

SPOKANE DIVISION

J. M. ARRINGTON—Division Superintendent, Spokane

J. M. ANDERSON	Asst. Supt. Transportation	Spokane
J. H. STRANDY	Asst. Supt. Roadway Maintenance	Spokane
G. A. DREXEL	Trainmaster	Spokane
R. M. ESTES	Trainmaster	Spokane
K. MAIDEN	Road Foreman	Spokane
J. A. REGAN	Road Foreman	Spokane
G. L. NESWICK	Trainmaster-Road Foreman	Wenatchee
D. G. VERITY	Agent—Asst. Trainmaster	Wenatchee
G. M. KASPERSKI	Trainmaster	Whitefish
F. C. BROSE	Trainmaster	Whitefish
J. B. SCHARFF	Terminal Superintendent	Spokane
G. L. PORTSCHE	Asst. Terminal Superintendent	Spokane
M. J. MOUTOR	Terminal Trainmaster	Spokane
D. R. WILKERSON	Terminal Trainmaster	Spokane
S. ORTIZ	Terminal Trainmaster	Spokane
G. A. CARLSON	Terminal Trainmaster	Spokane
D. L. ROGERSON	Terminal Trainmaster	Spokane

PACIFIC DIVISION

G. G. WIDLE—Division Superintendent, Seattle

R. R. STIMART	Asst. Supt. Transportation	Seattle
H. L. HANSON	Asst. Supt. Administration	Seattle
R. F. KNUTSON	Asst. Supt. Roadway Maintenance	Seattle
F. E. PLANTE	Trainmaster	Seattle
F. J. RUTT	Road Foreman	Seattle
J. K. SIMONAS	Terminal Manager	Tacoma
R. E. STEPHENS	Trainmaster	Tacoma
S. E. OESTREICHER	Trainmaster	Centralia
M. W. MELINE	Agent—Asst. Trainmaster	Centralia
B. W. MOORE	Trainmaster	Everett
K. F. WALKOWIAK	Road Foreman	Everett
D. G. BOESPFLUG	Agent—Asst. Trainmaster	Everett
T. L. WILLIAMS	Road Foreman	Vancouver
F. D. CLIFTON	Trainmaster	Bellingham
D. J. KAYNE	Asst. Supt. Transportation	New Westminster
A. J. SCHUURMANS	Agent—Asst. Trainmaster	New Westminster

SEATTLE TERMINAL

W. D. MACORMIC—Terminal Superintendent, Seattle

T. K. LEE	Asst. Terminal Supt.	Seattle
G. B. WICK	Terminal Trainmaster	Seattle
L. G. HALL	Terminal Trainmaster	Seattle
J. K. WOVOCHA	Terminal Trainmaster	Seattle
S. A. GORDON	Terminal Trainmaster	Seattle
R. L. GULLIXSON	Terminal Trainmaster	Seattle
J. E. MEYER	Terminal Trainmaster	Seattle

PORTLAND DIVISION

R. J. SEELEY—Division Superintendent, Portland

D. H. SHAFER	Asst. Supt. Transportation	Portland
S. G. MELONAS	Asst. Supt. Roadway Maintenance	Portland
G. D. ALLEN	Trainmaster—Road Foreman	Portland
J. H. MITCHELL	Trainmaster	Vancouver
G. L. SOLEM	Road Foreman	Vancouver
J. M. RYAN	Trainmaster—Agent	Klamath Falls
G. E. WEEKLY	Agent—Asst. Trainmaster	Wierham
J. Z. ALBINGER	Trainmaster—Road Foreman	Bend
C. N. VOORHEES	Agent—Asst. Trainmaster	Yakima
D. W. FARRIS	Trainmaster	Pasco
T. N. ROWLEY	Trainmaster	Pasco
R. CAMPBELL	Road Foreman	Pasco
J. S. LUNAK	Road Foreman	Pasco
K. D. TOWNSEND	Terminal Supt.	Pasco
J. A. MCKAY	Asst. Terminal Supt.	Pasco
B. G. PORTSMOUTH	Terminal Trainmaster	Pasco
D. L. LAMBERSON	Terminal Trainmaster	Pasco
D. J. BOEN	Terminal Trainmaster	Pasco
K. J. ROYAL	Terminal Trainmaster	Pasco
D. C. CREE	Agent—Trainmaster	Pasco

PORTLAND-VANCOUVER TERMINAL

W. V. EISENMAN—Terminal Superintendent, Vancouver

D. L. MAZE	Asst. Terminal Supt.	Vancouver
S. E. FORTINO	Terminal Trainmaster	Vancouver
D. E. MEAD	Terminal Trainmaster	Vancouver
D. E. HARDY	Terminal Trainmaster	Vancouver
G. S. MALING	Terminal Trainmaster	Vancouver
C. REYNOLDS	Terminal Trainmaster	Vancouver
D. L. MEYERS	Terminal Trainmaster	Vancouver
T. R. KING	Trainmaster—Agent	Portland

TRANSPORTATION DEPARTMENT

E. A. BUTLER—Superintendent Transportation, Seattle

M. L. JOHNSON	Manager Transportation	Seattle
J. M. DARRAGH	Chief Dispatcher	Seattle
R. A. MORELLI	Chief Dispatcher	Havre

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BURLINGTON NORTHERN RAILROAD CO. SEATTLE REGION

SPOKANE, PACIFIC AND PORTLAND
DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 4

IN EFFECT AT 12:01 A.M.

Pacific Standard Time

Mountain Standard Time

Sunday, April 29, 1984

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
And General Manager
W. W. FRANCIS

