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# **Pacific Division**

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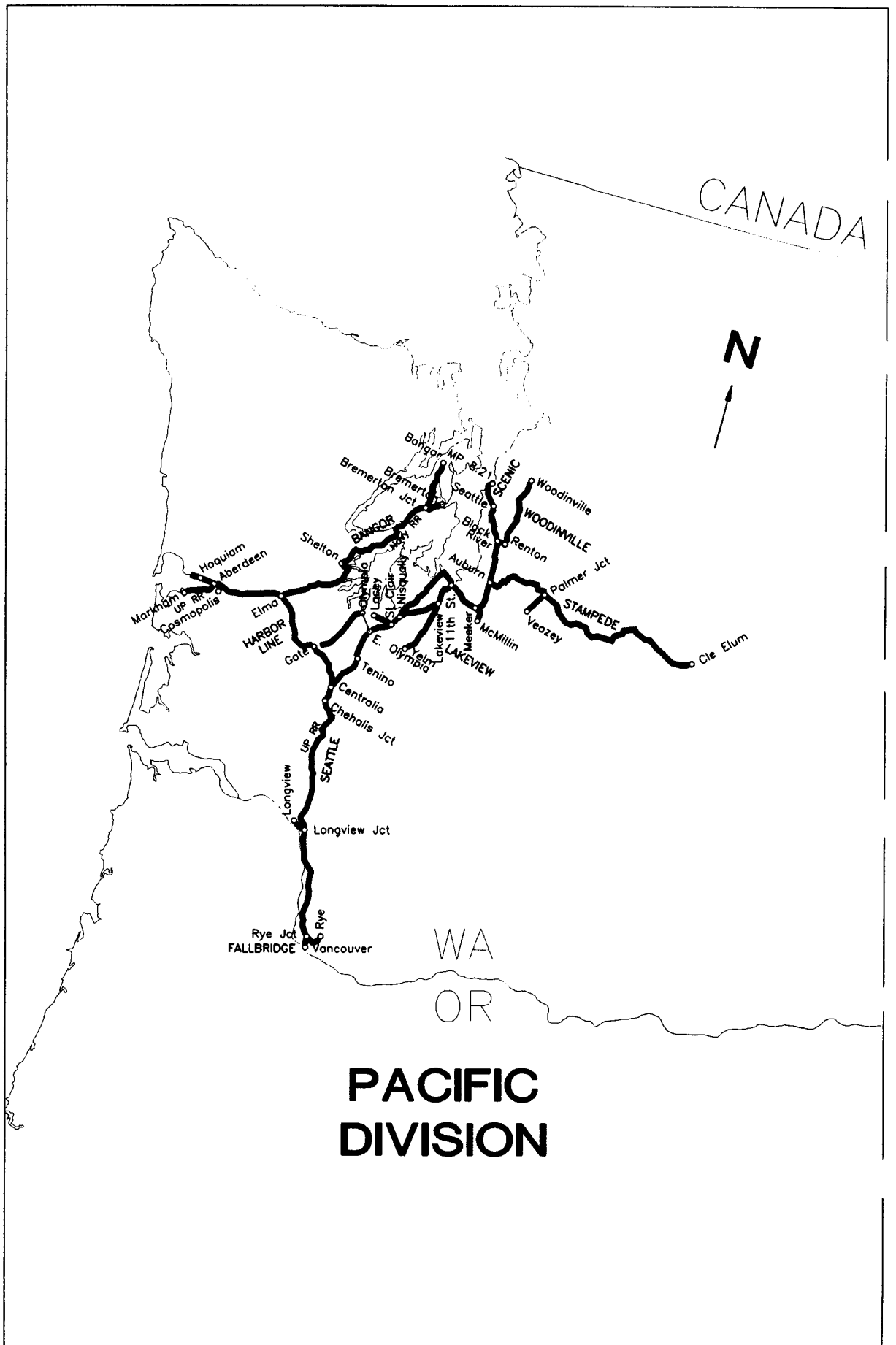
## **Timetable No. 2**

