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R. R. PERKINS	Trainmaster-Road Foreman	Wenatchee
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S. A. GORDON	Trainmaster-Road Foreman	Everett
J. L. KIME	Trainmaster	Everett
J. S. LUNAK	Trainmaster-Road Foreman	Bellingham
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M. J. FORGEY	Trainmaster	Kettle Falls

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J. E. MEYER	Trainmaster-Road Foreman	Vancouver
R. B. CLOTT	Trainmaster	Albany
K. R. DEPEE	Trainmaster	Longview
J. D. WRIGHT	Trainmaster-Road Foreman	Centrallia

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W. J. THOMPSON	Trainmaster	Spokane
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J. L. BULLIS	Trainmaster	Spokane
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G. S. MALING	Trainmaster	Seattle
Y. S. SOLOMOU	Trainmaster	Seattle
L. G. HALL	Trainmaster	Seattle
R. M. LINNANE	Trainmaster	Seattle
J. K. SIMONIS	Asst. Supt. Terminal Operations	Tacoma
D. L. BURNS	Trainmaster	Tacoma
B. L. WROLSTAD	Trainmaster	Tacoma
D. L. SNAPP	Trainmaster	Tacoma
M. J. GODSIL	Trainmaster	Tacoma

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G. W. BOWMAN	Trainmaster	Vancouver
J. Z. ALBINGER	Trainmaster	Vancouver
M. J. KOSANDA	Trainmaster	Vancouver
D. G. VERITY	Trainmaster	Vancouver
M. E. BLACK	Trainmaster	Vancouver

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G. L. WEEKLEY	Trainmaster	Pasco
E. L. HENCZ	Trainmaster	Pasco
W. H. SCHARF	Trainmaster	Pasco

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G. L. Skillman, Pacific Div Chief Dispatcher, Seattle

J. W. MILLER	Chief Dispatcher	Seattle
B. G. PORTSMOUTH	Chief Dispatcher	Seattle

Printed in U.S.A.



PACIFIC DIVISION

TIMETABLE NO. 3

IN EFFECT AT 0001
Continental Pacific Time

**Sunday
April 7, 1991**

Including National Railroad Passenger Corporation (NRP) Trains



Senior Vice President Operations
R. S. HOWERY

Vice President Transportation
W. A. HATTON

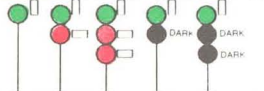

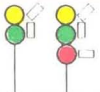

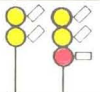

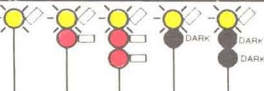
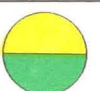
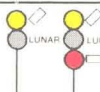
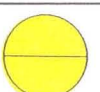
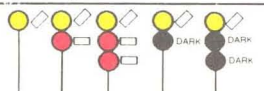
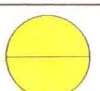
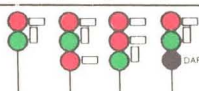
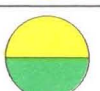
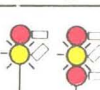
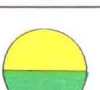
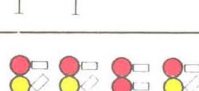
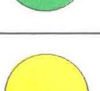
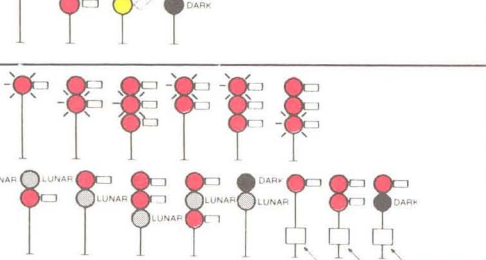

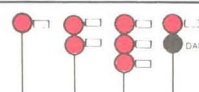

Division General Manager
L. E. MUELLER

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.




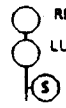







BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

SPECIAL INSTRUCTIONS

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

RULE	ASPECTS	NAME	INDICATION
248(B)	 LUNAR	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)	 LUNAR	BLOCK INDICATOR	Block clear.
248(D)	 LUNAR	BLOCK INDICATOR	Block occupied.
248(E)	 RED LUNAR YELLOW	SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)	 LUNAR  LUNAR	FAILED EQUIPMENT INDICATOR	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.
248(H)	 LUNAR  LUNAR	FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)	 LUNAR	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)	 LUNAR	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)	 GREEN	RESUME SPEED	End of slide fence restriction; resume speed.

GENERAL SIGNAL INSTRUCTIONS


In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.


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

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

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

ALL SUBDIVISIONS

1. Speed Restrictions

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

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

Maximum Speeds Permitted

Freight trains up to 100 Tons/OB	60 MPH
Trains 100 Tons/OB and over	45 MPH
Empty coal trains	50 MPH

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

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

Maximum Speeds Permitted:

On sidings	20 MPH
On tracks other than main tracks and sidings	10 MPH
Locomotives equipped with friction bearings	35 MPH
Light locomotive consist or caboose hop	50 MPH
Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions	12 MPH

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars Except BN 979019-979024, BN 979026-979036	35 MPH	25 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars, except BN 961302-961361, BN 965846-965945 and cars with center bulkheads, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580609	50 MPH	50 MPH

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

Maximum Speed of Locomotives

Refer to Rule 416 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

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

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

2. Restrictions on Locomotives

The maximum number of coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

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

Locomotives not coupled to the head end or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5-585, 1000-1004, 1400-1438, 1966-1970, 6100-6237, 9900-9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less - No placement restrictions.

Trains consisting of more than 15 cars - Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

3. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non-equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less - No placement restrictions apply.

Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose.

Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined.

Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following coal cars are not equipped with grade "E" steel couplers:

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

3A. Locomotive Restrictions

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. **Locomotive Information Chart** indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axles	Horse-power	Maximum Weight (pounds)
SW1	4	600	198,000
SW9	4	1200	250,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
NW12	4	1200	252,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	218,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-B	4	3000	268,000
U30-C	6	3000	411,000

4. Equipment Restrictions

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

Outfit cars **EXCEPT** univans

Scale test cars **EXCEPT** BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

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

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

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

DODX 40000-40100 (Cars belonging to the Department of Defense) - Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at weld plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi-platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

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

4B. Multi-Platform and Stack Intermodal Cars

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

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

Description: Multi-Platform Cars

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

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

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

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

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

Description: Stack Cars

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

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

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

Yard Operation

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

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

Train Operation

When multi-platform or stack cars have any empty platform(s) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi-platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi-platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

5. Car Weight and Length Restrictions

Cars weighing:

- a. 177,000 pounds or less must be at least 35 feet long.
 - b. 177,001 to 220,000 pounds must be at least 38 feet long.
 - c. 220,001 to 263,000 pounds must be at least 44 feet long.
 - d. 263,001 to 286,000 pounds must be at least 52 feet long.
 - e. 220,000 pound ore cars 24 feet long (BN 95500-95891, 96044-96085).
 - f. 263,000 pound ore cars 35 feet long (BN 99000-99949).
- Weights indicated represent the maximum gross weight of a four axle car.

Length of car is measured from coupler face to coupler face.

Cars in categories **a**, **b**, **c** and **d** are permitted on all main tracks. **Exception:** Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions.

Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of division general manager.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a**, **b**, **c** and **d**.

6. Federal Railroad Administration (FRA) Excepted Track

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

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

7. Air Repeater Operation

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

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

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

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

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air

repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

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

8. Dimensional and Special Shipment Restrictions

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

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

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 106(5) of the General Code of Operating Rules.

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

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

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

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

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 11 ft. 6 in. wide loads.	KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 12 ft. wide loads.	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 8 in. wide loads.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. wide loads.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 4 in. wide loads.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 8 in. wide loads.	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.	ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
		UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		VICTOR	This shipment must not be detoured or rerouted without further clearances.
		WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

9. Trackside Warning Detector

Train Inspection

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

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

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

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

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

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

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

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

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

Trackside Warning Detector - Radio Reporter

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

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

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

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

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

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

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

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

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

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

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

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

Trackside Warning Detector - Radio Tone

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

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

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

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

11. Commodities Insulating Track in CTC and ABS

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

12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/1/90.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance of Way Rules, Form 15125, Revised 10/29/89.

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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

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

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Definition - Restricted Speed - is changed to read:

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

Rule G - is changed to read:

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

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

Rule J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

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

Rule 6-explanation of characters:

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

Rule 10(E)-following paragraphs are added:

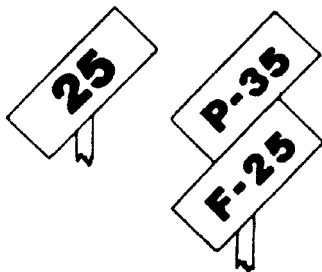
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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

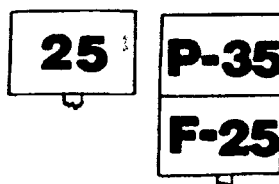
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



NOTE:
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers.

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

Rule 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) WARNING SIGNALS - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82 - following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

Rule 84 - new rule added.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

- (1) Is limited to the train's authority. Such authority may be in one direction or in both directions,
- (2) Must not enter or foul a private or public road crossing except as provided by Rule 103,
- (3) Must not be made into or within yard limits,
- (4) Must not exceed the train's length, and
- (5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:
 - (a) Train location line-up is in effect in the limits affected.
 - (b) Other authority is in effect in the same or overlapping limits.

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

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102 - following new last paragraph is added:

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

Rule 103(P) - cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

Rule 104(M)(4) - second paragraph is changed to read:

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

Rule 153 - following paragraph is added:

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

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

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

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

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

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

Rule 351(C) - cancel second paragraph reading:

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

Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:



15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Rule 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D		 BALTIMORE & ANNAPOIS RAILROAD	
No. _____	Date _____	19__	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
			
OK _____	COPIED BY _____	DISPATCHER _____	

Rule 620 - is changed to read:

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

Rule 627(5) - is changed to read:

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

14. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6-M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

15. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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

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

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Rule J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 3

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

Rule 6 - explanation of characters:

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

Rule 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words OCCUPIED CAMP CAR in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be given in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailling position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.


(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

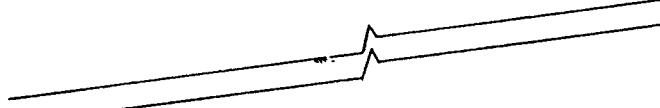
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____



OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

16. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

Rule 181 - is modified as follows:

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

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

WORKMEN:

(No change)

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

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the

employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

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

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

Rule 299 - following paragraph is added:

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

Rule 336 m - added:

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

Rule 345 - following paragraph is added:

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

Rules 382 through 411 - are canceled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

I-10 Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

I-13 Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

I-14 All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or railcar and its connection to prevent injury.

I-15 Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

I-22 Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

I-32 All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

Rule 564 - following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

Rule 565 - is changed to read:

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

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

Rule 566 - is canceled.

Rule 572 - is changed to read:

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

Rule 575(A) - added:

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

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

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

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

Rule 592 - is changed to read:

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

Rule 597 - is changed to read:

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

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from NRPC equipment is prohibited while:

- a. Passing through limits of Track Bulletin Form B.
- b. In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board service personnel. Speed Sensor Override Switch must not be placed in **DUMP BELOW 25 MPH** position except when an employee is in attendance.

22. NRPC Stops

Except for emergency conditions or when required by rule, NRPC passenger trains will not make an unscheduled stop unless authorized by the train dispatcher.

23. Federal Railroad Administration Presumption of Impairment Notice

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

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

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

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

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

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

24. Procedures For State Drug and Alcohol Testing

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA

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

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

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

SPECIAL INSTRUCTIONS

NOTE: For a test administered pursuant to Federal Railroad Administration (FRA) regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division will be done in accordance with FRA regulations.

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

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

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

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

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

25. Physical Examinations

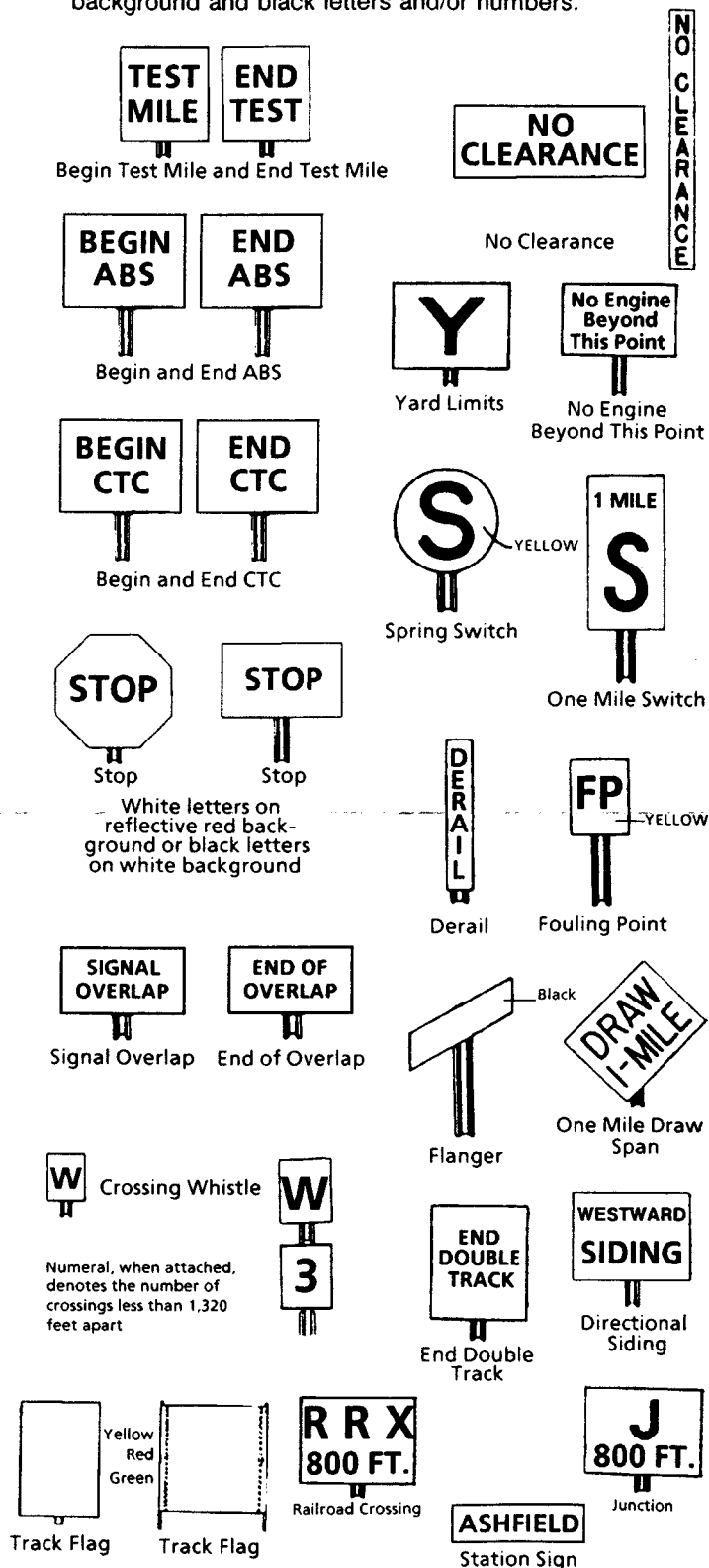
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

26. Division Instructions

See back of timetable for instructions that apply to all or most subdivisions of this division.

27. Roadway Signs-

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



28. Tonnage Profile Chart

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

TONNAGE CHART PROFILE OF TRAIN 808**15-JAN-91 22:42****a. *** SPEED RESTRICTION EXISTS ON THIS TRAIN *******b. STATION LBS MTYS TONS FEET****TOTALS 52 11 6452 3736 63 CARS 1 CABS 2 ENGS****c. 102 TONS/OP. BRAKE****d. TON**

```

150 ..
140 ..
130 ..X          X XXXXX      XXXX X XX XXXXXX
120 ..X X      X          X XXXXXXXXXXX XXXX X XX XXXXXX X      X X
110 ..X X      XX XXXXX    X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XX X XXX XXXX
100 EEX X      XX XXXXX X  X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXC
 90 NNX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXB
 70 ..X X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX
 60 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX
 50 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX
 40 ..X XX     XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX
 30 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX
 20 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX

```

e. LEN

S S SSS SS LL S LL LSS

f. SPH

D*

D

**** ***** *

C=CAU D=DAN E=EXP H=HWI P=POG R=RM * =ALL OTHER SPHOLG CODES**NOTES:**

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

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

Special Handling Codes shown on wheel report.

CCR	Customer Chassis Required	MRE	Mechanical Refrigeration
COM	Combustible	NPR	No Placard Required
CRO	Circus Ramp	ORM	Other Regulated Material
DAN	Dangerous	PBC	Perishable in Boxcar
DNH	Do Not Hump	POG	Poison Gas
EH	Excessive Height or Weight	RAM	Radioactive Material
	Not Being Handled as a	RE	Rear End
	Hi-Wide or Overload	RII	Rejected in Interchange
EPG	Explosives and Poisen Gas	RSS	Rail Surveillance Service
EXP	Explosives	R90	Rejected Interchange Rule 90
HFR	Home For Repair	SPD	Speed Restricted
HIV	High Value Load	Sxx	Speed in Miles Per Hour (xx is MPH)
HWI	High Wide	TSS	Tank Surveillance Service
INB	In Bond	UOS	Unload From One Side Only
MIC	Person in Charge of Car	ZIP	Expeditor Trains Only

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Sand- point Jct.
				Office Calls	Rule 6	
			1403.3	SANDPOINT JCT.		
	01798		2.9		J	0.0
	01803		3.0	SANDPOINT	B	0.1
	01810		10.1	2MT ALGOMA		7.3
10,792	01817		17.6	COCOLALLA		14.0
13,287	01830		31.5	ATHOL		26.6
10,661	01837		37.7	RAMSEY	CTC	33.9
9,146	01843	45	45.5	RATHDRUM		39.6
	01845		47.0	HAUSER		41.0
	01850		51.5	HAUSER JCT.	J	46.6
10,095	01855		57.9	OTIS ORCHARDS		52.4
	01861		63.3	2MT IRVIN		58.3
	01865		66.6	PARKWATER	XY	61.6
	01866		68.1	YARDLEY	BKTY	63.1
			69.7	DT NAPA ST.	IJXY	64.7
	01870		71.5			
	01877	46	1.1	SPOKANE	BKXY	66.6
				SUNSET JCT.	JX(2)Y	67.6
	01878	37	1481.6	LATAH JCT.	J	68.4
11537	12005		370.3	OVERLOOK		71.8
4027	12008		367.1	SCRIBNER	X	76.0
	12009		365.8	UP JCT.	J	78.0
				To East Pasco 130.8		
	63009	47	11.8	LAKESIDE JCT.	J	78.5

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

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

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

1. Maximum Speed Permitted- Zone-Between

	Passenger	Freight
Sandpoint Jct. and Lakeside Jct.	79 MPH.	
MP 2.9 and MP 5.0	35 MPH.	35 MPH.
MP 5.0 and MP 7.5	50 MPH.	45 MPH.
MP 7.5 and MP 14.2 (MT 1)	60 MPH.	50 MPH.
MP 7.5 and MP 14.2 (MT 2)	70 MPH.	
MP 14.6 and MP 16.6	40 MPH.	40 MPH.
MP 19.3 and MP 19.6	75 MPH.	
MP 21.6 and MP 22.0	70 MPH.	
MP 33.0 and MP 33.5	70 MPH.	
MP 44.4 and MP 44.5	60 MPH.	
MP 65.9 and MP 68.2	35 MPH.	35 MPH.
MP 68.2 and MP 1.0	25 MPH.	25 MPH.
MP 1481.0 and MP 374.8	30 MPH.	30 MPH.
MP 374.8 and MP 368.8	60 MPH.	
MP 368.8 and MP 365.8	55 MPH.	55 MPH.
UP Jct. and East Pasco (MP 235)		20 MPH.
Bridge 3.2 Sandpoint cars heavier than 263,000	10 MPH.	10 MPH.
Hauser-through Dual control turnouts	20 MPH.	20 MPH.
Trains or Engines on siding and/or through turnouts Cocolalla	25 MPH.	25 MPH.
Trains or engines on sidings and/or through turnouts at following locations:		
Rathdrum Otis Orchards		
Athol Ramsey		
Overlook	35 MPH.	35 MPH.

Irvin and Parkwater through turnouts and on Main Track 1	35 MPH.	35 MPH.
Parkwater-Trains or engines through turnout from Eastward Main Track to Main Track 2	35 MPH.	35 MPH.
Train or engines through turnouts Algoma (East and West), Sunset Jct, Latah Jct, UP Jct, Lakeside Jct	35 MPH.	35 MPH.
Train or engines through crossover Scribner to Marshall	25 MPH.	25 MPH.

Up to 100
Tons/OB Over 100
Tons/OB

Athol and Ramsey, engines west- ward freight trains passing signal 35.1	55 MPH.	45 MPH.
Ramsey and Rathdrum, engines west- ward freight trains passing signal 42.9	55 MPH.	45 MPH.

2. Bridge and Equipment Weight Restrictions-

Spokane- Locomotives in excess of 251,000 lbs not permitted on tracks 8 and 9 at east end of passenger station.

3. TWC Instructions-

Trains operating between Sandpoint Jct. and Lakeside Jct. must receive track warrant endorsed "Boyer West" prior to departure from initial station.

Eastward NRPC trains operating to Spokane must receive track warrant endorsed "Boyer West" at Wenatchee or Pasco.

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

5. FRA Excepted Track- Industrial trackage on SCP line between UP Crossover east of Long Lake Lumber and Argonne Road, Ideal Cement Spur off Main 1 at Irvin, Industrial SCP tracks, Centennial Mill Tracks and leads, and At Napa Street all trackage on Alkia Spur. Refer to All Subdivisions Item 6.

6. Rule 93- Yard limits in effect between-

Sunset Jct. and Parkwater.
UP Jct. and East Pasco (MP 235).

7. Between Sunset Jct. and Parkwater-

Trains and engines must not enter or cross over main track unless authorized by signal indication or train dispatcher.

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

9. Westward Freight Trains- Do not use in excess of 4th throttle position west of Sunset Jct. until all units are on the Latah Creek Bridge.

10. Moveable Point Frogs- Sandpoint Jct., East and West Algoma, East and West Hauser, Hauser Jct. and Irvin.

Moveable point frogs equipped with two switch machines. When dual control switches at these locations are operated by hand, the switch machine which operates the switch points and the switch machine which operates the moveable point frog must both be operated.

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

Cocolalla	Ramsey	Otis Orchards
Athol	Rathdrum	Algoma Main 1

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

Latah Bridge east- MP 371.4	Spokane- MP 69.8
ward	

Other Track Side Warning Detector Locations-

Granite- MP 22.2	Ramsey- MP 41.2
------------------	-----------------

13. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
01858 Velox.....	1.1 east of Irvin	20	West
01860 Trentwood	0.5 east of Irvin	30	Both
62607 Millwood	7.2 east of Spokane.....	9	Both
12010 Fishlake	0.7 west of U.P. Jct.	Conn	East

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

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

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

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

1. Maximum Speed Permitted-
Zone-Between

	Passenger	Freight
Latah Jct. and Wenatchee	79 MPH.	
Lamona and Bluestem against current of traffic	49 MPH.	40 MPH.
MP 1481.6 and MP 1483.3	30 MPH.	30 MPH.
MP 1483.3 and MP 1488.6	55 MPH.	45 MPH.
MP 1488.6 and MP 1489.2	40 MPH.	35 MPH.
MP 1489.2 and MP 1490.4	70 MPH.	50 MPH.
MP 1494.8 and MP 1498.0	65 MPH.	
MP 1508.8 and MP 1513.7	65 MPH.	
MP 1513.7 and MP 1516.8	55 MPH.	50 MPH.
MP 1516.8 and MP 1520.5	50 MPH.	50 MPH.
MP 1520.5 and MP 1522.7	45 MPH.	40 MPH.
MP 1522.7 and MP 1526.7	60 MPH.	50 MPH.
MP 1526.7 and MP 1529.0	50 MPH.	45 MPH.
MP 1529.0 and MP 1541.8	60 MPH.	50 MPH.
MP 1547.7 and MP 1555.2	65 MPH.	
MP 1555.2 and MP 1559.0	50 MPH.	45 MPH.
MP 1559.0 and MP 1570.9	70 MPH.	
MP 1570.9 and MP 1573.5	55 MPH.	50 MPH.
MP 1573.5 and MP 1579.2	55 MPH.	50 MPH.

MP 1579.2 and MP 1587.4	70 MPH.	
MP 1587.4 and MP 1589.2	55 MPH.	50 MPH.
MP 1589.2 and MP 1598.2	70 MPH.	
MP 1598.2 and MP 1602.8	65 MPH.	
MP 1614.5 and MP 1620.0	65 MPH.	
MP 1620.0 and MP 1622.5	45 MPH.	40 MPH.
MP 1622.5 and MP 1624.2	25 MPH.	25 MPH.
MP 1624.2 and MP 1629.4	50 MPH.	45 MPH.
MP 1629.4 and MP 1640.6	60 MPH.	50 MPH.
MP 1640.6 and MP 1642.6	30 MPH.	25 MPH.
MP 1642.6 and MP 1646.5	65 MPH.	50 MPH.
MP 1646.5 and MP 1649.6	45 MPH.	40 MPH.
MP 1649.6 and MP 1650.2	35 MPH.	35 MPH.

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

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

Up to 100 TonsO/B Over 100 TonsO/B

Engines of freight trains

passing signals:

Westward signal between Bluestem and Lamona No. 1539.9	50 MPH.	40 MPH.
Westward signal between Ephrata and Naylor No. 1601.1	55 MPH.	45 MPH.
Westward absolute signal West Trinidad MP 1627.0		40 MPH.
Westward signal between Trinidad and Columbia River No. 1629.9		40 MPH.
Westward absolute signal Wenatchee at MP 1646.7		30 MPH.
Eastward signal Wenatchee No. 1649.4		30 MPH.

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives not permitted on following tracks:

Air Base Spur
Harrington Fertilizer Tracks
Odessa Elevator Tracks
Rock Island Old Siding
Quincy Yard Tracks

3. TWC Instructions-

Trains operating between Latah Jct. and Wenatchee must receive track warrant endorsed "Seattle East" prior to departure from initial station.

Eastward NRPC trains must receive track warrant endorsed "Seattle East" at Wenatchee.

TWC in effect between Bluestem and Lamona. Trains moving with the current of traffic will not require track warrant authority.

Maintenance of Way-track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

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

5. FRA Excepted Track-Highland Pit Track, Alcoa Spur, and Geiger Spur (no explosives or hazardous chemicals may be shipped through Fairchild Air Force base). Refer to All Subdivisions Item 6.