Assistant
General Manager
C. B. MAY

Vice President
Transportation—System
E. H. HARRISON

SPOKANE DIVISION

WESTWARD

STATION	Length of Bridge in Feet	Station Number	FIRST CLASS		Line Segment	Mile Post Location	Distance From Conrail	1st Subdivn MAIN LINE STATIONS Office Code		FIRST CLASS		
			27	7				28	8			
			NRPC Daily	NRPC Daily				NRPC Daily	NRPC Daily			
		01590		8:50PM	36	1208.3	0.0	DT	CONKELLEY 2.9	CTC		A 6:56AM
JTXY	W4,015	01593		8:53		1211.6	2.9	CF	COLUMBIA FALLS 7.6			
BKRTY		01601		9:15		1219.2	10.5	WF	WHITEFISH 5.4			6:45
	7,060	01607				1224.6	15.9		VISTA 6.4			6:15
	9,325	01613				1231.1	22.3		LUPPER 11.2			
	9,711	01624				1243.3	33.5		RADNOR 7.1			
J		01631				1249.3	40.6		STRYKER 3.4			
	9,722	01636				1252.8	44.0		BRIMSTONE 10.7			
	9,763	01646				1263.5	54.7		TWIN MEADOWS 9.6			
	9,780	01656				1273.2	64.3		HOCK CREEK 9.0			
	9,730	01665				1282.2	73.3		WOLF PRAIRIE 7.9			
	10,344	01672				1290.0	81.2		TAMARACK 7.9			
	9,769	01683				1298.0	89.2		FISHER RIVER 8.9			
	10,799	01692				1306.9	98.1		RIVERVIEW 7.0			
	9,568	01710				1312.2	105.0		RIPLEY 7.2			
BKR	10,510	01718		11:01		1319.6	112.3	CK	LIBBY 11.0			4:50
	8,641	01729				1331.3	123.3		KOOTENAI FALLS 7.2			
T	14,286	01736		11:23		1337.9	130.5	UX	TROY			4:20
T	14,286	01736		10:23	1337.9	130.5	UX	TROY 6.7		3:20		
	6,972	01742			1343.3	137.1		YAKT 6.8				
	9,552	01749			1350.3	143.9		LEONA 13.5				
	8,498	01763			1364.3	157.5		CROSSPORT 4.3				
J	9,742	01767			1368.4	161.8		BONNERS FERRY 11.4				
	9,577	01778			1379.8	173.1		NAPLES 7.4				
	9,912	01786			1387.4	180.5		ELMIRA 13.9				
JM	10,363	01803			1401.3	194.4		BOYER 2.0				
J		01798			143.3			SANDPOINT JCT. To Kootenai 1.5				
BR		01803		11:52	2.9	196.4		SA SANDPOINT 7.2		2:00		
		01810			3.0	196.5	2MT	ALGOMA 6.7				
	10,828	01817			10.1	203.7		COCOLALLA 12.6				
	13,247	01830			17.6	210.4		ATHOL 7.3				
	10,600	01837			31.5	223.0		RAMSEY 5.7				
	9,156	01843			37.7	230.3		RATHDRUM 1.4				
		01845			45.5	236.0		HAUSER 5.6				
J		01850			47.0	237.4		HAUSER JCT. 5.8				
	10,095	01855			51.5	243.0		OTIS ORCHARDS 5.9				
		01861		12:47AM	57.9	248.8		IRVIN 3.3				
Y		01865			63.3	254.7		PARKWATER 1.5				
BKRTXY		01866		12:52	66.6	258.0	DT	YD YARDLEY 1.6	ABS Rule 251-254	12:46		
LJXY					68.1	259.5	CG	UP TOWER 1.9				
					69.7	261.1	SF	SPOKANE 1.0		A 12:01AM	12:40 12:05AM	
BIJCRXY		01870	1:45AM	1:15 1:50	71.5			SUNSET JCT.	CTC	11:40PM	11:55PM	
J		01877	A 1:48AM	A 1:53AM	0.0	263.0						
					1.1	264.0						

(This Subdivision Continued Next Page.)

Continued from 1st Subdivision.

EXCEPT ON DOUBLE TRACK OR IN CTC OR RULE 261 TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

¹ Columba Falls to Somers 29.4² Stryker to Eureka 23.2³ Hauser Jct. to Post Falls 4.6

Train Dispatcher Calls—Libby-15, Troy-16

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Sunset Jct.	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EAST WARD
				27	7						8	
				NRPC Daily	NRPC Daily						NRPC Daily	
	J		01877	1:48AM	1:53AM	37	1481.0	0.0	SUNSET JCT.		A 11:55PM	
	J		01878	A 1:50AM	1:55		1481.6	0.8	LATAH JCT.		11:53	
		7,183	01883				1489.8	8.6	LYONS	CTC		
		7,402	01893				1499.3	17.9	ESPANOLA			
		7,500	01905				1510.8	29.7	EDWALL			
			01914		2:40		1520.2	38.8	BLUESTEM		11:11	
	XY	W3,426	01922		2:48		1527.7	46.3	HARRINGTON	DT	11:03	
			01937		3:05		1542.9	61.4	LAMONA		10:49	
		9,423	01947				1553.2	71.6	ODESSA			
		9,614	01959				1565.6	84.1	GIBSON			
		8,794	01970				1577.0	94.5	WILSON CREEK			
		10,774	01983				1588.8	107.6	ADRIAN			
			01993		3:55		1599.3	117.6	EPHRATA		9:55	
		10,381	01998				1603.8	122.7	NAYLOR	CTC		
	BK	10,536	02009				1615.5	133.9	QUINCY	QN		
		7,914	02020				1628.3	144.7	TRINIDAD			
	J	8,135	02030				1635.0	154.0	COLUMBIA RIVER To Mansfield 60.3			
			02035				1640.1	159.6	ROCK ISLAND			
		4,998	02038		4:45		1643.3	162.9	MALAGA			
	BJKRTY		02044		A 5:00AM		1650.2	169.8	WENATCHEE	WC	8:50PM	

EXCEPT ON DOUBLE TRACK OR IN CTC TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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-27

SPOKANE DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Boyer	3rd Subdivn MAIN LINE STATIONS Office Calls	EASTWARD
	JY		01803	37	1401.2	0.0	BOYER 1.3	
	TY		01803		1401.9	1.3	NORTH SANDPOINT 13.4	
		6,209	61917		1415.7	14.7	LACLEDE 8.2	
			61925		1424.2	22.9	NC PRIEST RIVER 6.6	
	JY	6,765	61931		1431.3	29.5	NR NEWPORT 7.8	ABS
		6,252	61939		1439.2	37.3	SCOTIA 13.9	
		6,309	61953		1453.0	51.2	MILAN 0.4	
	AJY	2,299	61963		1465.2	51.6	DEAN	

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

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From UP Tower	4th Subdivn MAIN LINE STATIONS Office Calls	EASTWARD
	IJXY			37	1476.7	0.0	CG UP TOWER 3.7	
	Y		61972		1473.0	3.7	HILLYARD 4.9	
	X		61968		1468.1	8.6	MEAD 4.2	
	AJY		61963	376	13.8	12.8	DEAN 12.6	
		2,573	62012		26.4	25.4	DEER PARK 12.0	
		2,062	62025		38.4	37.4	LOON LAKE 18.1	
	Y	4,080	62043		56.5	55.5	VALLEY 7.7	
		3,990	62050		64.2	63.2	CHEWELAH 22.9	
			62073		87.2	86.1	COLVILLE 8.5	
					95.7		KETTLE FALLS To Nelson B. C. 104.4	
	BJRTUY		62081	377	0.0	94.6	WEST KETTLE FALLS 7.1	
			62204		4.4	99.3	BOYDS 4.9	
		1,320	62212		11.6	106.4	BARSTOW 5.1	
		1,800	62217		17.0	111.3	DULWICH 10.7	
		2,100	62222		22.2	116.4	LAURIER, WA. 12.4	
		600	62234		34.1	127.1	GRAND FORKS, B.C. 1.8	
	JRTY		62246		47.0	139.5	DANVILLE, WA. 10.5	
		600	62249		48.6	141.3	CURLEW 16.0	
		900	62259		58.6	151.8	TORBOY 0.9	
		2,040	62276		75.1	167.8	SAN POIL	
	R		62277		76.9	168.7		

The Canadian Uniform Code of Operating Rules is in effect for operation in Canada between Laurier, Wa. and Danville, Wa. and beginning at MP 139.7 on Nelson Spur line.

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.