**IN EFFECT AT 0001  
Pacific Continental Time**

**Sunday October 30, 1994**

**Division Superintendent  
K.C. SPRADLIN  
Seattle, WA  
270-3724**

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



SOUTH WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Seattle Subdiv MAIN LINE STATIONS		Distance from Seattle	↑ NORTH WARD
						Rule 4.3	Oper		
		02200	51			SEATTLE	BIK		
		02201		0.0		(King St. Station) TX(2)Y		0.0	
		02203		3.3		3.3 ARGO IX(2)Y		3.3	
		16001		7.9		4.6 SOUTH SEATTLE BX(2)Y	ABS	7.9	
		16004		9.5		1.6 BLACK RIVER JXY		9.5	
				10.0		0.5 TUKWILA IJXY		10.0	
C 5,238		16006		12.2	DT	2.2 ORILLIA TX(2)Y		12.2	
		16010		16.3		4.1 KENT X(2)Y		16.3	
		16014		21.5		5.2 AUBURN BJKTX(2)Y	ABS	21.5	
		16021		29.0		7.5 SUMNER Y	TWC	29.0	
		16022		30.5		1.5 MEEKER TXY		30.5	
		16023		31.9		1.4 PUYALLUP Y		31.9	
		16029		38.2		6.3 RESERVATION IJX(2)Y		38.2	
		16031		39.6		1.4 TACOMA BKTY		39.6	
				0.6	2MT	1.1 11th STREET JY	ABS	40.7	
		16038		5.1		4.5 RUSTON Y		45.2	
		16040		6.7		1.6 NELSON BENNETT		46.8	
		16043		10.0		3.3 TITLOW		50.1	
		16046		13.5		3.2 PIONEER X(2)		53.3	
		16048		14.4		1.2 WEST TACOMA		54.5	
		16057		24.5		10.0 NISQUALLY JX(2)		64.5	
		16061		28.2		3.8 SAINT CLAIR		68.3	
			52	32.2		4.0 CENTENNIAL		72.3	
		16068		34.9		2.7 EAST OLYMPIA J		75.0	
				37.5		2.6 PLUMB X(2)		77.6	
		16084		49.5		12.0 WABASH X(2)		89.6	
				52.5		3.0 CENTRALIA NORTH		92.6	
(2)6,400		16085		54.0		1.5 CENTRALIA BJKTX		94.1	
				55.8		1.3 CENTRALIA SOUTH X(2)		95.4	
		16090		57.7	2MT	2.4 CHEHALIS	CTC	97.8	
		16091		58.7		1.0 CHEHALIS JCT JTX(2)		98.8	
				66.2		7.5 NAPAVINE SOUTH X(2)		106.3	
(2)4,999		16111		77.0		10.8 VADER X(2)		117.1	
				85.0		8.0 MP 85 X(2)		125.1	
				93.4		8.4 OSTRANDER X(2)		133.5	
		16128		95.8		2.4 ROCKY POINT		135.9	
(1)5,100		16130		97.3		1.5 KELSO		137.4	
				98.9		1.6 KELSO SOUTH X(2)		139.0	
(1)9,382		16134		101.1		2.2 LONGVIEW JCT BJTX		141.2	

SOUTH WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Seattle Subdiv (Cont.) <b>MAIN LINE STATIONS</b>			Distance from Seattle	↑ NORTH WARD
					Trk	Rule 4.3	Oper		
			52	102.6		LONGVIEW JCT S	X(2)	142.7	
		16140		107.5		4.9 KALAMA	X	147.6	
				110.9		3.4 MP 111	X(2)	151.0	
	(2)4,700	16155		122.0	2MT	11.1 RIDGEFIELD		162.1	
				123.6		1.6 RIDGEFIELD SOUTH	X(2)	163.7	
				132.5		9.1 VANCOUVER JCT N	X(2)	172.8	
		16166		133.0		0.5 RYE JCT		173.3	
		12365		136.5	DT	3.1 VANCOUVER	BIJK TX(2)Y	176.4	

**BN Radio Channel No.70 In Service Between Seattle and Tukwila.**

**BN Radio Channel No.87 In Service Between Tukwila and Wabash.**

**BN Radio Channel No.66 In Service Between Wabash and Vancouver Jct N.**

**BN Radio Channel No. 87 In service between Vancouver Jct N. and Vancouver.**

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

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

**Train Dispatcher Calls: King Street Station—53, South Seattle—40, Black River(UPRR)\***

**Renton—41, Auburn—42, Tacoma—43, Stellacoom—52, Lacey—50, Plumb—26,**

**Chehalis North—45, Chehalis South—46, Napavine—24, MP 85—25, Longview—28,**

**Kalama—47, Ridgefield—29.**

**Seattle Terminal Dispatcher: 1-800-285-0079 or 625-6621**

**Centralia North Dispatcher: 1-800-285-0076 or 625-6169**

**Centralia South Dispatcher: 1-800-285-0078 or 625-6167**

**Wishram West Dispatcher: 1-800-285-0082 or 625-6323**

**Emergency Train Dispatcher Call -911**

**Rye Jct to Vancouver is part of and under the jurisdiction of the Portland Division.**

**1. Maximum Speed Permitted—**

	Passenger	Freight
<b>Seattle to Longview Jct South</b> .....	<b>79MPH.</b>	<b>50 MPH.</b>
<b>Longview Jct South to Vancouver</b> .....	<b>79 MPH.</b>	<b>60 MPH.</b>
MP 0.0 to MP 2.0 .....	20 MPH.	20 MPH.
MP 2.0 to MP 3.4 .....	40 MPH.	30 MPH.
MP 3.4 to MP 5.3 .....	70 MPH.	50 MPH.
MP 5.3 to MP 5.4 .....	40 MPH.	40 MPH.
MP 5.4 to MP 8.8 .....	70 MPH.	50 MPH.
MP 8.8 to MP 10.7 .....	55 MPH.	45 MPH.
MP 10.7 to MP 15.5 .....	75 MPH.	50 MPH.
MP 15.5 to MP 15.9 .....	75 MPH.	40 MPH.
MP 15.9 to MP 17.2 .....	40 MPH.	40 MPH.
MP 17.2 to MP 20.9 .....	75 MPH.	50 MPH.
MP 20.9 to MP 21.6 .....	40 MPH.	40 MPH.
MP 21.6 to MP 27.4 .....	79 MPH.	50 MPH.
MP 27.4 to MP 28.0 .....	65 MPH.	50 MPH.
MP 28.0 to MP 29.2 .....	65 MPH.	40 MPH.
MP 29.2 to MP 30.5 .....	65 MPH.	50 MPH.
MP 30.5 to MP 31.7 .....	65 MPH.	30 MPH.
MP 31.7 to MP 32.2 .....	40 MPH.	30 MPH.
MP 32.2 to MP 33.4 .....	75 MPH.	30 MPH.
MP 33.4 to MP 34.4 .....	75 MPH.	50 MPH.
MP 34.4 to MP 34.6 .....	45 MPH.	45 MPH.
MP 34.6 to MP 36.4 .....	65 MPH.	50 MPH.
MP 36.4 to MP 37.8 .....	45 MPH.	40 MPH.
MP 37.8 to MP 39.7 .....	30 MPH.	30 MPH.
MP 39.7 to MP 0.0 .....	10 MPH.	10 MPH.

