MPH.
MP 140.8 to MP 139.0	45 MPH.	25 MPH.
MP 139.0 to MP 136.6	50 MPH.	35 MPH.
MP 136.6 to MP 134.3	60 MPH.	35 MPH.
MP 134.3 to MP 133.7	50 MPH.	35 MPH.
MP 133.7 to MP 131.9	60 MPH.	35 MPH.
MP 131.9 to MP 131.6	40 MPH.	35 MPH.
MP 131.6 to MP 129.8	45 MPH.	35 MPH.
MP 129.8 to MP 129.2 Bridge 70	50 MPH.	35 MPH.
MP 129.2 to MP 128.3	60 MPH.	35 MPH.
MP 128.3 to MP 127.8	50 MPH.	35 MPH.
MP 127.8 to MP 127.6 Bridge 69	15 MPH.	15 MPH.
MP 127.6 to MP 124.5	35 MPH.	35 MPH.
MP 124.5 to MP 122.7	60 MPH.	35 MPH.
MP 122.7 to MP 120.9	21 MPH.	21 MPH.
MP 120.9 to MP 119.6	50 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts

CN Jct. MP 155.2—through turnout	10 MPH.	10 MPH.
Fraser River Bridge—north switch	8 MPH.	8 MPH.
Fraser River Bridge—south switch	12 MPH.	12 MPH.
Brownsville—on sidings	10 MPH.	10 MPH.

Through turnouts, at the following CTC controlled locations:

Colebrook—through dual control turnouts	35 MPH.	35 MPH.
Spruce MP 144.5	20 MPH.	20 MPH.
Braid MP 144.9	10 MPH.	10 MPH.
Brunette MP 145.4	12 MPH.	12 MPH.
North Road MP 146.1	12 MPH.	12 MPH.
Lake City MP 146.4	35 MPH.	30 MPH.
Lake City—lead switches from east track only	12 MPH.	12 MPH.
Piper MP 148.0	35 MPH.	30 MPH.
Sperling MP 149.8	35 MPH.	30 MPH.
Willingdon Jct. MP 151.8	35 MPH.	30 MPH.

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

NOTE: Fraser River Bridge—Cars exceeding allowable maximum gross weight may only be handled with special permission from the office of CN District Supt., V.J. Vena, Delta B.C., (604) 501-5306.

3. Type of Operation

CTC—in effect:

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

ABS—in effect:

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

OCS—in effect:

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

Yard Limits—in effect:

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

Multitrack—2 Main Tracks—between:

Still Creek MP 153.9 and Spruce MP 144.5

Locations Designated as Industrial Track—between: Vancouver end of track and CN Jct. CROR Rule 105 applies.

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

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

All movements must report clear when leaving the limits of the VMC Coach Yard. The standby channel of the VIA Controller is BNSF/CN Channel 8. Stop signs in addition to Coach Yard limit signs have been placed at the entrance to the limits of the VMC Coach Yard.

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

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

Still Creek—Southward trains operating on east track must occupy the approach, line switch for movement and operate key controller located on the signal mast to obtain signal indication. Northward trains operating on west track encountering signal displaying “stop”, must obtain permission from RTC, operate key controller located on the signal mast and wait for time to run to obtain signal indication.

Between Still Creek and Willingdon Jct.—Movement of trains and engines will be supervised by the RTC. Trains and engines must comply with RTC's verbal and written instructions. East track is signalled for movement in northward direction only. West track is signalled for movement in southward direction only. Trains and engines will keep to the right unless otherwise instructed by RTC. Trains and engines clearing the main track between these stations must report themselves clear to the RTC and may not re-enter the main track without permission from RTC.

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

Colebrook—CTC between MP 130.5 and MP 131.5 under jurisdiction of BC Railway RTC North Vancouver. Dual control switches are identified as No. 16 (North Switch), No. 18 (Mud Bay Switch) and No. 20 (South Switch). When requesting permission to take these switches off power, crew member will advise BC Rail RTC of the switch(es) involved. BC Rail Port Subdivision RTC can be contacted on BC Rail Channel 39 (3939*1#).

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

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

Drawbridge 69—3.4 miles south of Colebrook, manual interlocking. When interlocking signals display Stop indication, a member of the crew will immediately call RTC and be governed by his instructions.

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

Automatic Interlocking not Indicated at Station Vancouver—CPR crossing at Burrard Inlet. Movements governed by signal system which displays signal aspects and indications per CROR 421 and 429.

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

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

The system is activated by inserting switch key into key controller and turning to the right (clockwise). After 30 seconds, signal should display aspect per CROR Rule 421. Do not obstruct Powell Street crossing until vehicular crossing signals have been operating for at least 20 seconds.

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

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

In addition to the above, CROR Rules 103.1, 601, 602 and 611 apply.

4. Canadian Rail Operating Rules Items

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

CROR Changes and Additions—None

CROR Supplemental Instructions

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

Clearances and GBOs Sent Electronically

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

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

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

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

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

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

Document	Train Crews Yard Crews Engine Crews	M of W Dept Signal Dept	RTC
General Orders & Superintendent Notices	X	X	X
System Special Instructions	X	X	X
Hazardous Material Instructions	X	X	X
Safety Rules and General Responsibilities	X	X	X
Air Brake and Train Handling Rules	X	O	X
1996 North American Emergency Response Guidebook	X	X	X
Rules for the Protection of Track Units and Track Work	O	X	X
Maintenance of Way Operating Rules	O	X	X
Train Dispatcher's Operator's and Control Operator's Manual	O	O	X

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

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

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

Rules 40, 42, 43—Signals will be two (2) miles, instead of 3000 yards, in advance of the defective or working point.

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

Rule 81—When so instructed by RTC, a clearance will not be required.

At Vancouver, trains or engines operating south of CN Jct. must be in possession of a clearance prior to entering main track. CN trains obtain their clearance through Second Narrows Bridge RTC, telephone (604) 298-3020.

At Blaine, northward trains must obtain a clearance from New Westminster RTC prior to departure.

Rule 99—Rule 99.1 applies on this subdivision.

Rule 104(a)(b)—CN Jct. switch may be left lined and locked in the reversed position.

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

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

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

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

Rules 405 through 430—Not in effect on this subdivision. Signal Aspects and Indications as contained in System Special Instructions are in effect.

Rule 515 Exception—In the application of Rule 515 EXCEPTION, when a train or engine is stopped or delayed in the block after having passed a "CLEAR" signal, Rule 9.1.3, BNSF Signal Aspects and Indications, reduced speed applies instead of restricted speed.

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

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 137.3 (DED Only)—NWD only
- B. Other FED locations
MP 134.8—Recall Code 808
MP 137.3 (DED Only)—SWD only

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

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

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

USA Canada Border

Northward—Trains, engines and track equipment arriving Blaine must have permission from Canada Customs before any portion crosses USA Canada Border. A rail crew report must be completed and approved before entering Canada. The conductor must furnish a copy of the wheel report, manifest and any other supporting customs documents for Canada Customs and must accompany customs officer on train inspection. Conductor must file a copy of A-1 Inwards Report at Blaine.

Southward—Trains, engines and track equipment arriving White Rock must have permission from US Customs before any portion crosses USA Canada Border. A copy of the wheel report must be filed with Canada Customs. There is a mail slot in the Customs Office in the White Rock depot for this purpose.

Whistling Ordinances

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

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

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

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

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

Industrial spur at Sperling MP 149.6.

All crossings not protected with automatic warning devices within the Lake City Industrial Park.

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

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

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

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

Restricted Clearances

High voltage electric wires with less than standard clearance over rail at following locations:

- Powell St.—Vancouver BI Line 21'6"
- Renfrew St.—MP 153.7-22'6"

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

Close Clearance

May exist on all auxiliary tracks.

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

Federal Regulations

Appearance Register—Transport Canada requires that, all engineers, firemen, conductors and switch foremen must sign an Appearance Register when reporting for duty in Canada. Appearance Registers are located in the locker rooms at Vancouver, B.C. and New Westminster.

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

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

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

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

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

If train length is not sufficient to properly position placarded cars, they must be held for a later train 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.

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

Northward

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

Southward

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

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

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

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

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

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

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

Inspection by Failed Equipment Detector may be used in lieu of standing or pull-by inspection, except where detector message is "Integrity Failure," "System failure" or "Train Too Slow," train must not exceed 15 MPH to a point where standing or pull-by inspection can be made.

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

Line Segment Limits

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

9. Locations Not Shown as Stations

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

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Scenic Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EAST WARD ↑
		02044	1650.2	WENATCHEE	BJY	ABS		2.7	
			1652.9	OLDS JCT	JY			3.4	
				(To Cashmere 8.3)					
				OLDS JCT				3.4	
				MP 6X					
				(TO OLDS JCT 8.3)					
	8,049	02056	1661.2	CASHMERE		CTC		8.3	
	7,905	02067	1672.2	LEAVENWORTH				11.0	
	10,978	02081	1686.9	WINTON				13.5	
	6,729	02087	1692.4	MERRITT	T			6.6	
	12,323	02094	1698.5	BERNE				7.0	
	9,259	02103	1708.5 1719.5	SCENIC				9.0	
	8,949	02116	1739.5	SKYKOMISH	T			12.8	
	10,099	02124	1755.7	BARING				7.6	
	10,244	02139	1768.6	GOLD BAR				14.5	
	11,988	02152	1775.2	MONROE				12.9	
		02159	1776.2	SNOHOMISH JCT EAST	JT			6.6	
		02159	1781.2	SNOHOMISH JCT WEST	JT			1.0	
		02163	1782.5	LOWELL				5.0	
	7,159	02165	1782.5	PA JCT	J			1.5	
		02166	1783.9	EVERETT	B			1.4	
		02169	1784.7 32.1	EVERETT JCT	JX			0.8	
			31.4	HOWARTH PARK				0.7	
		02172	28.3	MUKILTEO				3.1	
			27.8	MP 28				2MT CTC	
			27.1	MP 27				CTC	
			17.8	MP 18		2MT CTC			
		02182	17.6	EDMONDS		CTC			
			15.9	MP 16		2MT CTC			
			7.7	MP 8	Y	ABS OCS			
			7.4	MP 7	MY	ABS OCS			
		02193	6.4	BALLARD	MY	2MT ABS OCS			
			6.2	BRIDGE 6.3	M	ABS OCS			
		02195	4.9	INTERBAY (Balmer Yard)	BMTY	ABS OCS			
			3.3	GALER STREET	MXY	ABS OCS			
			1.4	NORTH PORTAL	MXY	2MT ABS OCS			
		02200	0.0	SEATTLE (King St. Station)	BMT X(2)X	ABS OCS			

Radio Channel No. 66 in service.