6. Wenatchee-Trains and Engines must obtain permission from yard-master or operator before entering yard limits.

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

7. Handling 80-Feet or Longer Cars-**Between Quincy and Wenatchee-**

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

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

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

Trinidad- MP 1622.2 Trinidad- MP 1624.2
Voltage MP 1638.1

Other Track Side Warning Detector Locations-

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

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
01889 Fairchild Storage Track.....	4.1 east of Espanola	100	Both
01896 Geiger Field.....on spur	4.7 from Fairchild	Yard	West
01899 Waukon	5.7 east of Edwall	55	Both
01909 Canby.....	3.7 west of Edwall	29	Both
01928 Mohler	6.7 west of Harrington	55	Both
01932 Downs	4.7 east of Lamona	49	Both
01956 Irby	8.9 west of Odessa	25	Both
01963 Marlin	6.6 east of Wilson Creek	60	Both
01978 Stratford	7.8 west of Wilson Creek	60	Both
01991 Air Base	2.2 east of Ephrata	Yard	East
02003 Winchester	5.1 west of Naylor	50	Both
02033 Voltage.....	2.5 east of Rock Island	32	Both
02036 Alcoa Spur.....on spur	1.2 west of Rock Island.....	Yard	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Wenatchee
				Office Calls	Rule 6	
	02044		1650.2	WENATCHEE	BJKY	0.0
				2.7	ABS	
			1652.9	OLDS JCT.	Y	2.7
				8.3		
8,049	02056		1661.2	CASHMERE		11.0
				11.0		
7,905	02067		1672.2	LEAVENWORTH		22.0
				13.5		
10,978	02081		1686.9	WINTON		35.5
				6.6		
6,729	02087		1692.4	MERRITT	T	42.1
				7.0		
12,323	02094		1698.5	BERNE		49.1
				9.0		
			1708.5			
9,259	02103		1719.5	SCENIC		58.1
				12.8		
8,949	02116		1732.3	SKYKOMISH	T	70.9
				7.6		
10,099	02124	37	1739.5	BARING		78.5
				14.5		
10,244	02139		1755.7	GOLD BAR		93.0
				12.9		
11,988	02152		1768.6	MONROE		105.9
				6.6		
	02159		1775.2	SNOHOMISH JCT. EAST JT		112.5
				1.0		
	02159		1776.2	SNOHOMISH JCT. WEST JT	CTC	113.5
				5.0		
	02163		1781.2	LOWELL		118.5
				1.5		
12,517	02165		1782.7	PA JCT.	J	120.0
				1.4		
	02166		1783.9	EVERETT	B	121.4
				0.8		
	02169		32.1	EVERETT JCT.	JX	122.2
				3.8		
	02172		28.3	MUKILTEO		126.0
		2MT		0.5		
			27.8	MP 28		126.5
				1.7		
		2MT	27.1	MP 27		128.2
				8.4		
			17.8	MP 18		136.6
				0.2		
	02182		17.6	EDMONDS		136.8
				1.7		
		2MT	15.9	MP 16		138.5
				8.2		
			7.9	MP 8	Y	146.7
				0.8		
			7.1	MP 7	Y	147.3
				0.7		
	02193		6.4	BALLARD	IY	148.0
		2MT		0.2		
			6.2	DRAWBRIDGE 4	IY	148.2
				1.1		
			5.1	23rd STREET	IY	149.3
				0.3	ABS	
	02195		4.9	INTERBAY (Balmer Yard)	BIKY	149.6
				1.1		
			3.3	GARFIELD STREET	IY	150.7
				2.1		
		2MT	1.4	NORTH PORTAL	IXY	152.8
				1.4		
	02200		0.0	SEATTLE (King St. Station)	BIKT X(2)Y	154.2

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

Train Dispatcher Calls-Wenatchee-28, Cashmere-29, Merritt-30, Cascade Tunnel-57, Skykomish-31, Monroe-32, Everett-34, Mukilteo-35, Richmond Beach-36

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

**1. Maximum Speed Permitted -
Zone-Between****Passenger****Freight**

Wenatchee and Everett.....	79 MPH.	50 MPH.
Everett and Seattle	60 MPH.	50 MPH.
MP 1650.2 and MP 1651.1	35 MPH.	35 MPH.
MP 1651.1 and MP 1658.7	50 MPH.	45 MPH.
MP 1658.7 and MP 1660.8	45 MPH.	40 MPH.
MP 1660.8 and MP 1661.7	25 MPH.	25 MPH.
MP 1661.7 and MP 1669.2	40 MPH.	35 MPH.
MP 1669.2 and MP 1682.7	55 MPH.	45 MPH.
MP 1682.7 and MP 1693.2	50 MPH.	45 MPH.
MP 1693.2 and MP 1721.2	30 MPH.	25 MPH.
MP 1721.2 and MP 1730.0	25 MPH.	20 MPH.
MP 1730.0 and MP 1732.6	30 MPH.	25 MPH.
MP 1732.6 and MP 1734.7	45 MPH.	45 MPH.
MP 1734.7 and MP 1737.4	45 MPH.	45 MPH.
MP 1737.4 and MP 1740.6	50 MPH.	45 MPH.
MP 1740.6 and MP 1746.2	40 MPH.	40 MPH.
MP 1746.2 and MP 1746.4	35 MPH.	35 MPH.
MP 1746.4 and MP 1749.0	40 MPH.	40 MPH.
MP 1749.0 and MP 1751.5	50 MPH.	45 MPH.
MP 1751.5 and MP 1756.7	70 MPH.	
MP 1756.7 and MP 1757.6	50 MPH.	
MP 1757.6 and MP 1760.5	65 MPH.	
MP 1760.5 and MP 1763.0	50 MPH.	
MP 1763.0 and MP 1768.4	50 MPH.	45 MPH.
MP 1768.4 and MP 1770.7	45 MPH.	45 MPH.
MP 1774.8 and MP 1775.6	60 MPH.	50 MPH.
MP 1778.8 and MP 1780.8	60 MPH.	
MP 1780.8 and MP 1782.4	40 MPH.	40 MPH.
MP 1782.4 and MP 32	25 MPH.	25 MPH.
MP 32 and MP 28.5	55 MPH.	
MP 28.5 and MP 21.8	45 MPH.	45 MPH.
MP 21.8 and MP 15.0	40 MPH.	40 MPH.
MP 15.0 and MP 11.5	50 MPH.	
MP 11.5 and MP 8.7	45 MPH.	45 MPH.
MP 8.7 and MP 6.3	35 MPH.	35 MPH.
MP 6.3 and MP 6.0	20 MPH.	20 MPH.
MP 6.0 and MP 3.3	35 MPH.	20 MPH.
MP 3.3 and MP 3.0	20 MPH.	20 MPH.
MP 3.0 and MP 1.8	35 MPH.	20 MPH.
MP 1.8 and MP 0.0	20 MPH.	20 MPH.
Seattle-Over public crossings	20 MPH.	20 MPH.
Seattle King St. Station-Through turnouts	10 MPH.	10 MPH.
Seattle-trains handling Amtrak Superliner bi-level cars while passing umbrella sheds at King St. Station	5 MPH.	5 MPH.
Trains or engines between North Portal and King St. Station, Seattle	20 MPH.	20 MPH.
No. 20 turnout Garfield St.	20 MPH.	20 MPH.
Balmer Yard-Tracks A and B		15 MPH.
Ballard-Over Bridge 4		20 MPH.
Bridge 4.0 Ballard cars heavier than 263,000	10 MPH.	10 MPH.
Everett over Pacific Ave.	20 MPH.	20 MPH.
Scenic and Skykomish: Westward freight trains between West switch Scenic and MP 1729.0 while handling loaded C-6 covered hopper cars, or exceeding 100 tons/OB		12 MPH.
Trains or engines through turnouts at the following locations: Cashmere (East) Scenic Leavenworth Baring Winton Goldbar Merritt (East)	35 MPH.	35 MPH.
End of single track Mukilteo and Edmonds	35 MPH.	35 MPH.
Trains or engines through turnouts at the following locations: Cashmere (West) Merritt (West) Berne	25 MPH.	25 MPH.

Trains or engines through
turnouts at the following locations:
East and West Switch Monroe
East and West Switch Skykomish
Olds Jct.

20 MPH. 20 MPH.

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

15 MPH. 15 MPH.

Cascade Tunnel- Eastward Freight

Trains passing signal 1700.6 with
other than clear aspect- under 100 Tons/OB 20 MPH.
over 100 Tons/OB 15 MPH.

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives not permitted and not more than two (2) four axle locomotives on Richmond Beach or Standard Oil spur.

Six axle locomotives not permitted on following tracks:

Cashmere Yard Tracks
Peshastin Industry Tracks
Winton Industry Tracks.

3. TWC Instructions-

Trains from 9th Subdivision must receive track warrant endorsed "Seattle East" at Delta Jct. prior to entering 3rd Subdivision.

Westward NRPC trains must receive track warrant endorsed "Seattle East" at Wenatchee.

4. Rule 99- When flagging is required, distance will be 2.5 miles.**5. FRA Excepted Track- In Seattle, Ballard Lowline Zone 1 and 2, and Terry Avenue Line Zone 4. Between Wenatchee and Merritt: Wenatchee - Michelsen Spur, Team track, Lower Cascadian; Industry track at Monitor, Cashmere, Dryden; Peshastin - All Tracks; Merritt - Wye. Refer to All Subdivisions Item 6.****6. Rule 93-Yard limits in effect between-**

Wenatchee and Olds Jct - Trains and Engines must obtain permission from yardmaster or operator before entering yard limits.
Seattle and MP 8.0.

7. Between Seattle and MP 8.0- Trains and engines must not enter or cross over main track unless authorized by signal indication or train dispatcher.

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

8. Interlockings Not Indicated At Station-

MP 4.0 - Manual interlocking. Before entering diesel fueling facility, signal indication or verbal authority must be obtained from Seattle Terminal Dispatcher AND before passing Terry Ave Lead to enter fueling facility permission must be obtained from Roundhouse foreman on Radio Channel 2.

9. Everett Jct.-Westward trains setting out must clear junction cross-over switches unless train dispatcher authorizes otherwise.**10. Seattle-Grade Crossing Ordinances-**

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

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

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

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

Section 11.66.040 requiring flaggers at grade crossings provides that where the forwardmost unit of a train is a car, whether attached to a locomotive or not, and the crossing is not protected by automatic

signals or gates, we are obliged to have a flagger station within the dedicated width of the street or alley who before and while such crossing operation is under way shall give proper warning for the safety of traffic. We are in compliance with this provision if the flagger goes to the crossing ahead of the movement, properly flags the crossing to get motor vehicle traffic stopped; or failing that, stops his own movement, and having ascertained that it is safe for the movement to proceed over the crossing, he can, as the lead end of the lead car enters the crossing, walk across the crossing when it is safe to do and then board the car.

11. Mountain Grade Operation-

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

Where cars listed in the first sentence of Item 4, All Subdivisions, special instructions, are handled at the rear of the train, locomotives operating at the rear of train must be cut in ahead of such cars.

12. Handling 80 Feet or Longer Cars-

Between Skykomish and Merritt-

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

13. Intermodal trains operating between Skykomish and Merritt-

- 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 or trains handling conventional with double stack equipment must not exceed 4800 tons, 70 cars, or 7000 feet.
- d. Trains consisting of solid double stacks without helper locomotives must not exceed 5500 tons.
- e. Eastward trains handling conventional with loaded double stack equipment must handle all loaded double stack equipment next behind engine. Double stack equipment having any empty platforms must be placed next ahead of rear of train.
- 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 trailing tons must handle 80 foot or longer cars weighing less than 50 tons in the rear 2900 tons.
- h. Single loaded 50 foot cars having single axles are not restricted.

14. Mixed and Unit Trains:

- a. Trains without helpers must not exceed 4800 tons, 70 cars, or 7000 feet.
- b. Empty train trains must not exceed 4800 tons, 130 cars, or 7000 feet.
- c. Trains with helpers must not exceed 7500 tons, 70 cars, or 7000 feet and helpers must be cut in at full rated tonnage. Head end portion of train must not exceed 4800 tons.

15. Instructions Governing Operation of Trains between Skykomish and Merritt-

- a. Skykomish-Strobe light under control of City Fire Department mounted at Main Street Crossing. When illuminated, an emergency exists and the crossing must not be blocked, and trains occupying the crossing must cut or clear it immediately.
- b. Merritt, light helper locomotives or other light locomotives left unattended will be placed on West leg of wye complying with Air Brake and Train Handling Rules.
- c. The head end engine consist on eastward freight trains will operate in the sixth throttle position MP 1708.3 east switch

Scenic to MP 1700.0 east portal Cascade Tunnel when four or more operable units are in consist. Throttle position seven is permissible with three operable units and throttle position eight is permissible with two or less operable units. Helper units will operate in the sixth throttle position.

- 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 directed by train dispatcher. Exception: Eastward passenger trains, not exceeding two locomotives in the engine consist, may pass Scenic and enter Cascade Tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher. Repeater ventilating system indicators are located at MP 1704.2 and MP 1702.4 in Cascade Tunnel.
- 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 authority from the train dispatcher, a train in the tunnel may make a forward or reverse movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except Absolute Signal at MP 1700.4.

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

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

- g. Fluorescent light located at Bay 14 is to alert westward trains as to location of signal 1706.1 when vision is obscured.

Westward trains encountering signal 1706.1 at Bay 15 displaying Stop indication must not pass west portal except in emergency, until it is known track is clear to east switch Scenic, in 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.
- 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	DISPATCHER PHONE AIR HOSE, WRENCH & KNUCKLES TYPE E & F	EMERGENCY BREATHING APPARATUS	RAIL CLAMPS AND CHAINS
Telephone Booth Skykomish	X		
Telephone Booth Scenic	X		XX
CTC Bungalow E & W Scenic	X		
Bay 21	X		
Bay 20	X		
Bay 19	X		
Bay 18	X	XX	
Bay 17	X		
Bay 16	X	XX	
Bay 15	X		
Bay 14	X	XX	
Bay 13	X		
Bay 12	X	XX	
Bay 11	X		
Bay 10	X	XX	
Bay 9	X		
Bay 8	X	XX	
Bay 7	X		
Bay 6	X	XX	
Bay 5	X		
Bay 4	X	XX	
Bay 3	X		
Bay 2	X	XX	
Bay 1	X	XX	
CTC Bungalow E & W Berne	X		XX
Merritt Depot	X		

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

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

I. CASCADE TUNNEL EMERGENCY ACTION PLAN

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

(Continued On Next Column)

Event	Action
I. Undesired Emergency Air Brake Application; Break-In-Two; Derailment	<ol style="list-style-type: none"> 1. Cut off train--exit tunnel. 2. Determine location, if any, of hazardous material in train. 3. Obtain breathing apparatus and after consideration of hazardous material possibly involved, return to train--secure and/or repair if possible.
II. Fire (Obvious)	<p>Eastward:</p> <ol style="list-style-type: none"> 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. <p>Westward:</p> <ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Advise dispatcher. 2. Determine integrity of train ahead and/or behind helper engines. 3. Exit tunnel either with the head end or back out with rear of train leaving angle cock open on portion of train left standing.

Trains with Caboose

Eastward:
Order fans shut off and exit if possible.
Westward:
Order fans remain on and exit if possible.

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

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

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

EASTWARD		WESTWARD	
Interbay-	MP 6.0	Berne-	MP 1695.2
Snohomish-	MP 1778.8	Berne-	MP 1697.3
Goldbar-	MP 1751.9	Baring-	MP 1740.5
Baring-	MP 1740.5	Gold Bar-	MP 1751.9
Berne-	MP 1697.3	Monroe-	MP 1771.1
Berne-	MP 1695.2	MP 8	MP 8.0

Other Track Side Warning Detector Locations--

Cashmere	MP 1661.6	Skykomish-	MP 1725.5
Sultan-	MP 1762.0	Leavenworth-	MP 1668.2
Grotto-	MP 1735.0	Scenic-	MP 1721.2
Skykomish-	MP 1730.7		

18. Industrial Tracks and Other Tracks--

Name	Miles-Location	Capacity Cars	Switch Opens
02053 Monitor	3.6 east of Cashmere	10	West
02061 Dryden	3.1 east of Peshastin	10	West
02064 Peshastin	3 miles east of Leavenworth	10	East
02144 Sultan	5.4 west of Goldbar	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 Trks	2.2 west of Edmonds	81	West
02186 Richmond Beach	3.6 west of Edmonds	65	Both

SOUTHWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Seattle	NORTHWARD
					Office Calls	Rule 6		
		02200 02201		0.0	SEATTLE (King St. Station)	BIK TX(2)Y	0.0	
		02203		3.3	ARGO	IX(2)Y	3.3	
		16001		7.9	SOUTH SEATTLE	BX(2)Y	7.9	
		16004		9.5	BLACK RIVER	JXY	9.5	
				10.0	TUKWILA	IJXY	10.0	
		C 5236 16006	51	12.2	ORILLIA	TX(2)Y	12.2	
		16010		16.3	KENT	X(2)Y	16.3	
		16014		21.5	AUBURN	BJKTX(2)Y	21.5	
		16021		29.0	SUMNER	Y	29.0	
		16022		30.5	MEEKER	TXY	30.5	
		16023		31.9	PUYALLUP	Y	31.9	
		16029		38.2	RESERVATION	IJX(2)Y	38.2	
		16031		39.6	TACOMA	BKTY	39.6	
				0.6	11th STREET	JY	40.7	
		16038		5.1	RUSTON	Y	45.2	
		16040		6.7	NELSON BENNETT		46.8	
		16043		10.0	TITLOW		50.1	
		16046		13.5	PIONEER	X(2)	53.3	
		16048		14.4	WEST TACOMA		54.5	
		16057		24.5	NISQUALLY	JX(2)	64.5	
		16061		28.2	SAINT CLAIR To Lacey 5.0		68.3	
				32.2	CENTENNIAL		72.3	
		16068		34.9	EAST OLYMPIA To Gate 26.0	J	75.0	
				37.5	PLUMB	X(2)	77.6	
		16084		49.5	WABASH	X(2)	89.6	
				52.5	CENTRALIA NORTH		92.6	
		(2)16,400 16085		54.0	CENTRALIA	BJKTX	94.1	
			52	55.8	CENTRALIA SOUTH	X(2)	95.4	
		16090		57.7	CHEHALIS		97.8	
		16091		58.7	CHEHALIS JCT.	JTX(2)	98.8	
				66.2	NAPAVINE SOUTH	X(2)	106.3	
		(2)4999 16111		77.0	VADER	X(2)	117.1	
				85.0	MP 85	X(2)	125.1	
				93.4	OSTRANDER	X(2)	133.5	
		16128		95.8	ROCKY POINT		135.9	
		(1)5100 16130		97.3	KELSO		137.4	
				98.9	KELSO SOUTH	X(2)	139.0	
		(1)9382 16134		101.1	LONGVIEW JCT.	BJTX(2)	141.2	
				102.6	LONGVIEW JCT. SO.	X(2)	142.7	
		16140		107.5	KALAMA	X	147.6	
				110.9	MP 111	X(2)	151.0	
		(2)14,700 16155		122.0	RIDGEFIELD		162.1	
		(2)4,700		123.6	RIDGEFIELD SOUTH	X(2)	163.7	
				132.5	VANCOUVER JCT. NO.	X(2)	172.8	
		16166		133.0	RYE JCT.		173.3	
		12365		136.5	VANCOUVER	BIJK TX(2)Y	176.4	

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

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

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

Train Dispatcher Calls|South Seattle-40, Auburn-42, Tacoma-43, Steilacoom-52, Chehalis-North-45, Chehalis-South-46, Kalama-47, Lacey-50, Black River(UPRR)-07, MP 85-25, Plumb-26.

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

1. Maximum Speed Permitted-
Zone-Between

Passenger

Freight

Seattle and Longview Jct. South	75 MPH.	50 MPH.
Longview Jct South and Vancouver Jct North	79 MPH.	
MP 0.0 and MP 2.0	20 MPH.	20 MPH.
MP 2.0 and MP 3.4	40 MPH.	30 MPH.
MP 3.4 and MP 5.3	70 MPH.	
MP 5.3 and MP 5.4	40 MPH.	40 MPH.
MP 5.4 and MP 8.8	70 MPH.	
MP 8.8 and MP 10.0	55 MPH.	45 MPH.
MP 14.1 and MP 15.5	65 MPH.	
MP 15.5 and MP 17.1	40 MPH.	40 MPH.
MP 18.9 and MP 21.6	40 MPH.	40 MPH.
MP 27.4 and MP 28.0	65 MPH.	
MP 28.0 and MP 29.2	40 MPH.	40 MPH.
MP 29.2 and MP 30.5	65 MPH.	
MP 30.5 and MP 32.8	30 MPH.	30 MPH.
MP 32.8 and MP 33.3	70 MPH.	30 MPH.
MP 34.4 and MP 34.6	45 MPH.	45 MPH.
MP 34.6 and MP 36.4	65 MPH.	
MP 36.4 and MP 37.8	45 MPH.	40 MPH.
MP 37.8 and MP 39.7	30 MPH.	30 MPH.
MP 39.7 and MP 0.0	10 MPH.	10 MPH.
MP 0.0 and MP 2.8	30 MPH.	30 MPH.
MP 2.8 and MP 5.1	50 MPH.	
MP 5.1 and MP 6.5	40 MPH.	40 MPH.
MP 6.5 and MP 9.5	60 MPH.	
MP 9.5 and MP 10.3	35 MPH.	35 MPH.
MP 10.3 and MP 10.8	60 MPH.	
MP 10.8 and MP 13.2	70 MPH.	
MP 13.2 and MP 14.2	60 MPH.	30 MPH.
MP 14.2 and MP 14.3	30 MPH.	
MP 14.3 and MP 15.9	50 MPH.	
MP 15.9 and MP 19.1	60 MPH.	
MP 19.1 and MP 21.9	70 MPH.	
MP 21.9 and MP 23.8	60 MPH.	
MP 23.8 and MP 25.6	55 MPH.	
MP 27.3 and MP 28.0	70 MPH.	
MP 33.8 and MP 34.2	70 MPH.	
MP 36.2 and MP 36.5	70 MPH.	
MP 41.4 and MP 41.7	70 MPH.	
MP 46.0 and MP 47.8	65 MPH.	
MP 47.8 and MP 47.9	60 MPH.	
MP 51.1 and MP 52.2	65 MPH.	40 MPH.
MP 52.2 and MP 53.1	65 MPH.	40 MPH.
MP 53.1 and MP 55.2	40 MPH.	40 MPH.
MP 55.2 and MP 57.1	65 MPH.	40 MPH.
MP 57.1 and MP 58.1	40 MPH.	40 MPH.
MP 58.1 and MP 58.3		40 MPH.
MP 62.2 and MP 64.4	60 MPH.	
MP 64.4 and MP 65.5	50 MPH.	
MP 69.1 and MP 70.4	60 MPH.	
MP 70.4 and MP 72.2	50 MPH.	
MP 77.8 and MP 79.5	60 MPH.	
MP 79.5 and MP 81.5	70 MPH.	
MP 81.5 and MP 81.8	60 MPH.	
MP 81.8 and MP 83.2	70 MPH.	
MP 85.4 and MP 86.4	70 MPH.	
MP 86.4 and MP 86.7	65 MPH.	
MP 86.7 and MP 87.5	50 MPH.	
MP 89.0 and MP 89.9	60 MPH.	
MP 89.9 and MP 91.0	70 MPH.	
MP 91.0 and MP 91.2	60 MPH.	
MP 91.2 and MP 92.5	70 MPH.	
MP 92.5 and MP 93.7	65 MPH.	

MP 93.7 and MP 95.0	60 MPH.	
MP 95.0 and MP 100.6	40 MPH.	40 MPH.
MP 106.5 and MP 107.8	70 MPH.	50 MPH.
MP 107.8 and MP 112.1	70 MPH.	
MP 114.1 and MP 114.7	70 MPH.	
MP 115.0 and MP 118.0	75 MPH.	
MP 118.8 and MP 122.0	70 MPH.	
MP 122.0 and MP 122.9	35 MPH.	35 MPH.
MP 122.9 and MP 126.7	70 MPH.	
MP 131.5 and MP 132.6	70 MPH.	
MP 132.6 and MP 136.5	35 MPH.	35 MPH.
Seattle-King Street station, through turnouts	10 MPH.	10 MPH.
Seattle-King St. Station- Trains handling Amtrak Superliner bilevel cars while passing umbrella sheds	5 MPH.	5 MPH.
Seattle-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.
Black River and Reservation against the current of traffic	59 MPH.	49 MPH.
Olympia- over street crossings	10 MPH.	10 MPH.
Trains or engines through turnouts and crossover at following locations: Reservation	25 MPH.	25 MPH.
Trains or Engines through turnouts at following locations: Nisqually	25 MPH.	25 MPH.
Trains or engines through turnouts at following locations: Centralia North Centralia Chehalis Jct. to 23rd Subdivision Longview Jct. South to Main 1 Siding	15 MPH.	15 MPH.
Trains or engines through turnouts at Black River	20 MPH.	20 MPH.
Trains or engines through turnouts at following locations: north end Ruston Tunnel. south end Nelson- Bennett Tunnel.	40 MPH.	40 MPH.
Trains or engines through turnouts at following locations: Pioneer Ostrander Plumb Longview Jct. Wabash South Centralia South MP 111.0 Chehalis Jct. Ridgefield Napavine South South Vader Vancouver Jct. MP 85.0 North		
Kelso South	35 MPH.	35 MPH.
Trains or Engines on sidings Centralia, Vader, Kelso, Longview Jct., Ridgefield	10 MPH.	10 MPH.
Bridge 3 Tacoma, cars heavier than 263,000 lbs	10 MPH.	
Bridge 119 Woodland, cars heavier than 263,000 lbs	10 MPH.	
Bridge 8.78 Port of Tacoma, cars heavier than 263,000 lbs and locomotives heavier than 350,000 lbs	10 MPH.	
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line		10 MPH.
Over road crossings: MP 25.4 between Auburn and Sumner MP 34.1 between Puyallup and Reservation	65 MPH.	
Auburn-Yard Track 10		5 MPH.

	Up to 100 tons O/B	Over 100 tons O/B
Seattle and Tacoma-Engine Southward freight train passing signals:		
8.9	45 MPH.	35 MPH.
23.9		35 MPH.
35.7		40 MPH.
Engine Northward freight train passing signals:		
39.0	20 MPH.	15 MPH.
38.4		25 MPH.
24.0		35 MPH.
11.4		40 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted West Seattle line, between Meeker and McMillin, and Port of Tacoma spur.

Six axle locomotives in excess of 350,000 lbs 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. TWC Instructions-

TWC in effect between Tukwila and Reservation.

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 Jct. No. must receive track warrant endorsed "Centralia South" prior to departure from initial station.

Trains operating between Vancouver Jct. No. and Vancouver must receive track warrant endorsed "Wishram West" prior to departure from initial station.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-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.

5. 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, and SY10 through SY 17. 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 12 and all industry tracks within limits of Zone 12. At Auburn, tracks 10, 11, 12, 13, 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 and MP 6.7), Olympia and Belmore (MP 9.1 and MP 15.1), Rye and Rye Jct. Between Meeker and McMillin, MP 25 to MP 33.

Refer to All Subdivisions Item 6.

6. Rule 93- Yard limits in effect between-

Rye and Rye Jct.

Yard Limit signs Seattle and Thomas (MP 18.5).

Yard Limit signs north of Sumner and south of Puyallup.

Yard Limit signs north of Reservation and Ruston.

Saint Clair and Lacey.

Olympia and Gate.

7. Between Ruston and Reservation, Puyallup and Sumner, yard limit signs Auburn, and Thomas (MP 18.5) and Seattle- Trains and engines must not enter or cross over the main track unless authorized by signal indication or train dispatcher.

Authority must be obtained from Seattle Terminal Train Dispatcher for movements between King Street Station and Tukwila.

8. **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.

9. **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 interlockings

West Seattle Line, Drawbridge 36.8

10. **Railroad Crossings not Indicated at Stations-**

Atlantic Street UP
Duwamish Avenue UP
Diagonal Wye

West Seattle Line: East Marginal Way, joint track crossing

Tacoma: Between Reservation and East 15th Street-UP
Running track to Muni-Yard-UP

11. **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.

12. **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.

Stacy Street-High car detector located on south lead of SIG tracks. Instructions for use posted at yard office.

Grade Crossing Ordinances

No person shall sound the horn or whistle of any locomotive being operated on or along Alaskan Way 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.

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

14. **Auburn**-Highway signals at Main Street crossing are not connected

with team track lead and operate only with train movements on main tracks.

At Auburn, setting out of loaded grain 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.

Tracks 10, 11, 12, 13 and Backway track in Auburn Yard cannot be used for unit loaded coal or grain cars.