MP 0.0 to MP 2.8	30 MPH.	30 MPH.
MP 2.8 to MP 5.1	50 MPH.	50 MPH.
MP 5.1 to MP 6.5	40 MPH.	40 MPH.
MP 6.5 to MP 9.5	60 MPH.	50 MPH.
MP 9.5 to MP 10.3	35 MPH.	35 MPH.
MP 10.3 to MP 10.8	60 MPH.	50 MPH.
MP 10.8 to MP 13.2	70 MPH.	50 MPH.
MP 13.2 to MP 14.0	60 MPH.	50 MPH.
MP 14.0 to MP 14.3	30 MPH.	30 MPH.
MP 14.3 to MP 15.9	50 MPH.	50 MPH.
MP 15.9 to MP 19.8	60 MPH.	50 MPH.
MP 19.8 to MP 21.9	70 MPH.	50 MPH.
MP 21.9 to MP 23.8	60 MPH.	50 MPH.
MP 23.8 to MP 25.6	55 MPH.	50 MPH.
MP 25.6 to MP 27.3	75 MPH.	50 MPH.
MP 27.3 to MP 28.2	70 MPH.	50 MPH.
MP 28.2 to MP 33.8	79 MPH.	50 MPH.
MP 33.8 to MP 34.2	70 MPH.	50 MPH.
MP 34.2 to MP 36.2	79 MPH.	50 MPH.
MP 36.2 to MP 36.5	70 MPH.	50 MPH.
MP 36.5 to MP 41.4	79 MPH.	50 MPH.
MP 41.4 to MP 41.7	70 MPH.	50 MPH.
MP 41.7 to MP 46.0	79 MPH.	50 MPH.
MP 46.0 to MP 47.7	70 MPH.	50 MPH.
MP 47.7 to MP 48.0	60 MPH.	50 MPH.
MP 48.0 to MP 51.1	79 MPH.	50 MPH.
MP 51.1 to MP 51.4	60 MPH.	50 MPH.
MP 51.4 to MP 53.1	65 MPH.	50 MPH.
MP 53.1 to MP 53.7	65 MPH.	40 MPH.
MP 53.7 to MP 55.2	40 MPH.	40 MPH.
MP 55.2 to MP 57.6	65 MPH.	40 MPH.
MP 57.6 to MP 58.0	50 MPH.	40 MPH.
MP 58.0 to MP 58.1	65 MPH.	40 MPH.
MP 58.1 to MP 58.3	75 MPH.	40 MPH.
MP 58.3 to MP 62.2	79 MPH.	50 MPH.
MP 62.2 to MP 64.5	60 MPH.	50 MPH.
MP 64.5 to MP 65.1	50 MPH.	50 MPH.
MP 65.1 to MP 69.1	79 MPH.	50 MPH.
MP 69.1 to MP 70.2	60 MPH.	50 MPH.
MP 70.2 to MP 71.7	50 MPH.	50 MPH.
MP 71.7 to MP 72.2	75 MPH.	50 MPH.
MP 72.2 to MP 77.8	79 MPH.	50 MPH.
MP 77.8 to MP 79.5	55 MPH.	50 MPH.
MP 79.5 to MP 81.5	70 MPH.	50 MPH.
MP 81.5 to MP 81.8	60 MPH.	50 MPH.
MP 81.8 to MP 83.2	65 MPH.	50 MPH.
MP 83.2 to MP 85.4	75 MPH.	50 MPH.
MP 85.4 to MP 86.9	70 MPH.	50 MPH.
MP 86.9 to MP 87.5	50 MPH.	50 MPH.
MP 87.5 to MP 89.0	75 MPH.	50 MPH.
MP 89.0 to MP 89.9	60 MPH.	50 MPH.
MP 89.9 to MP 91.0	70 MPH.	50 MPH.
MP 91.0 to MP 91.2	60 MPH.	50 MPH.
MP 91.2 to MP 92.5	70 MPH.	50 MPH.
MP 92.5 to MP 93.7	65 MPH.	50 MPH.
MP 93.7 to MP 95.0	60 MPH.	50 MPH.
MP 95.0 to MP 96.6	45 MPH.	40 MPH.
MP 96.6 to MP 98.0	40 MPH.	40 MPH.
MP 98.0 to MP 102.2	60 MPH.	40 MPH.
MP 102.2 to MP 102.6	75 MPH.	50 MPH.
MP 102.6 to MP 106.6	79 MPH.	60 MPH.
MP 106.6 to MP 107.6	70 MPH.	50 MPH.
MP 107.6 to MP 108.6	70 MPH.	60 MPH.
MP 108.6 to MP 114.1	79 MPH.	60 MPH.
MP 114.1 to MP 114.7	70 MPH.	60 MPH.