Radio Channel No. 70 in service Seattle to MP 8.

Radio Call-In		
Wenatchee - 28(X)	Cashmere - 29(X)	Merritt - 30(X)
Cascade Tunnel - 57(X)	Skykomish - 31(X)	Monroe - 32(X)
Everett - 34(X)	Mukilteo - 35(X)	Richmond Beach - 36(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Seattle East Dispatcher—1-800-285-0061 or 234-1615
 Seattle Terminal Dispatcher—1-800-285-0079 or 234-1613
 Bridge 6.3 Ballard—784-2976

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Wenatchee to Everett	79 MPH	50 MPH
Everett to Seattle	60 MPH	50 MPH

1(B). Speed—Permanent Restrictions

MP 1650.2 to MP 1651.1	35 MPH	35 MPH
MP 1651.1 to MP 1658.7	50 MPH	45 MPH
MP 1658.7 to MP 1661.7	40 MPH	40 MPH
MP 1661.7 to MP 1669.2	40 MPH	35 MPH
MP 1669.2 to MP 1682.7	55 MPH	45 MPH
MP 1682.7 to MP 1693.2	50 MPH	45 MPH
MP 1693.2 to MP 1721.2	30 MPH	25 MPH
MP 1721.2 to MP 1730.0	25 MPH	20 MPH
MP 1730.0 to MP 1732.6	30 MPH	25 MPH
MP 1732.6 to MP 1734.7	45 MPH	40 MPH
MP 1734.7 to MP 1737.4	45 MPH	45 MPH
MP 1737.4 to MP 1740.6	50 MPH	45 MPH
MP 1740.6 to MP 1749.0	40 MPH	40 MPH
MP 1749.0 to MP 1751.5	50 MPH	45 MPH
MP 1751.5 to MP 1756.7	70 MPH	50 MPH
MP 1756.7 to MP 1757.6	50 MPH	50 MPH
MP 1757.6 to MP 1760.5	65 MPH	50 MPH
MP 1760.5 to MP 1763.0	50 MPH	50 MPH
MP 1763.0 to MP 1768.4	50 MPH	45 MPH
MP 1768.4 to MP 1770.7	45 MPH	45 MPH
MP 1770.7 to MP 1774.8	79 MPH	50 MPH
MP 1774.8 to MP 1775.4	60 MPH	45 MPH
MP 1775.4 to MP 1775.6	50 MPH	45 MPH
MP 1775.6 to MP 1778.8	79 MPH	50 MPH
MP 1778.8 to MP 1780.8	60 MPH	50 MPH
MP 1780.8 to MP 1782.4	40 MPH	40 MPH
MP 1782.4 to MP 32	25 MPH	25 MPH
MP 32.0 to MP 28.1	55 MPH	50 MPH
MP 28.1 to MP 26.9	45 MPH	35 MPH
MP 26.9 to MP 25.9	60 MPH	50 MPH
MP 25.9 to MP 25.4	55 MPH	45 MPH
MP 25.4 to MP 20.0	50 MPH	45 MPH
MP 20.0 to MP 17.0	60 MPH	50 MPH
MP 17.0 to MP 16.6	45 MPH	40 MPH
MP 16.6 to MP 12.6	50 MPH	45 MPH
MP 12.6 to MP 11.5	55 MPH	45 MPH
MP 11.5 to MP 8.8	50 MPH	45 MPH
MP 8.8 to MP 8.0	45 MPH	40 MPH
MP 8.0 to MP 6.6	35 MPH	35 MPH
MP 6.6 to MP 5.9	30 MPH	20 MPH
MP 5.9 to MP 3.4	40 MPH	35 MPH
MP 3.4 to MP 3.2	20 MPH	20 MPH
MP 3.2 to MP 1.6	35 MPH	20 MPH
MP 1.6 to MP 0.0	30 MPH	20 MPH

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:

Snohomish Jct. West, PA Jct.	12 MPH	12 MPH
Lowell Jct.	10 MPH	10 MPH
Olde Jct., Cashmere, Leavenworth, Winton, Merritt, Berne	30 MPH	25 MPH
Scenic, Skykomish, Baring, Gold Bar, Monroe, Garfield St.	20 MPH	20 MPH
Galer St.	20 MPH	20 MPH
Everett Jct.	25 MPH	25 MPH
MP 5.4, MP 7, MP 8	35 MPH	35 MPH
MP 18, 23rd St.	35 MPH	35 MPH
MP 16, MP 27, MP 28, Howarth Park	35 MPH	35 MPH
Mukilteo	30 MPH	30 MPH

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

1(D). Speed—Other

Seattle—Over public crossings	20 MPH	20 MPH
Seattle—handling Amtrak Superliner bi-level cars while passing umbrella sheds at King Station ..	5 MPH	5 MPH
Mukilteo MP 29.0 to MP 27.0 (HE Only)	30 MPH	30 MPH

Between North Portal and King St. Station, Seattle	30 MPH.	20 MPH.
Ballard Low Line	5 MPH.	5 MPH.
Ballard—Over Bridge 6.3	20 MPH.	20 MPH.
Bridge 6.3 Ballard cars heavier than 134 tons	10 MPH.	10 MPH.
Scenic to Skykomish—Westward freight trains between West switch Scenic and MP 1729.0 exceeding 100 TOB		12 MPH.
Cascade Tunnel—Eastward Freight Trains passing signal 1700.6 with other than clear aspect—under 100 TOB		20 MPH.
over 100 TOB		15 MPH.

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

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

Wenatchee to Seattle 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted and not more than two (2) four-axle locomotives on Standard Oil spur, located 2.6 miles west of Edmonds.

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

- Ballard Low Line
- Dyke Team
- Convoy tracks 3 and 4

3. Type of Operation

CTC—in effect:

Olds Jct. MP 1652.8 to MP 7.7

ABS—in effect:

Wenatchee MP 1650.2 to Olds Jct. MP 1652.8

MP 7.7 to Seattle MP 0.0

Yard Limits—in effect:

Wenatchee MP 0.0X (WO Main) to MP 3.0X

Wenatchee MP 1650.2 to Olds Jct. MP 1652.8

Trains and engines must communicate with the Wenatchee Yardmaster for instructions before entering these limits.

MP 7.7 to Seattle MP 0.0

Restricted Limits—in effect:

MP 3.0X to MP 6.0X—CSDS movements, prior to passing MP 6.0X, must communicate with Wenatchee yardmaster for instructions.

Occupancy Control System—in effect:

MP 7.7 to Seattle MP 0.0

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

Two Main Tracks between:

Everett Jct. and Seattle

MP 32.1 to MP 27.8

MP 27.1 to MP 17.8

MP 15.9 to MP 7.7

MP 7.4 to MP 5.4

MP 3.4 to MP 0.0

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

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

Interlockings Not Indicated At Station—MP 4.0—Manual interlocking. Before entering diesel fueling facility, signal indication or verbal authority must be obtained from Seattle Terminal Dispatcher AND before passing Terry Ave Lead to enter fueling facility, permission must be obtained from Roundhouse foreman on Radio Channel No. 84.

MP 5.4 Manual Interlocking

4. General Code of Operating Rules Items

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

Rule 10.2—Following switches not equipped with electric locks: McKinnon spur, 2.4 miles west of Monroe.

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 6.0 (DED Only)—EWD only—Main 2 only

MP 9.7 (DED Only)—WWD only

MP 1661.6 (DED Only)—WWD only

MP 1695.2 (DED Only)

MP 1697.3 (DED Only)

MP 1721.2 (DED Only)—EWD only

MP 1740.5 (DED Only)

MP 1751.9 (DED Only)

MP 1771.1 (DED Only)—WWD only

MP 1778.6 (DED Only)—EWD only

B. Other FED locations

MP 9.7 (DED only)—EWD only

MP 1654.7—EWD only—Recall Code 278

MP 1661.6 (DED Only)

MP 1668.2—Recall Code 298

MP 1690.0—Recall Code 308

MP 1721.2 (DED Only)—WWD only

MP 1725.5 (DED Only)

MP 1730.7 (DED Only)

MP 1735.0—Recall Code 318

MP 1762.0—Recall Code 327

MP 1771.1 (DED Only)—EWD only

MP 1776.2—Recall Code 328

MP 1778.6 (DED Only)—WWD only

MP 27.2—Recall Code 368

MP 17.1—Recall Code 358

6. FRA Excepted Track

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

7. Special Conditions

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

Close Clearance—May exist on all auxiliary tracks.

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

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

Grade Crossing Ordinances

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

On grade crossings not equipped with gates, a crew member other than the engineer will be positioned on the locomotive or car, or flagging from the ground to look out for and give warning to the public of the approaching locomotive or cars:

1. When the controlling cab end of the locomotive is not on the forward end of a movement approaching a crossing; or
2. Conditions exist due to weather, traffic, structures or other circumstances which impair the engineer's ability to see approaching traffic or the traffic to see the locomotive or cars.

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

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

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

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

Mountain Grade Operation

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

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

Helpers—Helpers may not be used without authorization of Division Supt. or designated official on Mt. Grade territory.

Handling 80 Feet or Longer Cars Between Merritt and Skykomish

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

Intermodal trains between Merritt and Skykomish

- A. Conventional equipment is defined as all types of intermodal equipment except double stacks.
- B. Trains handling conventional equipment using helper locomotives or trains handling conventional with double stack equipment using helper locomotives must not exceed 7500 total tons or 7700 total feet not including power. First part of train behind road power must not exceed 4800 tons and helper locomotives must be cut in no less than full rated tonnage.
- C. Trains handling conventional equipment only must not exceed 4800 tons, 70 cars or 7000 feet not including power.