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cheney	5th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	BJKRTY		63014	378	0.0	0.0	CY CHENEY 26.8	
		1,420	62327		26.8	26.8	REARDAN 14.9	
	T	1,136	62341		41.7	41.7	DAVENPORT 22.7	
	Y	1,252	62364		64.4	64.4	CRESTON 10.0	
		1,293	62374		74.4	74.4	WILBUR 13.3	
		1,442	62387		87.7	87.7	ALMIRA 21.1	
	RT	552	62408		108.8	108.8	COULEE CITY	

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

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hauser Jct.	6th Subdivn MAIN LINE STATIONS Office Calls	EASTWARD
	JTY		01850	381	0.0	0.0	HAUSER JCT. 2.3	
	MY		62702		2.3	2.3	GRAND JCT. 2.3	
					4.9			
	RY		62705	382	17.5	4.6	POST FALLS 7.9	
				375	20.4			
				382	22.8			
				375	23.2			
				375	27.3			
				375	25.8			
				382	26.0			
				382	32.6			
					33.3			
	TX		62713			12.5	COEUR d'ALENE	

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

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Marshall	7th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	JTY		63007	384	0.0	0.0	MARSHALL 26.9	
	J	2,502	63227		26.7	26.9	ROBALIA To Spring Valley 5.8	
	U	1,643	63238		37.6	37.8	To Balder 4.8 10.9	
	U	2,668	63250		49.4	49.7	OAKESDALE 11.9	
	JY	1,368	63259		59.1	59.3	GARFIELD 9.6	
	BKRY	3,845	63276		75.7	75.9	PC PALOUSE To Viola 6.6	
	JTY		63277		77.1	77.4	16.6	
	Y		63286		85.9	86.0	PN PULLMAN 1.5	
		2,127	63299		99.5	99.6	PULLMAN JCT. To Genesee 27.6	
		1,898	63311		111.0	111.1	8.6	
					123.5		MOSCOW 13.6	
	J	1,826	63323	459	123.5	123.7	TROY 11.5	
							KENDRICK 12.6	
							ARROW 11.9	

BETWEEN ARROW AND EAST LEWISTON, CAMAS PRAIRIE TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.

BKRTY		63338	459	135.4	135.6	FY	EAST LEWISTON
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BN Radio Channel No. 1 in service on this Subdivision.

SPOKANE DIVISION

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WEST WARD	8th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD	9th Subdivn BRANCH LINE STATIONS Office Calls					
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Kereme- os		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bovill
			66875	393	161.1	0.0		JKRTY		70048	396	47.9	0.0
			66870		156.9	4.2				70012		11.2	34.1
			66858		144.0	17.1				63259		0.0	44.6
				390	144.0								
					121.4								
					135.7	38.3							
T	2,876	66836		387	95.7	79.8							
Y	3,386	66795			91.5	84.0							
	2,857	66791			65.0	110.5							
	2,549	66764			58.9	116.7							
	5,710	66758			38.9	136.7							
	3,114	66738			20.4	155.2							
	3,224	66720			2.6	172.3							
Y		66702			0.0	175.6							
BJKRTXY		02044											

BN Radio Channel No. 1 in service on these Subdivisions.

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
650	Whitefish	
651	Spokane	
652	Spokane Psgr.	Tracks 5 and 6 and crossovers to main line
656	Wenatchee	

BALLAST PITS

Line Segment	Limits
670	Cordell
671	Crossport
672	Hartline
673	Highland
675	Odessa
676	Trinidad

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
375	Spokane Bridge-Post Falls	12.0 to 16.6
375	Huetter-Atlas	20.3 to 22.7
375	At Coeur d'Alene	25.9 to 26.0
381	Huetter-Coeur d'Alene	9.7 to 13.4
381	Hauser Jct.-Post Falls	0.0 to 4.9
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
383	Balder-Spring Valley	40.0 to 50.6
385	Pullman Jct.-Genesee	0.0 to 27.7
386	Columbia River-Mansfield	0.0 to 60.7
388	Columbia Falls-Somers	1211.7 to 1236.9
389	Stryker-Eureka	1248.5 to 1273.0
391	Kettle Falls-Nelson, B.C.	95.7 to 200.0
392	Laurier-Danville	34.4 to 48.8
459	East Lewiston-Lewiston	135.4 to 138.7
946	Palouse-Viola	76.0 to 82.8
984	Moscow-Estes	90.0 to 87.0