MP 114.7 to MP 115.7 .....	79 MPH.	60 MPH.
MP 115.7 to MP 116.6 .....	75 MPH.	60 MPH.
MP 116.6 to MP 118.8 .....	79 MPH.	60 MPH.
MP 118.8 to MP 122.0 .....	70 MPH.	60 MPH.
MP 122.0 to MP 122.3 .....	70 MPH.	50 MPH.
MP 122.3 to MP 122.5 .....	50 MPH.	50 MPH.
MP 122.5 to MP 123.1 .....	50 MPH.	35 MPH.
MP 123.1 to MP 126.7 .....	70 MPH.	60 MPH.
MP 126.7 to MP 131.5 .....	79 MPH.	60 MPH.
MP 131.5 to MP 132.6 .....	70 MPH.	60 MPH.
MP 132.6 to MP 136.5 .....	35 MPH.	35 MPH.
Seattle—King Street station, through turnouts .....	10 MPH.	10 MPH.
Seattle—King St. Station Handling Amtrak Superliner		
bilevel cars while passing umbrella sheds .....	5 MPH.	5 MPH.
Seattle—Over public crossings .....	20 MPH.	20 MPH.
Except over Military Road South at MP 5.3 between Argo and		
South Seattle .....	40 MPH.	40 MPH.
South Seattle Yard, MP 8 through Center Crossover .....		5 MPH.
Black River to Reservation against the current of traffic .....	59 MPH.	49 MPH.
Olympia— over street crossings .....	10 MPH.	10 MPH.
Through crossover dual control turnouts		
and crossover at Reservation .....	25 MPH.	25 MPH.
Through dual control turnouts at following locations:		
Nisqually to Lakeview Subdivision		
Centralia North                      Centralia		
Longview Jct South to Main 1 Siding .....	15 MPH.	15 MPH.
Black River .....	20 MPH.	20 MPH.
Nisqually crossover turnouts .....	25 MPH.	25 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 No .....	35 MPH.	35 MPH.
North end Ruston Tunnel		
South end Nelson— Bennett Tunnel .....	40 MPH.	40 MPH.
On sidings:		
Centralia, Vader, Kelso, Longview Jct, Ridgefield .....	10 MPH.	10 MPH.
St Clair to Lacey, Olympia to Gate, Rye Jct to Rye .....		10 MPH.
Bridge 119 Woodland, cars heavier than 134 tons .....	10 MPH.	10 MPH.
Bridge 8.78 Port of Tacoma, cars heavier than 131.5 tons and		
locomotives heavier than 175 tons .....		10 MPH.
Cars under 40 feet long weighing between 88.5 tons and		
110 tons when coupled in groups of two or more: Over		
Bridges 36.8 and 20 on West Seattle Line .....		10 MPH.
Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown		
to exceed that speed.		

	Up to 100 Tons O/B	Over 100 Tons O/B
Seattle and Tacoma—Engine		
Southward freight train passing signals		
8.9 .....	45 MPH.	35 MPH.
23.9 .....	50 MPH.	35 MPH.
35.7 .....	50 MPH.	40 MPH.
Engine Northward freight train passing signals:		
24.0 .....	50 MPH.	35 MPH.
11.4 .....	50 MPH.	40 MPH.

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

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

Seattle to Vancouver .....	143 tons
Seattle to West Seattle .....	134 tons
Meeker to McMillin .....	134 tons
Port of Tacoma Spur .....	143 tons
Longview to Longview Jct .....	134 tons
Rye Jct to Rye .....	134 tons
St. Clair to Lacey .....	134 tons
Olympia to Belmore .....	134 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.	

Six axle locomotives heavier than 175 tons not permitted on West Seattle line and Olympia.

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

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

Centralia–Main 1 siding, Chehalis–Main 1 and Main 2 siding, Rocky Point–track 2, Kalama–Stub 1 and 2.

Kalama–Maximum of two (2) locomotives allowed on Peavey Grain Elevator tracks.

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

Ruston MP 5.1 to Vancouver MP 136.3

**ABS in effect:**

Seattle MP 0.5 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

**Rule 6.13 Yard limits in effect:**

Seattle MP 0.0 to Thomas MP 18.5

Auburn MP 20.0 to MP 24.8

Sumner MP 28.2 to Puyallup MP 33.0

Reservation MP 37.1 to Ruston MP 5.1

Vancouver MP 136.3 to MP 136.5

**Occupancy Control System in effect:**

Seattle MP 0.0 to Tukwila MP 10.0

Reservation MP 38.2 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. Trains and engines occupying main track at other than control points must obtain OCS permission.

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

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

**Two Main Tracks between:**

Reservation MP 38.5 and Ruston MP 5.1

Nelson Bennett MP 6.6 and Vancouver MP 136.3

**Double Track between:**

Seattle MP 0.0 and Tacoma MP 38.5

Vancouver MP 136.3 and MP 136.5

**Locations Designated as Industrial Tracks between:**

St. Clair MP 0.0 and Lacey MP 6.7  
 Olympia MP 9.1 and Gate MP 28.4  
 Rye Jct MP 0.0 and Rye MP 3.6  
 GCOR Rule 6.28 Applies

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

**Between Tukwila and Reservation**—From Tukwila MP 10.0 to Thomas MP 18.5; Auburn MP 20.0 to MP 24.8; Sumner MP 28.2 to Puyallup MP 33.0; and Reservation MP 37.1 to MP 38.2: 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 38.8— Manual interlocking

D Street MP 39.8— Manual interlocking

21st Street MP 40.1 — Manual interlocking

West Tacoma, Drawbridge 14 — Manual interlocking

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

A crew member must precede the movement between the outer opposing Absolute signals of the interlocking, examine the track for defects, determine that the route is properly lined and that the derails are in the non—derailing position. The crew member must also verify that the drawbridge is in the proper position for the train to pass. The crew member may then authorize the train to proceed through the limits, at restricted speed.