- D. Trains consisting of solid double stacks or mixed with conventional equipment without helper locomotives must not exceed 5500 tons. The conventional portion must not exceed 4800 tons.
- E. Eastward trains handling conventional with loaded double stack equipment must handle all loaded double stack equipment next behind engine. Partially loaded double stack equipment having any empty platforms must be placed next to/behind loaded double stack equipment.
- F. Eastward trains handling 45 cars or more must handle empty cars, or cars containing one trailer or container, not nearer than the twenty-fifth (25th) car from the locomotives, unless handled in the trailing 2500 tons.
- G. Westward trains of greater than 2900 tons must handle 80 feet or longer cars weighing less than 50 tons in the rear 2900 tons.
- H. Single loaded 50 feet cars having single axles are not restricted.
- I. Trains consisting of solid double stack equipment without helpers must not exceed 6000 tons. Trains with trailing tonnage of 5501 tons through and including 6000 tons will be governed as follows. All loaded double stacks must be placed next to/behind engine. Partially loaded double stack equipment having any empty platforms must be placed behind all loaded double stack equipment.

Mixed and Unit Trains between Merritt and Skykomish

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

Instructions Governing Operation of Trains between Merritt and Skykomish

- A. Skykomish—Strobe light under control of City Fire Department mounted at Main Street Crossing. When illuminated, an emergency exists and the crossing must not be blocked, and trains occupying the crossing must cut or clear it immediately.
- B. Merritt, light helper locomotives or other light locomotives left unattended will be placed on West leg of wye complying with Air Brake and Train Handling Rules.
- C. Helper units on eastward freight trains between MP 1708.3 east switch Scenic and MP 1700.0 east portal Cascade tunnel will not exceed sixth throttle position.
- D. Scenic—Two white lights flashing alternately are mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless permission is given by train dispatcher. Exception: Eastward passenger trains, not exceeding two locomotives in the engine consist, may pass Scenic and enter Cascade Tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher. Repeater ventilating system indicators are located at MP 1704.2 and MP 1702.4 in Cascade Tunnel.

Eastward trains between Scenic and Berne before entering West portal Cascade Tunnel No. 15 will advise Seattle East dispatcher if they have aluminum ore and Seattle East dispatcher will turn on employees call light on the tunnel circuit which will open the louvers relieving pressure on this train. Eastward trains handling aluminum ore do not exceed 15 MPH between bay 11 and bay 6 and at bay 6 gradually reduce speed not exceeding 10 MPH between bay 4 and East portal, advising Seattle East dispatcher as soon as engines clear East portal. At this time dispatcher will remove tunnel call light allowing tunnel to flush properly. Helper consist not permitted in trains requiring alternate ventilation.

- E. Ventilating fans and tunnel door are located at the east portal of Cascade Tunnel. Westward absolute signal at MP 1700.3 is located 65 feet east of tunnel door, and eastward absolute signal at MP 1700.4 is located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of rules, contact with train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is in the fully opened position.

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

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

- F. After receiving permission from the train dispatcher, a train in the tunnel may make a back up movement to Scenic or Berne without flag protection and may pass signals without stopping except absolute signal at MP 1700.4.

Portable Radios assigned for tunnel service, use channel 3 or channels 16, if 16 channel radio. If radio communication is inoperable, communication can be established by use of the dispatchers' phones, which are located in each bay.

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

- G. Fluorescent light located at Bay 14 is to alert westward trains as to location of signal 1706.1 when vision is obscured. Rule 9.1.13 signal aspect and indication rules, System Special Instructions #3 applies to signals 1706.1 and 1700.6.

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

- H. Scott ATO masks are issued to crew members of trains running through the Cascade tunnel and must be immediately accessible while in the Cascade tunnel.

To permit proper sealing of face masks, all train and engine personnel must be clean shaven when working between Seattle and Wenatchee.

- I. Employees in train operations must have received instructions on operation of emergency tunnel equipment prior to working trains that may go through Cascade Tunnel.
- J. Location of additional emergency material and emergency exits:

Location	Phones, Air Hose, Wrench & Knuckles Type E & F	Emergency Breathing Apparatus	Rail Clamps and Chains	Distance Between Bays in Feet
Telephone Booth Skykomish	X			
Telephone Booth Scenic	X		XX	
CTC Bungalow E&W Scenic	X			
Bay 21	X			1200
Bay 20	X			1200
Bay 19	X			1200
Bay 18	X	XX		1200
Bay 17	X			1200
Bay 16	X	XX		2400
Bay 15	X			2400
Bay 14	X	XX		2400
Bay 13	X			2400
Bay 12	X	XX		2400
Bay 11	X			2400
Bay 10	X	XX		2400
Bay 9	X			2400
Bay 8	X	XX		2400
Bay 7	X			2400
Bay 6	X	XX		2400
Bay 5	X			1200
Bay 4	X	XX		1200
Bay 3	X			1200
Bay 2	X	XX		1200
Bay 1	X	XX		1200
CTC Bungalow E&W Berne	X		XX	
Merritt Depot	X			

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

The Cascade Runnel has 21 bays with markers on the north wall of the tunnel. The bays are numbered 1 through 21 east to west and are spaced as follows:

- Bays 1-5 are 1200 feet apart
- Bays 5-17 are 2400 feet apart
- Bays 17-21 are 1200 feet apart

The following speed chart has been calculated by using the following formula:

$$\text{Time} = \frac{\text{Distance}}{\text{Rate}}$$

1200 FEET			2400 FEET		
Min	Sec	MPH	Min	Sec	MPH
	27	30		55	30
	28	29		57	29
	29	28		59	28
	30	27	1	00	27
	32	26	1	03	26
	33	25	1	05	25
	34	24	1	08	24
	36	23	1	11	23
	38	22	1	15	22
	39	21	1	18	21
	41	20	1	22	20
	43	19	1	26	19
	46	18	1	31	18
	48	17	1	37	17
	51	16	1	42	16
	55	15	1	49	15
	59	14	1	57	14
1	03	13	2	06	13
1	09	12	2	17	12
1	15	11	2	29	11
1	22	10	2	44	10
1	31	9	3	02	9
1	43	8	3	25	8
1	57	7	3	54	7
2	17	6	4	33	6
2	44	5	5	28	5

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

L. CASCADE TUNNEL EMERGENCY ACTION PLAN

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

Event	Action
I. Undesired Emergency Air Brake Application; Break-in-two; Derailment	1. If any hazardous material in train, cut off engines - Exit tunnel. 2. Obtain breathing apparatus and after consideration of hazardous material possibly involved, return to train - secure and/or repair if possible.
II. Fire (Obvious)	Eastward: 1. Cut off power, leave train angle cock open - exit tunnel. 2. Determine location of hazardous material in train, if any. 3. Shut off fans, after exit. 4. Close doors. 5. Do not return to tunnel. Westward: 1. Order fans shut off by dispatcher phone, and open door. 2. Cut off power leaving angle cock open on train, exit tunnel. 3. Determine hazardous material in train, if any. 4. Close door after exit. 5. Do not return.
III. Engine(s) derailed	1. Advise dispatcher - control fans to provide maximum fresh air. 2. Shut down and secure all locomotive units. 3. Exit tunnel using power if possible with dispatcher authority.
Helper engines in train	1. Advise dispatcher. 2. Exit tunnel either with the head end or back out with rear of train leaving angle cock open on portion of train left standing.
Train with caboose	Eastward: Order fans shut off and exit if possible. Westward: Order fans remain on and exit if possible.

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

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

Minimum Dynamic Brake Requirements

Before descending grades described below, it must be known that lead locomotive in consist has an operative dynamic brake and that locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirements as outlined below, train must not proceed. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train's total trailing tonnage.

Minimum dynamic brake requirements for freight trains are:
Westward, MP 1700 to MP 1731
Eastward, MP 1700 to MP 1693

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	6	6	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 12,000	12	12	16	20	24	26	30
12,001 to 14,000	12	12	18	24	28	30	34
14,001 and above	12	14	20	26	30	34	38

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

Line Segment Limits

- 50 Ballard
- 37 Wenatchee to Everett Jct.
- 50 Everett Jct. Seattle
- 387 Wenatchee to MP 6.0X

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
66704 Welch	2.0 east of Olds	25	Both
02053 Monitor	3.6 east of Cashmere	10	West
02061 Dryden	6.1 east of Leavenworth	10	West
02064 Peshastin	3.0 east of Leavenworth	10	East
02144 Sultan	5.4 west of Gold Bar	10	East
02155 McKennon Spur	2.4 west of Monroe	4	East
02174 Boeing Plant on Spur	1.8 from Mukilteo	Yard	West
02185 Standard Oil Co's	2.6 west of Edmonds	81	West
02186 Richmond Beach	3.6 west of Edmonds	65	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Seattle Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Str.	EASTWARD ↑
				SEATTLE (King St. Station)	BM TX92)Y					
		02200 02201	0.0X	SEATTLE (King St. Station)	BM TX92)Y	DT OCS		3.3		
		02203	3.3X	ARGO	MX(2)Y			4.6		
		16001	7.9X	SOUTH SEATTLE	BX(2)Y	DT ABS OCS		1.6		
		16004	9.5X	BLACK RIVER	JXY			0.5		
			10.0X	TUKWILA	MJXY			2.2		
C5,238		16006	12.2X	ORILLIA	TX(2)Y			4.1		
		16010	16.3X	KENT	X(2)Y			5.2		
		16014	21.5X	AUBURN	BJTX(2)Y	DT ABS TWC		7.5		
		16021	29.0X	SUMNER	XY			1.5		
		16022	30.6X	MEEKER	TXY			1.4		
		16023	31.9X	PUYALLUP	Y			6.3		
		16029	38.2X	RESERVATION	MJX(2)Y			0.8		
			39.0X	RIVER STREET	MX			0.3		
		16031	39.3X	TACOMA	BTY	2MT ABS OCS		0.8		
			40.1	21ST STREET	MX(2)			0.5		
			0.5	11TH STREET	JY			4.6		
		16038	5.1	RUSTON	Y			1.6		
		16040	6.7	NELSON BENNETT		CTC		3.3		
		16043	10.0	TITLOW				3.2		
		16046	13.5	PIONEER	X(2)			1.2		
		16048	14.4	WEST TACOMA				10.0		
		16057	24.5	NISQUALLY	JX(2)			3.8		
		16061	28.2	SAINT CLAIR				4.0		
			32.2	CENTENNIAL				2.7		
		16068	34.9	EAST OLYMPIA	J	2MT CTC		2.6		
			37.5	PLUMB	X(2)			12.0		
		16084	49.5	WABASH	X(2)			3.0		
			52.5	CENTRALIA NORTH				1.5		
(2)6,400		16085	54.0	CENTRALIA	BJTX			1.3		
			55.8	CENTRALIA SOUTH	X(2)			2.4		
		16090	57.7	CHEHALIS				1.0		
		16091	58.7	CHEHALIS JCT	JTX(2)			7.5		
			66.2	NAPAVINE SOUTH	X(2)			10.8		
(2)4,900		16111	77.0	VADER	X(2)			8.0		
			85.0	MP 85	X(2)			8.4		
			93.4	OSTRANDER	X(2)			2.4		
		16128	95.8	ROCKY POINT				1.5		
(1)5,100		16130	97.3	KELSO				1.6		
			98.9	KELSO SOUTH	X(2)			2.2		
(1)9,382		16134	101.1	LONGVIEW JCT	BJTX			1.5		
			102.6	LONGVIEW JCT S	X(2)			4.9		
		16140	107.5	KALAMA	X			3.4		
			110.9	MP 111	X(2)			11.1		
(2)4,700		16155	122.0	RIDGEFIELD				1.6		
			123.6	RIDGEFIELD SOUTH	X(2)			9.1		
			132.5	VANCOUVER JCT N	X(2)			0.5		
		16166	133.0	RYE JCT				3.1		
		12365	136.5	VANCOUVER	BMJTX(2)Y			176.4		