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

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

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

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

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

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

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

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

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

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

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

18. **Olympia**

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

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

19. **Between Belmore and Gate**- Track out of service between MP 15.0 and MP 28.3.

20. **Vader and Centralia North**-Trains setting out on Main 2 sidings make cut opposite the CTC Bungalow.

21. **Kalama**- Kingswood Crossing MP 107.2 is designated emergency evacuation route and must not be blocked.

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

22. **Ridgefield-Vancouver**- Northward freight trains use maximum throt-

the position three (3) between block signals at MP 134.3 and Fruit Valley Road overpass at MP 133.4.

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

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.

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

Main 2-MP 15.5-Steilacoom
Main 1-MP 18.3-Ketron
Main 2-MP 43.6-Tenino
Main 2-MP 44.2-Tenino
Main 1-MP 58.1-Chehalis-Darigold spur
Main 2-MP 95.5-Rocky Point-North & South end of storage tracks.
Main 2-MP 115.7-Woodland-Down River Forest Products
Main 1-MP 116.4-Woodland-Columbia River Carbonated.
Main 2-MP 116.5-Woodland-House track

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

Titlow MP 11.3 West Tacoma MP 18.5

Other Track Side Warning Detector Locations-

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

26. Industrial Tracks and Other Tracks-

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 Trk.)	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
67503 Quadlock.....	3.1 west of St. Clair.....	22	Both
67504 Lacey.....	5.0 west of Saint Clair.....	10	West
Georgia Pacific Spur.....	6.4 west of St. Clair.....	8	Both
67510 Olympia.....	7.2 west of East Olympia.....	8	West
67512 Graystone Spur.....	9.9 west of East Olympia.....	Yard	West
67514 Ohm Spur.....	11.7 west of East Olympia.....	Yard	West
16077 Tenino Jct.....	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	3.5 from Rye Jct.....	57	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Wishram
				Office Calls	Rule 6	
	12269		106.1	2MT	WISHRAM BJKT(2)	0.0
	12272		103.2		2.1 AVERY	2.1
9,935	12282		93.3		9.7 NORTH DALLES	11.8
4,079	12290		85.3		8.8 LYLE BK	20.6
					To Goldendale- 42.2	
11,115	12299		75.9		9.7 BINGEN	30.3
9,888	12309		65.8		9.8 COOKS	40.1
11,085	12321		54.8		12.0 STEVENSON	52.1
9,958	12333		42.5		11.0 SKAMANIA CTC	63.1
9,910	12347	47	28.9		15.4 WASHOUGAL	78.5
	12351		23.8		3.0 CAMAS	81.5
	12361		14.5		10.4 McLOUGHLIN	91.9
	12363		12.1	2MT	1.8 EAVAN X	93.7
	12365		9.9		2.4 VANCOUVER BIJXTY	96.1
	12368		8.1		1.9 NO. PORTLAND JCT. IJXY	98.0
	12369		7.0	DT	1.1 EAST ST. JOHNS BXY	99.1
	12372		4.3		2.7 WILLBRIDGE BIJXTY ABS	101.8
	12373		2.0		2.3 LAKE YARD KTX	104.1
	12375		0.0		2.0 PORTLAND (Union Station) BKTXY	106.1

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

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

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

1. Maximum Speed Permitted- Zone-Between

Passenger

Freight

Wishram and Portland.....	70 MPH.	
MP 106.1 and MP 105.9	60 MPH.	50 MPH.
MP 105.9 and MP 103.0 (MT 1)	60 MPH.	50 MPH.
MP 105.9 and MP 102.4 (MT 2)	25 MPH.	25 MPH.
MP 92.5 and MP 92.1	65 MPH.	
MP 86.5 and MP 83.6	60 MPH.	55 MPH.
MP 83.6 and MP 82.6	55 MPH.	50 MPH.
MP 82.6 and MP 79.2	60 MPH.	55 MPH.
MP 75.9 and MP 75.3	45 MPH.	45 MPH.
MP 75.3 and MP 62.4	60 MPH.	55 MPH.
MP 62.4 and MP 61.5	35 MPH.	35 MPH.
MP 61.5 and MP 54.2	60 MPH.	55 MPH.
MP 54.2 and MP 53.6	45 MPH.	45 MPH.
MP 53.6 and MP 45.1	60 MPH.	55 MPH.
MP 45.1 and MP 33.9	55 MPH.	50 MPH.
MP 31.3 and MP 24.8	55 MPH.	55 MPH.
MP 24.8 and MP 24.0	35 MPH.	35 MPH.
MP 11.5 and MP 10.5	50 MPH.	50 MPH.
MP 10.5 and MP 9.8 (Both MT)	10 MPH.	10 MPH.
MP 9.8 and MP 8.5	30 MPH.	30 MPH.
MP 8.5 and MP 5.5		50 MPH.
MP 5.5 and MP 5.0	30 MPH.	30 MPH.
MP 5.0 and MP 0.9	35 MPH.	35 MPH.
MP 0.9 and MP 0.0	10 MPH.	7 MPH.
Vancouver Middle Lead Track between 8th Street and Vancouver Center	20 MPH.	20 MPH.
On Willbridge Wye track		15 MPH.
Portland on PTRR Co. tracks		10 MPH.
Trains or engines on sidings and/or through turnouts at the following locations: North Dalles		
Cooks	35 MPH.	35 MPH.
Trains or engines on sidings and/or through turnouts at the following locations: Avery		
Bingen		
McLoughlin		
Washougal	25 MPH.	25 MPH.
Trains or engines through turnouts Vancouver Center		
Vancouver Center to Yard Lead	12 MPH.	12 MPH.
Trains or engines on other sidings	10 MPH.	10 MPH.
Trains or engines through the following dual control switch turnouts: Columbia River Bridge		
Interlocking to 5th Subdivision	10 MPH.	10 MPH.
Willbridge Interlocking	15 MPH.	15 MPH.
North Portland Interlocking	10 MPH.	10 MPH.
Lyle and Goldendale		10 MPH.
Portland and Vancouver- Engine Westward freight trains passing signals: Interlocking, Willamette River bridge 5.1	Up to 100 tons O/B	Over 100 tons O/B
3.1	25 MPH.	15 MPH.
2.1		30 MPH.
1.5	30 MPH.	25 MPH.
Engine Eastward freight trains passing signals: 1.2		20 MPH.
2.8		25 MPH.
6.2	40 MPH.	35 MPH.
Item 1A. All Subdivisions, Applies between Lyle and Goldendale		

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives are not permitted on the following tracks:

Camas-James River tracks, New spur, CP spur,
Warehouse 3.

Between Lyle and Goldendale:
Item 5d not permitted.

Six axle locomotives in excess of 350,000 lbs and 175
ton and heavier derricks not permitted.
Not more than two (2) six axle locomotives in excess of
300,000 lbs permitted.

3. TWC Instructions-

Westward NRPC trains must receive track warrant endorsed "Wishram West" at Wishram.

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

5. FRA Excepted Track-Between Lyle and Goldendale (MP 0 to MP 42). Refer to All Subdivisions Item 6.

6. Rule 93- Yard limits in effect between-
Vancouver and Portland.
Lyle and Goldendale.

7. Between Vancouver and Portland-

Trains and engines must not enter or cross over the main track unless authorized by signal indication or train dispatcher.

Movements against the current of traffic must be authorized by the train dispatcher.

All trains at Portland Union Station must obtain authority from Wishram West Train Dispatcher and PTRR Yardmaster prior to departing.

8. Interlockings and Drawbridges not Indicated at Station-

Columbia River Drawbridge MP 9.6- Manual Interlocking.

Oregon Slough Drawbridge MP 8.8 - Manual Interlocking,
normally unattended. Be governed by Rule 312(2).

Willamette River Drawbridge MP 5.1- Manual Interlocking.

9. Between Columbia River Drawbridge MP 9.8 and Begin/End CTC MP 10.3-All train, engine and hi-rail movements are controlled by Wishram West dispatcher. Westward train and engine movements must communicate with Bridgetender on Columbia River Drawbridge before entering these limits.

10. Portland, Lake Yard, Willbridge-

Eastward trains from Hoyt St. yard using westward main track from 14th Avenue to 17th Avenue will do so under flag protection, then through crossover to eastward main track, but must not occupy westward main track while waiting for outbound passenger trains.

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

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

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

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

Tricon	Waterway Tracks 3, 4, and 8
Gunderson Tracks	Pennwalt Spurs 1, 3, and 6
Gemstar	(flashing lights and gates)

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

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

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

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

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

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

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

At Willbridge crossing signal protection for Garbage Transfer Station - Signals located at North crossing entrance to garbage transfer site near 61st Street and the Atochem Company.

Train or engine must stop at railroad stop sign before occupying the crossing.

Prior to occupying the crossing train crew must observe the light on the top of the case located in the Northwest quadrant of the crossing is illuminated.

If the light on the case fails to light, the train crew must observe that the traffic signals are all red and provide flag protection before occupying the crossing. Should the light fail to light the Signal Department must be promptly notified.

Care must be exercised to avoid blocking the crossings unnecessarily.

Basic Operation:

Train occupies track circuit in approach of the stop sign, this starts the traffic signal preemption to place the traffic signal at stop for all possible moves across the crossing. When the traffic signals have been set to stop, a light on the top of the signal case in the Northwest quadrant will be illuminated to indicate to the train crew that the traffic signals are at stop and their move can be made across the crossing.

The South crossing will be protected by standard railroad crossing equipment. Speeds in approach to the crossing must not exceed 10 MPH.

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

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

- 11. Terminal 6-** Track occupancy south of Marine Drive will be controlled by a Staff System. A Staff is located on a stand next to the rail at Marine Drive. This Staff is secured by a BN switch lock and a Rampmaster lock. BN or Rampmaster crews occupying any track south of Marine Drive must have Staff in their possession. Staff must be returned to stand when track occupancy completed.

Hyundai Lead crossing signal activation procedures:

Prior to crossing road leading into container facility on Hyundai Lead, the following must be complied with:

1. Train on engine must stop at sign located 75 ft. from crossing.
2. Activate key controller. Observe that indicator light on signal bungalow has been activated.
3. After light has been activated, movement can proceed into the crossing area. Note: A 20 second delay occurs from the time key controller is activated until light on bungalow is illuminated.
4. Movement over crossing must not be made until light on bungalow is illuminated.
5. After movement has been completed over crossing, any other movement over crossing must be made in accordance with items 1, 2, and 3 above.
6. A recorder unit is tied to the key controllers to keep a record of each activation and the amount of time elapsed between manual activation of the crossing signal and train occupation of the crossings island track circuit.

- 12. SP Trackage-** Train, engine and yard crews operating over SP

trackage between Brooklyn Yard and East Portland Interlocking are governed by SP Rules and Timetable.

UP Trackage- Train, engine and yard crews operating over UP trackage between East Portland Interlocking and North Portland are governed by UP Rules and Timetable.

PTRR Trackage- Train, engine and yard crews operating over PTRR trackage at Portland between Union Station and 18th Ave. on Eastward MT and 14th Ave. on Westward MT are governed by PTRR yard bulletins and instructions.

- 13. Camas-**When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at least two feet with couplers in closed position. Operator from the James River Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.
- No switching service is to be performed on the New spur at James River between the hours of 1200 and 1215, 1245 to 1300 and 1700 to 1715. Cars must not be dropped or kicked when performing switching on the following tracks owned by James River Corporation: New spur, Converting spur, Mill spur and Warehouse spur No. 3.
- 14. Bingen-**Bridge 75.3 is protected by detector actuated by high load passing through underpass. Eastward trains stopped at controlled signal located 50 feet east of MP 74.0 and westward trains stopped at West Bingen by a Stop indication at these signals, after complying with the rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.
- 15. Hood-**Cars exceeding 75 feet in length must not be handled on Broughton Lumber Flat Track.
- 16. Handling 80 feet or longer cars-** Between Lyle and Goldendale- Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
- 17. Rule 350(B)-**Following switches not equipped with electric locks:
- MP 20.5 near Camas-Columbia Vista Lumber Mill spur
 - MP 24.0 Camas- James River Mill spur track
 - MP 25.6 near Camas-Hamilton Lumber Spur track
 - MP 25.9-Nu-Lam Wood Products spur track
 - MP 37.8 Prindle-Spur track
 - MP 42.5 Skamania-East and west switches of outfit spur
 - MP 54.0 Stevenson-East and west switches of house spur
 - MP 54.1 Stevenson-Union Oil Company spur
 - MP 71.2 Hood-Flat track
 - MP 75.1 Underwood-Fruit spur
 - MP 76.3 Bingen-Mt. Adams Lumber Co. spur
 - MP 96.6 Dallesport-West switch
 - MP 96.9 Dallesport-Dowe Chemical switch.
- 18. The following Track Side Warning Detectors protect bridges, tunnels or other structures-**None.

Other Track Side Warning Detector Locations-

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

19. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
12278 Dow Chem. Co.	3.7 east of North Dalles	50	East
12279 Dallesport Setout	3.3 east of North Dalles	26	West
12300 Underwood Fruit & Whse.	0.9 west of Bingen	11	East
12304 Hood	4.3 west of Bingen	80	Both
12316 Home Valley	6.6 west of Cooks	55	Both
12322 Stevenson Plywood Co.	1.6 west of Stevenson	69	East
12326 North Bonneville (1 Trk.)	5.0 west of Stevenson	118	Both
12337 Prindle	4.3 west of Skamania	12	East
12343 Mt. Pleasant	4.0 east of Washougal	121	Both
12349 Nu Lam Wood Products	2.0 west of Washougal	9	East
12350 Camas-Washougal Port	2.0 east of Camas	15	East
12355 Columbia Vista Lbr. Co.	3.4 west of Camas	5	West
12362 Portco (Main 2)	1.0 east of Eavan	30	West
64710 Pitt	10.5 east of Lyle	6	Both
64713 Klickitat	13.5 east of Lyle		
64717 Wahkiakus	16.8 east of Lyle	13	Both
64723 Swale	23.0 east of Lyle	5	East
64730 Warwick	30.3 east of Lyle	16	Both
64735 Centerville	35.4 east of Lyle	18	Both
64742 Goldendale	41.5 east of Lyle		

MP 174.2 and MP 154.2	70 MPH.
MP 150.2 and MP 142.5	70 MPH.
MP 138.6 and MP 137.7	70 MPH.
MP 132.9 and MP 131.3	70 MPH.
MP 121.4 and MP 112.7	70 MPH.
MP 112.7 and MP 107.7	50 MPH.
MP 107.7 and MP 106.1	60 MPH.

Trains or engines on sidings and/or through

turnouts at the following locations:

Yellepit	McCredie
Berrian	Roosevelt
Plymouth	Bates
Paterson	Towal
Whitcomb	Maryhill

Trains or engines through turnouts

at the following locations:

Pasco (MP 230.2)

SP&S Jct.

Hover (West) 25 MPH. 25 MPH.

2. Bridge and Equipment Weight Restrictions-None

3. TWC Instructions-

Eastward NRPC trains must receive track warrant endorsed "Wishram East" at Wishram.

Westward NRPC trains must receive track warrant endorsed "Wishram East" at Pasco.

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

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

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

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

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

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

Trains pulling loads into Columbia Aluminum plant must use Center #2 track as running track and use crossovers to set cars to South #1 track. Trains shoving loads to Columbia Aluminum can use Center #2 track and South #1 track as running tracks.

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

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

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

Other Track Side Warning Detector Locations-

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

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
12200 Ballast Trk MP174	3.9 east of Whitcomb	37	Both
12254 Aluminum Plant on Spur	1.6 from Cliffs	Yard	West
12255 Cliffs	5.0 east of Maryhill	33	West
12256 Hewett	4.0 east of Maryhill	60	Both

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

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

Train Dispatcher Calls: Yellepit-70, MP 208-71, Plymouth-72, Whitcomb-73, Roosevelt-59, Towal-75, Maryhill-41, Wishram-76

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

1. Maximum Speed Permitted-
Zone-Between

Passenger Freight

Pasco and Wishram	79 MPH.	
Pasco Wye Track	10 MPH.	10 MPH.
Over Switch No. 9 from Walla Walla		
Main to Eastward Freight Main	5 MPH.	5 MPH.
MP 231.3 and MP 230.9	10 MPH.	10 MPH.
MP 230.9 and MP 229.1	25 MPH.	25 MPH.
MP 215.1 and MP 211.5	60 MPH.	50 MPH.
MP 187.5 and MP 182.4	70 MPH.	
MP 174.6 and MP 174.3	60 MPH.	50 MPH.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Sunset Jct.	EAST WARD ↑
					Office Calls	Rule 6		
		01877		1.1	SUNSET JCT.	J	0.0	
	12,641	63002		2.6	EMPIRE		1.6	
		63007		9.3	MARSHALL	JT	8.0	
		63009		11.8	LAKESIDE JCT.	J	10.6	
	5,711	63014		16.6	CHENEY	JT	15.3	
	8100	63019		19.8	BABB		18.5	
	8,100	63028		29.7	FISHTRAP		28.4	
	8,100	63040		42.4	SPRAGUE		40.9	
	6,277	63048		51.1	KEYSTONE		49.8	
	8,100	63054		57.8	TOKIO		56.5	
	5,658	63062	46	64.9	RITZVILLE		63.6	
	8,100	63072		72.5	PAHA		71.2	
	6,441	63079		80.5	LIND		80.7	
	8,100	63082		84.9	SAND		85.7	
	5,753	63087		88.6	PROVIDENCE		88.7	
	2,619	63090		92.4	BEATRICE		91.8	
	8,100	63096		97.7	CUNNINGHAM		96.0	
	8,110	63108		109.7	CONNELL	BJ	108.0	
	8,100	63113		114.9	CACTUS		112.3	
	6,784	63117		118.2	MESA To End of Track 10.0		117.5	
	8,100	63124		126.3	ELTOPIA		125.9	
	4,824	63131		133.9	SAGEMOOR		132.7	
	8,100	63135		137.0	GLADE		135.8	
		12143		145.6	PASCO	BIJKTY ABS	144.4	

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

1. Maximum Speed Permitted- Zone-Between

	Passenger	Freight
Sunset Jct. and Pasco	79 MPH.	
MP 1.0 and MP 1.7	25 MPH.	25 MPH.
MP 1.7 and MP 8.4	55 MPH.	55 MPH.
MP 8.4 and MP 11.7	40 MPH.	35 MPH.
MP 11.7 and MP 11.9	35 MPH.	35 MPH.
MP 11.9 and MP 15.3	45 MPH.	35 MPH.
MP 15.3 and MP 16.8	35 MPH.	35 MPH.
MP 22.5 and MP 26.2	75 MPH.	
MP 26.2 and MP 27.5	70 MPH.	
MP 27.5 and MP 27.8	65 MPH.	
MP 27.8 and MP 28.4	50 MPH.	45 MPH.
MP 31.9 and MP 40.4	75 MPH.	
MP 40.4 and MP 42.4	45 MPH.	45 MPH.
MP 42.4 and MP 43.9	60 MPH.	45 MPH.
MP 43.9 and MP 44.5	40 MPH.	40 MPH.
MP 44.5 and MP 48.5	50 MPH.	45 MPH.
MP 61.1 and MP 61.3	70 MPH.	
MP 64.4 and MP 65.2	50 MPH.	40 MPH.
MP 65.2 and MP 67.0	75 MPH.	
MP 67.0 and MP 68.1	70 MPH.	

MP 68.1 and MP 69.2	65 MPH.	
MP 69.2 and MP 70.5	55 MPH.	55 MPH.
MP 70.5 and MP 75.5	75 MPH.	55 MPH.
MP 75.5 and MP 77.5	70 MPH.	55 MPH.
MP 77.5 and MP 79.8	75 MPH.	55 MPH.
MP 79.8 and MP 86.6	45 MPH.	40 MPH.
MP 86.6 and MP 90.5	35 MPH.	35 MPH.
MP 90.5 and MP 92.5	50 MPH.	45 MPH.
MP 92.5 and MP 94.9	60 MPH.	45 MPH.
MP 94.9 and MP 96.7	40 MPH.	35 MPH.
MP 96.7 and MP 101.3	60 MPH.	
MP 101.3 and MP 108.0	35 MPH.	35 MPH.
MP 108.0 and MP 111.2	45 MPH.	45 MPH.
MP 111.2 and MP 112.9	50 MPH.	45 MPH.
MP 112.9 and MP 114.6	60 MPH.	55 MPH.
MP 114.6 and MP 114.9	55 MPH.	55 MPH.
MP 116.0 and MP 116.4	75 MPH.	
MP 119.0 and MP 121.5	75 MPH.	
MP 125.5 and MP 125.8	75 MPH.	
MP 130.1 and MP 131.3	70 MPH.	
MP 138.3 and MP 138.8	65 MPH.	50 MPH.
MP 138.8 and MP 139.3	50 MPH.	50 MPH.
MP 139.3 and MP 145.5	65 MPH.	50 MPH.
MP 145.5 and MP 145.6	10 MPH.	10 MPH.

Trains or engines through:
Crossover Marshall to Scribner
and 27th Subdivision
Switch at Marshall. 25 MPH. 25 MPH.

Head end westward trains or engines
leaving siding over Clark St. crossing
MP 110 Connell. 25 MPH. 25 MPH.

Trains or engines on sidings and/or
through turnouts at the
following locations:
Lakeside Jct. Sand
Sprague Cunningham
Tokio Eltopia
Cactus Glade
Paha Connell. 35 MPH. 35 MPH.

Trains or engines on sidings and/or
through turnouts at the
following locations:
Babb, Fishtrap. 10 MPH. 10 MPH.

Trains and Engines on other
sidings. 12 MPH. 12 MPH.
Up to 100 tons O/B Over 100 tons O/B

Providence and Beatrice-
Westward freight trains passing
signal: 90.9. 40 MPH.

Item 1A, All Subdivisions, applies to
Westward freight trains between
MP 84.0 and MP 90.0

2. Bridge and Equipment Weight Restrictions-

Mesa and End of Track-
Six axle locomotives and derricks not permitted.
Ritzville-Six axle locomotives not permitted east 500 feet of Greens
track.

3. TWC Instructions-

Trains operating between Lakeside Jct. and Pasco must receive track
warrant endorsed "Wishram East" prior to departure from initial station.
Eastward NRPC trains must receive track warrant endorsed "Wishram
East" at Pasco.

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

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

6. Pasco-All outbound trains will secure verbal authority from Pasco operator before moving from Yard Track.

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

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

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

MP 31.1 Fishtrap-Spur track
 MP 40.8 Sprague-East switch of Old Siding
 MP 42.0 Sprague-West switch of Old Siding
 MP 54.8 C&F Ind.-East switch to industry
 MP 55.1 C&F Ind.-West switch to industry
 MP 96.9 Cunningham-East switch to Storage track
 MP 97.5 Cunningham-West switch to Storage track
 MP 97.6 Cunningham-Switch to Elevator
 MP 128.8 Eltopia-West switch to Elevator
 MP 133.1 Sagemore-East switch to siding
 MP 134.1 Sagemore-West switch to siding
 MP 137.8 Glade-Glade Produce and Cenex Ind.
 MP 138.4 Glade-East switch to Beet Spur
 MP 138.7 Glade-West switch to Beet Spur
 MP 139.3 Glade-Switch to Pure Grow

8. The following Track Side Warning Detectors protect bridges, tunnels or other structures-None.**Other Track Side Warning Detector Locations-**

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

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
63039 Sprague Elevator Track	0.7 east of Sprague	20	Both
63039 Sprague Old Siding	0.2 east of Sprague	90	Both
63053 Tokio-C&F Ind	2.6 east of Tokio	20	Both
63095 Cunningham Storage Track	0.2 east of Cunningham	12	West
63095 Cunningham Elevator Track	0.6 east of Cunningham	5	East
63126 Eltopia Elevator Track	0.4 west of Eltopia	41	West
63708 Basin City Branch	8.6 west of Mesa	52	Both
End of track Branch	10.0 west of Mesa		

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Wishram	EASTWARD
					Office Calls	Rule 6		
		12269		0.0	WISHRAM	BJKTY	0.0	
				1.5				
		14002		1.0	O. T. JCT.	AJY	1.5	
				4.0				
	4,399	14006		5.4	MOODY		5.5	
				12.7				
	5,449	14018		17.8	LOCKIT		18.2	
				8.1				
	2,544	14026		25.9	DIKE		26.3	
				4.2				
	2,539	14030		29.9	SINAMOX		30.5	
				9.6				
	6,292	14040		39.2	OAKBROOK		40.1	
				14.6				
		14055		54.2	MAUPIN		54.7	
				0.8				
	4,526	14056		55.1	CAMBRAI		55.5	
				8.3				
	2,557	14064		63.3	NENA		63.8	
				6.9				
	5,533	14071		70.6	DIXON		70.7	
				9.7				
	5,294	14080		79.6	KASKELA		80.4	
				5.5				
	5,386	14086		85.3	SOUTH JCT.	ABS TWC	85.9	
				8.2				
	1,746	14094		93.5	GATEWAY		94.1	
				5.8				
	5,579	14100		99.3	PAXTON		99.9	
				5.3				
	2,474	14105		104.7	MADRAS	Y	105.2	
				5.0				
	4,865	14110		109.7	METOLIUS		110.2	
				4.7				
	2,677	14115		114.5	CULVER		114.9	
				7.1				
	5,570	14122		121.1	OPAL CITY		122.0	
				7.5				
	2,548	14130		129.0	TERREBONNE		129.5	
				2.8				
	4,202	14132		131.8	PRINEVILLE JCT.	JY	132.3	
				2.7				
	5,122	14135		134.1	REDMOND	Y	135.0	
				9.1				
	6,336	14144		143.3	DESCHUTES		144.1	
				7.4				
		14152		152.0				
				0.0	BEND	8KTY	151.5	
	8,725	14165		12.6	LAVA		164.6	
				13.1				
	7,836	14183		31.6	LAPINE		183.0	
				18.4				
	7,816	14203		50.7	CRESCENT		203.2	
				20.2				
	8,229	14220		67.8	CHEMULT	JY	220.1	
				16.9				
				75.4				

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

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

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls: Sinamox-74, Wishram-89, Maupin-90, South Jct.-19, Madras-92, Redmond-93, Bend-94, Beal-95, Klamath Falls-96, Malin-97, Lookout-Bieber-98.

1. Maximum Speed Permitted- Zone-Between

Freight

Wishram and Metolius.....	35 MPH.
Metolius and Bend.....	50 MPH.
Bend and Bieber.....	49 MPH.
Between Wishram and Bend	
MP 23.4 and MP 24.3	10 MPH.
MP 24.3 and MP 43.6	30 MPH.
MP 43.6 and MP 44.6	25 MPH.
MP 61.3 and MP 62.5	10 MPH.
MP 62.5 and MP 67.6	30 MPH.
MP 67.6 and MP 68.0	10 MPH.
MP 75.3 and MP 79.1	25 MPH.
MP 87.0 and MP 98.5	
Eastward	10 MPH.
Westward	15 MPH.
MP 109.1 and MP 109.3	25 MPH.
MP 114.2 and MP 114.8	35 MPH.
MP 134.4 and MP 134.9	35 MPH.
Bridges 104.3 and 104.5 Madras, cars heavier than 263,000 lbs	10 MPH.
Between Bieber Line Jct. and Bieber	
MP 5.1 and MP 5.5.....	30 MPH.
MP 14.8 and MP 15.1	40 MPH.
MP 31.1 and MP 31.4	30 MPH.
Bridge 3.1 Klamath Falls, Cars heavier than 263,000 lbs.....	10 MPH.
Bridges 12.0 and 18.8 Merrill, Cars heavier than 263,000 lbs.....	10 MPH.
Trains or engines on sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Bend-Six axle locomotives not permitted on Standard Oil, Haines, Drill and Mill spurs.