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision							
61605 Lasalle	5.5 from Columbia Falls			62143 Benton Spur	7.6 east of Salmo	6	East
61610 Associated Seed Growers				62140 Parks	10.0 east of Salmo	8	Both
	on spur			62136 ATCO Spur	10.0 west of Waneta, B.C.	3	West
61611 Montana Saw Service Co.	10.8 from Columbia Falls	6	East	62135 Fruitvale	9.1 west of Waneta, B.C.	27	Both
	on spur			62132 Equipment Spur	6.0 west of Waneta, B.C.	3	East
61612 C & C Plywood Corp. on spur	11.1 from Columbia Falls	5	East	62130 Columbia Gardens	3.8 west of Waneta, B.C.	11	Both
61613 Northwestern Lbr. Co. Spur	11.8 from Columbia Falls	27	Both	62129 Quirk	2.3 west of Waneta, B.C.	20	Both
	on spur			62128 Waneta	2.3 east of Quirk	0	—
61614 Carter Oil Co. Spur on spur	13.0 from Columbia Falls	47	East	62124 Boundary	2.1 east of Waneta	10	Both
61617 Kalispell	13.1 from Columbia Falls	9	East	62115 Northport	8.8 east of Boundary	30	Both
61619 Monarch Lbr. Co. on spur	14.4 from Columbia Falls	Yard	Both	62112 Janni Spur	3.3 east of Northport	11	East
61622 Balls Crossing	19.6 from Columbia Falls	8	East	62110 Cameron Spur	4.4 east of Northport	17	West
61625 Somers	20.1 from Columbia Falls	11	East	62107 Marble	8.3 east of Northport	37	Both
61626 Fortine	24.9 from Columbia Falls	Yard	Both	62105 Dolomite	9.5 east of Northport	25	Both
61663 Tobacco	11.5 from Stryker	57	Both	62092 Evans	9.9 west of Kettle Falls	31	Both
61669 Eureka	16.7 from Stryker	60	Both	62067 Arden	6.7 east of Colville	47	Both
61675 Post Falls	23.2 from Stryker	67	Both	62063 Metallurgical Chip Spur	9.9 east of Colville	14	West
61596 Half Moon (E. Trk)	4.6 from Hauser Jct.			62059 Addy	9.1 west of Chewelah	17	Both
01618 Olney	4.7 east of Whitefish	46	West	62042 Lane Mtn. Silica Spur	1.0 east of Valley	29	Both
01644 Swamp Creek (3 Trks)	5.5 west of Lupfer	75	Both	62041 Valley Lbr. Spur	1.7 east of Valley	9	West
01713 Zonolite Spur	3.1 east of Twin Meadows	83	East	62040 Nanome	2.0 east of Valley	4	West
01756 Katka Spur	4.8 east of Libby	49	East	62034 Cline	8.1 east of Valley	18	Both
01761 Crossport Spur	6.5 east of Crossport	18	East	62033 Allied Mineral	8.4 east of Valley	8	East
01772 Moravia	1.8 east of Crossport	15	East	62032 Springdale	9.6 east of Valley	20	West
01790 Samuels (Cedapine Veneer)	4.9 west of Bonners Ferry	21	East	62018 Clayton	5.3 west of Deer Park	9	East
01791 Emerson Spur	10.0 east of Boyer	9	East	62207 Plumb Creek Spur	2.7 east of West Kettle Falls	10	Both
01792 W.I. Forest Prods. Spur	Off W.I. Forest Prod. Spur	15	West	62208 Brauner Lbr. Co. Spur	3.0 east of West Kettle Falls	4	East
01793 Colburn	7.8 east of Boyer	12	West	62272 Pollard	8.6 west of Republic	10	West
01858 Velox	7.2 east of Boyer	122	Both	62278 Gold Stake	6.1 west of Laurier	13	West
01860 Trentwood	1.1 east of Irvin	20	West				
	0.5 east of Irvin	30	Both	5th Subdivision			
2nd Subdivision				62310 Medical Lake	10.6 west of Cheney	24	Both
01879 Highland Spur	2.7 east of Lyons	Yard	West	62321 Hite	5.6 east of Reardan	21	Both
01889 Fairchild Storage Track	4.1 east of Espanola	100	Both	62334 Mondovi	7.3 west of Reardan	25	Both
01896 Geiger Field	4.7 from Fairchild	Yard	West	62337 Major	4.3 east of Davenport	107	Both
01899 Waukon	5.7 east of Edwall	55	Both	62347 Rocklyn	6.3 west of Davenport	21	Both
01909 Canby	3.7 west of Edwall	29	Both	62381 Govan	6.6 west of Wilbur	15	Both
01928 Mohler	6.7 west of Harrington	55	Both	62390 Hanson	3.6 west of Almira	15	Both
01932 Downs	4.7 east of Lamona	49	Both	62397 Hartline	9.1 west of Almira	17	Both
01942 Nemo	4.8 east of Odessa	22	Both	62404 Cement	4.2 east of Coulee City	48	Both
01956 Irby	8.9 west of Odessa	25	Both	62406 O'Dair	2.1 east of Coulee City	86	West
01963 Marlin	6.6 east of Wilson Creek	39	Both	6th Subdivision			
01978 Stratford	7.8 west of Wilson Creek	60	Both	62607 Millwood	6.6 east of Spokane	9	Both
01991 Air Base	2.2 east of Ephrata	Yard	East	62613 Greenacres	12.6 east of Spokane	9	Both
02003 Winchester	5.1 west of Naylor	175	Both	62615 Liberty Lake	14.7 east of Spokane	8	East
02023 Trinidad Gravel Spur	3.1 west of Trinidad	53	West	62625 Alpine Sales Spur	26.4 east of Spokane	5	East
02033 Voltage	2.5 east of Rock Island	32	Both	62626 Huettner	27.7 east of Spokane	15	Both
02036 Alcoa Spur	1.2 west of Rock Island	Yard	West	62629 Atlas	28.4 east of Spokane	37	Both
66905 Bon Spur	5.4 from Columbia River	8	East	62630 Gibbs	30.5 east of Spokane	7	Both
66915 Palisades	15.7 from Columbia River	32	Both	62631 Blackwell	29.0 east of Spokane	20	Both
66931 Alstoun	31.2 from Columbia River	27	Both	01850 Hauser Jct.	4.6 from Post Falls	20	Both
66936 Douglas	36.5 from Columbia River	22	West	7th Subdivision			
66943 Supplee	43.5 from Columbia River	27	Both	63211 Spangle	11.5 west of Marshall	55	Both
66949 Withrow	49.1 from Columbia River	45	Both	63212 Harris Pine Mill	12.8 west of Marshall	2	East
66955 Touhey	55.0 from Columbia River	27	Both	63220 Plaza	21.2 west of Marshall	9	Both
66960 Mansfield	60.3 from Columbia River	Yard	Both	63811 Balder	4.8 from Rosalia	13	West
3rd Subdivision				63644 Spring Valley	5.8 from Rosalia	Yard	Both
61906 Dover (SI Conn)	3.3 west of North Sandpoint	19	East	63232 McCoy	5.2 west of Rosalia	10	Both
61921 Thama	4.7 west of Laclede	120	Both	63235 Flaig	8.2 west of Rosalia	7	East
61924 Hedlund Lumber Co. Spur	0.8 east of Priest River	16	West	63243 Belmont	5.3 west of Oakesdale	56	Both
61928 Albeni Falls	2.7 east of Newport (1.5 long)	21	East	63244 Farmington	6.0 west of Oakesdale	20	East
61935 Penrith Spur	3.5 west of Newport	19	East	63247 Eden	10.3 west of Oakesdale	47	Both
61946 Camden	6.6 west of Scotia	7	East	63686 Viola	6.6 from Palouse	27	Both
61949 Elk—storage tracks	4.3 east of Milan	21	East	63266 Fallon	6.8 west of Palouse	32	Both
4th Subdivision				63267 Madson	8.1 west of Palouse	5	West
61966 Davies Spur	1.5 east of Mead	34	East	63271 Whelan	5.2 east of Pullman	11	Both
62185 Nelson, B.C.	5.5 east of Troup Jct.	Yard	Both	63402 Busby	1.8 from Pullman Jct.	13	East
62176 South Nelson	4.8 east of Troup Jct.	24	Both	63405 Staley	5.0 from Pullman Jct.	31	Both
62165 Hall	14.9 east of Troup Jct.	14	Both	63407 Chambers	7.4 from Pullman Jct.	34	Both
62158 Ymir	22.1 east of Troup Jct.	9	East	63410 Johnson	9.9 from Pullman Jct.	33	Both
62156 Hardy Lbr. Co. Ltd. Spur	24.0 east of Troup Jct.	16	West	63415 Colton	15.1 from Pullman Jct.	31	Both
62155 Louisiana Pacific Chip Track	24.1 east of Troup Jct.	13	Both	63418 Uniontown	17.8 from Pullman Jct.	35	Both
62154 Boulder Mill	3.3 west of Salmo	9	Both	63420 Leon	20.3 from Pullman Jct.	30	Both
62151 Salmo	3.3 east of Boulder	15	Both	63427 Genesee	27.6 from Pullman Jct.	Yard	Both
62148 Erie	2.3 east of Salmo	11	Both	63692 Joel	6.5 west of Moscow	24	Both
62145 Meadows	5.6 east of Salmo	20	Both	63297 Howell	10.7 west of Moscow	27	East
				63315 Juliaetta	4.0 west of Kendrick	14	Both

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
8th Subdivision							
66832 Cordell Pit	4.3 west of Oroville			66763 Braker Spur	1.2 west of Brewster	5	Both
66829 Taylor Spur	6.9 west of Oroville	19	Both	66750 Wells Dam Spur	8.0 west of Pateros	40	East
66826 Larabee Industry	7.7 west of Oroville	9	Both	66749 Azwell	9.1 west of Pateros	31	Both
66825 Ellisforde	11.0 west of Oroville	53	Both	66737 Chelan Falls	1.2 west of Chelan	36	Both
66824 Howard Appel Spur	12.2 west of Oroville	1	West	66731 Stayman	11.4 east of Entiat	36	Both
66823 Thornton Spur	14.6 west of Oroville	8	Both	66725 Winesap	5.8 east of Entiat	40	Both
66819 Tonasket	16.9 west of Oroville	34	Both	66707 Rocky Reach	4.2 east of Olds	46	West
66815 Janis	21.7 west of Oroville	48	Both	66704 Welch	2.0 east of Olds	25	Both
66809 Barker	31.9 west of Oroville	32	Both	9th Subdivision			
66808 Tunk Creek Spur	33.1 west of Oroville	8	Both	70035 Deary	1.3 west of Bovill	12	Both
66804 Riverside	9.0 east of Omak	32	Both	70032 Vassar	4.7 west of Bovill	36	Both
66782 Malott	8.9 west of Okanogan	31	Both	70026 Yale	10.0 west of Bovill	38	Both
66775 Wakefield	11.5 east of Brewster	30	Both	70021 Harvard	15.2 west of Bovill	21	Both
66771 Monse	6.7 east of Brewster	30	Both	70015 Princeton	20.4 west of Bovill	8	Both
66767 Chief Joseph	2.7 east of Brewster	34	Both	70008 Kennedy Ford	3.3 west of Potlatch	31	Both