Between Vancouver MP 133.0 and Wabash MP 49.4 is under the jurisdiction of the Oregon Division.

Radio Channel No. 70 in Service Between Seattle and Tukwila.

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

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

Radio Channel No. 76 in service between Vancouver Jct. N. and Vancouver.

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

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

Radio Call-In		
King Street Station - 53(X)	South Seattle - 40(X)	Black River (UPRR) Renton - 41(X)
Auburn - 42(X)	Tacoma - 43(X)	Steilacoom - 52(X)
Lacey - 50(X)	Plumb - 26(X)	Chehalis North - 45(X)
Chehalis South - 46(X)	Napavine - 24(X)	MP 85 - 25(X)
Longview - 28(X)	Ridgefield - 29(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

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

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

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

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

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

UP Dispatcher, Omaha—402-636-1701

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 0.0X to MP 2.0X	20 MPH	20 MPH
MP 2.0X to MP 3.4X	40 MPH	30 MPH
MP 3.4X to MP 5.3X	70 MPH	50 MPH
MP 5.3X to MP 5.4X	40 MPH	40 MPH
MP 5.4X to MP 8.8X	70 MPH	50 MPH
MP 8.8X to MP 10.7X	55 MPH	45 MPH
MP 10.7X to MP 15.5X	75 MPH	50 MPH
MP 15.5X to MP 17.2X	40 MPH	40 MPH
MP 17.2X to MP 20.9X	75 MPH	50 MPH
MP 20.9X to MP 21.6X	40 MPH	40 MPH
MP 21.6X to MP 27.4X	79 MPH	50 MPH
MP 27.4X to MP 28.0X	65 MPH	50 MPH
MP 28.0X to MP 28.5X	65 MPH	40 MPH
MP 28.5X to MP 30.5X	65 MPH	50 MPH
MP 30.5X to MP 32.8X	30 MPH	30 MPH
MP 32.8X to MP 33.4X	75 MPH	30 MPH
MP 33.4X to MP 34.4X	75 MPH	50 MPH
MP 34.4X to MP 34.6X	45 MPH	45 MPH
MP 34.6X to MP 36.4X	65 MPH	50 MPH
MP 36.4X to MP 37.8X	45 MPH	40 MPH
MP 37.8X to MP 39.7X	30 MPH	30 MPH
MP 39.7X to MP 0.0	10 MPH	10 MPH
MP 0.0 to MP 2.8	30 MPH	30 MPH
MP 2.8 to MP 5.1	50 MPH	50 MPH
MP 5.1 to MP 6.5	40 MPH	40 MPH
MP 6.5 to MP 9.5	60 MPH	50 MPH
MP 9.5 to MP 10.3	35 MPH	35 MPH
MP 10.3 to MP 10.8	60 MPH	50 MPH
MP 10.8 to MP 13.2	70 MPH	50 MPH
MP 13.2 to MP 14.0	60 MPH	50 MPH
MP 14.0 to MP 14.2	40 MPH	30 MPH

MP 14.2 to MP 14.3	30 MPH.	30 MPH.
MP 14.3 to MP 15.9	50 MPH.	50 MPH.
MP 15.9 to MP 19.9	60 MPH.	50 MPH.
MP 19.9 to MP 21.9	70 MPH.	50 MPH.
MP 21.9 to MP 23.8	60 MPH.	50 MPH.
MP 23.8 to MP 25.6	55 MPH.	50 MPH.
MP 25.6 to MP 27.7	79 MPH.	50 MPH.
MP 27.7 to MP 28.1	70 MPH.	50 MPH.
MP 28.1 to MP 33.8	79 MPH.	50 MPH.
MP 33.8 to MP 34.2	70 MPH.	50 MPH.
MP 34.2 to MP 36.2	79 MPH.	50 MPH.
MP 36.2 to MP 36.5	70 MPH.	50 MPH.
MP 36.5 to MP 41.4	79 MPH.	50 MPH.
MP 41.4 to MP 41.7	70 MPH.	50 MPH.
MP 41.7 to MP 46.0	79 MPH.	50 MPH.
MP 46.0 to MP 47.7	70 MPH.	50 MPH.
MP 47.7 to MP 47.9	60 MPH.	50 MPH.
MP 47.9 to MP 51.1	79 MPH.	50 MPH.
MP 51.2 to MP 51.4	60 MPH.	50 MPH.
MP 51.4 to MP 53.1	65 MPH.	50 MPH.
MP 53.1 to MP 53.7	65 MPH.	40 MPH.
MP 53.7 to MP 55.2	40 MPH.	40 MPH.
MP 55.2 to MP 57.6	65 MPH.	40 MPH.
MP 57.6 to MP 58.0	50 MPH.	40 MPH.
MP 58.0 to MP 58.1	65 MPH.	40 MPH.
MP 58.1 to MP 58.3	75 MPH.	40 MPH.
MP 58.3 to MP 62.2	79 MPH.	50 MPH.
MP 62.2 to MP 63.0	60 MPH.	50 MPH.
MP 63.0 to MP 64.5	50 MPH.	50 MPH.
MP 64.5 to MP 65.1	50 MPH.	50 MPH.
MP 65.1 to MP 69.1	79 MPH.	50 MPH.
MP 69.1 to MP 70.4	60 MPH.	50 MPH.
MP 70.4 to MP 71.7	50 MPH.	50 MPH.
MP 71.7 to MP 72.2	75 MPH.	50 MPH.
MP 72.2 to MP 77.8	79 MPH.	50 MPH.
MP 77.8 to MP 79.5	55 MPH.	50 MPH.
MP 79.5 to MP 81.6	70 MPH.	50 MPH.
MP 81.6 to MP 81.8	60 MPH.	50 MPH.
MP 81.8 to MP 83.2	65 MPH.	50 MPH.
MP 83.2 to MP 85.4	79 MPH.	50 MPH.
MP 85.4 to MP 86.9	70 MPH.	50 MPH.
MP 86.9 to MP 87.5	50 MPH.	50 MPH.
MP 87.5 to MP 89.0	79 MPH.	50 MPH.
MP 89.0 to MP 89.8	60 MPH.	50 MPH.
MP 89.8 to MP 91.0	70 MPH.	50 MPH.
MP 91.0 to MP 91.2	60 MPH.	50 MPH.
MP 91.2 to MP 92.5	70 MPH.	50 MPH.
MP 92.5 to MP 93.7	65 MPH.	50 MPH.
MP 93.7 to MP 95.0	60 MPH.	50 MPH.
MP 95.0 to MP 96.6	45 MPH.	40 MPH.
MP 96.6 to MP 98.0	40 MPH.	40 MPH.
MP 98.0 to MP 100.6	60 MPH.	40 MPH.
MP 100.6 to MP 102.6	79 MPH.	50 MPH.
MP 102.6 to MP 106.6	79 MPH.	60 MPH.
MP 106.6 to MP 107.6	70 MPH.	50 MPH.
MP 107.6 to MP 108.5	70 MPH.	60 MPH.
MP 108.5 to MP 114.4	79 MPH.	60 MPH.
MP 114.4 to MP 114.7	70 MPH.	60 MPH.
MP 114.7 to MP 115.7	79 MPH.	60 MPH.
MP 115.7 to MP 116.8	75 MPH.	60 MPH.
MP 116.8 to MP 118.8	79 MPH.	60 MPH.
MP 118.8 to MP 122.0	70 MPH.	60 MPH.
MP 122.0 to MP 122.3	70 MPH.	50 MPH.
MP 122.3 to MP 122.5	50 MPH.	50 MPH.
MP 122.5 to MP 123.1	50 MPH.	35 MPH.
MP 123.1 to MP 126.7	70 MPH.	60 MPH.
MP 126.7 to MP 131.5	79 MPH.	60 MPH.
MP 131.5 to MP 132.6	70 MPH.	60 MPH.
MP 132.6 to MP 134.4	50 MPH.	35 MPH.
MP 134.4 to MP 136.5	35 MPH.	35 MPH.

Northward passenger trains may increase speed to 50 MPH after 39th Street crossing is occupied and gates are set to provide protection.

1(C). Speed—Switches and Turnouts

South Seattle Yard, MP 8.0X through Center Crossover	5 MPH.	
Through crossover dual control turnouts and crossover at Reservation	25 MPH.	25 MPH.
Nisqually Crossover Turnouts	35 MPH.	35 MPH.
Tukwila	20 MPH.	20 MPH.