Lobert and Chiloquin-Not more than one six axle locomotive permitted on industry tracks.

3. TWC Instructions-

TWC in effect between Wishram and Bieber.

O.T. Jct.-Westward Union Pacific trains will receive track warrant at The Dalles.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

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

5. FRA Excepted Track-In Klamath Falls, all trackage Whiteline Yard and River Lead. Refer to All Subdivisions Item 6.

6. Rule 93-Yard limits in effect between-

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

7. Interlockings and Drawbridges not Indicated at Station-

Columbia River Drawbridge MP 0.6 is controlled by automatic interlocking. Eastward trains must stop at first eastward absolute signal at OT Jct. and be governed by instruction posted in box. Westward trains must not enter draw span 75 foot approach circuits, or bridge must not be lowered by maintenance personnel or be occupied by hi-rail inspection vehicles or motorcars until permission is obtained from Wishram operator. After instructions received from operator have been fulfilled and signals fail to clear, be governed by instructions posted in control box. Trains from UP trackage must not enter track release section at O.T. Jct. if restricted by opposing train movement until movement clears O.T. Jct.

8. Between OT Jct. and Chemult-Loaded unit grain trains or freight

trains handling one or more loaded grain pools will hold the main line when meeting, passing, or being passed by other trains, except when authorized by train dispatcher.

9. Moody-Siding must not be blocked between East Switch and Industry track.

10. Bend-Wilson Ave. Crossing and Murphy Road Crossing (MP 3.5) are whistle free crossings. Engine whistle will not be sounded as prescribed by Rule 15(L) except to prevent accidents not otherwise avoidable.

11. Lapine-When handling dimensional shipments on siding, look out for close clearance at loading device overhanging siding.

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

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

13. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
14047 Sherar	7.3 east of Maupin.....	34	East
14051 Tuscan	3.8 east of Maupin.....	10	East
14068 Dant	3.7 west of Nena	3	East
14154 Cascan	2.8 west of Bend	Yard	Both
14225 Diamond Lake.....(SPT)	5.3 west of Chemult	112	Both
14231 Yamsay.....(SPT)	10.7 west of Chemult	111	Both
14240 Lenz.....(SPT)	19.9 west of Chemult	112	Bot
14249 Fuego.....(SPT)	28.8 west of Chemult	112	Both
14253 Kirk.....(SPT)	33.0 west of Chemult	111	Both
14258 Calimus.....(SPT)	38.0 west of Chemult	130	Both
14266 Chiloquin.....(SPT)	46.6 west of Chemult	113	Both
14271 Lobert.....(SPT)	50.6 west of Chemult	130	East
14276 Modoc Point.....(SPT)	56.1 west of Chemult	111	Both
14284 Algoma.....(SPT)	64.4 west of Chemult	111	Both
14289 Wocuse.....(SPT)	69.2 west of Chemult	111	Both
14291 Chelsea.....(SPT)	71.4 west of Chemult	113	Both
14293 Klamath Falls Depot (SPT)	73.8 west of Chemult	Yard	Both
14300 Henley	3.4 west of Klamath Falls	30	East
14312 Stonebridge	1.7 west of Merrill	20	East
14332 Hannchen	4.7 west of Stronghold	22	West
14346 Tionesta	6.0 west of Mammoth	39	Both
69034 Hambone.....(MCR)	33.9 from Lookout	Conn.	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS		Distance from Vancouver
				Office Calls	Rule 6	
	15129	56	156.0	VANCOUVER	KYZ	0.0
	15129		155.8	VANCOUVER JCT.	Z	0.7
	15126		155.3	CN JCT.	Z	1.2
	15125		153.8	STILL CREEK	Z	2.7
	15123		151.8	WILLINGDON JCT.	XZ	4.8
			149.8	SPERLING	X	6.8
			148.0	PIPER	X	8.6
	15118		146.9	BURNABY	X	9.7
			146.4	LAKE CITY	X	10.2
			146.1	NORTH ROAD	X	10.5
			145.4	BRUNETTE	X	11.2
			145.3	CP JCT.		11.3
			145.0	BRAID	X	11.5
	15114		144.8	NEW WESTMINSTER	KY	11.6
			144.5	SPRUCE		11.9
	15111	50	141.3	FRASER RIVER JCT.		13.5
5,908	15109		139.5	BROWNSVILLE		14.9
	15105		136.9	TOWNSEND To Tilbury 4.1	ABS OCS/- TWC	17.5
				COLEBROOK To Roberts Bank SRBC 15.5	CTC	24.0
2,422	15100		131.1			
			120.4		ABS OCS/- TWC	
	15091		119.5	WHITE ROCK	Z	34.8
6,060	15088		119.4	BLAINE	Y	35.8
	15081		112.1	INTALCO	JTY	43.1
6,600	15075		106.3	FERDALE	BY	49.0
	15067		97.0	BELLINGHAM	BKY	58.0
6,347	15062		92.9	SO. BELLINGHAM	Y	61.2
6,384	15049		79.7	BOW		74.6
4,635	15042		71.9	BURLINGTON To Anacortes 16.6	J	82.0
6,075	15038		66.8	MT. VERNON	B	85.9
6,381	15025	408	55.5	STANWOOD		98.3
6,846	15016		45.5	ENGLISH		108.0
	15012		42.2	KRUSE JCT. To Darrington 34.5		111.6
2,557	15009		38.8	MARYSVILLE		115.0
			37.0			
	15008		10.9	DELTA JCT. To Everett Jct. 4.9	IY	117.7
	15005		9.1	DELTA	Y	119.5
	02165		0.0	PA JCT.	JY	121.4

(Canadian Operation)

1. Maximum Speed Permitted-
Zone-Between

Freight

Vancouver and CP Jct. Passenger Trains	40 MPH.
Vancouver and Blaine	40 MPH.
MP 155.2 and MP 153.7	25 MPH.
MP 153.7 and MP 145.5	30 MPH.
MP 145.5 and MP 141.5	20 MPH.
MP 141.5 and MP 140.8	5 MPH.
MP 137.3 and MP 136.7	30 MPH.
MP 131.6 and MP 129.9	35 MPH.
MP 127.9 and MP 127.6	15 MPH.
MP 123.0 and MP 122.7	30 MPH.
MP 122.7 and MP 121.3	21 MPH.
MP 121.3 and MP 119.9	30 MPH.
Bridge at MP 140.8 cars heavier than 263,000 lbs	10 MPH.
Brownsville-On siding, interchange and crossovers	10 MPH.
New Westminster-Fraser River Bridge	6 MPH.
CP Jct.-East leg of wye	5 MPH.
Between Burnaby and Still Creek, all freight trains, loaded or empty	30 MPH.
Still Creek-Over Grandview Highway North and Renfrew Street	25 MPH.
Vancouver-Burrard Inlet Line	8 MPH.

Between MP 122.7 and MP 121.3- Transport Canada orders that train or engines not exceed 21 MPH. through these limits until leading unit has fully traversed limits and that engine bell be rung continuously while engine is in motion within these limits.

Trains or engines through turnout, at the following

CTC Control points:

Willingdon Jct.	MP 151.8	
Sperling	MP 149.8	
Piper	MP 148.0	
Burnaby	MP 146.9	
Lake City	MP 146.4	30 MPH.
Spruce	MP 144.5	20 MPH.
Braid	MP 144.9	
Brunette	MP 145.4	
North Road	MP 146.1	
Lake City	MP 146.4	15 MPH.

(Lead switch from East Main only)

Colebrook-Trains or engines through turnout	35 MPH.
Roberts Bank, B.C.-within fenced area of west shore terminals	10 MPH.

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

2. Bridge and Equipment Weight Restrictions-

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

3. OCS/TWC Instructions-OCS/TWC in effect between Townsend (MP 137.3) and Colebrook (MP 131.6) and between Colebrook (MP 130.6) and White Rock (MP 120.95).

Maintenance of Way-OCS/Track warrant authority will be issued to permit occupancy of main track when train location lineup is not in effect or will not permit movement.

4. Clearance Provisions and Exceptions Rule 81-OCS/Track warrant Item 16 will be used in lieu of clearance to deliver GBO/track bulletins. When so instructed by train dispatcher, clearance will not be required.

5. Rule 99-Rule 99.1 applies. When flagging is required, distance will be at least 2000 yards.

6. Operations-Burlington Northern is governed by the Canadian Rail Operating Rules for operation in Canada, except for the following modifications:

General Bulletin Orders (GBO) apply on this subdivision (Vancouver to White Rock).

Rule G: The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty,

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

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

or their possession or use while on duty or on Company property, is prohibited.

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

Rule 41: Applies between Vancouver and White Rock. Crew members are not required to replace torpedoes as stipulated in paragraph (b). Maintenance foreman is responsible for replacing torpedoes that have been exploded.

Rules 40, 41, 42, 43: Signals will be two (2) miles 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/track bulletin.

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

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

OCCUPANCY CONTROL SYSTEM/TRACK WARRANT CONTROL RULES (OCS/TWC).

Rule 325: AUTHORITY: Where designated by timetable, use of the main track will be authorized by OCS track warrant, under the direction and over the initials of the train dispatcher or under the provisions of CROR Rule 93. Where yard limits are in effect, the instructions in OCS track warrants must be complied with.

Rule 326: DESIGNATED LIMITS: In OCS/TWC territory, the limits of operating authority must be defined by identifiable locations.

When station names are used to define the limits, the authority does not include the use of the main track between the siding switches at either of the stations named. Where there is no siding, the authority begins or ends at the designated switch. Where there is neither a siding nor a designated switch, the authority extends from or to the station sign.

Rule 327: REQUESTING: Employee requesting OCS track warrant must advise the train dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

Rule 328: COPYING: The conductor and the engineer must have a copy of the OCS track warrant addressed to their train or engine showing date, location, name of the employee who copied it and any specific instructions issued. All information and instructions must be entered on OCS track warrant form provided and repeated to the train dispatcher who will check and, if correct, will give "OK", the time and his initials. The OK time and initials will be entered on the OCS track warrant and repeated to the train dispatcher. The OCS track warrant must not be considered in effect until OK time is shown on it. If the OCS track warrant restricts movement or authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgement of the OK has been received.

Rule 329: MECHANICAL TRANSMISSION: OCS track warrants may be transmitted mechanically. When so transmitted, repetition will not be required. OK time will be given at the time issued and space provided for name of copying employee may be left blank.

OCS track warrants restricting the authority or movement of a train must not be sent in this manner to a train that has already received authority to leave that point.

Rule 330: SPECIFIC INSTRUCTIONS: OCS track warrants, once in effect, will include specific instructions which must be complied with by those addressed. An OCS track warrant once in effect must not be added to or altered in any manner.

Rule 331: CHANGING OCS TRACK WARRANT: When an OCS track warrant is in effect and it is desired to change the limits or instructions, a new OCS track warrant must be issued with the desired instructions and include the words "Track Warrant No. _____ is void" giving the number of the OCS track warrant being changed. When on OCS track warrant of a previous date is voided, the date must be included. The previous OCS track warrant mentioned will no longer be in effect.

Rule 332: OPERATING WITH OCS TRACK WARRANT: OCS track warrant authorizes the train or engine addressed to occupy the main track within designated limits but must not foul a switch at either end of the limits which may be used by an opposing train to clear the main track. Movement must be made as follows:

(1) When authorized to proceed from one point to another, movement is authorized in the direction specified. When a crew member reports to the train dispatcher that train has passed a specific point within the authorized limits, OCS track warrant authority is to be considered void up to that point; or,

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

Rule 333: OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of an OCS track warrant at the same time except when:

(1) All trains or engines within the limits have been authorized to move in the same direction and required to provide flag protection to the rear as prescribed by CROR Rule 99. The last train may be relieved of providing flag protection when instructed not to foul limits ahead of any preceding train with the limits.

A train required to provide flag protection to the rear must report clear of limits if main track is cleared before reaching second named point unless flagman is left to prevent a following train from passing; or,

(2) Two or more trains authorized to "WORK BETWEEN" two specific points have been instructed by OCS track warrant to move at restricted speed within the overlapping limits. In addition, CROR Rule 309(b) applies.

Where OCS track warrant authority includes yard limits, the provisions of CROR Rule 93 apply, but instructions in OCS track warrants must be complied with.

Rule 334: IN EFFECT: An OCS track warrant, once in effect, is in effect until crew member has reported clear of the limits or it has been made void. Crew member must report to the train dispatcher when they have cleared the limits.

Item 6 on OCS track warrant form will not be used in Canada.

Rule 335: MARKING VOID: The word VOID must be written by crew member across each copy of the OCS track warrant when train has been reported clear of the limits or OCS track warrant has been made void.

Rule 336: PROTECTING MEN OR MACHINES: An OCS track warrant may be issued in the same manner as to trains to permit men or machines to occupy or perform maintenance on main track without other protection.

An OCS track warrant must not be issued to protect men or machines within the same or overlapping limits with a train unless:

(1) All trains authorized to occupy the same or overlapping limits have been authorized to move in one direction only and OCS track warrant specifies that it is granted behind trains that have left the location where the foreman will enter the limits; or,

(2) Trains authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines and have been instructed to make all movements at restricted speed and to stop short of men or machines on or fouling track and employee in charge of maintenance is so notified by OCS track warrant. In addition, CROR Rules 311(b) and 312 apply.

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

Employees are also governed by General Manager's General Orders, Notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules, Rules for the Protection of Track Units and Track Work, and all other applicable rules in accordance with existing policy wherein they do not conflict with the Canadian Rail Operating Rules.

7. Blaine-White Rock-

SOUTHWARD

Trains, engines and track equipment arriving White Rock MUST STOP before any portion crosses into the United States.

Call must be made to Canada Customs from White Rock depot and be governed by their instructions. (Suggest stopping engines at depot for trainman to place call.)

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

In-transit forms (A4½) will be issued to conductor with wheel report covering such cars entering U.S. for re-entry into Canada and are to be turned over to U.S. Customs. In-transit cars without this form cannot enter U.S.A. and must be signed by Canada Customs before entering U.S.A.

File a copy of wheel report at Blaine.

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

NORTHWARD

Trains, engines and track equipment on arrival White Rock MUST STOP and call Canada Customs from White Rock depot.

Canada Customs must be furnished by the conductor a copy of the A-1 (yellow sheet), manifest and any other supporting customs documents.

Accompanying customs officer on train inspection.

In-transit forms (A4½) will be issued to conductor covering such cars entering Canada for re-entry into the United States and are to be turned over to Canadian Customs. In-transit cars without this form cannot enter Canada and must be signed by Canada customs.

File copy of A-1 at Blaine.

8. **Roberts Bank**-Burlington Northern northward trains, before leaving Blaine, Wa. and Burlington Northern southward trains before leaving New Westminster, B.C., must have current B.C. Rail Operating Bulletin in possession.

Burlington Northern trains via Colebrook must have current Roberts Bank Route joint DOB. SRBC 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.

9. **Colebrook**-CTC between MP 130.9 and MP 131.5 under jurisdiction of SRBC Railway train dispatcher North Vancouver. Dual control switches are identified as No. 16, No. 18 and No. 20. When requesting permission to take these switches off power to hand throw, crew member will advise control operator the number of the switch or switches involved.

10. Interlockings and Drawbridges not Indicated at Station-

Fraser River Bridge, New Westminster-Manual Interlocking.

All movements approaching bridge will use radio to contact bridge control.

All movements must not exceed 6 MPH approaching and within interlocking limits.

Trains, if tandem, must not exceed 100 cars and must not disconnect while any portion of the train is within interlocking limits.

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

11. Semi-Automatic Interlocking not Indicated at Station-

New Westminster-Cumberland Crossover to CP trackage.

Vancouver-CPR crossing at Burrard Inlet. Normal position of gates is Stop for Burlington Northern.

12. Townsend

South end CTC is MP 137.2 at Tilbury Line Jct. switch. CTC between Townsend and Willingdon Jct. is operated by BN train dispatcher New Westminster.

Train and engine movements on Tilbury Island Line will be made in accordance with Rule 105. Both CN and BN trains and engines switch on this line; therefore, before leaving Townsend and before making any northward movements, BN train dispatcher New Westminster must be contacted who will advise of any other movements being made on the line. This information does not modify provisions of Rule 105.

13. **New Westminster**-To avoid blocking King Edward Street in case of delay, Canadian National trains from CN-CPR exchange yard en-route BN tracks will call BN train dispatcher before leaving yard and be governed by his instructions.

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

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

16. **Vancouver, B.C.**-CN Railway operates jointly with BN over BN tracks between waterfront and connection with BN main track north of CN Jct.; also between north leg of wye from main track switch and connection with Canadian National Railway in the BN south yard, all of which is located within yard limits of Vancouver. Train dispatcher's phone is located in booth near BN main track connection. There is also a city telephone in yard office near dock. Before movement is made over Burrard Inlet Line in either direction between CN waterfront yard and BI Jct. or Glen yard, a member of the crew will communicate with the yard office near dock to ascertain if it is safe to proceed.

Transport Canada requires that within Vancouver and Burnaby, B.C., MP 156.0 to MP 147.23, sounding of engine whistle except to prevent accident is prohibited at all highway crossings on the main track.

In order that these streets may be identified, they are listed below with the milepost locations:

Slocan	- MP 153.9	Gilmore	- MP 152.35
Kaslo	- MP 153.8	Douglas	- MP 151.05
Renfrew	- MP 153.7	Sperling	- MP 149.95
Rupert	- MP 153.2	Piper	- MP 148.25
Boundary	- MP 152.8	Cariboo	- MP 147.23

Requirements on non-main track crossings are as follows:

Whistling is still required at following crossings located in Vancouver:

All crossings, Main Street to VLI interchange, inclusive.

Glen Drive crossings at Sea-Land complex.

Protection by crew members is required at following non-main track crossings:

- a. Still Creek Industrial Area-Vancouver, B.C.

Two locations where our tracks cross Cornett Street (MP .04 and MP .17), Skeena Street (MP .3), and Eleventh Avenue (MP .29); also two locations where our trackage crosses over Hebb Avenue (MP .08 and MP .07).

- b. Burnaby, B.C.

Head block MP 149.61 (Winston Street MP .06).

- c. Lake City-Burnaby, B.C.

Venture Street (MP 2.55), Head Block MP 1.16 (Eastlake Drive MP .07),

Underhill Avenue and Eastlake Drive (MP 1.94), Sears Spur only.

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

White Rock and Blaine

End of CTC Willingdon Jct. and end of track Vancouver B.C.

18. **Train movements between Vancouver and Spruce Control-**

North of CN Jct.- Southward trains and engines moving beyond the North absolute signal CN Jct., must have permission from train dispatcher before entering main track.

Northward trains and yard engines that have obtained dispatchers permission to use main track, must advise train dispatcher when clear of main track at or north of CN Jct.

CN Jct.-Trains and engines must not enter main track without permission from train dispatcher. After permission received, switch key controller located on signal mast must be operated to obtain proceed indication.

Between North Absolute Signal CN Jct. and South Absolute

Signal Still Creek-Trains or engines stopped by a Stop signal must not proceed until authority received from train dispatcher. Rule 509 is modified accordingly.

Northward trains must not pass South Absolute Signal Still Creek and Southward trains must not pass North Absolute Signal CN Jct. and north Absolute Signal Still Creek without verbal permission from RTC.

Between Still Creek and Willingdon Jct.-

Movement of trains will be supervised by the train dispatcher. Oral and message instructions issued by him must be complied with.

Movements against the current of traffic within these limits may be made without train order authority when authorized by the train dispatcher.

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

19. Restricted Clearances-

High voltage electric wires at Still Creek and Vancouver, B.C.

Clearance from top of rail as follows:

Powell Street-Vancouver, B.C. BI Line 22'4"

Main Street, Vancouver, B.C. 19'6"

Renfrew Street-Still Creek 21'0"

New Westminster, retaining wall at MP 144.0 will not clear man on side of car or engine.

20. Train Dispatchers- Territory between north switch Blaine and end of track at Vancouver, B.C. is under jurisdiction of train dispatcher at New Westminster.

21. Radio Calls-New Westminster, radio call is CJN 253. Station name must not be used.

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

In Canada, tank cars with DOT specifications 105, 114 and 112 may not be cut off in motion. They must be shoved to a joint making coupling with no more force than necessary, nor may any car rolling under its own momentum be allowed to strike one of these cars.

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

Placarded Cars and Trailers-

Canadian regulations require that Emergency Response (ER) forms and shipping document must be in possession of crew handling any full carload and/or full trailer loads of hazardous material for movement in Canada, except cars placarded class 3.3 or 9 which require only a waybill/shipping document.

NORTHWARD

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

Loads: 1 original shipping document and ER form and 1 copy of each.

Empties: 1 original shipping document and 1 copy.

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

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

SOUTHWARD

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

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

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

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

Other Track Side Warning Detector Locations-

Brownsville-MP 139.1

Townsend-MP 134.8

(U.S. Operation)

1. Maximum Speed Permitted- Zone-Between

Freight

Blaine and Delta Jct.	50 MPH.
Loaded Coal Trains.....	40 MPH.
Delta Jct. and Everett Jct.	15 MPH.
PA Jct. and GN Jct.	15 MPH.
Lowell and GN Jct.	15 MPH.
MP 119.9 and MP 118.4	15 MPH.
MP 106.6 and MP 105.8	40 MPH.
MP 101.2 and MP 99.3	35 MPH.
MP 99.3 and MP 93.1	20 MPH.
MP 93.1 and MP 82.5	35 MPH.
MP 74.7 and MP 74.5	40 MPH.
MP 72.4 and MP 67.0	20 MPH.
MP 41.0 and MP 39.5	25 MPH.
MP 39.5 and MP 37.3	20 MPH.
MP 37.3 and MP 37.0	10 MPH.
Bridges 105.8, 70.0, 50.8, 49.2, 38.3, 37.8 cars heavier than 263,000 lbs	10 MPH.
Bridges at MP 3.6 and 10.3 Anacortes, cars heavier than 263,000 lbs	10 MPH.
Bellingham-over street crossings	10 MPH.
Burlington and Anacortes	25 MPH.
MP 4 and MP 7.7	10 MPH.
MP 15 and MP 16.5	10 MPH.
Kruse Jct. and Darrington	25 MPH.
MP 6.0 and MP 7.9	20 MPH.
MP 16.5 and MP 16.6	15 MPH.
MP 21.6 and MP 22.4	10 MPH.
MP 24.4 and MP 24.6	10 MPH.
Trains or Engines on sidings.....	10 MPH.
Six axle locomotives and 150-ton wrecking derricks over Bridge 10-Darrington Spur	10 MPH.
Cars weighing over 177,000 lbs. when coupled in groups of two or more over Bridge 61.1 Darrington Spur	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Between Kruse Jct. and Darrington-Item 5d not permitted.

Darrington Spur-Six axle locomotives in excess of 350,000 lbs and six axle derricks not permitted.

Between Burlington and Anacortes-Six axle locomotives not permitted.

3. TWC Instructions- TWC in effect between Blaine and Bellingham, between Burlington and Anacortes and between Kruse Jct. and Darrington.

Trains operating between Blaine and Everett Jct. must receive track warrant endorsed "Seattle Terminal" prior to departure from Blaine or Delta Jct.

Bayside-Delta-Everett Jct-PA Jct.-Kruse Jct.-Delta Jct.-Trains originating must obtain a track warrant at Delta Jct.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-When flagging is required, distance will be 2.0 miles between Delta Jct. and Blaine.

5. FRA Excepted Track- Fidalgo and Anacortes MP 0.0 and MP 4.0, Cement Track lead and Orchard Street lead at Bellingham, and Twin City Food spur at Stanwood. Between Oso and Darrington, MP 20 to MP 34.4. North Mt. Vernon Lead, MP 68.7. Belleville Pit Track MP 76.1. Refer to All Subdivisions Item 6.

6. Rule 93-Yard limits in effect between-

Bellingham and South Bellingham

Everett Jct.-Bayside-Delta Jct.

PA Jct.-Delta-Delta Jct.

Delta to Lowell

7. Interlockings and Drawbridges not Indicated at Station-

Drawbridge 11-1.2 miles south of Marysville- manual interlocking.

Drawbridge 12-0.5 miles south of Marysville- manual interlocking.

Drawbridge 12A-1.0 mile south of Whitney- manual interlocking.

When interlocking signals display Stop indication, bridge operator, B&B foreman or signal maintainer must be called to inspect bridge equip-

ment before trains are permitted to proceed over these bridges. Instructions for operating dual controlled derails are posted at absolute signals.

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

9. 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.

10. Bellingham-Southward freight trains making pick-up will stop and make cut a sufficient distance east of "F" street crossing located at the old freight house so entire train will clear "F" street after pick-up is made.

11. 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.

12. Train dispatchers-Territory between Everett Jct. and North switch Blaine is under jurisdiction of Seattle Terminal train dispatcher at Seattle.

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

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

Industry Track Silvana.

Conway Feed and Pole Yard Spur.

Spur track (MP 93.0 at South Bellingham).

14. Loaded Coal Trains-Loaded coal trains to 9th subdivision must move via Bayside Yard.

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

Other Track Side Warning Detector Locations-

English-	MP 46.2	Mt. Vernon-	MP 67.5
Stanwood-	MP 55.2	Burlington-	MP 73.6
Stanwood-	MP 58.9	Bow-	MP 81.9

16. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
15108 Delta-Alaska Terminal	0.8 south of Brownsville	Yard	North
15106 Tilbury Line Jct.	0.4 north of Townsend	Conn.	North
66503 Dow Chemical.....on spur	3.0 from Tilbury Line Jct.	10	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	Both
66565 Robert Bank.....on SRBC	15.5 from Colebrook	Yard	Both
15080 Custer	5.5 north of Ferndale	49	Both
15069 Noranda	4.1 south of Ferndale	11	South
15053 Samish	3.8 north of Bow	55	Both
15046 Belleville Pit	5.3 north of Burlington	102	North
15041 MVB Station	1.4 north of Mt. Vernon	2	North
15032 Fir	5.3 south of Mt. Vernon	20	South
15025 Twin City Foods.....on spur	2.4 south of Stanwood	Yard	South
15020 Silvana	5.5 south of Stanwood	20	Both
15013 Pacific Grinding Wheel	1.0 north of Kruse Jct.	15	North
66020 Edgecomb.....on spur	3.8 north of Kruse Jct.	44	Both
66023 Arlington.....on spur	6.9 north of Kruse Jct.	Yard	Both
66120 Oso.....on spur	18.9 north of Kruse Jct.	10	Both
66135 Andron	34.5 north of Kruse Jct.	Wye	Both
66136 Darrington.....on spur	35.5 west of Kruse Jct.	Yard	Both
66207 Whitney.....on spur	6.9 west of Burlington		
66210 Whitmarsh.....on spur	10.2 west of Burlington		
66212 Fidalgo.....on spur	12.3 west of Burlington	24	Both
66216 Anacortes.....on spur	16.2 west of Burlington	Yard	Both
Bayside.....	2.4 south of Delta Jct.	Yard	Both
02169 Everett Jct.	4.9 south of Delta Jct.		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance from Boyer
				Office Calls	Rule 6	
	01803	37	1401.2	BOYER	JTY	0.0
	01803		1401.9	NORTH SANDPOINT	TY	1.3
6,209	61917		1415.7	LACLEDE	TWC	14.7
	61925		1424.2	PRIEST RIVER		22.9
6,765	61931		1431.3	NEWPORT	JY	29.5

BN Radio Channel No. 2 in service on this Subdivision.

1. Maximum Speed Permitted-

Zone-Between

Freight

Boyer and Priest River 40 MPH.

Priest River and Newport 25 MPH.

2. Bridge and Equipment Weight Restrictions- None.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99- When flagging is required, distance will be 1 mile.