Before proceeding into or continuing in CTC territory, the crew member must be sure that the CTC control operator has given authority to proceed.

West Seattle Line, Drawbridge 36.8

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

**employees**— Seattle, Argo, Reservation, River Street—MP 38.8, D Street—MP 39.8, 21st Street—MP 40.1, Vancouver—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

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

**Manual Interlockings not controlled by BNRR—**

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 &amp; South end of storage tracks.

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

Main 2—MP 116.4—Woodland—House track

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

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

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

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

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

**B. Other FED locations:**

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

Auburn ..... MP 26.4 Both Tracks

Kyro ..... MP 30.0 Both Tracks

Chehalis ..... MP 57.9 Both Tracks

Castle Rock ..... MP 87.4 Both Tracks

Woodland ..... MP 113.5 Both Tracks

**6. FRA Excepted Track—**

In Seattle, 7th Avenue Yard Zone 14 and Shoreline Lead Zone 15.

At Stacy St. Yard, tracks WATL, WATM, WAT1, WAT2, WAT3, WAT4. In Tacoma, Smelter Lead on all smelter and yard tracks at Asarco and the following trackage in the GN yard; Tracks, 1, 3, 4, 5, 6, 7, 8, 9,10,11,12,13,14,14A, 14B, 14C, 734, 740 and 741. Rip Track, Ramp Track, and all lead switches from GN 3 thru Ramp Track. In Kent, Zone 62 and all industry tracks within limits of Zone 62. At Auburn, tracks 17, 17 Pocket track, Backway, 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 25 to MP 32.9.

See GCOR Rule 6.12.

**7. Special Conditions—**

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

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

**Grade Crossing Ordinances**

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

The bell of any locomotive operated on or along Alaskan Way shall be sounded continuously from Atlantic Street to end of track.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

East Union Avenue	East Fourth Street
East State Avenue	Legion Way
Columbia Street at West Seventh	

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

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

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

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

**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.

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

**Train Inspections**—A member of inbound crews on through trains operating 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 auxillary tracks.

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

<u>Line Segment</u>	<u>Yard</u>	<u>Limits</u>
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

**Other Road Line Segments—**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
411	Orting—Meeker	28.1 to 33.3
430	Seattle (S. Jackson St)	0.0 to 3.3
	Stacy St—Argo (Via Colorado Ave Line)	

Ballast Pits—NONE

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

<u>Name</u>	<u>Miles—Location</u>	<u>Capacity Cars</u>	<u>Switch Opens</u>
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 Stellacoom	1.2 south of West Tacoma	8	North
16051 Ketron	3.3 south of West Tacoma	20	South
67503 Quadlock	3.1 west of St. Clair		
67504 Lacey	5.0 west of St. Clair	22	Both
Georgia Pacific Spur	6.4 west of St. Clair	10	West
67510 Olympia	7.2 west of East Olympia	Yard	Both
67512 Graystone Spur	9.9 west of East Olympia	8	West
67514 Ohm Spur	11.7 west of East Olympia		West
67614 Gate	26.1 west of East Olympia	80	Both
16077 Tenino	8.6 south of East Olympia	52	Both
16080 Bucoda	2.8 north of Wabash	85	Both
16097 Napavine	1.2 north of Napavine South	84	Both
16104 Winlock	5.7 north of Vader	41	Both
16120 Castle Rock	2.3 south of MP 85	68	Both
16150 Woodland	5.7 south of MP 111		
68104 Longview on spur	1.5 from Longview Jct	Yard	Both
16142 North Pacific Grain Growers	1.5 south of Kalama	38	North
67005 McMillin on spur	8.0 from Meeker	Yard	Both
68152 Ampere on spur	2.4 from Rye Jct	20	North
68154 Rye on spur	3.6 from Rye Jct	57	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Stampede Subdiv BRANCH LINE STATIONS			Distance from Cle Elum	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		13150	49	24.9		CLE ELUM	TY	0.0	
		13163		38.1		12.6 EASTON		12.6	
		13166		41.1		3.0 CABIN CREEK		15.6	
		13167		42.1		1.0 UPHAM		16.6	
		13172		46.5		4.4 MARTIN		21.0	
		13175		50.0		3.2 STAMPEDE	TWC	24.2	
		13185		59.7		10.0 LESTER	T	34.2	
		13192		67.1		7.2 MAYWOOD		41.4	
		13199		73.8		7.5 EAGLE GORGE		48.9	
		13206		81.3		6.7 PALMER JCT to KANASKAT 1.2	T	55.6	
		13206	411	0.0		PALMER JCT	T		
		67027		6.0		6.0 VEAZEY	TWC		
		13207	49	82.3		to PALMER JCT 1.2 KANASKAT		56.8	
		13213		88.2		5.9 RAVENSDALE		62.7	
		13220		94.3		6.9 COVINGTON	TWC	69.6	
		13228		102.0		7.4 EAST AUBURN	Y	77.0	
		16014		102.9		0.9 AUBURN	JTY	77.9	

**BN Radio Channel No.87 in service on this Subdivision.**  
**Centralia North Dispatcher: 1-800-285-0076 or 625-6169**  
**Emergency Train Dispatcher Call - 911**

**1. Maximum Speed Permitted--**

Cle Elum to Auburn	25 MPH.
Ce Elum over crossing west of Depot	25 MPH.
Easton to Lester	20 MPH.
Palmer Jct to Veazey	10 MPH.
Auburn - Wye Track	10 MPH.
MP 98.4 to MP 101.2	30 MPH.
MP 101.2 to MP 102.6	25 MPH.