Pioneer	Plumb		
Wabash	Centralia South		
Chehalis Jct.	Napavine South		
Vader	MP 85.0		
Ostrander	Kelso South		
Longview Jct. South	MP 111.0		
Ridgefield South	Vancouver Jct. N.	35 MPH.	35 MPH.
North end Ruston—Tunnel		40 MPH.	40 MPH.
South end Nelson—Bennett Tunnel		40 MPH.	40 MPH.

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

1(D). Speed—Other

Seattle—King St. Station Handling Amtrak Superliner bi-level cars while passing umbrella sheds	5 MPH.	5 MPH.
Seattle—Over public crossings	20 MPH.	20 MPH.
Except over Military Road South at MP 5.3X between Argo and South Seattle	40 MPH.	40 MPH.
Black River to Reservation against the current of traffic	59 MPH.	49 MPH.
Olympia—over street crossings	10 MPH.	10 MPH.
Centralia—north leg of wye	5 MPH.	5 MPH.
On sidings:		
Centralia, Vader, Kelso, Longview Jct., Ridgefield	10 MPH.	10 MPH.
St Clair to Lacey, Olympia to Belmore, Rye Jct. to Rye		10 MPH.
Bridge 8.78 Port of Tacoma, cars heavier than 131.5 tons and locomotives heavier than 175 tons		10 MPH.
Cars under 40 feet long weighing between 88.5 tons and 110 tons when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line		10 MPH.
Tacoma—Amtrak Lead	15 MPH.	15 MPH.
Speed through adjoining turnouts	10 MPH.	10 MPH.
	Up to 100 TOB	Over 100 TOB

Seattle and Tacoma—Engine		
Southward freight train passing signals		
8.9X	45 MPH.	35 MPH.
23.9X	50 MPH.	35 MPH.
35.7X	50 MPH.	40 MPH.
Engine Northward freight train passing signals:		
24.0X	50 MPH.	35 MPH.
11.4X	50 MPH.	40 MPH.
Test Mile Locations:		
Seattle to Tacoma		
MP 16.0X to MP 17.0X		
MP 31.0X to MP 32.0X		
Tacoma to Vancouver		
MP 17.0 to MP 18.0		
MP 39.0 to MP 40.0		
MP 79.0 to MP 80.0		
MP 112.0 to MP 113.0		
MP 125.0 to MP 126.0		

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Seattle to Vancouver	143 tons
Seattle to West Seattle	143 tons
Meeker to McMillin	134 tons
Port of Tacoma Spur	143 tons
Longview Jct. to Longview Yard	
over Bridge 0.59	134 tons
Other bridges in Longview	134 tons
Rye Jct. to Rye	134 tons
St. Clair to Lacey	134 tons
Olympia to Belmore	134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives heavier than 175 tons not permitted on tracks 1060 through 1065 and Occidental Lead.

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

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

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

Rocky Point—track two (2).

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

3. Type of Operation

CTC—in effect:

Ruston MP 5.1 to Vancouver MP 136.3

ABS—in effect:

Seattle MP 0.5X to Ruston MP 5.1

Vancouver MP 136.3 to MP 136.5

TWC—in effect:

Tukwila MP 10.0 to Reservation MP 38.2

Yard Limits—in effect:

Seattle MP 0.0X to Thomas MP 18.5X

Auburn MP 20.0X to MP 24.8X

Sumner MP 28.2X to Puyallup MP 33.0X

Reservation MP 37.1X to Ruston MP 5.1

Vancouver MP 136.3 to MP 136.5

Occupancy Control System—in effect:

Seattle MP 0.0X to Tukwila MP 10.0X

Reservation MP 38.2X to Ruston MP 5.1

Vancouver MP 136.3 to MP 136.5

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

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

Two Main Tracks between:

Reservation MP 38.5X and Ruston MP 5.1

Nelson Bennett MP 6.6 and Vancouver MP 136.3

Double Track—between:

Seattle MP 0.0X and Tacoma MP 38.5X

Vancouver MP 136.3 and MP136.5

Locations Designated as Industrial Tracks:

Meeker MP 33.3X to McMillin MP 28.5X

St. Clair MP 0.0 to Lacey MP 6.7

Olympia MP 9.1 to Belmore MP 16.0

Rye Jct. MP 0.0 to Rye MP 3.6

GCOR Rule 6.28 Applies

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

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

Interlockings and Drawbridges not Indicated at Station

Between Reservation and 11th Street:

River Street MP 38.8X—Manual interlocking

D Street MP 39.8X—Manual interlocking

21st Street MP 40.1X—Manual interlocking

West Tacoma, Drawbridge 14—Manual interlocking

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

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

West Seattle Line, Drawbridge 36.8

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

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

Manual Interlockings not controlled by BNSF

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

Railroad Crossings not Indicated at Station

Atlantic Street UP

Duwamish Avenue UP

Coach Wye

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

Tacoma

Between Reservation and East 15th Street—UP

Running track to Muni Yard—UP

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

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

4. General Code of Operating Rules Items

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

Rule 10.2—Following switches not equipped with electric locks:

Main 1—MP 10.3—Titlow

Main 2—MP 1 5.5—Steilacoom

Main 1—MP 18.3—Ketrone

Main 2—MP 43.6—Tenino

Main 2—MP 44.2—Tenino

Main 1—MP 58.1—Chehalis—Darigold spur

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

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

Main 2—MP 116.4—Woodland—House track

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

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

5. **Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures
 - MP 11.3 (DED Only)—Recall Code 528
 - MP 18.5 (DED Only)—NWD only
- B. Other FED locations
 - MP 4.6X—Recall Code 408
 - MP 26.4X—Recall Code 428
 - MP 18.5 (DED Only)—SWD only
 - MP 30.0—Recall Code 268
 - MP 57.9—Recall Code 468
 - MP 87.4—Recall Code 258
 - MP 113.5—Recall Code 298

6. **FRA Exempted Track**

In Seattle, 7th Avenue Yard Zone 14 and Shoreline Lead Zone 15. Stacy 2nd Ave. and Occidental Lead Zone 11. Zone 11: tracks 1160 through 1165
Zone 16: tracks 1610 through 1618
Zone 21: all tracks

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

At Glacier Park—All tracks in zones 64 & 65 excluding Glacier Park Siding.

7. **Special Conditions**

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

Holgate Street Crossing—Automatic crossing signals at Holgate Street crossing on 2nd Avenue yard tracks MP 0.9 may be ineffective. Be governed by Rule 6.32.2.

Grade Crossing Ordinances

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

On grade crossings not equipped with gates, a crew member other than the engineer will be positioned on the locomotive or car, or flagging from the ground to look out for and give warning to the public of the approaching locomotive or cars:

1. When the controlling cab end of the locomotive is not on the forward end of a movement approaching a crossing; or
2. Conditions exist due to weather, traffic, structures or other circumstances which impair the engineer's ability to see approaching traffic or the traffic to see the locomotive or cars.

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

Meeker Wye Track—East Leg of Wye Track is restricted to one (1) locomotive. Six-axle units may not be used.

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

Setting out of loaded grain and coal trains should be made by pulling through yard tracks whenever possible.

All reverse movements, north to south, at north end of yard must be made in as low a throttle position as possible to make movement. High lateral forces resulting from high throttle positions must be avoided in order to minimize the potential of derailment.

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

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

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

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

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

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

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

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

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

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

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

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

Olympia—Trains consisting of locomotive and more than 5 cars cannot be operated over any of the following grade crossing between the hours of 0730 to 0815, 1150 to 1220, 1240 to 1305, 1525 to 1545 and 1650 to 1730:
 East Union Avenue East Fourth Street
 East State Avenue Legion Way
 Columbia Street at West Seventh

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

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

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

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

Automatic Equipment Identification (AEI)—Located at:
 Centralia North between MP 52.2 and MP 52.6
 Centralia at MP 55.22
 Rye Jct. between MP 133.0 and MP 133.5

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

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

Close Clearance—May exist on all auxiliary tracks.

8. Line Segments

Yard Line Segments

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

Road Line Segments

Line Segment	Limits	Mileposts
411	McMillin—Meeker 28.5 to 33.3X
430	Seattle (S. Jackson St) 0.0X to 3.3X
 Stacy St—Argo (Via Colorado Ave Line)	
51	Seattle to 11th Street	
52	11th Street to Vancouver	

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Stampede Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
	8,000	13126	127.0 0.0	ELLENSBURG	BCPR			17.2	
	8,200	13143	17.1	BRISTOL				7.7	
	14,620	13150	24.9	CLE ELUM				12.6	
	21,906	13163	38.1	EASTON	T			8.4	
	2,307	13172	46.3	MARTIN				2.4	
	1,285	13175	49.0	STAMPEDE		TWC		11.0	
	7,000	13185	59.7	LESTER	T			21.4	
		13206	81.3	PALMER JCT	T			1.2	
	9,300	13207	82.3	KANASKAT				5.9	
	6,281	13213	88.2	RAVENSDALE				15.2	
		16014	102.9	AUBURN	BJTRP			103.0	

Radio Channel No. 76 in service.

Dispatcher Phone Number—1-800-789-0739 or 234-1607.

Radio Call-In		
Auburn - 62(X)	Cle Elm - 51(X)	Kanaskat - 52(X)
Stampede - 53(X)	Stampede Tunnel - 48(X)	Ellensburg - 80(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Ellensburg to Auburn	49 MPH

1(B). Speed—Permanent Restrictions

MP 102.9 to MP 102.7	10 MPH.
MP 102.7 to MP 101.0	25 MPH.
MP 101.0 to MP 98.4	30 MPH.
MP 98.4 to MP 95.8	35 MPH.
MP 95.8 to MP 84.9	40 MPH.
MP 84.9 to MP 70.7	35 MPH.
MP 70.7 to MP 67.3	25 MPH.
MP 67.3 to MP 63.7	30 MPH.
MP 63.7 to MP 58.8	35 MPH.
MP 58.8 to MP 39.3	20 MPH.
MP 39.3 to MP 25.3	40 MPH.
MP 25.3 to MP 24.9	25 MPH.
MP 24.9 to MP 14.3	40 MPH.
MP 14.3 to MP 12.8	35 MPH.
MP 12.8 to MP 10.9	25 MPH.
MP 10.9 to MP 1.3	40 MPH.
MP 1.3 to MP 126.3	35 MPH.