5. FRA Excepted Track-All trackage on Albeni Falls Spur starting at MP 1428.22. Refer to All Subdivisions Item 6.

6. Rule 93- Yard limits in effect between-

North Sandpoint and Dover MP 1401.9 to MP 1405, plus 500 feet.

7. Slide Fence Indicator-

Westward Signal-MP 1428.3

Eastward Signal-MP 1429.7.

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
61906 Dover (SI Conn)	3.3 west of North Sandpoint	10	East
61921 Thama	4.7 west of Laclede	120	Both
61924 Hedlund Lumber Co. Spur	0.8 east of Priest River	16	West
61928 Albeni Falls.....on spur	2.7 east of Newport (1.5 long)	21	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance from Hauser Jct.
				Office Calls	Rule 6	
	01850		0.0	HAUSER JCT.	JTY	0.0
	62702	381	2.3	GRAND JCT.	UY	2.3
			4.9			
	62705	382	17.5	POST FALLS	Y	4.6
			20.4			
		375	22.8			
			23.2			
		382	27.3			
	62713		25.8	COEUR d'ALENE	TY	12.5
		375	26.0			
			32.6			
		382	33.3			

BN Radio Channel No. 2 in service on this Subdivision.

- Maximum Speed Permitted- Zone-Between**
Hauser Jct. and Coeur d'Alene **Freight** 10 MPH.
- Bridge and Equipment Weight Restrictions-**
Item 5d not permitted.
Six axle locomotives and derricks not permitted.
- TWC Instructions-**None.
- Rule 99-** When flagging is required, distance will be 0.5 mile.
- FRA Excepted Track-** Hauser Jct. to Coeur d'Alene. Refer to All Subdivisions Item 6.
- Rule 93-** Yard limits in effect between-
Hauser Jct. and Coeur d'Alene.
- Coeur d'Alene-** 11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings: Train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.
Switching movement from east leg of wye will only be made to main track.
- Gibbs-** Do not use the Flat Track as a switching lead for the UP Transfer Track. Switch the UP Transfer Track from the west end.
- Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
62625 Alpine Sales Spur.....	26.4 east of Spokane	5	East
62626 Huetter.....	27.7 east of Spokane	15	Both
62629 Atlas.....	28.4 east of Spokane	37	Both
62630 Gibbs	30.5 east of Spokane	7	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance from Napa St.
				Office Calls	Rule 6	
			1476.7	NAPA ST.	IJXY	0.0
			3.7	HILLYARD		3.7
	61972	37	1473.0			
			4.9	MEAD		8.6
	61968		1468.1			
			4.2	DEAN		12.8
	61963		13.8			
			12.6	DEER PARK		25.4
1,350	62012		26.4			
2,062	62025		38.4	LOON LAKE		37.4
4,080	62043	376	56.5	VALLEY		55.5
3,990	62050		64.2	CHEWELAH		63.2
	62073		87.1	COLVILLE		86.1
			95.6			
	62081		0.0	KETTLE FALLS	BJKTY	94.6
			4.4	WEST KETTLE FALLS	Y	99.3
1,320	62212	377	11.8	BOYDS	TWC	106.7
1,800	62217		17.2	BARSTOW		112.1
2,100	62222		22.3	DULWICH		117.2
			34.4			
600	62234		34.4	LAURIER, WA.		129.3
	62246	392	47.0	GRAND FORKS, B.C.	YZ	141.9
			48.8			
600	62249		48.8	DANVILLE, WA.		143.7
900	62259	377	59.0	CURLEW		153.9
2,040	62276		75.0	TORBOY	Y	169.9
	62277		75.9	SAN POIL	Y	170.8

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher call-Monumental Mountain-10

- Maximum Speed Permitted- Zone-Between**
Napa St. and Kettle Falls **Freight** 40 MPH.
MP 1475.4 and MP 1470.4 25 MPH.
MP 1470.4 and MP 13.8 35 MPH.
Kettle Falls and San Poil..... 30 MPH.
Bridges 15.7, 16.7, 16.8, and 19.2
cars heavier than 263,000 lbs 10 MPH.
Bridges 60.2, and 70.6
cars heavier than 263,000 lbs 10 MPH.
Bridges 0.6 and 4.8 Kettle Falls,
cars heavier than 263,000 lbs 10 MPH.
Mead, over switches and frogs
on curves at Aluminum Plant..... 5 MPH.
- Bridge and Equipment Weight Restrictions-**
Six axle locomotives and derricks not permitted.
- TWC Instructions-**
TWC in effect on this subdivision.
MP 1476.7 (Napa Street) through MP 1468.1 (Mead) will be designated on track warrants as MP 476.7 through MP 468.1.
Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.
- Rule 99-** When flagging is required in U.S., distance will be one mile. Canadian Rail Operating Rules are in effect for Canadian Operation and Rule 99.1 applies.

5. FRA Excepted Track-Safeway Lead including all track plus Food Services Lead and all trackage on Tosco Lead. At Mead, all industry track leading to Kaiser Aluminum. All Trackage on Spike Yard Lead in Zone 11. Refer to All Subdivisions Item 6.

6. Rule 93- Yard limits in effect between-

Napa St. and MP 1475.4 (Mission St.)
Colville and West Kettle Falls between MP 94 and MP 95.6
and between MP 0.0 and MP 8.0.
Torboy and end of track between MP 75 and MP 77.4.

7. Between Valley and Dean- Eastward trains on descending grade will slow or control speed in accordance with Air Brake and Train Handling Rule 344(B).

8. Between Kettle Falls and Dean- Trains in excess of 9500 trailing tons must have all empties on rear of train.

9. Addy- Trains switching Northwest Alloys, Inc., will ring bell and use engine whistle when moving over crossing in plant.

10. Laurier to Danville-

Trains must not pass international border without permission of customs and immigration inspectors.

11. Operations- Burlington Northern is governed by the Canadian Rail Operating Rules for operations in Canada, except for the following modifications:

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

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

Rule 41: Applies in Canada. Crew members are not required to replace torpedoes as stipulated in paragraph (b). Maintenance foreman is responsible for replacing torpedoes that have been exploded.

Rules 40, 41, 42, 43: Signals will be two (2) miles 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/track bulletin.

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

Employees are also governed by General Manager's General Orders, Notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules, Rules for the Protection of Track Units and Track Work, and all other applicable rules in accordance with existing policy wherein they do not conflict with the Canadian Rail Operating Rules.

12. Grand Forks, B.C.- Transport Canada requires all train movements over Carson Road crossing on wye tracks shall be flagged by member of crew and do not occupy Carson Spur between BN main track and CP main track between the hours of 0700 and 1000 daily.

13. Transport Canada requires that occupied cabooses and occupied service equipment be governed as follows while operating in Canada.

- Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
- Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

14. In Canada- Tank cars with DOT specifications 105, 114 and 112 may not be cut off in motion. They must be shoved to a joint making coupling with no more force than necessary, nor may any car rolling under its own momentum be allowed to strike one of these cars.

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

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

Trains operating within the Canadian Province handling hazardous material will make a visual inspection of such cars at intervals of no greater than twenty (20) miles.

15. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
61966 Davies Spur	1.5 west of Mead	34	East
62073 Vaagen Bros. Spur	0.1 west of Colville	45	Both
62067 Arden	6.7 east of Colville	47	Both
62063 Metallurgical Chip Spur	9.9 east of Colville	14	West
62059 Addy	9.1 west of Chewelah	17	Both
62042 Lane Mtn. Silica Spur	1.0 east of Valley	29	Both
62041 Valley Lbr. Spur	1.7 east of Valley	9	West
62040 Nanome	2.0 east of Valley	4	West
62034 Cline	8.1 east of Valley	18	Both
62033 Allied Mineral	8.4 east of Valley	8	East
62032 Springdale	9.6 east of Valley	20	West
62018 Clayton	5.3 west of Deer Park	9	East
62207 Plumb Creek Spur	2.7 west of Kettle Falls	10	Both
62208 Brauner Lbr. Co. Spur	3.0 west of Kettle Falls	4	East
62211 Portland Cement Spur	5.9 west of Kettle Falls	6	East
62228 Goldstake	6.1 east of Laurier	13	West
62235 Cascade	0.3 west of Laurier	14	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance from Nelson
				Office Calls	Rule 6	
	62185	391	200.0 137.8	NELSON	8YZ	0.0

BETWEEN TROUP JCT. AND NELSON CP RAIL TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	62180		132.3 194.5	TROUP JCT.	Z	5.5
	62151	391	164.8	29.7 SALMO	Z	35.2
	62128		140.4 139.7	24.4 WANETA, B.C.	Z	59.6
	62124		138.3 136.3	2.1 BOUNDARY, U.S.	Y	61.7
3,009	62115		129.5	8.8 NORTHPORT	Y	70.5
2,224	62105	376	120.0	9.5 DOLOMITE		80.0
1,844	62092		105.6	14.1 EVANS	TWC	94.1
	62081		95.7	9.9 KETTLE FALLS	BJKY	104.0

BN Radio Channel No. 2 in service between Nelson, B.C. and Salmo, B.C.

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

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

Nelson and Northport	10 MPH.
Northport and Kettle Falls	25 MPH.
Northport-Wye track	8 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives and derricks not permitted.

- 3. TWC Instructions-**TWC in effect between Kettle Falls MP 96.4 and Northport MP 129.0.

Maintenance of Way-Track Warrant Authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

- 4. Rule 99-** Unless otherwise provided, protection against following trains is not required except Canadian Rail Operating Rules are in effect for Canadian operation and Rule 99.1 applies. When flagging is required in U.S., distance will be one mile.

- 5. FRA Excepted Track-** Between MP 129.0 and MP 139.7 between Northport and Waneta, B.C. Refer to All Subdivisions Item 6.

- 6. Rule 93-** Yard limits in effect between Northport and Troup Jct.

- 7. Northport to Waneta-**

Trains must not pass international border without permission of customs and immigration inspectors.

- 8. Operations-** Burlington Northern is governed by the Canadian Rail Operating Rules for operations in Canada, except for the following modifications:

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

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

Rule 41: Applies in Canada. Crew members are not required to replace torpedoes as stipulated in paragraph (b). Maintenance foreman is responsible for replacing torpedoes that have been exploded.

Rules 40, 41, 42, 43: Signals will be two (2) miles in advance of the defective or working point.

Rules 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/track bulletin.

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

Employees are also governed by General Manager's General Orders, Notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules, Rules for the Protection of Track Units and Track Work, and all other applicable rules in accordance with existing policy wherein they do not conflict with the Canadian Rail Operating Rules.

- 9. Mountain Grade Operation-**

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Salmo and Troup Jct. MP 183.5-MP 194.0.

Ruling Grade Descending East: 2.5.

- 10. Transport Canada** requires that occupied cabooses and occupied service equipment be governed as follows while operating in Canada.

- Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
- Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

- 11. In Canada-** Tank cars with DOT specifications 105, 114 and 112 may not be cut off in motion. They must be shoved to a joint making coupling with no more force than necessary, nor may any car rolling under its own momentum be allowed to strike one of these cars.

Tank cars containing Flammable Compressed Gases must be separated in a train from tank car shipments of: Chlorine, Anhydrous Am-

monia and Sulphur Dioxide by at least five (5) cars. All other US restrictions apply.

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

Trains operating within the Canadian Province handling hazardous material will make a visual inspection of such cars at intervals of no greater than twenty (20) miles.

- 12. Kootenai Valley Saw Mills-**Eastward trains stop at siding switch MP 169.75, Kootenai Valley Saw Mills, and westward trains stop at siding switch MP 170.01, and all trains between siding switches be protected by person qualified on Canadian Rail Operating Rules from a point on the ground.

- 13. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
62165 Hall on spur	14.9 west of Troup Jct.	14	Both
62156 Hardy Lbr. Co. Ltd. Spur	24.0 west of Troup Jct.	16	West
62155 Louisiana Pacific Chip Track on spur	24.1 west of Troup Jct.	13	Both
62154 Boulder Mill on spur	3.3 east of Salmo	9	Both
62140 Parks	10.0 west of Salmo	8	Both
62136 ATCO Spur	10.0 east of Waneta, B.C.	3	West
62135 Fruitvale	9.1 east of Waneta, B.C.	27	Both
62132 Equipment Spur	6.0 east of Waneta, B.C.	3	East
62130 Columbia Gardens	3.8 east of Waneta, B.C.	11	Both
62129 Quirk	2.3 east of Waneta, B.C.	20	Both
62110 Cameron Spur	4.4 west of Northport	17	East
62107 Marble	8.3 west of Northport	37	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance from Cheney
				Office Calls	Rule 6	
	63014		0.0	CHENEY	JTY	0.0
1,420	62327		26.8	REARDAN		26.8
1,136	62341		41.7	DAVENPORT	T	41.7
1,252	62364	378	64.4	CRESTON	TWC	64.4
1,293	62374		74.4	WILBUR		74.4
1,442	62387		87.7	ALMIRA		87.7
552	62408		108.8	COULEE CITY	T	108.8

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

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

Freight
Cheney and Coulee City 25 MPH.
150-ton wrecking derricks and larger, and locomotive cranes, over bridges..... 12 MPH.
Item 1A, All Subdivisions, applies.

- 2. Bridge and Equipment Weight Restrictions-**

Six axle locomotives and derricks not permitted.

- 4. TWC Instructions-**

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

- 4. Rule 99-** When flagging is required, distance will be 1 mile.

- 5. Sidings-** Are also used as industrial tracks.

6. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
62310 Medical Lake	10.6 west of Cheney	15	East
62321 Hite	5.6 east of Reardan	21	Both
62334 Mondovi	7.3 west of Reardan	25	Both
62347 Rocklyn	6.3 west of Davenport	21	Both
62381 Govan	6.6 west of Wilbur	15	Both
62390 Hanson	3.6 west of Almira	15	West
62397 Hartline	9.1 west of Almira	17	Both
62404 Cement	4.2 east of Coulee City	48	Both
62406 Odair	2.1 east of Coulee City	86	West

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
66832 Cordell Pit	4.3 west of Oroville		
66825 Ellisforde	11.0 west of Oroville	53	Both
66819 Tonasket	16.9 west of Oroville	18	East
66815 Janis	21.7 west of Oroville	48	Both
66809 Barker	31.9 west of Oroville	5	West
66804 Riverside	9.0 east of Omak	32	Both
66782 Malott	8.9 west of Okanogan	31	Both
66767 Chief Joseph	2.7 east of Brewster	34	Both
66763 Braker	1.2 west of Brewster	5	Both
66750 Wells Dam Spur	8.0 west of Pateros	40	East
66737 Chelan Falls	1.2 west of Chelan	36	Both
66707 Rocky Reach	4.2 east of Olds	46	West
66704 Welch	2.0 east of Olds	25	Both

Length of Siding In Feet		Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Oroville
15th Subdiv BRANCH LINE STATIONS							
		66836		135.7	OROVILLE		0.0
					40.8		
3,386		66795		95.7	OMAK	Y	40.8
					4.2		
2,857		66791		91.5	OKANOGAN	Y	45.0
					26.5		
2,549		66764		65.0	BREWSTER		71.5
					6.2		
5,710		66758		58.9	PATEROS		77.7
					20.0		
		66738		38.9	CHELAN		97.7
					18.5		
3,224		66720		20.4	ENTIAT		116.2
					17.1		
		66702		3.3	OLDS	Y	133.3
					3.3		
		02044		0.0	WENATCHEE	BJKXY	136.6

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

1. Maximum Speed Permitted-
Zone-Between

Freight

Oroville and Wenatchee	40 MPH.
Trains or Engines through all turnouts and on sidings	10 MPH.
MP 33.4 and MP 35.4	25 MPH.
MP 58.2 and MP 59.1	25 MPH.
MP 72.0 and MP 105.0	25 MPH.
MP 118.1 and MP 135.5	25 MPH.
MP 135.5 and MP 135.7	10 MPH.
Chief Joseph, passing LPG tank cars on industry track	25 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives and derricks not permitted.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-When flagging is required, distance will be 1 mile.

5. FRA Excepted Track-Between Wenatchee and Oroville: Oroville, all tracks east of MP 136; Janis siding; Riverside siding; Omak, Tracks 1, 2 & 3; Okanogan industry track; Brewster Central Grain Growers; Chelan industry, Rocky Reach. Refer to All Subdivision Item 6.

6. Rule 93- Yard limits in effect between:

Wenatchee and Olds(MP 5.9) - Trains and Engines must obtain permission from yardmaster or operator before entering yard limits. MP 90 and MP 97

7. Control Point not otherwise listed-Olds Jct. MP 2.55.

Length of Siding In Feet		Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Intalco
16th Subdiv BRANCH LINE STATIONS							
		15081		0.0	INTALCO	JTY	0.0
					5.1		
		66604		5.1	ARCO		5.1
					3.8		
		66608		8.9	CHERRY PT.		8.9

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

1. Maximum Speed Permitted-
Zone-Between

Freight

Intalco and Cherry Pt	25 MPH.
MP 5.2 and MP 5.3	10 MPH.
MP 7.2 and MP 8.9	10 MPH.
Bridge 4.0 Arco cars heavier than 263,000 lbs.	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives not permitted on Arco Lead.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-When flagging is required, distance will be 1.5 miles.

Length of Siding In Feet		Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Sumas
17th Subdiv BRANCH LINE STATIONS							
6,420		66089		127.2	SUMAS		0.0
					To Lynden 11.0	BKY	
654		66083		120.9	6.4		6.4
					NOOKSACK		
1,537		66073		111.4	9.4		15.8
					DEMING		
582		66065		103.5	7.9		23.7
					ACME		
1,850				94.1	9.5		33.2
					THORNWOOD		
				86.8	7.3		40.5
		66305		21.3	SEDRO WOOLLEY	Y	
					To Concrete 23.4		
15042				16.6	4.8		45.3
					BURLINGTON	JY	

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

1. Maximum Speed Permitted-
Zone-Between

Freight

Sumas and Burlington 40 MPH.
 MP 20.8 and MP 87.5 5 MPH.
 MP 97.0 and MP 123.9 30 MPH.
 MP 124.9 and MP 127.2 10 MPH.
 Trains or Engines on sidings 10 MPH.
 Item 1A, All Subdivisions, applies except where
 authorized speed is between 13 MPH and 21 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives in excess of 350,000 lbs, four axle locomotives in excess of 270,000 lbs, and six axle derricks not permitted.

Bridge 110- Cars under 38 feet long weighing between 177,000 lbs. and 220,000 lbs. and cars under 44 feet long weighing between 220,000 lbs and 263,000 lbs must be separated from each other by a car weighing less than 177,000 lbs.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-When flagging is required, distance will be 1.5 miles.

5. FRA Excepted Track- Sedro Woolley and Concrete MP 22.0 and MP 44.6; Sumas and Lynden MP 1 and MP 11, all tracks; Sedro Woolley yard tracks, and Sumas Scale track. Refer to All Subdivisions Item 6.

6. Rule 93-Yard limits in effect between-

Burlington and Sedro Woolley.
 Sedro Woolley and Concrete
 Sumas and Lynden

7. 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 should be attempted with train stretched and moving through the 14 degree curve.

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

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

8. The following track side warning detectors protect bridges, tunnels or other structures- None.

Other track side warning detector locations:

Sedro Woolley MP 20.9
 Sedro Woolley MP 86.8
 Deming MP 108.6

9. Industrial Tracks and Other Tracks-

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
66308 Cokedale Spur.....on spur	3.1 east of Sedro Woolley.....	5	West
66320 Supreme Cedar Prods.on spur	15.6 east of Sedro Woolley.....	7	East
66317 Hamilton.....on spur	11.7 east of Sedro Woolley.....	26	Both
66322 Birdsvew.....on spur	16.9 east of Sedro Woolley.....	34	Both
66326 Grassmere.....on spur	22.2 east of Sedro Woolley.....	70	Both
66328 Concrete.....on spur	23.4 east of Sedro Woolley.....	Yard	Both
66405 Hampton (MP 19.3) on spur	6.0 west of Sumas.....	Wye	Both
66410 Lynden (MP 5.3)..on spur	11.3 west of Sumas.....	Yard	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance from Snohomish Jct West
				Office Calls	Rule 6	
	02159		1.2	SNOHOMISH JCT. WEST JTY		0.0
		408	0.0			
	65601		37.6	BROMART	Y	1.2
2,855	65608	403	29.9	MALTBY		8.6
			24.7	WOODINVILLE	TUY	
	65614		24.1	To Issaquah 18.9		14.1
	65622		17.0	KIRKLAND		21.2
3,413	65626	405	12.7	BELLEVUE		25.6
	65627		12.0	WILBURTON		26.4
	65634		4.3	SCOPA	Y	33.7
			2.2	RENTON	Y	
3,660	65637		12.4			35.8
	16004	410	9.5	BLACK RIVER	IJY	38.0

Union Pacific signal aspects as contained in General Code of Operating Rules are in effect at UP interlocking at Black River.

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

1. Maximum Speed Permitted- Zone-Between

	Freight
Snohomish Jct. West and Black River.....	25 MPH.
MP 2.2 and MP 4.3.....	10 MPH.
MP 11.5 and MP 11.7	10 MPH.
Between Woodinville and Issaquah:	
Woodinville and MP 8	25 MPH.
MP 8 and Issaquah	10 MPH.
Trains and Engines on Sidings	10 MPH.
Item 1A, All Subdivisions, applies, except between MP 25.0 (Woodinville) and MP 37.0 (Bromart.)	

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives in excess of 350,000 lbs and six axle derricks not permitted.

Between Woodinville and Issaquah-

Item 5c not permitted.

Four axle locomotives in excess of 270,000 lbs not permitted.

Six axle locomotives not permitted.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-When flagging is required, distance will be 1 mile.

5. FRA Excepted Track-On Woodinville to Issaquah Line: between MP 8 and Issaquah. Refer to All Subdivisions Item 6.

6. Rule 93-Yard limits in effect between-

Yard limit signs east of Scopa and Black River.

7. Bellevue-Do not leave cars between main track and gate at Safeway spur account descending track. No switching is permitted on or across N.E. 8th between the hours of 0700 to 0900 and 1600 to 1800 except on Sundays and legal holidays.

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

8. Issaquah-Front Street crossing must be protected by flagman before crossing is occupied.

9. Industrial Tracks and Other Tracks-

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
65817 St. Regis.....on spur	17.1 east of Woodinville	13	West
65819 Issaquah.....on spur	18.9 east of Woodinville	8	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS		Distance from Cle Elum
				Office Calls	Rule 6	
14,620	13150	49	24.9	CLE ELUM	TY	0.0
				12.6		
5,356	13163		38.1	EASTON	IT	12.6
				3.0		
	13166		41.1	CABIN CREEK		15.6
				1.0		
	13167		42.1	UPHAM		16.6
				4.4		
	13172		46.5	MARTIN		21.0
				3.2		
10,664	13175		50.0	STAMPEDE		24.2
				10.0		
6,994	13185		59.7	LESTER	T	34.2
				7.2		
6,220	13192		67.1	MAYWOOD	TWC	41.4
				7.5		
6,501	13199		73.8	EAGLE GORGE		48.9
				6.7		
	13206		81.3	PALMER JCT. To Veazey 6.0	T	55.6
				1.2		
6,217	13207		82.3	KANASKAT		56.8
				5.9		
6,281	13213		88.2	RAVENSDALE		62.7
				6.9		
6,232	13220		94.3	COVINGTON		69.6
				7.4		
4,822	13228		102.0	EAST AUBURN	Y	77.0
				0.9		
	16014		102.9	AUBURN	JTY	77.9

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

1. Maximum Speed Permitted-
Zone-Between

Freight

Cle Elum and Auburn	35 MPH.
Cle Elum over crossing west of Depot	25 MPH.
Easton and Lester	20 MPH.
Lester-Movements over Loop Track	5 MPH.
Palmer Jct. and Veazey	10 MPH.
Auburn - Wye Track	10 MPH.
MP 98.4 and MP 101.2	30 MPH.
MP 101.2 and MP 102.6	25 MPH.

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives not permitted on Lester Loop track and Easton Wye track.

Cabin Creek-Not more than two (2) locomotives permitted on Industrial spur.

Between Palmer Jct. and Veazey: Item 5d not permitted.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-When flagging is required, distance will be 2.0 miles.

5. 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.

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

Fourth Subdivision instructions govern.

7. **Ravensdale**-When cars are set out on siding spur, west switch must be lined for spur to serve as derail.8. **Kanaskat**-West car set out on Tracks 2, 3 and 4 must have metal chocks placed under wheels. Chocks must be replaced after switching is done on these tracks.9. **Between Martin and Stampede**-Trains handling loaded TOFC cars must not exceed 10 MPH through tunnel 4 between MP 49 and MP 50.10. **Between Martin and Cabin Creek**-Trains handling loaded C-6 covered hoppers or exceeding 100 tons per operative brake must not exceed 12 MPH.11. **Between Palmer Jct. and Cle Elum**-Main track out of service between MP 81.0 Palmer Jct. and MP 24.9 Cle Elum.12. **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.

13. **Between East Auburn and Cle Elum**-All crossing signals, except Covington MP 94.3, out of service account rusty rail. Trains must stop and protect movement.14. **Handling 80 Feet or Longer Cars-****Between Easton and Lester-**

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

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

15. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
13154 Bullfrog	4.1 west of Cle Elum	20	Both
13175 Sam Spur	0.7 east of Stampede	30	West
67027 Veazey	6.0 from Palmer Jct.	Yard	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv BRANCH LINE STATIONS		Distance from 11th Street	EAST WARD ↑
					Office Calls	Rule 6		
				0.6	11th STREET	JY	0.0	
		67305		5.5	SOUTH TACOMA	Y	4.5	
					3.4			
	1,726	67309		8.9	LAKEVIEW	Y	7.9	
					To Nisqually 11.7			
		67313		12.4	MOBASE		11.4	
					7.8			
	2,660	67320		20.2	ROY		19.2	
					5.3			
		67326		25.5	YELM		24.5	
					7.4			
		67332		32.9	WETICO		31.9	
					7.3			
	1,481	16077		40.2	TENINO JCT.		39.2	

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

1. Maximum Speed Permitted- Zone-Between

Freight

11th Street and Tenino Jct.	25 MPH.
15th Street and Commerce St.	5 MPH.
MP 1.4 and MP 3.1	10 MPH.
Over 35th Street	20 MPH.
DuPont-Within corporate limits	20 MPH.
Lakeview and Nisqually:	
MP 7.5 and MP 10.2	10 MPH.
Trains and Engines on Sidings	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

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

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-When flagging is required, distance will be 1 mile.

5. Rule 93-Yard limits in effect between-

11th Street and Lakeview
Lakeview and Nisqually

6. Between 11th Street and Lakeview and between Lakeview and Nisqually-All train, engine and yard movements must be authorized by Train Dispatcher.

7. Mountain Grade Operation-

Air Brake and Train Handling Rules for mountain grade operations apply between 15th Street Tacoma, and 2.5 miles west (Wilkeson St.). Ruling grade descending east-2.2.

8. 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.

9. 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.

10. Between Lakeview and Fort Lewis- At following locations, if crossing indicator lights are not flashing, all trains will stop and flag crossing:

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

11. 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.

12. Between Roy and Tenino-Account rusty rail conditions, all highway crossings protected by signal apparatus between MP 24.0 and 39.2 must have members of crew on ground at crossing prior to movement by train or engine to warn highway traffic.