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

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

**Maximum Gross Weight of Car:**

Cle Elum to Auburn ..... 143 tons  
Palmer Jct to Veazey ..... 134 tons  
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.  
Six axle locomotives and six axle derricks not permitted on Lester Loop track.  
Cabin Creek-Not more than two (2) locomotives permitted on Industrial spur.

**Freight**

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

Cle Elum MP 24.9 to Auburn MP 102.9  
Palmer Jct MP 0.0 to Veazey MP 6.0

**Rule 6.13 Yard limits in effect:**

East Auburn MP 100.6 to Auburn MP 102.9  
Cle Elum MP 24.9 to MP 27.0

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

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

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

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

**6. FRA Excepted Track—NONE****7. Special Conditions—**

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

Seattle Subdivision instructions govern.

**Ravensdale and Covington—**Automatic crossing signals at Lake Sawyer Road MP 88.2 and Ravensdale Road MP 91.4 may be ineffective. Be governed by Rule 6.32.2.

**Ravensdale—**When cars are set out on siding spur, west switch must be lined for spur to serve as derail.

**Palmer Jct—**Wye track out of service. Permission to use must be obtained from roadmaster.

**Between Palmer Jct and Veazey—**Trains must not operate between Palmer Jct and Veazey until track has been inspected. Red flag displayed at Palmer Jct.

**Between Palmer Jct and Cle Elum—**Main track out of service between MP 81.0 Palmer Jct and MP 24.9 Cle Elum.

**Between Martin and Stampede—**Trains handling loaded TOFC cars must not exceed 10 MPH through tunnel 4 between MP 49 to MP 50.

**Between Martin and Cabin Creek—**Trains handling loaded C-6 covered hoppers or exceeding 100 tons per operative brake must not exceed 12 MPH.

**Mountain Grade Operation—**

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Lester and Stampede, ruling grade ascending east 2.2 and between Martin and Easton ruling grade descending east 2.2.

**Handling 80 Feet or Longer Cars—**

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

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

**Train Inspections—**A member of inbound crews on through trains operating 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 auxillary tracks.

**8. Other Line Segments—**

Yard Line Segments—NONE

Other Road Line Segments—

Line Segment	Limits	Mileposts
411	PalmerJct—Veazey	0.0 to 6.9

Ballast Pits—

Line Segment	Limits
677	Auburn (East Auburn)
683	Veazey

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

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





**5. Trackside Failed Equipment Detectors (FED)–****A. Protecting bridges, tunnels or other structures:** NONE**B. Other FED locations:** NONE**6. FRA Excepted Track–** Line segment 400 MP 8.9 to MP 25.5 including Lakeview Siding. See GCOR Rule 6.12.**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.

**Between Roy and Yelm–**Automatic crossing signals at all highway crossings protected by signal apparatus between MP 24.0 and MP 25.5 may be ineffective. Be governed by Rule 6.32.2.**Mountain Grade Operation–**

Air Brake and Train Handling Rules for mountain grade operations apply between 15th Street Tacoma, and 2.5 miles west (Wilkeson St.).

Ruling grade descending east–2.2.

**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 auxillary tracks.**8. Other Line Segments–**

Yard Line Segments–NONE

Other Road Line Segments–

Line Segment	Limits	Mileposts
401	Longview–Nisqually	0.0 to 11.6

Ballast Pits–NONE

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

Name		Miles—Location	Capacity Cars	Switch Opens
67306	Weston	2.0 west of South Tacoma	26	East
67308	Hull Hardwood	1.1 east of Lakeview	2	East
67311	McChord Field	1.7 west of Lakeview	Yard	West
67312	Metreco	2.9 west of Lakeview	25	East
67314	Spanaway Spur	4.3 west of Lakeview	Conn.	Both
67404	Camp Murray	4.4 west of Lakeview	15	East
67407	Fort Lewis	7.8 west of Lakeview		

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Harbor Line Subdiv <b>BRANCH LINE</b> <b>STATIONS</b>			Distance from Centra- lia	EAST WARD ↑
					Trk	Rule 4.3	Oper		
		18085	421	0.6		CENTRALIA	BJKTY	0.0	
		67602		2.2		1.6 BLAKESLEE JCT	AJY	1.6	
	2,636	67606		6.8		4.2 GRAND MOUND		5.8	
	2,281	67611		10.7		4.3 ROCHESTER		10.1	
				13.3		2.9			
	3,376	67614	402	28.4		GATE		13.0	
	1,170	67619		33.2		4.9 OAKVILLE		17.9	
		67631		46.7		12.5 VENTRON	Y	30.4	
		67633		48.7		2.0 ELMA	BJTY	32.4	
		67643		57.0		9.7 MONTESANO		42.1	
		67654		69.0		11.2 ABERDEEN	BJTY	53.3	