1(C). Speed—Switches and Turnouts

Speed switches and turnouts through dual control turnouts at the following locations:

Ellensburg, Bristol, Easton, Lester, and Kanaskat	35 MPH.
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Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed.

1(D). Speed—Other

Easton to Lester descending freight trains exceeding 100 ton per operative brake	12 MPH.
Sidings at Ellensburg, Lester, and Kanaskat	35 MPH.
Siding at Easton MP 39.3 to MP 36.91	35 MPH.
Siding at Easton MP 41.06 to MP 39.3	20 MPH.
All other tracks and sidings	10 MPH.

Item 1A of System Special Instructions applies between West Switch Lester to Auburn and from Ellensburg to East Switch Easton.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ellensburg to Auburn	143 tons
Palmer Jct. to Veazey	134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

Ellensburg yard tracks, back track off Thorp siding and back track off Cle Elum siding.

Loaded unit trains are not permitted on the following tracks: Ellensburg extension, Thorp, Cle Elum, Ravensdale, Covington and east Auburn. Ravensdale may be used for unit trains while loading only.

3. Type of Operation

CTC—in effect: E. Ellensburg MP 0.0 to W. Ellensburg MP 1.8

TWC—in effect: W. Ellensburg MP 1.8 to E. Bristol MP 16.3

CTC—in effect: E. Bristol MP 16.3 to W. Bristol MP 17.8

TWC—in effect: W. Bristol MP 17.8 to E. Easton MP 36.9

CTC—in effect: E. Easton MP 36.9 to W. Easton MP 41.1

TWC—in effect: W. Easton MP 41.1 to E. Lester MP 59.0

CTC—in effect: E. Lester MP 59.0 to W. Lester MP 60.5

TWC—in effect: W. Lester MP 60.5 to E. Kanaskat MP 81.9

CTC—in effect: E. Kanaskat MP 81.9 to W. Kanaskat MP 83.8

Restricted Limits—in effect:

Auburn MP 102.0 to MP 102.9
Ellensburg MP 2.5 to MP 126.0

When signal displays stop indication, contact BNSF North Branch line Dispatcher and be governed by his instructions.

4. General Code of Operating Rules Items

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

Rule 6.32.2(E) Power Off Indicators—is not in effect.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels, or other structures:

MP 43.5—WWD only
MP 52.0—Recall Code 538

B. Other FED Locations

MP 9.2 (DED only)
MP 36.9 (DED only)
MP 43.5 (EWD only)
MP 46.0 (DED only)
MP 49.0 (DED only)
MP 59.0* (DED only)

*Dragging equipment detector locations designated by a * after the mile post in timetable will be talking to trains only when alarms are present. When an alarm is present, it will give the location by axle count from the front of the train and train must be stopped and inspected in compliance with instruction 8(E).

C. Other Detectors

MP 86.0** (High Load Detector)

**Radio message will be as follows:When no defect is detected—"BNSF Detector MP 86—No Defects"

When a defect is detected—A four second tone will sound and after the entire train has passed detector, it will broadcast "High load, inspect entire train".

For Eastward Trains—When a detector transmits “Integrity failure, inspect train” the crew must stop and inspect entire train looking for high or shifted loads.

For Westward Trains—When detector transmits “Integrity Failure, inspect train” the crew is not required to stop for inspection.

MP 125.0*** (High Load Detector)

***Radio message will be as follows:.. When a defect is detected—Three short beeps will sound and after the entire train has passed detector, it will broadcast “BNSF Detector MP 125.0 high load detected, inspect train.”

For Eastward Trains—When detector transmits “System Failure” the crew is not required to stop for inspection.

For Westward Trains—When a detector transmits “System Failure” the crew must stop and inspect entire train looking for high or shifted loads.

6. FRA Excepted Track

Palmer Jct. to Veazey MP 0.6 to MP 6.9

7. Special Conditions

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

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

Close Clearance—May exist on all auxiliary tracks.

Mountain Grade Special Conditions

Between Easton and Lester—Trains handling cars exceeding Plate E are not permitted. Trains handling loaded TOFC cars must not exceed 10 MPH through tunnel 4 between MP 49 to MP 50. Trains handling double stack equipment must have containers placed in bottom well only. Containers must not be stacked. Containers are restricted to single level loading only.

Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operations apply on mountain grade between Lester and Stampede, ruling grade ascending east 2.2 and between Martin and Easton ruling grade descending east 2.2.

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.

Mixed and Unit Trains Between Easton and Lester

- a. Mixed trains must not exceed 4800 tons, not including working locomotives, or 7,000 feet including locomotive.
- b. Empty unit trains must not exceed 4800 tons, not including working locomotives, or 7,000 feet including locomotives.
- c. Loaded unit trains with helpers must not exceed 7500 tons, not including working locomotives, or 7,000 feet including locomotives.

Scott ATO Masks—Scott ATO masks are issued to crew members of trains running through the Stampede Tunnel and must be immediately accessible while in the Stampede Tunnel. To permit proper sealing of face masks, all train and engine personnel must be clean shaven when working between Ellensburg and Auburn.

Stampede Tunnel—Employees in train operations must have received instructions on operation of emergency tunnel equipment prior to working trains that may go through Stampede tunnel.

All bays are 9' wide x 8' high x 7.5 deep.

Location	Phones, Air Hose, Wrench & Knuckles Type E & F	Emergency Breathing Apparatus	Side of Tunnel	Distance Between Bays in Feet
Easton Station	X			
East Portal				0
Bay 1			South	2,580
Bay 2			North	2,630
Bay 3			South	4,780
Bay 4			North	4,965
Bay 5			South	7,325
Bay 6			North	7,440
West Portal				9,832
Lester Station	X			

Stampede Tunnel Emergency Action Plan

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

Event	Action
I. Undesired Emergency Air Brake Application; Break-in-two; Derailment	1. Advise dispatcher and use breathing equipment. 2. Cut off engines if possible, if not, walk - exit tunnel. 3. Obtain supplemental breathing apparatus from bays as needed. After completing exit and after consideration of hazardous material possibly involved, return to train, then secure and/or repair if possible.
II. Fire (Obvious)	1. Advise dispatcher and use breathing equipment. 2. Cut off power, leave train angle cock open, exit tunnel. 3. Do not return to tunnel.
III. Engine(s) derailed	1. Advise dispatcher and use breathing equipment. 2. Shut down and secure derailed and all trailing locomotive units. If lead locomotive is not derailed, cut off for exit. 3. Exit tunnel using lead locomotive, or if lead is derailed, walk out of tunnel.

Between Ellensburg and Auburn on the following sidings—Cle Elum (Oakes Street MP 24.9 and So. Cle Elum Street MP 25.4), Ravensdale MP 91.5, Covington MP 94.7 and Auburn (R Street MP 101.5 and M Street MP 101.9) trains must stop at stop sign protecting the grade crossing. Be governed by GCOR Rule 6.32.2.

Two-Way End-of-Train device operation for Mountain Grade Operations Between Auburn and Ellensburg

All caboosless freight trains operating on mountain grade between Auburn and Ellensburg must be equipped with an operative two-way end-of-train device (ETD or EOT), which must be armed and able to initiate an emergency brake application from the rear of the train. These trains must certify the two-way emergency application feature of the ETD/EOT before departure from their initial terminal or any location where an initial terminal air brake test is required.

Trains operating with a valid ETD Certification form (BNSF Form 51652 3-96) are not required to certify the ETD/EOT.

The requirements for certification of the ETD/EOT two-way emergency feature will be performed as follows:

1. Arm and install ETD/EOT on rear car.
2. Charge brake pipe to minimum of 45 PSI.
3. Close angle cock between rear car and ETD/EOT.
4. Initiate emergency application via Head End device (HTD).
5. Ensure via HTD that brake pipe pressure on ETD/EOT drops to 0 PSI.
6. Re-open angle cock between ETD/EOT and rear car, determine brake pipe pressure being restored.
7. Complete BNSF Form 51652 3-96 (ETD Certification Form).
8. Perform any required air brake tests.

If communications between HTD and ETD/EOT is lost enroute, the train must not pass Easton (Westbound) or Kanaskat (Eastbound) until communication is re-established. (A supply of replacement batteries will be available at Easton and Kanaskat).

After departing Easton (Westbound) or Kanaskat (Eastbound), a train will not be required to stop because ETD/EOT communication is lost providing the train is under control.

Minimum Dynamic Brake Requirements

Before descending grades described below, it must be known that lead locomotive in consist has an operative dynamic brake and that locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirements as outlined below, train must not proceed. Helper consist may be added to meet this requirement. For the purpose of this rule, the weight of locomotives with inoperative dynamic brakes is to be included in train's total trailing tonnage.

Minimum dynamic brake requirements for freight trains are:

Westward, MP 47 to MP 59

Eastward, MP 47 to MP 41

Total Trailing Train Tonnage	TOB 85 or less	TOB 86 to 95	TOB 96 to 105	TOB 106 to 115	TOB 116 to 125	TOB 126 to 135	TOB 136 to 145
4,000 or less	6	6	8	8	10	10	12
4,001 to 5,000	8	8	10	10	12	12	14
5,001 to 6,000	12	12	12	12	14	14	16
6,001 to 7,000	12	12	12	14	16	16	18
7,001 to 8,000	12	12	12	14	16	16	20
8,001 to 9,000	12	12	14	16	18	20	22
9,001 to 10,000	12	12	14	18	20	22	24
10,001 to 12,000	12	12	16	20	24	26	30
12,001 to 14,000	12	12	18	24	28	30	34
14,001 and above	12	14	20	26	30	34	38

8. Line Segments

49—Ellensburg to Alburn MP 0.0 to MP 102.9

411—Palmer Jct. to Veazey MP 0.6 to MP 6.9

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
13133 Thorp	7.6 west of Ellensburg	88	Both
13154 Bullfrog	4.1 west of Cle Elum	1	Both
13220 Covington	6.9 west of Ravensdale	113	Both
13228 East Auburn	14.3 west of Ravensdale	87	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sumas Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
	6,420	66089	127.2	SUMAS	BR		TWC		6.4	
	654	66083	120.9	NOOKSACK					9.4	
	1,537	66073	111.4	DEMING					7.9	
	582	66065	103.5	ACME					9.5	
	1,850	66054	94.1	THORNWOOD					7.3	
		66305	86.8 21.3	SEDRO WOOLLEY	R				4.8	
		15042	16.6	BURLINGTON	JR			45.3		

Radio Channel No. 76 in service.