13. Between Yelm and Tenino Jct.-Track out of service between MP 26.0 and MP 40.2.

14. Industrial Tracks and Other Tracks-

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
67340 West Tenino	0.2 east of Tenino Jct.	23	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	21st Subdiv BRANCH LINE STATIONS		Distance from Centralia	EAST WARD ↑
					Office Calls	Rule 6		
		16085		0.6	CENTRALIA	BJKY	0.0	
					1.6			
		67602		2.2	BLAKESLEE JCT.	AJY	1.6	
					4.2			
	2,636	67606		6.8	GRAND MOUND		5.8	
					4.3			
	2,281	67611		10.7	ROCHESTER		10.1	
					2.9			
	3,376	67614		13.3	GATE		13.0	
				28.4				
		67619		33.2	OAKVILLE		17.9	
					12.5			
		67631		46.7	VENTRON	Y	30.4	
					2.0			
	1,170	67633		48.7	ELMA	BJTY	32.4	
					9.7			
		67643		57.0	MONTESANO		42.1	
					11.2			
					ABERDEEN			
					To Markham 10.5			
					To Cosmopolis 2.7			
					To Hoquiam 3.5	BJTY	53.3	
		67654		69.0				

BETWEEN ABERDEEN AND EAST COSMOPOLIS, UNION PACIFIC RULES AND TIMETABLE GOVERN.

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

1. Maximum Speed Permitted- Zone-Between

Freight

Centralia and Aberdeen	40 MPH.
Blakeslee Jct. over Reynolds Ave. (MP 2.1 and MP 2.3)	10 MPH.
MP 13.2 and MP 28.5	25 MPH.
Oakville over street crossings	
(MP 32.9 and MP 34.0)	30 MPH.
MP 57.4 and MP 67.5	25 MPH.

MP 67.5 and MP 69.0 10 MPH.
 Aberdeen and Markham 10 MPH.
 Aberdeen and Hoquiam 10 MPH.
 Trains and Engines on Sidings 10 MPH.
 Locomotives in Groups G, H and I and 250-ton
 wrecking derricks:
 Over Bridge 2 near South Aberdeen Jct. 10 MPH.
 Aberdeen-Over streets and crossings 10 MPH.
 Cars weighing over 220,000 over Bridges 1 on
 eastward track, and 12.1 between Centralia
 and Gate 20 MPH.
 Trains handling loaded air dump cars between
 Blakeslee Jct. and Elma 35 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Between Cosmopolis and Markham-Six axle locomotives and derricks,
 four axle locomotives in excess of 270,000 lbs not permitted.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit
 occupancy of main track when train location line-up is not in effect or
 will not permit movement.

4. Rule 99-When flagging is required, distance will be 1.5 miles.

5. FRA Excepted Track-All trackage Aberdeen to Markham. Horn Track at Hoquiam. Mary's River Spur at Montesano. Line segment 423, MP 0.0 to MP 0.28 between South Aberdeen and Cosmopolis. Refer to all Subdivision Item 6.

6. Rule 93-Yard limits in effect between-

Centralia and Blakeslee Jct. (MP 3.4)
 Ventron (MP 46.0) and Elma (MP 49.1)
 MP 67.5 and Aberdeen
 Aberdeen and Hoquiam.
 South Aberdeen Jct. (MP 0.0) and Markham.

7. 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.

8. Blakeslee Jct. Interlocking-Normal position of the spring switch is for the BN main track.

9. Cosmopolis-On Weyerhaeuser tracks both chlorine spurs have de- rails 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.

10. The following track side warning detectors protect bridges, tunnels or other structures-

Gate-MP 38.4

Other Track Side Warning Detectors-None.

11. Industrial Tracks and Other Tracks-

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	on spur	Yard	Both
67901 South Aberdeen Jct.	3.5 west of Aberdeen		
on spur	0.6 east of Aberdeen via UP	25	Both
67902 South Aberdeen	on spur	20	Both
67903 Cosmopolis	on spur	8	Both
67913 Markham	on spur	30	Both
	1.3 east of Aberdeen via UP		
	2.7 east of Aberdeen via UP		
	10.5 west of Aberdeen		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	22nd Subdiv BRANCH LINE STATIONS		Distance from Bangor	T W C
				Office Calls	Rule 6		
	67768		43.8	BANGOR	TY	0.0	
	67765		39.7	SILVERDALE		3.4	
			0.0	BREMERTON JCT.			
2,924	67757		32.1	To Bremerton 4.6		11.2	
2,623	67754	426	28.8	BELFAIR		14.3	
2,622	67741		16.3	ALLYN		26.9	TWC
2,627	67728		3.2	BAYSHORE	Y	40.0	
			0.1				
	67725		25.2	SHELTON	TUY	43.2	
	67715		14.6	MARMAC		53.9	
1,029	67710	425	10.1	STIMSON		58.3	
	67707		7.5	McCLEARY JCT.	T	60.9	
	67633		0.0	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. 1 in service on this Subdivision.

1. Maximum Speed Permitted- Zone-Between

Freight

Bangor and Elma 25 MPH.
 MP 17.6 and MP 17.9 (Marmac and Shelton) 10 MPH.
 MP 36.3 and MP 36.4 10 MPH.
 Trains and Engines on Sidings 10 MPH.
 Cars under 38 feet long and weighing over 177,000 lbs.
 when coupled in groups of two or more:
 Over Bridges 1 and 17 20 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit
 occupancy of main track when train location line-up is not in effect or
 will not permit movement.

4. Rule 99-When flagging is required, distance will be 1.5 miles.

5. Rule 93- Yard limits in effect between-

Bayshore (MP 4.0) and Shelton
 Bremerton (MP 4.0 and MP 4.6)

6. Railroad Crossings not Indicated at Station-

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

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

8. **Bremerton**-Siding out of service from west switch to crossover switch.

9. **Handling 80 Feet or Longer Cars-**

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

10. **The following track side warning detectors protect bridges, tunnels or other structures-**

Allyn-MP 14.0

Other Track Side Warning Detectors-None.

11. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
67805 Bremerton.....on spur	4.6 east of Bremerton Jct.	Yard	Both
67802 Gorst.....on spur	2.3 east of Bremerton Jct.	10	West
67801 Wesco.....on spur	1.4 east of Bremerton Jct.	9	East
67762 N. A. D. Jct.	5.4 east of Bremerton Jct.	44	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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Chehalis Jct.
	16091		0.0	CHEHALIS JCT.	TY	0.0
	68002		1.5	CME JCT.	UY	1.5
	68005		4.9	ADNA		4.9
	68007		6.6	MILLBURN		6.6
	68022		22.2	PE ELL		22.2
2,335	68029	420	28.7	PLUVIUS		28.7
	68038		37.9	LEBAM		37.9
	68051		50.5	WILLAPA		50.5
	68053		53.0	RAYMOND		53.0
	68057		56.1	SOUTH BEND	T	56.1

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

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

Freight

Chehalis Jct. and South Bend	25 MPH.
MP 24.9 and MP 25.1	10 MPH.
MP 28.9 and MP 32.6	10 MPH.
MP 41.6 and MP 54.0	10 MPH.
Trains and Engines on Sigings	10 MPH.
Cars over 44 feet long weighing over 220,000 lbs.:	
Over Bridges 0, 2, 5, and 37	10 MPH.
Cars over 38 feet long weighing over 177,000 lbs. when coupled in groups of two or more:	
Over Bridge 38	20 MPH.
Over Bridges 0, 2, 5 and 37	10 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH	

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

Item 5d not permitted.

Six axle locomotives and derricks, four axle locomotives in excess of 270,000 lbs not permitted.

3. **TWC Instructions-**

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. **Rule 99**-When flagging is required, distance will be 1.5 miles, except 0.5 mile between Raymond and South Bend.

5. **FRA Excepted Track**-MP 41.6 to MP 54.0. Refer to All Subdivisions Item 6.

6. **Between Raymond and South Bend**-Track out of service between MP 53.5 and MP 56.1.

7. **Handling 80 Feet or Longer Cars-**

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Will-bridge
	12372		4.3	WILLBRIDGE	BIJKTY	0.0
	68203		7.3	LINNTON	Y	3.0
4,945	68204		8.9	HARBOR SIDING	Y	4.6
	68206		10.0	UNITED JCT.	JY	5.7
1,440	68208		12.8	HOLBROOK		8.5
1,653	68216		19.9	SCAPPOOSE	Y	15.6
2,385	68223		27.6	ST. HELENS	8KY	23.3
2,278	68227		31.3	REICHOLD	Y	27.0
1,121	68235	440	39.5	GOBLE		35.0
2,595	68243		46.8	AVON		42.5
2,574	68252		56.1	MAYGER		51.5
2,304	68258		62.2	CLATSKANIE	Y	57.9
1,426	68267		71.1	WESTPORT		66.9
	68269		73.5	WAUNA		69.2
2,113	68274		78.7	CLIFTON		74.1
1,122	68282		86.7	KNAPPA		82.2
	68296		99.7	ASTORIA	Y	95.4

BN Radio Channel No. 1 and 2 in service on this Subdivision.
Train Dispatcher Call: Green Mountain-48.

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

Freight

Willbridge and Astoria	30 MPH.
MP 18.8 and MP 20.4	20 MPH.
MP 42.8 and MP 45.3	25 MPH.
MP 45.3 and MP 45.9	10 MPH.
MP 51.7 and MP 72.8	25 MPH.
MP 72.8 and MP 73.8	15 MPH.
MP 73.8 and MP 98.9	25 MPH.
MP 98.9 and MP 102.0	10 MPH.
Trains or engines on sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

175 ton and heavier derricks not permitted.

Between United Jct and Astoria-Six axle locomotives in excess of 350,000 lbs not permitted.

Astoria-Item 5c not permitted.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.**4. Rule 99-**When flagging is required, distance will be 1 mile.**5. Rule 93-**Yard limits in effect between-

Willbridge and United Jct.

St. Helens and Reichhold MP 32.

6. Between Willbridge and United Jct.-Trains and engines must not enter main track unless authorized by train dispatcher.**7. Drawbridges not Indicated at Station-**

John Day River, MP 94.8. Clatskanie
Blind Slough, MP 84.8. River, MP 62.7.

8. Willbridge-Normal position of west wye switch is for movement toward Vancouver.**9. St. Helens-**Crossing signals have been installed at old Portland Road at Multnomah switch lead, located at MP 26.5. Trains must stop at stop signs, 25 feet from crossing, and wait for signals and gates to operate before proceeding over crossing.**10. Astoria-**Stop signs installed on both sides of 3rd Street. All railroad movements must stop and not proceed until crossing is properly protected. Train movements over crossings at MP 100.1, MP 100.2, MP 100.3, MP 100.4 and MP 100.5 must be protected by crew member flagging crossing due to rusty rail.**11. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
68202 Gasco	1.3 west of Willbridge	10	West
68222 Multnomah Plywood	1.5 east of St. Helens	25	East
68226 Columbia City Tracks	0.8 east of Reichhold	50	Both
68237 Trojan	1.3 west of Goble	10	West
68254 Port Westward.....on spur	2.2 west of Mayger	Yard	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	25th Subdiv BRANCH LINE STATIONS		Distance from United Jct.
				Office Calls	Rule 6	
	68206	442	10.0	UNITED JCT.	JY	0.0
				4.5		
	68705		14.6	TUNNEL SPUR		4.5
				2.5		
	68707		17.1	BOWERS JCT. To Banks 11.2	Y	7.0
2,191	68404		20.8	3.9 MERLE		
6,336	68410		26.4	5.5 BEAVERTON	BKY	10.9
	68411		26.8	0.4 ST. MARYS To Forest Grove-14.0	JY	16.8
				4.4		

BETWEEN ST. MARYS AND GRETON SOUTHERN PACIFIC TRANSPORTATION COMPANY
RULES AND TIMETABLE GOVERN.

	68414	442	31.3	GRETON	J	21.2
				0.7		
3,803	68415		32.1	TIGARD	Y	21.9
				11.0		
1,166	68426		42.8	WILSONVILLE		32.9
				3.0		
3,664	68428		45.6	CURTIS		35.9
				8.6		
3,647	68437		54.4	WEST WOODBURN		44.5
				14.1		
3,554	68452		68.6	BUSH	Y	58.6
	68454		69.0	0.4 SALEM	BKY	59.0
5,668	68456		72.6	3.8 MINTO	Y	62.8
				12.0		
3,546	68468		84.6	SIDNEY		74.8
				11.9		
	68479		96.5	ALBANY To Foster 31.9	BJKY	86.7
1,500	68500		117.1	20.8 AMERICAN		107.5
	68512		128.8	11.0 JUNCTION CITY		118.5
			139.0	10.2 MP 139	Y	128.7

BN Radio Channel No. 1 and 2 in service on this Subdivision. Train
Dispatcher Calls: Beaverton-84, Salem-85, Albany-86, Eugene-87,
Green Mountain-48.

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

	Freight
United Jct. and Albany	35 MPH.
Albany and MP 139	25 MPH.
MP 10 and MP 17.6 Westward	15 MPH.
Eastward.....	10 MPH.
MP 17.6 and MP 21.4	20 MPH.
MP 21.4 and MP 22.2	10 MPH.
MP 22.2 and MP 25.4	20 MPH.
MP 25.4 and MP 26.8	10 MPH.
Tualatin over Tualatin - Sherwood Hwy.	25 MPH.
MP 69.1 and MP 71.4	10 MPH.
Salem passing Boise Cascade	5 MPH.
MP 78.3 and MP 79.9	10 MPH.
MP 95.3 and MP 98.8	20 MPH.
MP 123.9 and MP 125.1	20 MPH.
MP 128.2 and MP 129.4	20 MPH.
MP 138.1 and MP 141.3	20 MPH.
MP 141.3 and end of track	5 MPH.
Hillsboro and Forest Grove	10 MPH.
Sweet Home over 18th Ave.....	15 MPH.
Over Santiam Hwy., Salem Rd., and Geary St. on Santiam branch line.....	10 MPH.
Over Geary St. and Water St. crossing Albany	10 MPH.
Six-axle locomotives between United Jct. and Albany	25 MPH.
Trains or engines on sidings	12 MPH.
Item 1A, all subdivisions applies between Bowers Jcr. and Banks.	

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives in excess of 350,000 lbs and 175 ton and heavier derricks not permitted.

Bowers Jct. to Banks and Hillsboro to Forest Grove:

Six axle locomotives not permitted.

Banks-Item 5c not permitted. Cars weighing over 220,000 pounds not permitted on bridge MP 28.0.

Albany to Foster:

Not more than two (2) locomotives in excess of 265,000 lbs each permitted.

Salem-Item 5c not permitted on Bridge SP719.7.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99-When flagging is required, distance will be 1.5 miles.**5. FRA Excepted Track-** All tracks between between Bowers Jct. and Banks MP 17.07 and MP 28.21, and between Hillsboro and Forest Grove MP 4.66 and MP 10.28. Refer to All Subdivisions Item 6.**6. Rule 93-**Yard limits in effect between-

Bowers Jct. and Banks
Hillsboro (BN Jct.) and Forest Grove
Lebanon and Foster.

7. Between Bowers Jct. and Eugene-Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.**8. St. Marys to Gerton-CTC** under control of SP Branch Dispatcher at Roseburg, CA telephone number 916-781-5831 or 800-452-1699 ext. 5831.**9. Gerton-Eastward** trains must stop at Tiedeman Road Crossing to determine if way is clear prior to occupying crossing assuring that any vehicles approaching from the west side have been stopped by SP Crossing gates and are not fouling 25th Subdivision.**10. Between Tigard and West Woodburn-**

Dragging equipment detectors at MP 39.0 and MP 47.0 consisting of two white lights mounted back to back on a single mast and a flashing amber light mounted on adjacent mast operate as follows-

Enginemen must alert crew members on rear of train when approaching detector site.

Continuously illuminated white light as viewed from an approaching train-Train will be inspected.

Continuously illuminated white light as viewed from the rear of a passing train-No dragging equipment detected.

Flashing amber light illuminated and white lights extinguished-Dragging equipment detected-Stop and inspect train.

All lights extinguished as viewed from the rear of a passing train-Detector inoperative. Stop and inspect train and notify train dispatcher by first available means of communication.

Train must not move beyond dragging equipment sign located 10,000 feet beyond dragging equipment detector site until authorization to proceed is received from rear of train.

11. Bush-Before train or engine occupy Industry Drive Crossing, Industrial spur serving Capital Lumber Co., it will be necessary for a crew member to protect crossing.**12. Salem-**The OPUC prohibits the sounding of train whistle at the following fully protected crossings within the city limits of Salem. Whistles will not be sounded unless engineer perceives an immediate emergency:

CROSSING	LOCATION
Salem Industrial Drive NE	MP 68.90
Cherry Street	MP 69.20
Locust Street	MP 69.30
Pine Street NE	MP 69.50
Maple Avenue	MP 69.64
Highland Avenue	MP 69.71
North Church Street	MP 69.74
Broadway	MP 69.97
Liberty Street North	MP 70.11
Commercial Street North	MP 70.18
Court Street at Front Street	MP 71.31
Minto Island Road	MP 73.10

13. Albany-The following will govern the use of the weigh-in-motion scale:

Maximum speed over scale is 5 MPH.

When a train or yard engine enters the storage track, the engineer will call Albany yard and receive permission from either the operator or yard clerk before crossing scale.

After permission is received, train speed will be governed by fixed signals, located at the scale, the west end and the east end of the storage track.

There, signals will display the following aspects:

Green light-movement is being made within speed limits.

Red light-within speed limits, but at the upper limits of the permissible speed.

No lights-too fast, or scale not activated.

14. Junction City-Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.**15. North Plains-**All movements over Main Street Crossing must have member of crew on ground at crossing prior to movement by train or engine to warn highway traffic.**16. Between Albany and Lebanon and between St. Marys and Hillsboro (BN Jct.)-**

Southern Pacific Transportation Company rules and timetable govern.

17. Handling 80 Feet or Longer Cars-

Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.

Between United Jct. and Tunnel Spur-

Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.

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

Tonquin-MP 39.1

Donald-MP 46.9

Other Track Side Warning Detector Locations-None.

19. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
68402 Bendemeer	1.4 west of Bowers Jct.	11	East
68419 Tualatin	4.0 west of Tigard	8	Both
68420 Albertson-Oregon Culvert	5.4 west of Tigard	4	West
68421 Tri-County Industrial	5.8 west of Tigard	6	East
68423 Storwest (Mulloy)	5.2 east of Curtis	6	East
68432 Donald	3.7 west of Curtis	21	Both
68436 Loganville	0.9 east of West Woodburn	162	West
68440 St. Louis	2.9 west of West Woodburn	8	East
68446 Hopmere	5.5 east of Bush	32	Both
68458 Roberts	3.1 west of Minto	21	East
68463 Orville	4.9 east of Sidney	14	Both
68474 Dever	6.0 west of Sidney	2	West
68487 Ehlen-Van Waters and Rogers	6.2 west of Albany	10	East
68489 Verdure	8.2 west of Albany	4	West
68494 Fayetteville	13.2 west of Albany	12	East
68497 Potter	3.3 east of American	3	East
68499 Tulsa	1.0 east of American	5	East
68501 Miller Seed Co.	10.4 east of Junction City	3	West
68504 Cartney	7.3 east of Junction City	6	East
68507 Harrisburg	5.0 east of Junction City	8	East
68518 Awbrey	3.3 east of MP 139	8	West
68519 Enid	1.3 east of MP 139	20	East
68526 Eugene	2.8 west of MP 139	Yard	Both
68815 Lebanon (O.E. Siding)	14.8 west of Albany	8	Both
68816 Weldwood	15.9 west of Albany	30	Both
68821 Bauman Lumber Co.	20.8 west of Albany	13	East
68826 Boise Cascade Plywood	26.0 west of Albany	8	Both
68829 Sweet Home	29.0 west of Albany	20	Both
68832 Foster	31.9 west of Albany	10	East
68712 North Plains	4.9 west of Bowers Jct.	8	Both
68718 Banks	11.2 west of Bowers Jct.	15	Both
68605 Hillsboro	20.4 west of Bowers Jct.	14	Both
68611 Forest Grove	26.0 west of Bowers Jct.	14	Both

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Walair to Walla Walla-Six axle locomotives and derricks not permitted.

Not more than one four axle locomotive permitted.

3. TWC Instructions-None.

4. Rule 99-When flagging is required, distance will be 1.5 miles.

5. FRA Excepted Track-At Burbank, MP 4.1 lead off main track going to and including Columbia Basin Steel; Zone 2, 3 and 4. At Walla Walla, MP 62 to MP 68 including all yard tracks. Refer to All Subdivisions Item 6.

6. Rule 93-Yard limits in effect between:

Walla Walla and END OF TRACK (MP 68)

Pasco and Villard Jct.

Ainsworth Jct. and East Pasco (MP 235.5)

7. Interlockings and Drawbridges not Indicated at Station-

Between Ainsworth Jct. and Burbank, Snake River Bridge 3 Drawspan is controlled by an automatic interlocking. The following instructions will apply:

Trains must not enter drawspan 75-foot approach circuits, or bridge must not be lowered by maintenance personnel, or be occupied by hy-rail inspection vehicles or motor cars until permission is obtained from Pasco Control Operator.

After obtaining permission, train crews will do the following:

1. Occupy 75-foot approach circuit with lead engine.

2. Wait twelve (12) minutes.

3. When bridge lowers and absolute signal aspect indicates proceed, cross the bridge.

4. Notify Pasco Control Operator when caboose, last car, or light engine is clear of bridge.

If bridge does not lower after twelve (12) minutes:

1. Unlock case marked Train Crew Case, and follow instructions posted in case.

Hy-Rail Vehicles, on-track machinery, and motor cars must do the following after obtaining permission to use bridge:

1. Open case marked M/W Case, and follow instructions posted in case.

8. Normal position of Ainsworth Jct. switch is to be lined for East Pasco.

Normal position of Big Barn switch on Walla Walla Main is to be lined for the Walla Walla Main.

9. Between Ainsworth Jct. and Villard Jct.-

Signals governing the movement of trains over the dual control switch at Villard Jct. are controlled by the Union Pacific control operator. Trains must not occupy the main track between Ainsworth Jct. and Villard Jct. without authority of Pasco control operator

Pasco- All inbound trains must receive permission from Pasco operator before passing Ainsworth Jct.

All outbound trains must receive verbal authority from Pasco operator before moving from yard track.

All trains arriving Pasco must, after requesting yard tracks from Pasco operator, receive permission from Pasco tower before entering yard.

Permission must be received from Pasco operator before coming onto Walla Walla Main from Big Barn.

10. Walla Walla-Crossings at Palouse and Main Streets protected by crossing signals. Trains or engines must operate switch key controller located in lock box on either side of crossing to establish signal protection. Signals will time out after movement. Controller box is to be left locked.

On State Penitentiary Track not more than three loads may be handled at any one time.

A split rail derail installed at MP 66.5 between Walla Walla and Walair.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	26th Subdiv BRANCH LINE STATIONS		Distance from Walair
				Office Calls	Rule 6	
	64334	450	67.7	WALAIR	Y	0.0
	64331		63.8	3.9 WALLA WALLA	UY	3.9
				37.2		

BETWEEN WALLA WALLA AND VILLARD JCT. UNION PACIFIC RULES AND TIMETABLE GOVERN.

	64106	450	5.7	VILLARD JCT.	JY	41.1
	64104		4.0	2.1 BURBANK	AY	43.2
	12142		2.7	1.2 AINSWORTH JCT. To East Pasco 2.3	Y	44.4
	12143		233.2	2.8 PASCO	BIJKTXY	47.2
		47	231.3			

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

1. Maximum Speed Permitted-Zone-Between

	Freight
Walair and Walla Walla	20 MPH.
Villard Jct. and Ainsworth Jct.	25 MPH.
Ainsworth Jct. and Pasco	20 MPH.
MP 2.7 and MP 3.0	10 MPH.
MP 62.2 and MP 68.0	10 MPH.
Pasco - trains or engines over Oregon Ave. (MP 231.2)	10 MPH.
Switch No. 3 from MT to Walla Walla Main	10 MPH.
Crossover Switch No. 9 from Eastward to Westward track	5 MPH.
Walla Walla, State Penitentiary Gate and End of Track while handling loaded cars.	5 MPH.
Item 1A, All Subdivisions, applies.	

11. Handling 80 Feet or Longer Cars-

Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

12. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
64112 Attalia	6.3 east of Villard Jct.	Yard	Both
64329 Penitentiary (on Spur)	1.3 from Walla Walla	Conn	East
64335 Craik	4.0 east of Walla Walla	6	East
64869 Riparia	75.0 east of Villard Jct	Yard	Both

5. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
63211 Spangle	11.5 west of Marshall	55	Both
63212 Harris Pine Mill	12.8 west of Marshall	2	East
63220 Plaza	21.2 west of Marshall	9	Both
63644 Spring Valleyon spur	5.8 from Rosalia	Yard	Both
63232 McCoy	5.2 west of Rosalia	10	Both
63235 Flaig	8.2 west of Rosalia	7	East
63243 Belmont	5.3 west of Oakesdale	56	Both
63244 Farmington	6.0 west of Oakesdale	20	East
63247 Eden	10.3 west of Oakesdale	47	Both
63266 Fallon	6.8 west of Palouse	32	Both
63267 Madson	8.1 west of Palouse	5	West
63271 Whelan	5.2 east of Pullman	11	Both

Length of Siding In Feet		Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Marshall
		63007		0.0	MARSHALL	JTY	0.0
2,502		63227		26.7	ROSALIA		26.9
1,643		63238		37.6	OAKESDALE	U	37.8
2,668		63250	384	49.4	GARFIELD	U TWC	49.7
1,368		63259		59.1	PALOUSE	JY	59.3
3,845		63276		75.7	PULLMAN	U	75.9
		63277		77.1	PULLMAN JCT.	TY	77.4
		63286		85.9	MOSCOW	Y	86.0

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

Length of Siding In Feet		Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Bovill
		70048		48.0	BOVILL	Y	0.0
		70012	396	11.2	POTLATCH	BY	36.7
		63259		0.3	PALOUSE	JY	47.6

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

1. Maximum Speed Permitted-Zone-Between

Freight

Bovill and Palouse 10 MPH.
Palouse, within corporate limits 8 MPH.

2. Bridge and Equipment Weight Restrictions

Item 5d not permitted.

Six axle locomotives and derricks not permitted.

3. TWC Instructions-None.

4. Rule 99- Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 0.5 mile.

5. FRA Excepted Track- Between Bovill and Palouse. Refer to All Subdivisions Item 6.

6. Rule 93- Yard limits in effect between-
Bovill and Palouse.

7. Bovill- Siding east of crossover must be kept clear.

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
70035 Deary	12.3 west of Bovill	12	Both
70032 Vassar	16.8 west of Bovill	36	Both
70026 Yale	22.1 west of Bovill	38	Both
70021 Harvard	9.0 east of Potlatch	21	Both
70015 Princeton	3.9 east of Potlatch	8	Both
70008 Kennedy Ford	3.1 west of Potlatch	31	Both

1. Maximum Speed Permitted-Zone-Between

Freight

Marshall and Moscow 40 MPH.
MP 0.0 and MP 1.0 10 MPH.
MP 1.0 and MP 3.3 25 MPH.
MP 10.8 and MP 11.7 25 MPH.
MP 20.8 and MP 25.2 35 MPH.
MP 25.2 and MP 28.3 25 MPH.
MP 28.3 and MP 35.0 35 MPH.
MP 35.0 and MP 47.4 25 MPH.
MP 47.4 and MP 50.0 10 MPH.
MP 50.0 and MP 58.0 (Eastward) 12 MPH.
MP 50.0 and MP 58.0 (Westward) 25 MPH.
MP 58.0 and MP 60.0 10 MPH.
MP 60.0 and MP 73.5 25 MPH.
MP 73.5 and MP 77.8 10 MPH.
MP 77.8 and MP 81.8 35 MPH.
MP 81.8 and MP 84.7 25 MPH.
MP 84.7 and MP 86.4 10 MPH.

Bridge 28, cars weighing between
177,000 lbs and 220,000 lbs 25 MPH.
Bridges 28 and 56, cars weighing
between 220,000 and 263,000 lbs 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives and derricks not permitted.