**BN Radio Channel No.66 in service on this Subdivision.**

**Train Dispatcher Calls: Elma-65, Aberdeen-52.**

**Centralia South Dispatcher: 1-800-285-0078 or 625-6167**

**Emergency Train Dispatcher Call - 911**

**1. Maximum Speed Permitted--**

**Centralia to Aberdeen**

Blakeslee Jct over Reynolds Ave. (MP 2.1 to MP 2.3)	10 MPH.
MP 5.8 to MP 6.1	25 MPH.
MP 13.2 to MP 28.5	25 MPH.
Oakville over street crossings (MP 32.9 to MP 34.0)	30 MPH.
MP 57.4 to MP 61.0	25 MPH.
MP 61.0 to MP 69.0	10 MPH.
Aberdeen to Markham	10 MPH.
Aberdeen to Hoquiam	10 MPH.
On Sidings	10 MPH.
Six axle locomotives and 250-ton wrecking derricks:	
Over Bridge 2 near South Aberdeen Jct	10 MPH.
Aberdeen-Over streets and crossings	10 MPH.
Bridges 1, 12.1 and 46, cars heavier than 131.5 tons.	10 MPH.
Handling loaded air dump cars between Blakeslee Jct and Elma	35 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:**

Centralia to Aberdeen ..... 134 tons

Cosmopolis to Markham ..... 134 tons

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

Between Cosmopolis and Markham-Six axle locomotives and derricks, four axle locomotives heavier than 135 tons not permitted.

**3.Type of Operation--**

**TWC in effect:**

Centralia MP 0.6 to Aberdeen MP 69.0

**Rule 6.13 Yard limits in effect:**

Centralia MP 0.6 to Blakeslee Jct MP 3.4  
 Ventron MP 46.0 to Elma MP 49.1  
 MP 67.5 to Aberdeen MP 69.0

**Locations Designated as Industrial Track—**

BN track between Aberdeen MP 69.0 and Hoquiam MP 74.1  
 Between South Aberdeen MP 2.0 and Markham MP 13.2  
 GCOR Rule 6.28 applies

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

Aberdeen MP 68.9 and MP 69.4  
 Aberdeen MP 70.3 and Hoquiam MP 72.0  
 Aberdeen MP 69.0 and South Aberdeen  
 South Aberdeen and Cosmopolis

**Interlockings and Drawbridges not indicated at Station—****Aberdeen—**

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

**Hoquiam—**

Drawbridge 72.2, Hoquiam River, manual interlocking.

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

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

Aberdeen Drawbridge 68, Hoquiam Drawbridge 72.2—Maintenance of Way employees may occupy manual interlocking on verbal authority from bridgetender. Bridgetender must provide protection for movement until Maintenance of Way employee has reported clear of the limits. If no bridgetender is on duty, Maintenance of Way employee must ensure that bridge and derails are properly lined before proceeding.

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

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

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

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

**B.** Other FED locations:

Oakville ..... MP 36.7 (DED Only)

**6. FRA Excepted Track—**

All trackage Aberdeen to Markham. Horn Track at Hoquiam. Mary's River Spur at Montesano. Line segment 423, MP 2.0 to MP 2.28 at South Aberdeen. See GCOR Rule 6.12.

**7. Special Conditions—**

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

**Cosmopolis**—On Weyerhaeuser tracks both chlorine spurs have derails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.

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

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

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

**8. Other Line Segments—**

**Yard Line Segments—**

Line Segment	Yard	Limits
610	Aberdeen – Hoquiam Cosmopolis	

**Other Road Line Segments—**

Line Segment	Limits	Mileposts
422	South Aberdeen—Markham	2.3 to 13.3
423	South Aberdeen—Cosmopolis	0.0 to 0.3

**Ballast Pits**—NONE

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

Name	Miles—Location	Capacity Cars	Switch Opens
67609 Briarwood	3.0 west of Grand Mound	5	West
67613 Wolfkill Spur	0.4 west of Rochester	9	East
67658 Hoquiam	3.6 west of Aberdeen	Yard	Both
67901 South Aberdeen Jct	0.6 east of Aberdeen via UP	25	Both
67902 South Aberdeen	1.3 east of Aberdeen via UP	20	Both
67903 Cosmopolis	2.7 east of Aberdeen via UP	8	Both
67913 Markham on spur	12.2 west of Aberdeen	30	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Bangor Subdiv <b>BRANCH LINE</b> <b>STATIONS</b>			Distance from Bangor	EAST WARD
					Trk	Rule 4.3	Oper		
		67768	<b>426</b>	42.8		BANGOR	TY	0.0	
		67765		39.7		SILVERDALE to BREMERTON JCT 7.8	TWC	3.4	
		67805	<b>427</b>	4.6		BREMERTON			
2,924		67757		0.0		BREMERTON JCT	TWC		
2,924	67757		<b>426</b>	32.1		to SILVERDALE 7.8 BREMERTON JCT		11.2	
2,623	67754			28.8		3.1 BELFAIR		14.3	
2,622	67741			16.3		12.6 ALLYN		26.9	
2,627	67728			3.2		13.1 BAYSHORE	Y	40.0	
				0.1		3.2			
		67725	<b>425</b>	25.2		SHELTON	TUY	43.2	
		67715		14.6		10.7 MARMAC		53.9	
1,029	67710			10.1		4.4 STIMSON		58.3	
		67707		7.5		2.6 McCLEARY JCT	T	60.9	
		67633		0.0		7.5 ELMA	BJTY	68.4	

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

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

Train dispatcher calls: Elma-65.