PACIFIC DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Wenatch- ee	1st Subdivn MAIN LINE STATIONS Office Calls			FIRST CLASS	EASTWARD
				7							8	
				NRPC Daily							NRPC Daily	
BKRTY			02044	5:05AM	37	1650.2	0.0	WC WENATCHEE	2.7	ABS	As 8:45PM	
JY						1652.9	2.7	OL OLDS JCT.	8.3		8:33	
	8,049	02056				1661.2	11.0	OM CASHMERE	11.0			
	7,905	02067				1672.2	22.0	CH LEAVENWORTH	13.5			
	10,978	02081				1686.9	35.5	WI WINTON	6.6			
T	6,729	02087				1692.4	42.1	CK MERRITT	7.0			
	12,323	02094				1698.5	49.1	BR BERNIE	9.0			
						1708.5						
	9,259	02103				1719.5	58.1	SN SCENIC	12.8			
T	8,949	02116				1732.3	70.9	KY SKYKOMISH	7.6			
	10,099	02124				1739.5	78.5	BA BARRING	14.5			
	10,244	02139				1755.7	93.0	GB GOLD BAR	12.9			
	11,988	02152				1768.6	105.9	RO MONROE	6.6			
JT		02159				1775.2	112.5	SE SNOHOMISH JCT. EAST	1.0			
JT		02159				1776.2	113.5	SH SNOHOMISH JCT. WEST	5.0			
		02164			50	1781.2	118.5	W LOWELL	1.5	CTC		
J	12,517	02165				1782.7	120.0	PJ PA JCT.	1.4			
		02166		8:05		1783.9	121.4	JN EVERETT	0.8		8:45	
						1784.7						
JX		02169				32.1	122.2	PG EVERETT JCT.	3.8			
						28.3	126.0	2MT MU MUKILTEO	0.5			
X		02172				27.8	126.5	MP MP 28	1.7			
						27.1	128.2	PM MP 27	9.3			
						17.8	136.6	2MT EE EAST EDMONDS	0.2			
		02182		8:30		17.6	136.8	DR EDMONDS	1.7		8:21	
						15.9	138.5	WE WEST EDMONDS	8.2			
						7.7	146.7	ME MP 8	0.7			
						7.1	147.1	MA MP 7	0.7			
I		02193		8:43		6.4	147.8	2MT BD BALLARD	0.2	ABS Rule 261- 264	5:00	
I						6.2	148	DB DRAWBRIDGE 4	0.8			
						5.4	149.1	WS WEST END CTC	0.3			
						5.1	149.4	RD 23rd STREET	0.2			
BIKRTY		02195		8:46		4.9	149.6	RB INTERBAY (Balmer Yard)	0.8			
I						4.1	150.4	FO MP 4	0.3			
						3.1	150.7	GS GARFIELD STREET	2.1			
						1.4	152.8	2MT J NORTH PORTAL	1.4			
BIKRTY		02200		As 9:15AM		0.0	154.2	UD SEATTLE (King St. Station)			4:50PM	

EXCEPT IN CTC OR RULE 261 TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

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

PACIFIC DIVISION

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SOUTHWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Vancouver	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	NORTHWARD
				29						16	
				VIA/CP2 Daily						VIA/CP1 Daily	
	KYZ		15129	9:45PM	56	156.0	0.0	VN	VANCOUVER B.C. (CN Station) 0.7	As 7:00AM	
BETWEEN VANCOUVER AND VANCOUVER JCT. CANADIAN NATIONAL TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.											
	Z		15129	9:48	56	155.8	0.7	VB	VANCOUVER JCT. B.C. 0.5	ABS Rule 261-262	6:49
	Z		15126	9:50		155.3	1.2	CT	CN JCT. 1.5		6:47
	Z		15125	9:54		153.8	2.7	DT	SK STILL CREEK 2.1	ABS Rule 251-257	6:44
	XZ		15123	9:58		151.8	4.8	WN	WILLINGDON JCT. 6.3		6:41
	X			A 10:15PM		145.3	11.1	2MT	CP CP JCT. 0.5		6:30AM
	KY		15114			144.8	11.6	MN	NEW WESTMINSTER 1.9	CTC	
			15110			141.3	13.5	FA	FRASER RIVER JCT. 1.4		
		5,908	15109			139.5	14.9	BL	BROWNSVILLE 2.6		
			15105			136.9	17.5	TD	TOWNSEND To Tilbury 4.1 6.5	ABS	
	R	2,422	15100			131.1	24.0	GX	COLEBROOK To Roberts Bank BCR 18.5 10.8	CTC	
	Z		15091		50	120.4					
	RY	6,060	15088			119.4	35.8	WR	WHITE ROCK, B.C. 1.0	ABS	
						112.1	43.1	BN	BLAINE, WA. 7.3		
	JRTY		15081			106.3	49.0	IN	INTALCO To Cherry Point 8.9 5.9		
	BRY	6,600	15075			97.0	58.0	FD	FERNDALE 9.0		
	BKRY		15067			92.9	61.2	HM	BELLINGHAM 3.2		
	Y	6,347	15062			83.1	70.8	FN	SOUTH BELLINGHAM 9.6		
		3,013	15053			79.7	74.6	SA	SAMISH 3.8		
		6,384	15049			70.9	82.0	BO	BOW 7.4		
	J	4,635	15042			66.8	85.9	BU	BURLINGTON To Anacortes 16.6 3.9		
		6,075	15038		408	55.5	98.3	MT	MT. VERNON 12.4	CTC	
		6,381	15025			45.5	108.0	BX	STANWOOD 9.7		
		6,846	15016			42.2	111.6	GL	ENGLISH 3.6		
	J		15012			38.8	115.0	KR	KRUBE JCT. To Darrington 36.6 3.4		
		2,557	15009			37.0		MS	MARYSVILLE 2.7		
	JY		15008			10.9	117.7	WY	DELTA JCT. To Bayside 2.4 1.8		
	Y		15005			9.1	119.5	EJ	DELTA 1.9		
	JY		02165			0.0	121.4	PJ	PA JCT.	ABS	
	Y					34.6	120.1	TW	BAYSIDE To Delta Jct. 2.4 2.5		
	JY		02167			32.1	122.6	PG	EVERETT JCT.		

EXCEPT ON DOUBLE TRACK OR IN CTC OR RULE 261 TERRITORY, WHEN IN SERVICE,
NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.

The Canadian Uniform Code of Operating Rules is in effect for operation in Canada beginning at MP 119.9.