Train Dispatchers' Phone Numbers

234-1607 or 1-800-285-0739

Emergency Train Dispatcher—Call 911

1. Speed Regulations

1(A). Speed—Maximum

Sumas to Burlington	Freight 40 MPH
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1(B). Speed—Permanent Restrictions

MP 20.8 to MP 87.0	5 MPH.
MP 87.0 to MP 80.0	10 MPH.
MP 97.0 to MP 123.9	25 MPH.
MP 109.9 to MP 110.0 Loaded Unit Trains over bridge	10 MPH.
MP 123.9 to MP 127.2	10 MPH.
Sumas to Lynden	10 MPH

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

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

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

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

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

3. Type of Operation

TWC—in effect:

Burlington MP 16.6 to Sumas MP 127.2

Restricted Limits—in effect:

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

Locations Designated as Industrial Track—between:

Sumas MP 0.0 and Lynden MP 11.3

GCOR Rule 6.28 applies.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations

MP 20.9 (DED Only)

MP 88.4 (DED Only)

MP 108.6 (DED Only)

6. FRA Excepted Track

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

7. Special Conditions

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

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

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

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

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

Close Clearance—May exist on all auxiliary tracks.

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
403	Sedro Woolley	86.8 to 85.8
614	Hampton—Lynden	0.0 to 5.5
403	Sumas—Sedro Woolley	127.2 to MP 86.8
409	Sedro Woolley—Burlington	21.3 to 16.6

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Woodinville Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		02159	1.2	SNOHOMISH JCT WEST	JTR			1.2	
		65601	0.0 37.6	BROMART	R	TWC		7.4	
	2,855	65608	29.9	MALTBY To WOODINVILLE 5.5					
		65819	7.0X	REDMOND		TWC		18.3	
		65614	0.1X	WOODINVILLE	TUR				
		65614	24.7 24.1	To MALTBY 5.5 WOODINVILLE	TUR			7.1	
		65622	17.0	KIRKLAND				4.4	
3,413	65626	12.7		BELLEVUE		TWC		0.8	
	65627	12.0		WILBURTON				7.3	
	65634	4.3		SCOPA	R			2.1	
3,660	65637	2.2 12.0Z		RENTON	R			2.2	
	16004	9.5Z		BLACK RIVER	MJR			50.8	

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

Radio Channel No. 87 in service.

Radio Channel No. 60 in service between Maltby and Kirkland.

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

Dispatcher Phone Numbers—1-800-285-0076 or 234-1623

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Snohomish Jct. West to Black River	25 MPH

1(B). Speed—Permanent Restrictions

MP 2.2 to MP 4.3	10 MPH.
Between Scopa and Wilburton at MP 7.5	10 MPH.
MP 11.5 to MP 11.7	10 MPH.
Woodinville to Redmond MP 7.3X	10 MPH

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Snohomish Jct. West to Black River	134 tons
Bromart to Snohomish	134 tons
Woodinville to Issaquah Line:	
Woodinville to MP 7.3X	134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

3. Type of Operation

TWC—in effect:
Bromart MP 37.1 to Black River MP 9.5
Woodinville MP 0.1X to Redmond MP 7.3X

Restricted Limits—in effect:
Black River MP 9.5Z to Scopa MP 4.4
Snohomish Jct. West MP 1.2 to Bromart MP 37.1
Woodinville MP 23.1 to MP 26.7
Woodinville MP 0.1X to MP 1.0X

Manual Interlockings not controlled by BNSF

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track

MP 38.0 to MP 39.1 Bromart to Snohomish—Tracks #1001, 1002, 1003, 1004, & 1005.

7. Special Conditions

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

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

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

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

Close Clearance—May exist on all auxiliary tracks.

8. Line Segments

Road Line Segments

Line Segment Limits

403	Snohomish—Woodinville
408	Snohomish Jct. West to Bromart
404	Redmond to Woodinville
405	Woodinville to Renton
410	Renton to Black River

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Yakima Valley Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		12146	107	SP&S JCT	JM				1.1	
4,324	03004	2.8		KENNEWICK To North Richland 18.7	BJR				4.5	
5,685	13007	7.3		VISTA					9.5	
6,217	13017	16.8		BADGER					6.8	
6,776	13024	23.6		KIONA					10.8	
9,567	13034	34.4		GIBBON	JTR				5.6	
3,549	13040	40.0		PROSSER	B				5.5	
6,204	13046	45.5		BYRON					6.5	
2,523	13052	52.0		MABTON					8.4	
	13060	60.4		SATUS			TWC		10.5	
7,171	13070	70.9		TOPPENISH	J				7.4	
5,198E 4,750W	13078	78.3		WAPATO					4.4	
3,757	13082	82.7		PARKER					7.3	
	13089	90.0		YAKIMA To Moxee City 8.7 to Naches 13.1	BTUR				3.8	
3,538	13093	93.8		SELAH					3.4	
6,103	13096	97.2		POMONA					13.2	
6,230	13109	110.4		WYMER					11.4	
3,869	13121	121.8		THRALL					4.4	
9,900	13126	127.0		ELLENSBURG	B				124.5	

Radio Channel No. 66 in service.

Yakima Yard Channel No. 66 in service.

Maintenance of Way Channel No. 62 in service.

Radio Call-In		
Lakeside - 53(X)	Selah Butte - 47(X)	Fishtrap - 61(X)
Prosser - 58(X)	Lind - 62(X)	Connell - 63(X)
Pasco - 64(X)	Yakima - 23(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

SP&S Jct. to Ellensburg	Freight 49 MPH
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1(B). Speed—Permanent Restrictions

MP 1.7 to MP 2.0	25 MPH.
MP 2.0 to MP 4.3	35 MPH.
MP 21.9 to MP 22.7	40 MPH.
MP 22.7 to MP 27.7	45 MPH.
MP 27.7 to MP 27.9	40 MPH.
MP 27.9 to MP 32.1	45 MPH.
MP 32.1 to MP 32.9	30 MPH.
MP 35.8 to MP 36.0	45 MPH.
MP 96.3 to MP 97.0	35 MPH.
MP 97.0 to MP 99.6	45 MPH.
MP 99.6 to MP 102.3	35 MPH.
MP 102.3 to MP 104.4	25 MPH.
MP 104.4 to MP 105.6	30 MPH.
MP 105.6 to MP 110.8	35 MPH.
MP 110.8 to MP 112.2	30 MPH.
MP 112.2 to MP 120.2	30 MPH.
MP 120.2 to MP 121.1	35 MPH.

1(C). Speed—Switches and Turnouts

Through dual control turnouts at the following locations:
Kiona, Byron, Toppenish, Pomona & Ellensburg 35 MPH.

1(D). Speed—Other

On sidings at the following locations:

Kiona, Byron, Toppenish, Pomona, & Ellensburg	35 MPH.
All Other sidings	10 MPH.
Port of Kennewick tracks	5 MPH.
Kennewick MP 4.3 to MP 9.2	35 MPH.
Prosser MP 39.2 to MP 41.7	45 MPH.
Mabton MP 51.9 to MP 52.3	49 MPH.
Toppenish MP 70.7 to MP 71.5	35 MPH.
Wapato MP 78.0 to MP 79.2	30 MPH.
Selah MP 93.0 to MP 94.0	40 MPH.
Thrall Siding	5 MPH.
Ellensburg	35 MPH.
DOE Railroad—Richland Jct. to North Richland	25 MPH.
Toppenish (Old Pacific Aqua Tracks)	5 MPH.
Yakima—Boise Cascade Lumber Side	5 MPH.
Yakima—All Diesel Shop Tracks	5 MPH.
UPRR Tracks—Yakima	10 MPH.
UPRR Track—Walnut St. West to End of Track	5 MPH.
Moxee City Line—MP 1.5 to MP 8.2)	20 MPH.
Moxee City Line—Ziegler's Track	5 MPH.
Moxee City Line—Over Bridge 1	10 MPH.
Moxee City Line—Over Butterfield Road Crossing	10 MPH.
Moxee City Line—Between Keys Road MP 3.9 and over Gun Club Road MP 4.3	10 MPH.
Moxee City Line—Over Birchfield Road MP 5.64	10 MPH.
Moxee City Line—Between Beaudry Road MP 7.41 and End of Track at Moxee City	10 MPH.
Naches Line MP 3.2 to MP 13.1	10 MPH.

Item 1A of system special instructions apply.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

SP&S Jct. to Ellensburg	143 tons
Yakima to Moxee City	134 tons
Yakima to Naches	134 tons

Between Yakima and Moxee City over Bridge 1.2 at MP 1.5 150 ton wrecking derricks must be preceded and followed by a car weighing less than 90,000 lbs. Locomotive cranes must have boom resting on idler car and be preceded by a car weighing less than 90,000 lbs.

Six-axle locomotives and derricks—not permitted as follows:

- Moxee City Line
- Naches Line
- UPRR Trackage at Yakima

On any Toppenish, Simcoe and Western Railroad (TSWR) trackage at Toppenish.

On Naches and Moxee City Lines, cars weighing between 134 tons and 157.5 tons must be 52 feet in length. All cars 80 feet or longer must be handled on the rear of the train regardless of total tonnage.

3. Type of Operation

TWC—in effect:

SP&S Jct. MP 1.7 to Ellensburg MP 126.2

Restricted Limits—in effect:

- Kennewick MP 1.9 to MP 4.8
- Gibbon MP 33.2 to MP 35.6
- Yakima/Selah MP 85.5 to MP 95.25
- UPRR Yakima MP 94.5 to End of Track
- Ellensburg MP 126.0 to MP 127.0

Manual Interlockings Not Indicated at Stations:

East Kiona MP 22.2	West Kiona MP 24.0
East Byron MP 44.2	West Byron MP 45.8
East Toppenish MP 72.2	West Toppenish MP 73.8
East Pomona MP 98.4	West Pomona MP 99.1
East Ellensburg MP 0.0	West Ellensburg MP 1.8

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

Rule 6.19—When flagging is required, distance will be 1.5 miles between SP&S Jct. and Ellensburg, 1 mile on the Moxee City Line and .5 miles on the Naches Line.