Centralia South Dispatcher: 1-800-285-0078 or 625-6167

Emergency Train Dispatcher Call - 911

- 1. Maximum Speed Permitted—**
- |                                                                                 |                        |
|---------------------------------------------------------------------------------|------------------------|
| Bangor to Elma .....                                                            | <b>Freight 25 MPH.</b> |
| MP 17.6 to MP 17.9 (Marmac and Shelton) .....                                   | 10 MPH.                |
| MP 36.3 to MP 36.4 .....                                                        | 10 MPH.                |
| MP 37.4 to MP 37.8 .....                                                        | 10 MPH.                |
| On Sidings .....                                                                | 10 MPH.                |
| Bridges 1 & 17, cars heavier than 88.5 tons coupled in groups of two or more .. | 20 MPH.                |
| Bridge 1, cars heavier than 131.5 tons .....                                    | 10 MPH.                |

Item 1A, System Special Instructions, applies.

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

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

**Maximum Gross Weight of Car:**

Bangor to Elma ..... 134 tons  
 Bremerton Jct to Bremerton ..... 134 tons  
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

**3. Type of Operation—**

TWC in effect:

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

**Rule 6.13 Yard limits in effect:**

Bangor MP 42.8 to MP 42.3  
 Bayshore MP 4.0 to Shelton MP 24.1  
 Elma MP 0.0 to MP 1.8  
 Bremerton MP 4.0 to MP 4.6

**Railroad Crossings not Indicated at Station—**

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

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

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

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

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

**B.** Other FED locations:

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

**6. FRA Excepted Track— NONE****7. Special Conditions—**

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

**Handling 80 Feet or Longer Cars—**

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

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

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

**8. Other Line Segments—NONE****9. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
67802 Gorst on spur	2.3 east of Bremerton Jct	10	West
67801 Wesco	1.4 east of Bremerton Jct	9	East
67762 N. A. D.	5.4 east of Bremerton Jct	27	Both
67761 Pro-Gas	2.9 west of Silverdale	4	West
67752 South Belfair	2.6 west of Belfair	36	Both
67724 Olympia Plywood	1.0 west of Shelton	10	West
67721 Cole Road Bldrs Supply	3.7 west of Shelton	3	East
67708 McCleary on spur	0.7 east of McCleary Jct	Yard	Both
67704 Whites	3.5 west of McCleary Jct	10	West

### Division Operating Officers

G.B. WICK .....	Supt. Terminal Opns .....	Seattle .....	270-3719
J.D. WRIGHT .....	Terminal Manager .....	Seattle .....	270-3735
M.C. SHIRCLIFF .....	Terminal Manager .....	Seattle .....	270-3743
G.S. MALING .....	Trainmaster .....	Seattle .....	625-6270
J.K. WOVCHA .....	Trainmaster .....	Seattle .....	270-3692
R.M. ATHEY .....	Trainmaster .....	Seattle .....	270-3692
T. L. DOWLING .....	Trainmaster .....	Seattle .....	625-6270
W.E. BOATMAN .....	Trainmaster .....	Seattle .....	270-3692
G.A. REIN .....	Trainmaster .....	Seattle .....	270-3692
K.E. CARTER .....	Trainmaster .....	Seattle .....	270-3692
K.A. ESTERBY .....	Trainmaster .....	Seattle .....	270-3692
S.A. GORDON .....	Supt. Terminal Opns. ....	Tacoma .....	591-2557
B.L. WROLSTAD .....	Trainmaster .....	Tacoma .....	591-2556
M.J. GODSIL .....	Trainmaster .....	Tacoma .....	591-2556
C.M. JAMES .....	Trainmaster .....	Tacoma .....	591-2556
P. L. TOBOSA .....	Trainmaster .....	Tacoma .....	591-2556
S.D. SCHNUCK .....	Trainmaster .....	Centralia/Longview ..	578-2365
D.J.FUREY .....	Mgr. Operating Practices	Seattle .....	270-3613
M.W. NUORALA .....	General Roadmaster ....	Seattle .....	467-3453
G.L. SHEETS .....	Roadmaster .....	Seattle .....	625-6462
R.G. KAZEN .....	Roadmaster .....	Tacoma .....	591-2563
B.A. SMITH .....	Roadmaster .....	Tacoma .....	591-2562
D.L. MESFORD .....	Roadmaster .....	Kelso .....	578-2360
D.J. ROURKE .....	Safety .....	Seattle .....	270-3717
R.A. BERTHOLF .....	Genl. Foreman Cars ....	Seattle .....	270-3665
M.D. O'BRIEN .....	Asst Genl. Foreman Cars	Seattle .....	270-3650
J.W. GAMBY .....	Genl. Foreman Cars ....	Tacoma .....	591-2607
G.K. ROGERS .....	Shop Superintendent ...	Seattle .....	270-3636
D.E. RUFF .....	Genl. Foreman Locos. ..	Seattle .....	270-3658
S.P. MALLORY .....	Mgr. Operating Rules ...	Vancouver .....	418-6234