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

Train Dispatcher Calls—Everett-37, Burlington-38, Bellingham-39

PACIFIC DIVISION

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Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS			Line Segment	Mile Post Location	Distance From Seattle	3rd Subdivn MAIN LINE STATIONS Office Calls	
			797	11	795					
			NRPC Daily	NRPC Daily	NRPC 26 Daily					
BIKRTXY		02200 02201	5:30PM	11:05AM	7:00AM	51	0.0	0.0	UD	SEATTLE (King St. Station) 3.3
IXY		02203	5:37	11:12	7:07		3.3	3.3	G	ARGO 4.6
BXY		16001					7.9	7.9	SS	SOUTH SEATTLE 1.6
IJXY		16004	5:44	11:19	7:14		9.5	9.5	BI	BLACK RIVER 2.7
XY	C5,236	16006					12.2	12.2	OR	ORILLA 4.1
XY		16010	5:51	11:26	7:21		16.3	16.3	KN	KENT 5.2
BJKTX		16014	5:58	11:33	7:28		21.5	21.5	AY	AUBURN 7.5
XY		16021	6:05	11:39	7:35		29.0	29.0	SR	SUMNER 1.5
JTX		16022					30.5	30.5	MK	MEEKER To Cascade Jct. 17.1 1.4
XY	S3,187	16023	6:10	11:45	7:40		31.9	31.9	PY	PUYALLUP 6.3
IXY		16029	6:18	11:53	7:48	52	38.2	38.2	RN	RESERVATION 1.9
BKRTXY		16031	6:26	12:01PM	7:56		40.1	40.1	TA	TACOMA 0.3
IRXY		16033	6:27	12:02	7:57		0.3	40.4	NX	UP JCT. 2.4
XY		16036	6:31	12:06	8:01		2.7	42.8	ST	McCARVER ST. 7.3
X	S2,282	16043	6:39	12:14	8:09		10.0	50.1	SX	TITLOW 5.6
XY		16049	6:46	12:21	8:16		15.6	55.7	UO	STEILACOOM 8.8
JX	S 455	16057	6:54	12:29	8:24		24.4	64.5	NU	NISQUALLY 3.8
JX		16061	6:58	12:33	8:28		28.2	68.3	SC	SAINT CLAIR 1.6
X	S5,078	16063					29.8	69.9	KO	KYRO 5.1
XY		16068	7:06	12:38	8:36		34.9	75.0	EO	EAST OLYMPIA 8.6
JX	S3,174	16077	7:14	12:45	8:44	52	43.5	83.6	TN	TENINO JCT. 3.2
		16080	7:17	12:48	8:47		46.7	86.8	BC	BUCODA 2.8
X		16084					49.5	89.6	WB	WABASH 4.5
BJKRTX	(1)4,023	16085	7:26	1:00	8:56		54.0	94.1	CN	CENTRALIA 3.7
X		16090					57.7	97.8	CS	CHEHALIS 1.0
JTX		16091					58.7	98.8	JO	CHEHALIS JCT. 6.3
X	(1)5,145	16097					65.0	105.1	NA	NAPAVINE 6.3
	(1)3,152	16104					71.3	111.4	WK	WINLOCK 5.7
X	(1)5,064	16111					77.0	117.1	VA	VADER 10.3
X	(1)4,537	16120					87.3	127.4	CA	CASTLE ROCK 6.2
X	(1)4,000	16128				2MT	95.8	135.9	RP	ROCKY POINT 1.5
X	(1)5,190	16130	8:15	1:51	9:45		97.3	137.4	KS	KELSO 3.8
BJTX	(1)9,382	16134					101.1	141.2	JC	LONGVIEW JCT. 6.4
X	(1)3,769	16140					107.5	147.6	KA	KALAMA 9.1
X		16150					116.6	156.7	WD	WOODLAND 5.4
X	(1)4,000	16155					122.0	162.1	RG	RIDGEFIELD 11.2
JX		16166	8:47	2:25	10:17		133.0	173.3	VJ	VANCOUVER JCT. To Rye 3.5 3.1
BJKRTX		12365	As 8:51PM	As 2:29PM	As 10:21AM		136.5	176.4	MX	VANCOUVER

ABS
Rule
251-
254

CTC

EXCEPT ON DOUBLE TRACK OR IN CTC TERRITORY, WHEN IN SERVICE, NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.

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

Union Pacific signal aspects as contained in Consolidated Code of Operating Rules are in effect at UP interlockings at Argo and Black River.

Train Dispatcher Calls—South Seattle-40, Auburn-42, Tacoma-43, Chehalis-45, 46, Kalama-47

Length of Siding in Feet	3rd Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS			NORTHWARD
		796	14	798	
		NRPC Daily	NRPC Daily	NRPC 25 Daily	
	UD SEATTLE (King St. Station) 3.3	As 11:50AM	As 6:00PM	As 8:30PM	
	G ARGO 4.6	11:37	5:35	8:13	
	SS SOUTH SEATTLE 1.6				
	BI BLACK RIVER 2.7	11:29	5:25	8:05	
	OR ORNLIA 4.1				
N1,635	KN KENT 5.2	11:22	5:18	7:58	
	AY AUBURN 7.5	11:15	5:11	7:51	
	SR SUMNER 1.5	11:07	5:04	7:43	
	MK MEEKER To Cascade Jct. 17.1 1.4				
N10,047	PY PUYALLUP 6.3	11:02	4:59	7:38	
	RN RESERVATION 1.9	10:54	4:52	7:30	
	TA TACOMA 0.3	s 10:50	s 4:50	s 7:26	
	NX UP JCT. 2.4	10:43	4:40	7:19	
	ST McCARVER ST. 7.3	10:39	4:37	7:15	
N5,047	SX TITLOW 5.6	10:29	4:28	7:06	
	UO STELACOOM 8.8	10:23	4:22	6:59	
	NU NISQUALLY 3.8	10:15	4:13	6:51	
	SC SAINT CLAIR 1.6	10:12	4:09	6:48	
	KO KYRO 5.1				
	EO EAST OLYMPIA 8.6	s 10:05	4:03	s 6:41	
N3,136	TN TENINO JCT. 3.2	9:55	3:56	6:31	
N5,109	BC BUCODA 2.8	9:52	3:53	6:28	
	WB WABASH 4.5	9:49	3:50	6:25	
(2)4,291	CN CENTRALIA 3.7	s 9:45	s 3:46	s 6:21	
(2)3,819	CS CHEHALIS 1.0				
	JO CHEHALIS JCT. 6.3				
(2)3,766	NA NAPAVINE 6.3				
	WK WINLOCK 5.7				
(2)4,999	VA VADER 10.3				
(2)5,137	CA CASTLE ROCK 6.2				
(2)2,800	RP ROCKY POINT 1.5				
	KS KELSO 3.8	s 9:00	s 3:00	s 5:38	
	JC LONGVIEW JCT. 6.4				
(2)2,830	KA KALAMA 9.1				
	WD WOODLAND 5.4				
(2)4,943	RG RIDGEFIELD 11.2				
	VJ VANCOUVER JCT. To Rye 3.6 3.1	8:25	2:25	5:05	
	MX VANCOUVER	s 8:21AM	s 2:21PM	s 5:01PM	

EXCEPT ON DOUBLE TRACK OR IN CTC TERRITORY, WHEN IN SERVICE, NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.