Bridge derricks, wrecker derricks, locomotive cranes and cars weighing over 177,000 lbs must be separated from locomotives.

Palouse-Grain Growers spur restricted to one locomotive.

3. TWC Instructions-

TWC in effect on this subdivision.

Maintenance of Way-Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. Rule 99- When flagging is required, distance will be 1.5 miles.

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Seattle Disprs. Office	1	Continuous
Spokane	1	Continuous
New Westminster, B.C. Disprs. Office	1	Continuous
Wayside Stations		
Sandpoint	1, 2	0600-2200 Mon. thru Fri.
Hauser	1, 2	Unmanned
Parkwater	1, 2	Continuous
Yardley	1, 2	Continuous
Erie Street	1, 2	Continuous
Spokane	1, 2	Continuous
Newport	1, 2	Unmanned
Kettle Falls	1, 2	Continuous except closed 1600 Sat.-0500 Mon.
Newport	1, 2	Unmanned
Edwall	1	Unmanned
Harrington	1	Unmanned
Odessa	1	Unmanned
Wilson Creek	1	Unmanned
Ephrata	1	Unmanned
Wenatchee	1, 2	Continuous
Wenatchee West (Round Mtn)	1	Unattended
Cashmere	1	Unattended
Merritt	1	Unattended
Berne	1	Unattended
Cascade Tunnel	1	Unattended
Scenic	1	Unattended
Skykomish	1	Unattended
Monroe	1	Unattended
Everett		
Delta Yard	1, 2	Continuous
Bridge 10 (Delta Jct.)	1, 2	Continuous
Depot	1, 2	Continuous
Bayside Yard	1, 2	Continuous
Mukilteo	1	Unattended
Richmond Beach	1	Unattended
Interbay	1, 4	Continuous
Vancouver, B.C.	1	Unattended
New Westminster, B.C.	1, 2	Continuous
Blaine	1	Continuous
Bellingham	1	Continuous
Burlington	1	Unattended
Seattle		
Stacy Street Yard	1, 2	Continuous
King St. Yard	1, 3	0700-1500 daily
South Seattle	1, 2	Continuous
Auburn	1, 3	Unattended
Tacoma Yard	1, 3	Continuous
Centralia	1, 2	Continuous
Chehalis	1, 2-UP	Unattended
Longview Jct.	1, 2	Continuous
Longview	1, 2	Continuous
Kalama	1, 2-UP	Unattended
Olympia (Centralia)	1	Unattended
Renton (Stacy Street)	1	Unattended
Sumas	1, 2	0700-2100 daily
Aberdeen (Tacoma)	1, 2	Unattended
Elma (Centralia)	1	Unattended
Ritzville	1	Unmanned
Connell	1	Unmanned
Pasco	1, 2	Continuous
Yellepit	1	Unmanned
MP 208 (Berrian)	1	Unmanned
Plymouth	1	Unmanned
Whitcomb	1	Unmanned
Roosevelt	1	Unmanned
Towal	1	Unmanned
Wishram	1, 2	Continuous
Lyle	1, 2	0800-1600 Mon.-Fri.
Bingen	1	Unmanned
Stevenson	1	Unmanned
Camas	1	0700-1600 Mon.-Fri.
Vancouver	1	Continuous
Col. River Drawbridge	1	Continuous
Yard Office	1, 2	Continuous
Portland		
Willamette Drawbridge	1	Continuous
Portland (GO) Yard	1, 2	Unmanned
Willbridge Yard	1, 2	Continuous
Lake Yard	1, 2	Continuous
Depot Yard	1, 2	Continuous
Wishram (Celilo Bridge)	1	Continuous

Maupin	1	0800-1700 Mon.-Fri.
South Jct.	1	Unmanned
Madras	1	Unmanned
Redmond	1	Unmanned
Bend	1	Continuous
Beal	1	Unmanned
South Klamath Falls	1, 2-WP	Continuous
Malin	1, 2-WP	Unmanned
Bieber	1, 2-WP	Unmanned
St. Helens	1	0700-1600 Daily
Beaverton	1	Unmanned
Salem	1	Unmanned
Albany Yard	1	0600-0000 Mon.-Sat.
Eugene	1	0700-2300 Mon.-Fri.

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-625-6623	Asst. Chief	(206) 625-6623
8-625-6165	Asst. Chief	(206) 625-6165
8-625-6620	Seattle East	(206) 625-6620
8-625-6621	Seattle Terminal	(206) 625-6621
8-625-6169	Centralia North	(206) 625-6169
8-625-6167	Centralia South	(206) 625-6167
8-723-5203	New Westminster B.C.	(604) 524-6355
8-625-6323	Wishram West	(206) 625-6323
8-625-6327	Wishram East	(206) 625-6327
8-625-6622	Asst. Chief	(206) 625-6622
8-625-6175	Boyer West	(206) 625-6175
8-625-6176	Boyer East	(206) 625-6176

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
438	Vancouver Jct.-Rye	MP 0.0 to MP 3.7
471	Pasco Hump	
600	Vancouver, B.C.	
601	Sapperton Yard	Brunette Street to North Road
602	New Westminster	Brunette Street to Fraser River Br.
603	Bellingham	
616	Bellingham	Ex-Milw trackage to MP 4.9 inc Yard & Runaround
604	Everett Yard	
605	Delta Yard	
606	Auburn Yard	
608	Tacoma	
609	Olympia	
610	Aberdeen-Hoquiam	
	-Cosmopolis	
611	Centralia	
612	Longview Jct.	East of Bridge 0.59
613	Longview Yard	Br. 0.59 to Longview
470	Balmer Hump Yard	
620	Balmer Yard	
622	King Street	Duwamish Avenue to Royal Brougham
		Way all track east of Occidental Avenue South. North of Royal Brougham
		Way all depot tracks to South Portal
		Galer Street to Argo Interlocking
623	Stacy Street	
630	Pasco	
631	Pasco WFE	
632	Wishram	
633	Salem	
634	Albany	Foster
635	Eugene	
637	Bend O.T.	
638	Cascian	
639	South Klamath	
640	South Klamath	White Line Yard
641	South Klamath WFE	
643	Vancouver, Washington	Vancouver to east end Columbia River Bridge.
644	Vancouver, Washington WFE	
645	East St. Johns	East end Columbia River Bridge to east end Willamette River Bridge.
646	Willbridge	East end Willamette River Bridge to Gasco
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) to Kittridge Avenue
647	Portland	Kittridge Avenue to East Portland
648	Portland WFE	
651	Spokane	
652	Spokane Psgr.	Tracks 5 and 6 and crossovers to Main Line
656	Wenatchee	
656	Appleyard	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
50	Everett Jct.-Bayside, Delta Jct.	32.1 to 37.1
375	Huetter-Atlas	20.3 to 22.7
375	At Coeur d'Alene	25.9 to 26.0
382	Post Falls-Huetter	23.2 to 27.5
382	Atlas-Coeur d'Alene	29.5 to 32.5
382	At Coeur d'Alene	32.7 to 33.3
401	Lakeview-Nisqually	0.0 to 11.6
403	Seattle (So. Jackson St.)-Stacy St.-(Via Waterfront)	0.0 to 1.0
403	Ballard-Fremont	5.6 to 7.9
403	Bromart-Snohomish	37.6 to 41.0
403	Sedro Woolley	86.8 to 85.8
404	Woodinville-Issaquah	0.0 to 18.8
406	Kruse Jct.-Darrington	0.0 to 35.5
409	Sedro Woolley-Burlington	0.0 to 21.3
409	Sedro Woolley-Concrete	21.3 to 44.0
409	Anacortes-Burlington	0.0 to 16.6
411	Palmer Jct.-Veazey	0.0 to 7.0
411	Orting-Meeker	28.1 to 33.3
417	Tilbury Line Jct.-Tilbury Island Dock	0.0 to 4.1
422	South Aberdeen Jct.-Markham	2.3 to 13.3
423	South Aberdeen Jct.-Cosmopolis	0.0 to 2.8
429	Stanwood-Twin City FoodSpur	0.0 to 2.4
430	Seattle (So. Jackson St.)-Stacy St.-Argo (Via Colorado Ave. Line)	0.0 to 3.3
432	Colebrook-Roberts Bank (SRBC)	7.8 to 23.3
455	Lookout-Hambone (BN-MCR)	0.0 to 33.4
614	Hampton-Lynden	0.0 to 5.5

BALLAST PITS

Line Segment	Limits
673	Highland
676	Trinidad
677	Auburn (East Auburn)
678	Belleville
680	Monroe (Pitrun)
681	(Monroe (Crushed Rock and Chips
683	Veazey
684	Cactus
688	Whitcomb-MP 174.0

PACIFIC DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - JANUARY, 1991

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
N/A		General (common) expenses not charged to any division	J 5707	0052	00 00.30	Maintenance of exclusive UP switch to BN M/L at Reservation, WA	J 5169
N/A		All expenses for repairing & servicing log cars on the Camas Prairie including labor & material	J 5711	0052	00 5.30	Maintenance of switches between Tacoma & Nelson-Bennet, WA	J 5171
N/A		Expenses of road engine locomotive repairs & servicing	J 5712	0052	00 43.50	M/O of M/L, xovers, passing tracks, tunnels, bridges, ABS, CTC, switches, signals, xing signals, & communications pole line wire maintenance from Reservation to Tenino Jct, WA	J 5174
N/A		Expenses of repairing, cleaning & supplying all classes of cars at Camas Prairie	J 5713	0052	00 43.50	Labor & material for maintenance performed below the ties on Bridges 3, 3.1, 14, 16, 23, 30, 33, 33.1, 40 & 42 from Reservation to Tenino Jct, WA (These are temporary bridges)	J 5175
N/A		Expenses incurred at Camas Prairie - billed 100% UP	J 5730	0052	00 43.50	Expenses for utilities (electric, gas, water, sewer, etc) from Reservation to Tenino Jct, WA	J 5180
N/A		Expenses incurred at Camas Prairie - billed 100% BN	J 5731	0052	00 43.50	Dispatchers wages for control of line from Reservation to Tenino Jct (Point Line)	J 5807
N/A		Unusual & extraordinary expense of microwave system between Seattle, WA & Portland, OR	J 5914	0052	00 43.50	Dispatchers wages for control of line from Tenino Jct to Vancouver (M/L)	J 5808
0037	1481.60	M/O CTC signals on M/L between Spokane & Fish Lake, WA	J 5141	0052	43.50 136.50	Maintenance of UP Jct Interlocker & Tower in Tacoma, WA	J 5185
0037	1640.00	Maintenance of signal at Rock Island, WA Hanna Mining J	O85SP000001	0052	.30	Operation of UP Jct Tower & Interlocker in Tacoma including wages of operators T/R 712-234 Pos 114, 206 & 306 & utility expense	J 5186
0045	60.30	M/O of certain joint trackage at Velox, WA known as Spokane Industrial Park	J 5193	0052	18.30	Maintenance of signal at Solo Point - U.S. Army DFAE near Ketron	O85PA000002
0045	60.30	Maintenance of section house at the Spokane Industrial Park at Velox, WA	J 5194	0052	24.40	Painting the Nisqually River Bridge #25	J 5199
0046	.00 1.10	M/O CTC signals on M/L between Spokane & Fish Lake, WA	J 5141	0052	28.20	Maintenance of Switch 20 at St. Clair, WA	J 5076
0047	.00 9.90	Dispatchers wages for control of line from Vancouver to Portland	J 5809	0052	34.60	Maintenance of exclusive UP switch at E Olympia, WA	J 5092
0047	.40 .91	Maintenance of Portland Terminal RR Co AB signals on Portland Ave	J 5190	0052	34.90	M/O of xing signals at S Rich Road, E Olympia, WA	J 5207
0047	.60	Wages of xing watchman at 14th St in Portland	J 5181	0052	36.55	M/O of xing signals at S Rich Road, E Olympia, WA	J 5206
0047	1.21 3.36	M/O of M/L trackage between Wilson St & Kittridge Ave in Portland	J 5183	0052	43.50 136.50	M/O of M/L switches, tracks, xovers, passing tracks, tunnels, permanent bridges, buildings, ABS, CTC signals, xing signals, communication pole line wire maintenance between Tenino Jct & Vancouver, WA	J 5166
0047	8.10	M/O of Switch 9 in Portland, OR called 'N Rivergate Connection'	J 5021	0052	54.00	Wages of personnel & utilities in Centralia, WA where various percents of expense incurred are billable VS UP Bill 1100685 based on monthly car count between Tenino & Vancouver, WA T/R 542-706, Pos 100-60.42%, 202-50.52% & 302-47.92%	J 5197
0047	8.10	Electric service in the telegraph office at N Portland Jct	J 5086	0052	95.80	M/O of yard Tracks 2, 3, 4, 5, 6, 7, & 8 and connecting switches at Rocky Point, WA called "Rocky Point Interchange Tracks"	J 5088
0047	8.10 9.40	M/O of M/L track switches, bridge & signals between UP M/L connection &/or side of Columbia River Draw	J 5081	0052	97.30	Maintenance of xing signals at Garden Road, Kelso, WA	J 5208
0047	8.10 9.90	Dispatchers wages for control of line from Vancouver to N Portland	J 5802	0052	101.10	Wages of general clerks at Longview Jct, WA T/R 542-708, Pos 103, 203 & 303	J 5203
0047	8.90	M/O of Switch 6 in N Portland, OR called the Peninsula Terminal	J 5083	0052	107.50	Derailments for joint yard switching assignments at Kalama, WA	J 5094
0047	9.40 9.90	M/O track, bridge & signals between Washington side of Columbia River Draw & Wye switches	J 5082	0052	122.00	Maintenance of certain UP owned industry trackage at Ridgefield, WA	J 5045
0047	9.90 9.90	Wages of train operators in Vancouver, WA T/R 542-200, Pos. 102, 202 & 302	J 5084	0052	134.10	Maintenance of signal at Fruit Valley Road near Vancouver, Frito Lay Inc	O85PA000001
0047	365.80	M/O & inspection of switch at Fish Lake, WA Jct	J 5140	0052	136.01 136.05	M/O of 2 overpasses at 26th St yard at Vancouver, WA	J 5179
0047	365.00 375.10	M/O of the CTC signals on M/L between Spokane & Fish Lake, WA	J 5141	0052	136.50	Maintenance of 38th St xing including signals at Vancouver, WA	J 5178
0050	.2 1.4	M/O of xing signals on Clay, Broad, Vine & Wall Sts near N Portal, Seattle, WA	J 5008	0053	.00 152.00	Wages & all other expenses incurred by electric technician Wishram to Bend, OR	J 5102
0050	28.90	Clean, oil & adjust switches at Everett Boeing Co. PO Y214204-0730N	O85PA000006	0053	.00 152.00	Wages & all other expenses incurred by district lineman Wishram to Bend, OR	J 5103
0051	.00	M/O xing signals at Spokane St & Colorado Ave Seattle, WA	J 5214	0053	.00 152.00	Dispatchers wages for control of line Wishram to Bend	J 5804
0051	38.20	Cost of electricity at Reservation Tower & Interlocker	J 5187	0053	.40	Wage & supplies for operation of Celilo Drawbridge	J 5132
0051	38.20 40.10	Maintenance of exclusive UP switch to BN M/L at Reservation, WA	J 5169	0053	.40	Cost of electricity used by Celilo Drawbridge & Interlocker	J 5134
0051	38.20 40.10	Maintenance of switches between Reservation & Tacoma, WA	J 5171	0053	1.00 74.89	Extinguishing fires caused exclusively by UP trains on M/L between OT Jct & Davidson, OR	J 5131
0051	38.20 40.10	M/O of M/L, xover, passing tracks, tunnels, bridges (See J5175 exception), buildings, ABS, CTC signals, xing signals, communications pole line wire maintenance from Reservation to Tenino Jct, WA	J 5174				
0051	38.20 40.10	Labor & material for maintenance performed below the ties on Bridges 3, 3.1, 4, 14, 16, 23, 30, 31, 33, 33.1, 40 & 42 from Reservation to Tenino Jct, WA	J 5175				
0051	38.20 40.10	Expenses for utilities (electric, gas, water, sewer, etc) from Reservation to Tenino Jct, WA	J 5180				
0051	38.20 40.10	Dispatchers wages for control of line from Reservation to Tenino Jct, WA	J 5807				
0051	39.70	Maintenance of 4 tracks at 'D' St xing including xing signals, Tacoma, WA	J 5172				
0051	39.80	Maintenance of 3 tracks at Dock St xing, including xing signals at Tacoma, WA	J 5173				

PACIFIC DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - JANUARY, 1991

LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES
0053	1.00	74.89	Labor for operation of switches (cleaning & oiling) & operation of signals & xing signals between OT Jct & Davidson, OR ** (maintenance is not reportable-maintenance is a flat rate charge)**	J 5135	0056	137.32	156.00	M/O of communication systems between Brownsville & Vancouver, BC	J 5041
0053	1.00	74.89	Claims for livestock killed when responsible train is unknown on M/L (Maupin Line) between OT Jct & Davidson, OR ** (cost of claim only is recollectable-no other expense is reportable)**	J 5136	0056	140.10	141.32	M/O of M/L track, bridges & signals between CP xover to CN near Brownsville & S End Fraser River Bridge SW near New Westminster, BC called 'Section D to E'	J 5026
0053	1.00	74.89	Claims for livestock killed by UP train on M/L (Maupin Line) between OT Jct & Davidson, OR ** (cost of claim only is recollectable-no other expense is reportable)**	J 5138	0056	143.50	151.80	Dispatchers wages for control of M/L from Sapperton Yard to Willingdon Jct, BC	J 5801
0053	74.89	85.30	M/O track, switches, buildings & appurtenances between Davidson & S Jct, OR	J 5105	0056	143.89	144.04	M/O of M/L track & signals between N End Fraser River Bridge Connection & Penitentiary xing in New Westminster, BC	J 5027
0053	74.89	85.30	Dispatchers wages for control of Line, Davidson to S Jct, OR	J 5803	0056	143.89	155.90	Dispatchers wages for control of M/L between the Fraser River Bridge & CN Depot in Vancouver, BC	J 5800
0053	104.70		Derailments & personal injuries for joint yard switching assignments at Madras, OR	J 5231	0056	144.04	145.30	M/O of M/L side & Fraser Mill Spur track, bridges & signals between the Penitentiary xing & CP Jct, in New Westminster, BC known as Zone L	J 5049
0053	109.29	152.00	Wages & all other expenses incurred by electric technician between Metolius & Bend, OR	J 5100	0056	145.30	151.80	M/O of M/L & side track, bridges & signals between the CP Jct near Sapperton Yard & Willington Avenue in Vancouver, BC known as Zone K	J 5050
0053	109.29	152.00	Maintenance of M/L tracks & bridges between Metolius & Bend, OR	J 5108	0056	151.80		M/O of Switch 171 & trackage to R/W at Willington Jct in Vancouver, BC	J 5060
0053	109.29	152.00	M/O of switches & xing signals M/L tracks between Metolius & Bend, OR	J 5110	0056	151.80	155.90	M/O of M/L & side tracks, bridges & signals between Willington Ave & CN station in Vancouver BC called Zone J	J 5054
0053	109.29	152.00	M/O of switches & M/L passing tracks including xing signals between Metolius & Bend, OR	J 5213	0382	7.00		M/O xing signals Pines Road, Millwood, WA	J 5215
0053	109.70		Derailments & personal injuries for joint yard switching assignments at Metolius, OR	J 5232	0382	7.00		M/O xing signals Park Road, Millwood, WA	J 5216
0053	109.70	152.00	Dispatchers wages for control of line Metolius to Bend, OR J 5805		0382	7.00		M/O xing signals at Argonne Road, Millwood, WA	J 5217
0053	114.50		M/O highway xing - 'C' St, Culver, OR	J 5210	0384	84.80		Maintenance of signal at Perimeter, OR	O85SP000002
0053	129.00		M/O highway xing - Terribonne, CO	J 5211	0384	85.20		University of Idaho near Moscow, ID	
0053	129.00		Maintenance of signal at Smith Rock, Deschutes County near Terribonne, OR	O85PO000003	0396	47.07		Maintenance of signal at Rayburn St University of Idaho near Moscow, ID	O85SP000003
0053	131.30		M/O of xing signal at NE O'Neil Way in Prineville, OR	J 5205	0401	7.50		Maintenance of switch and track between Points A and B Bovill, ID	J 5812
0053	131.40		M/O xing signals NE O'Neil Way in Prineville, OR	J 5209	0401	8.30	11.60	Unusual & extraordinary expenses for switching at Fort Lewis, WA	J 5910
0053	134.10		M/O highway xing at Antler St, Redmond, OR	J 5212	0401	8.30	11.60	M/O of portion of American Lake Line between Lakeview & Nisqually, WA	J 5908
0053	134.10		Derailments & personal injuries for joint yard switching assignments at Redmond, OR	J 5233	0402	28.4	68.88	M/O of tracks, signals, buildings & appurtenances between Blakelee Jct & Aberdeen, WA	J 5240
0053	152.00		Maintenance of Bend, OR depot including janitor work by BN	J 5115	0402	28.4	68.88	M/O of non-joint switches between Blakelee Jct & Aberdeen, WA	J 5241
0053	152.00		Maintenance of REA building, RHO, scale & scale house at Bend, OR	J 5116	0402	28.4	68.88	Dispatchers wages for control of line from Blakelee Jct to Aberdeen, WA	J 5811
0053	152.00		Maintenance of tool house & section headquarters at Bend, OR	J 5117	0402	69.00	73.70	M/O of M/L track, bridges, signals including xing signal between Aberdeen-So Cosmopolis & Hoquiam, WA	J 5089
0053	152.00		Wages depot & telegrapher force & operation of Bend, OR station T/R 542-700 Pos 101, 102, 103, 106, 201, 202, 301 & 303	J 5119	0405	3.80		Maintenance of signal at Lake Washington near City of Renton, WA	O85PA000005
0053	162.00		M/O highway xing at 'O' St & Evergreen St & NE Revere St & Cookley Rd at Bend, OR	J 5313	0405	16.70		Maintenance of signal at 5th Ave NE, Kirkland, WA	O85PA000003
0055	88.00	91.00	M/O of trackage & facilities in the Bieber, CA yard	J 5162	0417	.41		M/O of side track & signals between M/L xover SW to the Tilbury Island Line Spur near Townsend, BC called 'Section A to B'	J 5022
0055	89.50		M/O of terminal in Bieber, CA	J 5163	0417	.41	4.10	M/O of the Tilbury Line Spur track, bridges & signals near Townsend, BC called 'Deas Island Spur'	J 5031
0055	89.50		Cost of telephone charges at the Bieber, CA terminal	J 5192	0420	1.00	3.00	M/O of automatic interlocking plant at the Chehalis & Western Grade crossing, Chehalis, WA	J 5099
0055	91.00		Cost of utilities at Bieber Terminal	J 5164	0421	.60	2.20	M/O of tracks, switches, bridges & signals, including xing signals on the M/L between Centralia & Blakelee Jct, WA	J 5013
0056	130.50	131.60	M/O of track & signal facilities of British Columbia Harbors Board on BN R/W at Colebrook, BC	J 5035	0421	2.05	13.30	M/O of tracks, signals, buildings & appurtenances between Blakelee Jct & Aberdeen, WA	J 5240
0056	130.78	131.57	M/O of various switches on BN trackage at Colebrook, BC	J 5037	0421	2.05	13.30	M/O of non-joint switches between Blakelee Jct & Aberdeen, WA	J 5241
0056	130.78	131.57	Unusual & extraordinary expense for track, signals & switches at Colebrook, BC	J 5038	0421	2.05	13.30	Dispatchers wages for control of line from Blakelee Jct to Aberdeen, WA	J 5811
0056	137.32		M/O of side track & signals between M/L xover switch to the Tilbury Island line spur near Townsend, BC called 'Section A to B'	J 5022	0421	2.20		M&O of exclusive UP switch at Blakelee Jct	J 5242
0056	137.32	139.31	M/O of M/L track, bridges & signals between side track xover near Townsend & CN xover near Brownsville, BC called 'Section B to D'	J 5023	0426	6.10		Maintenance of signal at Lake Limerick County of Mason, WA	O85PA000004
					0434	00.00	70.93	Expense of Division A between Riparia & Lewiston	J 5700