Rule 6.28—Moxee City Line MP 1.5 to Moxee City MP 8.7 and Naches Line MP 3.2 to Naches MP 13.1.

Rule 6.32.2(E) Power Off Indicators—is not in effect.

5. **Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations

MP 99.1 (DED/Exception Reporting Only)

MP 106.57 (DED/Exception Reporting Only)

MP 110.2 (DED/Exception Reporting Only)

MP 116.4 (DED/Exception Reporting Only)

MP 125.9 (DED/Exception Reporting Only)

Westward Trains—When a detector transmits "Integrity failure, inspect train", the train crew must stop and inspect entire train looking for high or shifted loads.

Eastward Trains—When a detector transmits "Integrity failure, inspect train", the train crew is not required to stop train for inspection.

6. **FRA Excepted Track**

All Yard tracks at the following locations:

Kennewick, Gibbon, Prosser, Mabton, Toppenish, Parker, Yakima (including UPRR Yard), H St. Line (Boise cascade Lumber Spur) at Yakima, Vista, Badger, Pomona (yard tracks), Wymer, Thrall, Ellensburg, Moxee line between MP 0.0 and MP 1.5 (all tracks), and Naches Line between MP 3.2 and MP 13.1 (all tracks).

7. **Special Conditions**

Between SP&S Jct. and Ellensburg—Watch for material and poor walking along the right-of-way between SP&S Jct. and Ellensburg.

Trains operating on this subdivision must notify the dispatcher by radio of their arrival and departure times at the following locations: Kennewick, Yakima, and Ellensburg.

Trains departing Pasco westward on this subdivision must have in their possession at the time of departure a track warrant which provides main track authority for movement beyond Kennewick.

Vista—All trains arriving at Pasco from the Yakima Subdivision will use BNSF radio Channel No. 70 to request a yard track from the Pasco Operator and Yardmaster. The request for a track at Pasco and permission to enter the yard at Pasco must be obtained prior to departing Vista.

Kennewick—Authorization for entry to Hanford Rail System: Access will be by possession of the switch key stored in the concrete compartment located north of the UP switch entering the Hanford track. Upon entry and at all times while operating on the Hanford track, the train crew must have this key in their possession. This will prevent more than one train at a time from operating on the track. When exiting, the key must be returned to the concrete compartment.

If the switch key is missing, it must be assumed that the track is occupied by another train. Do not attempt to enter the Hanford Rail System if the key is missing from the concrete compartment.

If any unsafe track conditions, signal malfunctions or other problems are observed or encountered by train crew operating on the track, or if the switch key is missing, both the ICF Kaiser Hanford Railroad Operations and either the trainmaster at Yakima or the Terminal Managers office in Pasco will be notified immediately.

ICF Kaiser Hanford (ICF KH) Railroad Operations may be reached at (509) 376-6753 between 0630 and 1500 hours, Monday through Friday. After hours, the message number is (509) 376-7902.

Badger—The west siding switch has been removed.

Gibbon—Train crews picking up or setting out will not block the road crossing at this location. The first is a private dirt crossing located immediately west of the west switch. The second crossing is Hanson Road which is located approximately 15 cars west of the east switch. The distance from the west dirt crossing to the crossover is 5745 feet. The distance between the west dirt crossing and Hanson Road is 9650 feet.

Toppenish—Interchange with Toppenish, Simcoe and Western Railroad (TSWR) will be on the TSWR track immediately west of the derail (TSWR side).

When switching LSL, leave train clear of Buena Way crossing. Do not leave train on main track at Toppenish Ave. as the crossing signals are continuously activated.

Between Wymer and Thrall—Watch for falling rocks between MP 113 and MP 118.

Wapato—Both sidings are out of service. The old Seneca track is out of service and the switch is spiked.

Parker—The west end of the siding is out of service from the red flag to the west switch.

Yakima—In the east yard and UPRR Yard, a minimum of two hand brakes must be applied on the east end of all cuts of cars in yard tracks.

The "B" unit on the Caboose Track has no brakes. The car is not to be moved. A wheel skate has been placed under the east wheels.

Close Clearance— at Yakima Precast and Western materials. Will not clear a person on the side of car.

Diesel Shop Track 1 is out of service. Tracks 2 and 3 extend through the shop facility. Track 4 extends through the old PRC Shop. There is no clearance on Tracks 2, 3 and 4 through the buildings.

Do not pass the "No Admittance" sign located at the cement silo at Yakima Precast. Low overhead clearance will not clear a person on a high ladder.

On EY11. leave a minimum of two (2) car lengths of room between the derail on the west end and the west car.

The normal position of the switch leading to the siding extension at the east end of the yard is for the siding extension. The switch to the spur track leading off of this extension must be left lined and locked for the spur track when not in use to act as a derail for all yard tracks.

When not in use, the switch at Steiners located on the sand track must be lined for the sand track.

Scrap cars will be loaded on the Hi Line between "D" and "I" Streets. These cars are to be shoved west past the paint marks. A derail has been placed at the east end.

The normal position of the west main track switch in the east yard will be lined for the main line.

The Dump Track is out of service from the red flag east to the end of the track.

When switching industries off of the Hi Line, stop and wait for signals to activate before occupying the crossings.

Cars must not be left between the main track switch at Hanson Fruit and the road crossing at Haas on the Hanson Spur. Cars left in this area will not clear the Washington Street road crossing circuit and they shorten the approach to the road crossing on the main track at Washington St.

When switching or stopping on the main track between Yakima Ave. and "I" Street, flagging must be provided until the gates have completely lowered.

Yakima UPRR—The normal position of the switch on the old UPRR interchange track will be lined and locked for BNSF movement.

Yard tracks 2, 3, 5, 6 and 10 can be used from the east end only.

The track to Arctic Ice is out of service.

The following tracks have been retired: TOFC Pocket, Storage Tracks, YVT-west leg of the wye, Young Distributors, and Thrifty Supply.

Naches Line—The railroad crossing with the Yakima Trolley Association (formerly the YVT) must be protected.

The Glead Industry Track is retired from the east switch to the north Glead crossing.

The track to old Orchard Rite has been removed from west of Eschbach Road Crossing.

Moxee City Line—At Yakima, all trains, engines and on-track vehicles operating on the Moxee City main line, be prepared to stop and open gates which will be closed and locked across the track within the fenced compound of the Boise Cascade Corp. These gates will have a red stop sign prominently displayed against all main line movement. Gates are secured with BNSF switch locks and after they are opened, it must be ascertained that gates are properly secured in the open position before proceeding.

The two gates are located at MP 1.1 (8th St.) and MP 1.5 (I-82 overpass). If they are found open during business hours, they may be left open after passing. If they are closed and locked, they must be closed and locked behind.

Close Clearance— on both the saw and plywood side chip tracks will not clear person on side of car.

Ineffective Crossing Protection—The following crossings have ineffective crossing protection:

Yakima Ave. in Yakima UPRR MP 98.2

West "B" Street in Yakima UPRR MP 98.4

Lincoln Ave. in Yakima UPRR MP 98.5

Meade Ave. in Yakima on Track EY01 MP 88.2—Trains must stop until gates come down and then proceed.

Donald Road MP 78.2 (siding only)

McDonald Road MP 72.3 (EWD and WWD sidings only)

Buena Way MP 71.4 (siding only, on the lead to the old White Swan Branch)

Toppenish Ave. MP 71 (siding only, on the lead to the old White Swan Branch)

2nd Ave. MP 70.8 (siding only, on the lead to the old White Swan Branch)

Slide Fence Indicators—Slide fences are located at MP 31, MP 36 and between MP 105.6 and MP 106.4 are equipped with radio readout equipment.

At these locations, trains will activate a radio response when passing a sign reading "Approaching Slide Fence Detector".

If a message stating "NO DEFECTS" is received, trains may proceed at prescribed speed. If a message stating "SLIDE FENCE ACTUATED, PROCEED PREPARED TO STOP" or if no radio response is received, trains must not proceed until a thorough examination has been made to determine that the protected area is not obstructed.

High Load Detector—A high load detector is in service at MP 125.0. Radio messages will be transmitted on BNSF Channel 3, Frequency 66.

Radio message will be as follows:

When no defects are detected—"BNSF detector MP 125.0—No Defects".

When a defect is detected—A four second tone will sound and after entire train has passed detector, it will broadcast "HIGH LOAD, INSPECT ENTIRE TRAIN".

8. Line Segments

Yard Line Segments

Line Segment Limits

- 446 Yakima to Moxee City
- 444 Yakima to Brace
- 445 Brace to Tieton
- 444 Glead to Naches
- 642 Yakima Yard

Road Line Segments

Line Segment Limits

- 48 SP&S Jct. to Ellensburg

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
64915 North Richland	18.7 west of Kennewick	Yard	Both
Naches Line			
65210 Blake, Moffit & Town	1.8 west of Yakima	8	West
65202 Jack Frost Fruit	2.4 west of Yakima	6	East
65203 Fruitvale	2.7 west of Yakima	7	Both
65204 Brace	3.4 west of Yakima		
65206 Glead	6.0 west of Yakima		
65208 Eschbach	7.6 west of Yakima	7	East
65210 Kershaw	8.0 west of Yakima	3	East
65210 Rowe	10.4 west of Yakima	3	East
65214 Naches	13.1 west of Yakima	10	Both
Moxee City Line			
65402 National Can	2.6 west of Yakima	8	West
65403 Terrace Heights	3.1 west of Yakima	19	Both
65404 Valley Junk Spur	3.7 west of Yakima	7	East
65409 Moxee City	8.7 west of Yakima	8	West
UPRR			
33496 Union Gap	4.1 east of Yakima		
33498 Yakima		Yard	

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ____ line no. ____ between MP ____ and MP ____ on ____ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ____ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ____ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ____ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ____ (without stopping) at ____ MPH until the entire train has passed MP ____ . You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9