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

Union Pacific signal aspects as contained in Consolidated Code of Operating Rules are in effect at UP interlockings at Argo and Black River.

Train Dispatcher Calls—South Seattle-40, Auburn-42, Tacoma-43, Chehalis-45, 46, Kalama-47

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cle Elum	4th Subdivn MAIN LINE STATIONS Office Calls	WEST WARD
	JT	14,620	13150		24.9	0.0	CL CLE ELUM 12.6	
	ITY	5,356	13163		38.1	12.6	EA EASTON 3.0	
			13166		41.1	15.6	CB CABIN CREEK 1.0	
			13167		42.1	16.6	UP UPHAM 4.4	
			13172		46.5	21.0	MR MARTIN 3.2	
		10,664	13175		50.0	24.2	SI STAMPEDE 10.0	
	TY	6,994	13185		59.7	34.2	DM LESTER 7.2	
		6,220	13192		67.1	41.4	MY MAYWOOD 7.5	
		6,501	13199		73.8	48.9	EG EAGLE GORGE 6.7	
	JTY		13206		81.3	55.6	PC PALMER JCT. To Veazey 6.0	
		6,217	13207		82.3	56.8	GV KANASKAT 5.9	
		6,281	13213		88.2	62.7	AR RAVENSDALE 6.9	
		6,232	13220		94.3	69.6	CO COVINGTON 7.4	
	Y	4,822	13228		102.0	77.0	GR EAST AUBURN 0.9	
	BJKTY		16014		102.9	77.9	AY AUBURN	

Train Dispatcher Calls—Auburn-50, Kanasket-51, Lester-52, Easton-53

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From UP Jct.	5th Subdivn BRANCH LINE STATIONS Office Calls	WEST WARD
	IJRXY		16033		0.6	0.0	NX UP JCT. 4.5	
	Y		67305		5.5	4.5	SU SOUTH TACOMA 3.4	
	J	1,726	67309		8.9	7.9	LV LAKEVIEW To Mobase 3.5	
			67403		2.9	11.1	TC TILLCUM 4.6	
	T		67407		7.5	18.9	FL FORT LEWIS 3.9	
	J		16057		11.6	30.6	NU NISQUALLY	
			67313		12.4	11.4	OB MOBASE To Lakeview 3.5	
			67315		14.1	13.1	HT HILLHURST 6.1	
		2,660	67320		20.2	19.2	RY ROY 5.3	
			67326		25.5	24.5	YM YELM 5.6	
			67331		31.1	30.1	RI RAINIER 1.8	
			67332		32.9	31.9	WT WETICO 7.3	
	J	1,481	16077		40.2	39.2	TN TENINO JCT.	

BALLAST PITS

Line Segment	Limits
677	Auburn (East Au- burn)
678	Belleville
680	Monroe (Pitrun)
681	Monroe (Crushed Rock and Chips)
683	Veazey

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Clair	6th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
J	2,101	16061		0.0	0.0	SC SAINT CLAIR 3.1	
		67503		3.1	3.1	QK QUADLOK 1.4	
	1,322	67504		4.6	4.5	LC LACEY 5.0	
TY		67510		9.6	9.5	OY OLYMPIA 5.3	
Y	1,286	67515		14.9	14.8	BE BELMORE 6.6	
Y	1,376	67521		21.4	21.4	LR LITTLE ROCK 7.3	
JRY		67614		28.4	28.7	HK GATE	

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Snohom- ish Jct. West	7th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
JTY		02159		1.2	0.0	SH SNOHOMISH JCT. WEST 1.2	
JY		65601		0.0	1.2	BT BROMART 7.4	
	2,855	65608		29.9	8.6	MB MALTBY 5.5	
				24.7		CJ WOODINVILLE To Issaquah 18.9 To Kenmore 4.0	
JTUY		65614		24.1	14.1	KL KIRKLAND 4.4	
	2,495	65622		17.0	21.2	BV BELLEVUE 0.8	
	3,413	65626		12.7	25.6	WU WILBURTON 5.7	
		65627		12.0	26.4	QN QUENDALL 1.6	
Y	1,676	65633		6.3	32.1	SO SCOPA 2.1	
Y		65634		4.3	33.7	RT RENTON 2.2	
JY	3,660	65637		2.2	35.8	BI BLACK RIVER	
IJY		16004		9.5	38.0		

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

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Snoqualmie Falls	8th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
		65832		11.2	0.0	IQ SNOQUALMIE FALLS 3.2	
		65835		8.0	3.2	NB NORTH BEND 8.0	
				0.0		CR CEDAR FALLS 8.7	
T	6,608	65939		2137.1	11.2	TR TRUDE 8.3	
	5,947	65931		2145.9	19.9	MV MAPLE VALLEY 10.2	
		65922		2154.2		RT RENTON	
				22.7	28.2		
JRY	3,660	65637		12.1	38.4		

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sumas	9th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	BJKRY	6,420	66089	403	127.2	0.0	SM SUMAS To Lynden 11.3	
		654	66083		120.9	6.4	NK NOOKSACK	
		1,537	66073		111.4	15.8	DG DEMING	
		582	66065		103.5	23.7	AE ACME	
					94.1	33.2	TD THORNWOOD	
				409	86.8		WL SEDRO WOOLLEY To Concrete 23.4	
	JY		66305		21.3	40.5		
	J		15042		16.6	45.3	BU BURLINGTON	CTC

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Centralia	10th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	BJKRTY		16085	421	0.6	0.0	DT CN CENTRALIA	
	A		67602		2.2	1.6	BJ BLAKESLEE JCT.	
		2,636	67606		6.8	5.8	GM GRAND MOUND	
		2,281	67611		10.7	10.1	RH ROCHESTER	
					13.3			
	JT	3,376	67614	402	28.4	13.0	HK GATE	
			67619		33.2	17.9	OX OAKVILLE	
			67631		46.7	31.4	VE VENTRON	
	BJRTY	1,170	67633		48.7	33.4	EF ELMA	
			67643		57.0	42.1	MO MONTESANO	
	TY		67651		66.1	50.2	AJ ABERDEEN JCT.	
							DT AB ABERDEEN To Markham 10.6 To Cosmopolis 2.7 To Hoquiam 3.5	
	BJKRY		67654		69.0	53.3		

BETWEEN ABERDEEN AND SOUTH ABERDEEN JCT., UNION PACIFIC
TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Chehalis Jct.	12th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	JRTY		16091	420	0.0	0.0	JO CHEHALIS JCT.	
	MY		68002		1.5	1.5	CE CME JCT.	
			68007		6.6	6.6	MI MILLBURN	
			68022		22.3	22.3	PL PE ELL	
		2,335	68029		28.7	28.7	PV PLUVIUS	
			68038		37.9	37.9	LB LEBAM	
			68051		50.5	50.5	WP WILLAPA	
			68053		53.0	53.0	ND RAYMOND	
	T		68057		56.7	56.7	SB SOUTH BEND	

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bangor	11th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	TY		67768	426	43.8	0.0	BG BANGOR	
		2,618	67765		39.7	3.4	SU SILVERDALE	
		2,855	67762		37.3	5.9	DA N.A.D. To Bremerton Jct. 5.3	
	TY		67805	427	4.6	15.8	BM BREMERTON	
					0.0			
	J	2,924	67757	426	32.1	11.2	RJ BREMERTON JCT. To N.A.D. 5.3	
		2,623	67754		28.8	14.3	BF BELFAIR	
		2,622	67741		16.3	26.9	AN ALLYN	
	Y	2,627	67728		3.2	40.0	BS BAYSHORE	
					0.1			
	TUY		67725	425	25.2	43.2	NS SHELTON	
		2,710	67715		14.6	53.9	MC MARMAC	
		1,029	67710		10.1	58.3	TI STIMSON	
	T		67708		7.5	60.9	ML McCLEARY	
	BJRTY		67633		0.0	68.4	EF ELMA	

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.