PACIFIC DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - JANUARY, 1991

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0440	5.60	Maintenance of signal at Gasco xing, Linnton, OR	O85PO000007	0602		M/O of New Westminster, BC Depot	J 5066
0440	27.00	Track maintenance Boise Cascade Paper Group, St. Helens, OR	O85PO000010	0602		Unusual & extraordinary expense of trackage serving Fraser Mill Spur at New Westminster, BC Point A to B and G to switching point 63 at Point F	J 5925
0442	26.00	Maintenance of Karl Braun Drive Beaverton, OR	O85PO000006	0608		M/O of trackage & Switches 1 & 2 between the Tide Flats Branch & MILW M/L on Lincoln Ave in Tacoma, WA called 'Lincoln Avenue Line'	J 5015
0442	26.4	M/O of line change track between Points A & B at Beaverton, OR	J 5903	0608		M/O of trackage (including Switches 5, 6, 7 & 8), bridges & signals between Head of Bay Yard	J 5016
0442	117.10	Unusual & extraordinary expense of tracks serving American Can Co. in American, OR	J 5900	0608		Maintenance of ties under Switch 3 at Head Bay Yard in Tacoma, WA on the Tide Flats Branch	J 5017
0442	117.10	For cost of switching SP cars at American Can Co. in American, OR	J 5905	0608		Maintenance to switch (UP connection) Tacoma, WA on the Tide Flats Branch	J 5018
0442	138.30	Maintenance of signal at Prairie Road - Eugene, OR	O85PO000004	0608		Derailments for joint yard switching assignments at Tacoma, WA	J 5093
0442	141.00	Maintenance of signal at Garfield St - Eugene, OR	O85PO000002	0608		Unusual & extraordinary expense of interchange tracks in Tacoma, WA yard	J 5915
0450	62.30	M/O of certain BN trackage at Walla Walla, WA known as Penitentiary Spur	J 5153	0608		Unusual & extraordinary expense for switching UPRR cars at St. Regis Paper Co., Tacoma, WA	J 5919
0450	63.26	M/O of certain BN trackage at Walla Walla, WA known as I/C tracks	J 5149	0608		Unusual & extraordinary expense for cost of switching cars at Continental Grain Co., Tacoma, WA	J 5920
0450	63.43	M/O of certain BN trackage at Walla Walla, WA Chisholm Spur	J 5151	0610		M/O of yard track, bridges & signals including xing signal between Aberdeen-So Cosmopolis & Hoquiam, WA	J 5089
0450	90.00	M/O of certain BN trackage at Huntsville, WA I/C track	J 5147	0610		Unusual & extraordinary expense for switching costs at Aberdeen-Hoquiam-South Aberdeen Cosmopolis, WA	J 5923
0451	00	M/O of the Boise Cascade Spur in Atalia, WA	J 5156	0611		Janitorial work cleaning Centralia Yard Office & Agency in Centralia, WA	J 5077
0451	40 4.20	M/O of the M/L between Wallula Jct & Zanger Jct, WA	J 5155	0611		M/O of industrial track in Chehalis, WA known as the 'Chehalis Industrial Park'	J 5096
0451	80 4.20	Dispatchers wages for control of line between Wallula & Zanger	J 5806	0611		Derailments for joint yard switching assignments at Centralia, WA	J 5098
0459	123.50 138.70	Other expense of Division B between Lewiston & Arrow	J 5701	0611		M/O of tracks, ABS, CTC & xing signals & buildings & other appurtenances in Centralia Yard Centralia, WA	J 5166
0459	123.50 138.70	Log train expense of Division C between Lewiston & Arrow	J 5708	0611		Unusual & extraordinary expenses for switching UPRR cars at Centralia, WA	J 5922
0460	00.00 66.80	All expenses of Division D between Spalding & Grangeville	J 5703	0612		Derailments for joint yard assignments at Longview Jct, WA	J 5095
0461	29.00 62.90	Other expense of Division E between Orofino & Stites	J 5704	0612		M/O of tracks, signals, including xing signals & certain switches of Longview Jct other than M/L & controlled sidings up to but not including Bridge 59 over Cowlitz River, Longview, WA	J 5120
0461	29.00 62.90	Log Train expense of Division E between Orofino & Stites	J 5710	0612		M/O passing track to Longview Jct including Switches 1, 2, 3, 4, & 5 at Longview Jct	J 5121
0462	.20 40.80	Other expense of Division C between Arrow & Headquarters	J 5702	0612		M/O yard office at Longview Jct, WA	J 5123
0462	20 40.80	Log Train expense of Division C between Arrow & Headquarters	J 5709	0612		Wages of Telegrapher-Operators at Longview Jct, WA T.R 542-708 Pos 100, 200, 300 & station expenses	J 5125
0600		M/O of switches 20, 21, 23, 26, 27 & 130 in Vancouver, BC called Zone J	J 5055	0613		M/O of all trackage, switches, signals & facilities maintained by BN at Longview, including Bridge 59 over the Cowlitz River, WA	J 5030
0600		M/O of the west leg of the wye track in Vancouver, WA	J 5056	0613		M/O of industrial track between points A & B at Longview, WA	J 5032
0600		Cost of electricity for certain road xing signals in Zone J	J 5057	0613		Derailments for joint yard switching at Longview, WA	J 5097
0600		Cost of electricity of Douglas Road xing signal know as Zone K	J 5058	0613		Wages of freight & yard office force at Longview, WA T.R 711-209, Pos 676	J 5124
0600		Cost of electricity for certain road xing signals in Zone K	J 5059	0613		Utility expenses at Longview, WA	J 5129
0600		M/O of the industrial spur track & signals between M/L Jct & Burrard Inlet in Vancouver, BC known as 'Burrard Inlet Line'	J 5070	0613		M/O of jointly owned track (BN-UP-MILW) Columbia & Cowlitz RY Co. Track 13A at Longview, WA	J 5926
0600		M/O of Switches 9, 11, 12, 101, 102 & 103 on the Burrard Inlet Line in Vancouver, BC	J 5071	0622		M/O of tracks, bridges & signals between E Marginal Way & Klickitat Ave in Seattle, WA known as the 'W Seattle Line'	J 5001
0600		M/O of certain switches on the Burrard Inlet Line where switch tie maintenance is billable	J 5072	0622		M/O of various switches on trackage between E Marginal Way & Klickitat Ave in Seattle, WA called 'W Seattle Line'	J 5912
0600		M/O of certain switches on the Burrard Inlet Line where expenses are billable to the industries	J 5073	0622		Unusual & extraordinary expense joint interchange tracks at Duwamish Ave, Seattle, WA	
0600		Unusual & extraordinary expense of Sapperton & Vancouver, BC used by VIA passenger trains	J 5924	0622		Utilities (natural gas) for Consolidated Freightways at Pier 66, Seattle, WA	O86PA000007
0601		M/O of the Sapperton Yard tracks in New Westminster, BC called Zone L	J 5051	0622		Utilities (electricity) for Consolidated Freightways at Pier 66, Seattle, WA	O86PA000008
0601		M/O of the Lake City Industrial Tracks near Burnaby, BC called the Lake City running tracks Zone M	J 5052				
0601		M/O of Switches 121, 124, 125, 127, 128, 134, 136, 144, 145, 173 & 177 on the Lake City Industrial Tracks near Burnaby, BC	J 5053				
0602		M/O of tracks on the Fraser Mill Spur in New Westminster, BC	J 5047				
0602		Cost of electricity, water & refuse collection, New Westminster Depot	J 5061				
0602		Cost of gas, New Westminster Depot	J 5062				
0602		Cost of electricity for automatic block signal at New Westminster, BC	J 5064				

PACIFIC DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - JANUARY, 1991

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0623		Expenses incurred account derailment or personal injuries while switching Harbor Island, Seattle, WA	J 5002	0651		M/O xing signals East Mission Ave, Spokane, WA	J 5219
0623		Unusual & extraordinary expense for M/O of Argo interlocker approach Signal 25 on Colorado Ave in Seattle, WA	J 5911	0651		Unusual or extraordinary expense maintaining exclusive tracks at Erie St Yard, Spokane, WA	J 5227
0623		Unusual & extraordinary expense of joint Klickitat Ave trackage, Seattle, WA	J 5913	0663		M/O of I/C tracks & switches used by the Southern Pacific in Salem, OR	J 5901
0623		Unusual & extraordinary expense for switching UP RR cars in Zones 1, 2 & 4, Seattle, WA	J 5917	0663		Cost of switching SP cars to industry along Front St-N of Union St & between Points B & C at Salem & W Salem, OR	J 5902
0637		Maintenance of tracks & bridges other than M/O or passing tracks between Metolius & Bend, OR	J 5109	0696		Maintenance of Potlatch Lumber locomotive by Camas Prairie at Lewiston, ID	J 5705
0637		Unusual & extraordinary M/O of trackage, industry lead to Brooks-Scanlon Mill A, Bend, OR	J 5158	0696		Expense of freight house on the Camas Prairie, Lewiston, ID	J 5706
0637		Unusual & extraordinary M/O of trackage, industry lead to Brooks-Scanlon Mill B, Bend, OR	J 5159	N/A		Used to gather the expense related to the Washington Central RR Co Shortline for various branch lines in the State of Washington	J 8003
0637		Derailments & personal injuries for joint yard switching assignments at Bend, OR	J 5234	N/A		Capture costs associated with the sale of bulk diesel engine lube oil to Washington Central RR	J 8021
0640		M/O of bridge at Klamath Falls, OR	J 5160	2119		PTR M/O at 15th Street	J 5750
0643		Derailments for joint yard switching assignments at Vancouver, WA	J 5078	2119		PTR labor & material for BN equipment	J 5751
0643		M/O switches and T/O's leading from mainline to Vancouver Yard	J 5230	2119		PTR labor & material for SP equipment	J 5752
0643		Maintenance of tracks serving grain elevators Unit A at Port of Vancouver, WA	J 5290	2119		PTR labor & material for UP equipment	J 5753
0645		M/O of tracks, bridges & signals between N Rivergate connection & end of Terminal 6 Spur in N Portland, OR	J 5020	2119		PTR maintenance to BN's TOFC/COFC yard	J 5754
0647		Maintenance of signal NW Front Ave near Portland - Portland Terminal RR	O85PO000011	2119		PTR M/O signals for Centennial Mills	J 5755
0647		Maintenance of signal on Tracks 1, 3, 11, 15 & 20, Portland - FMC Corporation	O85PO000008	2119		PTR maintenance track scale for Public Utility Commission of Oregon	J 5756
0647		Maintenance of signal on Tracks 3, 4 & 8 at Front Ave near Portland - Waterway	O85PO000009	2119		PTR all other M/O	J 5758
0647		Maintenance of signal at Penwalt Spur at Portland	O85PO000005	2119		PTR rent for Guilds Lake Yard	J 5759
0647		Derailments for joint yard assignments Portland (N Rivergate)	J 5079	2119		PTR all other rents	J 5760
0647		M/O of unloading facilities at Portland, OR (N Rivergate)	J 5235	2120		PTR depreciation of maintenance of way & equipment	J 5761
						PTR extraordinary & unusual expense billable against the BN	J 5762
						PTR extraordinary & unusual expense billable against the UP	J 5763
						PTR extraordinary & unusual expense billable against the SP	J 5764
						PTR M/O at Union Station	J 5765
						PTR M/O, taxes Portland Development Commission	J 5757

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical and Safety Officer.....Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical OfficerFt. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS (Pacific Division)

Dr. C. P. Swan	Albany	Dr. F. E. Marienau	Sandpoint
* Medical Dental Center	Astoria	Dr. Franz H. Siemsen	Sandpoint
* Doctors Clinic Assoc.	Auburn	Dr. Les Berenson	Seattle
Dr. Peter Ambrose	Bellingham	Dr. H. G. Plut	Seattle
Bend Memorial Clinic	Bend	Dr. Joel C. Konikow	Seattle
Dr. Paul Johnson	Bend	Dr. G. A. Mozaffarian	Seattle
Dr. R. A. McEachren	Burnaby, B. C.	Dr. Annette Mazzarella	Seattle
* Cashmere Medical Center	Cashmere	Polyclinic Dr. Stimson	Seattle
* Steck Memorial Group	Chehalis	* Seattle Medical Care	Seattle
Dr. S. Elloway	Chehalis	Dr. Dean Dietrich	Sedro Woolley
Dr. P. W. Lambert	Clarkston	* Snoqualmie Valley Clinic	Snoqualmie
Colville Medical Group	Colville	* Valley View Family Medicine	Snoqualmie
Dr. D. H. Linedman	Colville	* Family Urgent Care Center	Spokane
* Enumclaw Medical Center	Enumclaw	* Dr. H. M. Kenney	Spokane
Dr. Paul G. Kinney	Ephrata	Dr. Wm. L. Gray	Spokane
Dr. E. C. Bond	Everett	* All Valley Medical	Spokane
Everett Clinic/Dr. George Vasil	Everett	* Southhill Medical Center	Spokane
* Goldendale Medical Clinic	Goldendale	Dr. F. James Beckner	Stanwood
* Virginia Masson	Issaquah	* Sumas Family Health Center	Sumas
* Klamath Falls Family Practice	Klamath Falls	Dr. Jan Holm	Tacoma
Dr. David Van Sickle	Lake Oswego	Dr. R. D. Rivera	Tacoma
Dr. George Vasil	Lake Stevens	Dr. Craig Romney	Tacoma
Jardee Clinic	Lind	Puget Sound Clinic-	
Dr. Domingo Bernardez	Longview	Dr. T. H. Skrinar	Tacoma
Dr. G. O. Polo	Longview	Dr. Thomas Hodge	The Dalles, Oregon
Dr. M. C. Lindel	Montesano	Dr. Christian P. Duran	The Dalles, Oregon
Dr. Nathan Coonrod	Moscow	* The Dalles Clinic	The Dalles
Nelson Medical Associate Clinic		Dr. Ray Shearer	Toppenish
Dr. Henshaw	Nelson, B. C.	Dr. A. P. Eng	Vancouver, B. C.
Dr. G. A. Sackville	New Westminster, B. C.	Dr. V. H. Livingstone	Vancouver, B. C.
* Memorial Clinic	Olympia	Dr. Malcom Rondeau	Vancouver, B. C.
Dr. Maurice Masar	Orofino	* Family Physicians Group	Vancouver, WA
Dr. G. V. Axford	Pasco	Vancouver Clinic	Vancouver, WA
Dr. W. T. Cooper	Pasco	Dr. S. R. Hevel	Waitsburg
* The Portland Clinic	Portland	* Wapato Medical Clinic	Wapato
* Marquam Medical Center	Portland	Dr. James B. Johnson	Wenatchee
Dr. J. K. Symonds	Puyallup	* Wenatchee Family Clinic	Wenatchee
Dr. James J. Jardee	Ritzville	Dr. J. E. Anderson	Wilbur
Dr. O. I. Lowry	Rosalia		

* Indicates that two or more physicians are authorized to perform Burlington Northern industrial examinations.

Note: Refer to other division timetables to locate closer doctors.

1. **Train Inspection-** A member of inbound crews on thru 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.

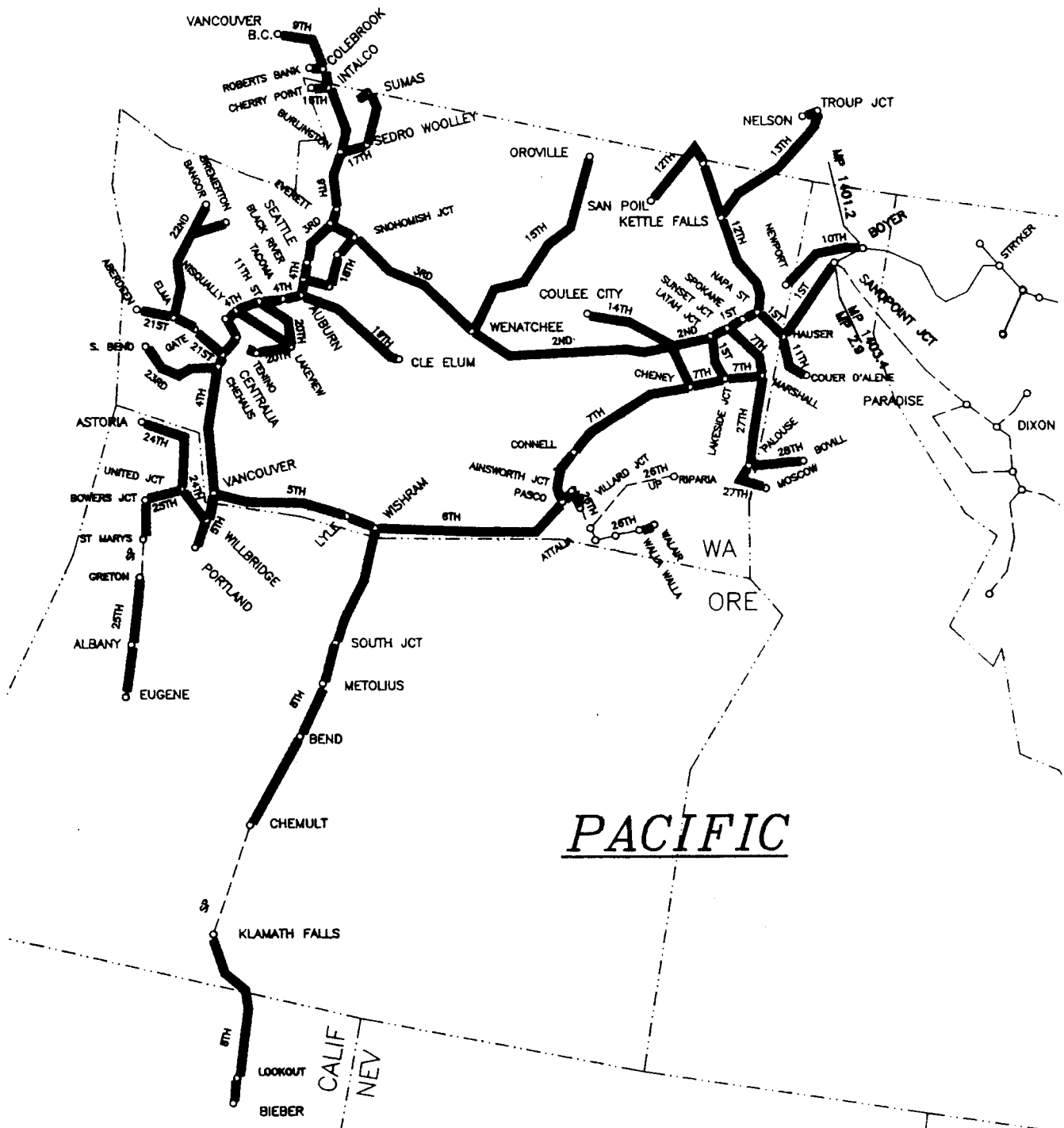
2. **Hazardous Material: Oregon Statue ORS 761.395-**Transportation of hazardous materials in the state of Oregon reads as follows: "761.395 Visual external inspections required on cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an "Explosive A" Flammable Gas" or "Poison Gas" placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall be visually inspected externally by the transporting railroad within two hours of the cars arrival and within two hours prior to the cars departure.
As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no carman is on duty, shall be made by a member of the train or switch crew at each yard or station where the affected rail cars terminates or originates. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss of change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

3. **Speed Restrictions through turnouts-**

Trains over 100 ton per operative brake must not exceed 25 mph thru any turnout now shown in individual subdivision special instructions to exceed that speed. Following exceptions apply:

1st Subdivision	Passenger	Freight
Algoma (East and West)	35 MPH.	35 MPH.
Irvin	35 MPH.	35 MPH.

3rd Subdivision	Passenger	Freight
MP 8	35 MPH.	35 MPH.
MP 16	35 MPH.	35 MPH.
MP 28	35 MPH.	35 MPH.



**SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS
TO BE USED FOR INFORMATION PURPOSES ONLY,
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.**

WESTWARD↓

1007 NRPC Daily	STATION	1008 NRPC Daily
PACIFIC DIVISION 1st SUBDIVISION		
	SANDPOINT JCT. 0.1	
s0054	SANDPOINT 66.5	s0127
s0225 0250	SPOKANE 1.8	0010 s2335
	LATAH JCT.	

PACIFIC DIVISION 2nd SUBDIVISION

	LATAH JCT. 117.4	
s0457	EPHRATA 52.2	s2123
s0557	WENATCHEE	2023

PACIFIC DIVISION 3rd SUBDIVISION

0601	WENATCHEE 121.4	s2020
s0906	EVERETT 15.4	s1715
s0934	EDMONDS 17.4	s1651
s1045	SEATTLE	1620

WESTWARD↓

1027 NRPC Daily	STATION	1028 NRPC Daily
PACIFIC DIVISION 1st SUBDIVISION		
0310	SPOKANE 1.0	s2300
	SUNSET JCT.	
PACIFIC DIVISION 7th SUBDIVISION		
	SUNSET JCT. 144.4	
s0545	PASCO	2005
PACIFIC DIVISION 6th SUBDIVISION		
0547	PASCO 126.2	s2002
s0741	WISHRAM	1808
PACIFIC DIVISION 5th SUBDIVISION		
0743	WISHRAM 30.3	s1806
s0815	BINGEN 65.8	s1736
s0932	VANCOUVER 10.0	s1617
s1015	PORTLAND	1555

EASTWARD↑

SOUTHWARD↓

1797 NRPC Daily	1011 NRPC Daily	1795 NRPC Daily	STATION	1796 NRPC Daily	1014 NRPC Daily	1798 NRPC Daily
PACIFIC DIVISION 4th SUBDIVISION						
1730	1040	0520	SEATTLE 39.6	s1200	s1850	s2200
s1822	s1137	s0614	TACOMA 32.7	s1052	s1743	s2056
s1904	s1220	s0657	CENTENNIAL 21.8	s1006	s1657	s2010
s1926	s1244	s0720	CENTRALIA 43.3	s0945	s1634	s1948
s2011	s1331	s0806	KELSO 39.0	s0901	s1546	s1903
s2049	s1411	s0845	VANCOUVER	0821	1504	1822
PACIFIC DIVISION 5th SUBDIVISION						
2050	1414	0847	VANCOUVER 10.0	s0820	s1501	s1820
s2130	s1450	s0920	PORTLAND	0800	1440	1800

EASTWARD↑

s-regular stop

**PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

TRACK BULLETIN FORM B

The engineer must attempt to contact employee in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman (name) (or Gang No.) using track bulletin No. line No. between MP and MP on Subdivision."

- (1) To authorize train to pass a red flag or enter limits without stopping, the following will be added:

" (train) may pass red flag located at MP (or enter limits) without stopping, over."

Train may pass red flag, or enter limits without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (2) To authorize a train to proceed at a speed other than restricted speed, the following will be added:

" (train) may proceed through the limits at MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (3) To require train to move at restricted speed but less than 20 MPH, the following speed will be added:

" (train) proceed at restricted speed but not exceeding MPH (adding if necessary until reaching MP), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by item (1).

**SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION ONLY
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIME(S) SHOWN.**

In Effect at 0001, Sunday, June 16, 1991
Continental Pacific Time

WESTWARD	1007 NRP Daily	STATION	1008 NRP Daily	EASTWARD	1027 NRP Daily	STATION	1028 NRP Daily	EASTWARD
	PACIFIC DIVISION 1st SUBDIVISION				PACIFIC DIVISION 1st SUBDIVISION			
		SANDPOINT JCT. 0.1			0310	SPOKANE 1.0	s2300	
	s0054	SANDPOINT 66.5	s0127			SUNSET JCT.		
	s0225 0250	SPOKANE 1.8	0010 s2335		PACIFIC DIVISION 7th SUBDIVISION			
		LATAH JCT.				SUNSET JCT. 144.4		
					s0545	PASCO	2005	
	PACIFIC DIVISION 2nd SUBDIVISION				PACIFIC DIVISION 6th SUBDIVISION			
		LATAH JCT. 117.4			0547	PASCO 126.2	s2002	
	s0457	EPHRATA 52.2	s2123		s0741	WISHRAM	1808	
	s0557	WENATCHEE	2023		PACIFIC DIVISION 5th SUBDIVISION			
	PACIFIC DIVISION 3rd SUBDIVISION				0743	WISHRAM 30.3	s1806	
	0601	WENATCHEE 121.4	s2020		s0815	BINGEN 65.8	s1736	
	s0906	EVERETT 15.4	s1715		s0932	VANCOUVER 10.0	s1617	
	s0934	EDMONDS 17.4	s1651		s1015	PORTLAND	1555	
	s1045	SEATTLE	1620					
SOUTHWARD	1797 NRP Daily	1011 NRP Daily	1795 NRP Daily	STATION	1796 NRP Daily	1014 NRP Daily	1798 NRP Daily	NORTHWARD
	PACIFIC DIVISION 4th SUBDIVISION							
	1730	1040	0800	SEATTLE 39.6	s1200	s1850	s1810	
	s1822	s1137	s0854	TACOMA 32.7	s1052	s1743	s1706	
	s1904	s1220	s0937	CENTENNIAL 21.8	s1006	s1657	s1620	
	s1926	s1244	s1000	CENTRALIA 43.3	s0945	s1634	s1558	
	s2011	s1331	s1046	KELSO 39.0	s0901	s1546	s1513	
	s2049	s1411	s1125	VANCOUVER	0821	1504	1432	
WEST	PACIFIC DIVISION 5th SUBDIVISION							EAST
	2050	1414	1127	VANCOUVER 10.0	s0820	s1501	s1430	
	s2130	s1450	s1200	PORTLAND	0800	1440	1410	

s - regular stop

PACIFIC DIVISION TIMETABLE NO. 3, SUPPLEMENT NO. 2

SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION PURPOSES ONLY,
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.

In Effect at 0001, Sunday, October, 27, 1991

WEST
WARD

1007
NRPC
Daily

STATION

1008
NRPC
Daily

PACIFIC DIVISION 1st SUBDIVISION

SANDPOINT JCT.
0.1

s0034

s0137

SANDPOINT
66.5

s0205
0230

0020
s2345

SPOKANE
1.8

LATAH JCT.

PACIFIC DIVISION 2nd SUBDIVISION

LATAH JCT.
117.4

s0437

s2133

EPHRATA
52.2

s0537

2033

PACIFIC DIVISION 3rd SUBDIVISION

WENATCHEE
121.4

0541

s2030

EVERETT
15.4

s0846

s1725

EDMONDS
17.4

s0914

s1701

SEATTLE

s1025

1630

EAST
WARD

1027
NRPC
Daily

STATION

1028
NRPC
Daily

PACIFIC DIVISION 1st SUBDIVISION

0250

SPOKANE
1.0

s2310

SUNSET JCT.

PACIFIC DIVISION 7th SUBDIVISION

SUNSET JCT.
144.4

s0525

2015

PASCO

PACIFIC DIVISION 6th SUBDIVISION

0527

PASCO
126.2

s2012

s0721

WISHRAM

1818

PACIFIC DIVISION 5th SUBDIVISION

0723

WISHRAM
30.3

s1816

s0755

BINGEN
65.8

s1746

s0912

VANCOUVER
10.0

s1627

s0955

PORTLAND

1555

SOUTH
WARD

1797
NRPC
Daily

1011
NRPC
Daily

1795
NRPC
Daily

STATION

1796
NRPC
Daily

1014
NRPC
Daily

1798
NRPC
Daily

PACIFIC DIVISION 4th SUBDIVISION

1730

1040

0800

SEATTLE
39.6

s1155

s1850

s1810

s1820

s1137

s0854

TACOMA
32.7

s1049

s1743

s1706

s1902

s1220

s0937

CENTENNIAL
21.8

s1003

s1657

s1620

s1923

s1244

s1000

CENTRALIA
43.3

s0943

s1634

s1558

s2007

s1331

s1046

KELSO
39.0

s0900

s1546

s1513

s2044

s1411

s1125

VANCOUVER

0821

1504

1432

PACIFIC DIVISION 5th SUBDIVISION

2045

1414

1127

VANCOUVER
10.0

s0820

s1501

s1430

s2125

s1450

s1200

PORTLAND

0800

1440

1410

WEST

EAST

s - regular stop

PEEL OFF THE BACK OF THIS SELF-ADHESIVE SUPPLEMENT
ATTACH THE SUPPLEMENT TO PAGE 59, PACIFIC DIVISION TIMETABLE NO. 3.

Pacific Division Timetable No. 3
Supplement No. 4
SCHEDULED TIMES FOR NRPC TRAINS
TO BE USED FOR INFORMATION ONLY
EXCEPT NRPC TRAINS MUST OBSERVE DEPARTURE TIME(S) SHOWN INDICATED BY
THE LETTER "S".

WESTWARD	1007 NRPC Daily	STATION	1008 NRPC Daily	EASTWARD
	PACIFIC DIVISION 1st SUBDIVISION			
		SANDPOINT JCT — 0.1 —		
	s2345	SANDPOINT — 66.5 —	s0155	
	0110 s0135	SPOKANE — 1.8 —	S0040 0005	
		LATAH JCT.		
	PACIFIC DIVISION 2nd SUBDIVISION			
		LATAH JCT. — 117.4 —		
	s0350	EPHRATA — 52.2 —	s2153	
	0456	WENATCHEE	s2053	
	PACIFIC DIVISION 3rd SUBDIVISION			
	s0500	WENATCHEE — 121.4 —	2050	
	s0810	EVERETT — 15.4 —	s1745	
	s0840	EDMONDS — 17.4 —	s1721	
	1025	SEATTLE	s1650	

WESTWARD	1027 NRPC Daily	STATION	1028 NRPC Daily	EASTWARD
	PACIFIC DIVISION 1st SUBDIVISION			
	s0145	SPOKANE — 1.0 —	2330	
		SUNSET JCT.		
	PACIFIC DIVISION 7th SUBDIVISION			
		SUNSET JCT. — 144.4 —		
	0448	PASCO	s2038	
	PACIFIC DIVISION 6th SUBDIVISION			
	s0450	PASCO — 126.2 —	2035	
	0653	WISHRAM	s1842	
	PACIFIC DIVISION 5th SUBDIVISION			
	s0655	WISHRAM — 30.3 —	1840	
	s0730	BINGEN — 65.8 —	s1805	
	s0850	VANCOUVER — 10.0 —	s1647	
	0955	PORTLAND	s1625	

SOUTHWARD	1797 NRPC Daily	1011 NRPC Daily	1795 NRPC Daily	STATION	1796 NRPC Daily	1798 NRPC Daily	1014 NRPC Daily	NORTHWARD
	PACIFIC DIVISION 4th SUBDIVISION							
	s1730	s0950	s0800	SEATTLE — 39.6 —	1200	1810	1945	
	s1820	s1047	s0854	TACOMA — 32.7 —	s1054	s1706	s1838	
	s1902	s1130	s0937	CENTENNIAL — 21.8 —	s1008	s1620	s1752	
	s1923	s1154	s1000	CENTRALIA — 43.3 —	s0948	s1558	s1729	
	s2007	s1241	s1046	KELSO — 39.0 —	s0905	s1513	s1641	
	2044	1321	1125	VANCOUVER	s0826	s1432	s1559	
	PACIFIC DIVISION 5th SUBDIVISION							
	s2045	s1324	s1127	VANCOUVER — 10.0 —	0825	1430	1556	
	2125	1400	1200	PORTLAND	s0805	s1410	s1535	

s—regular stop