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
50	Everett Jct.—Bayside, Delta Jct.	32.1 to 37.1
399	Everson—Sumas	16.0 to 25.3
403	Seattle (So. Jackson St.)—Stacy St.—(Via Water-front)	0.0 to 1.0
403	Ballard—Fremont	5.6 to 7.9
403	Kenmore—Woodinville	19.5 to 24.1
403	Bromart—Hartford	37.6 to 47.1
403	Sedro Woolley	86.8 to 85.8
404	Woodinville—Issaquah	0.0 to 18.8
406	Kruse Jct.—Darrington	0.0 to 35.5
409	Sedro Woolley—Burlington	0.0 to 21.3
409	Sedro Woolley—Concrete	21.3 to 44.0
411	Palmer Jct.—Veazey	0.0 to 7.0
411	Cascade Jct.—Meeker	17.0 to 33.3
413	Anacortes—Shannon Point	0.0 to 2.2
415	Cascade Jct.—Wilkeson—Carbonado	0.0 to 8.8
417	Tilbury Line Jct.—Tilbury Island Dock	0.0 to 4.1
418	Intalco—Cherry Point	0.0 to 8.9
422	South Aberdeen Jct.—Markham	2.3 to 13.3
423	South Aberdeen Jct.—Cosmopolis	0.0 to 2.8
429	Stanwood—Twin City Food Spur	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	(BCHB) 7.8 to 23.3
438	Vancouver Jct.—Rye	0.0 to 3.7
614	Hampton—Lynden	0.0 to 5.5

BN Radio Channel No. 1 in service on these Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				6th Subdivision			
02053	Snohomish Jct. East-Bromart			67308	Hull Hardwood	2	East
02061	Monitor	135	West	67311	McChord Field	Yard	West
02067	Dryden	100	West	67312	Metreco	25	East
02144	Old Leavenworth on spur	23	East	67314	Spanaway Spur	Conn.	Both
02155	Sultan	10	East	67340	West Tenino	23	Both
02174	McKinnon Spur	4	East	67404	Camp Murray	15	East
02185	Boeing Plant on spur	Yard	West	67406	Wegoc	15	Both
02186	Standard Oil Co.'s Trks.	81	West				
	Richmond Beach	65	Both				
2nd Subdivision				7th Subdivision			
15108	Delta-Alaska Terminal	Yard	North	67514	Ohm Spur	Yard	West
15106	Tilbury Line Jct.	Conn.	North	67512	Graystone Spur	8	West
66503	Dow Chemical on spur	10	North		Golden West Dist. Spur	7	West
66504	Tilbury Island Dock on spur	Yard	Both		Georgia Pacific Spur	10	West
15104	Southern Peat Moss Ltd.	11	Both	8th Subdivision			
66565	Robert Bank on BCHRY	Yard	Both	02158	Bromart-Snohomish Jct. East	45	Both
15081	Cherry Point on spur	Yard	Both	66003	Snohomish on spur		
15080	Custer	49	Both	66009	Machias on spur	11	Both
15069	Noranda	11	South		Hartford on spur	8	East
	Ferryman's Spur	2	South	65805	Spectrum Glass Spur	14	East
15046	Belleville Pit	102	North	65807	Douglas Palmer on spur	10	Both
15041	MUB Station	2	North	65815	Redmond on spur	18	West
15032	Fir	20	South	65817	Monahan on spur	13	West
15025	Twin City Foods on spur	Yard	South	65819	St. Regis on spur	8	Both
15020	Silvana	20	Both		Issaquah on spur		
15013	Pacific Grinding Wheel	15	North	65838	Tanner	3	West
66020	Edgecomb on spur	44	Both	9th Subdivision			
66023	Arlington on spur	Yard	Both	66060	Wickersham	Conn.	West
66111	Cascade Pole Spur on spur	12	South	66077	Lawrence	6	West
66120	Oso on spur	10	Both	66308	Cokedale Spur on spur	5	West
66135	Andron	Wye	Both	66320	Supreme Cedar Prods on spur	7	East
66136	Darrington on spur	Yard	Both	66317	Hamilton on spur	26	Both
66207	Whitney on spur			66322	Birdsview on spur	34	Both
66210	Whitmarsh on spur			66326	Grassmere on spur	70	Both
66212	Fidalgo on spur	24	Both	66328	Concrete on spur	Yard	Both
66216	Anacortes on spur	Yard	Both	66405	Hampton (MP 19.3) on spur	Wye	Both
				66431	Everson (MP 18.0) on spur	8	Both
3rd Subdivision				66410	Lynden (MP 5.3) on spur	Yard	Both
02207	Rhodes	40	South	10th Subdivision			
16005	Old Black River (E. Trk.)	19	North	67609	Briarwood	5	West
16012	Thomas (W. Trk.)	8	South	67613	Wolfkill Spur	9	East
16046	Pioneer	60	North	67658	Hoquiam	Yard	Both
16047	Gravel Center	30	North	67901	South Aberdeen Jct. on spur		
16048	South Tacoma (Cascade Paper)	16	North	67902	South Aberdeen on spur		
16051	Ketron	76	North	67903	Cosmopolis on spur		
16071	Plumb (E. Trk.)	6	North	67913	Markham on spur		
16076	Tenino (E. Trk.)	Yard	Both	11th Subdivision			
68104	Longview on spur	38	North	67802	Gorst	10	West
16142	North Pacific Grain Growers	Yard	Both	67801	Wesco	9	East
67016	Cascade Jct. on spur	Yard	Both	67761	Pro-Gas	4	West
67015	So. Priarie on spur	Yard	Both	67752	South Belfair	36	Both
67010	Crocker on spur	Yard	Both	67724	Olympia Plywood	10	West
67008	Orting on spur	Yard	Both	67721	Cole Road Bldrs. Supply	3	East
68152	Ampere on spur	20	North	67707	McCleary on spur	Yard	Both
68154	Rye on spur	57	Both	67704	Whites	10	West
4th Subdivision				12th Subdivision			
13154	Bullfrog	20	Both	68005	Adna	7	West
13175	Sam Spur	30	West				
65504	Roslyn on spur	Yard	West				
67027	Veazey on spur	Yard	West				
5th Subdivision							
67306	Weston	26	East				

YARD LINE SEGMENTS

Line Segment	Yard	Limits		
600	Vancouver, B.C.		609	Olympia
601	Sapperton Yard	Brunette Street to North Road	610	Aberdeen—Hoquiam
602	New Westminster	Brunette Street to Fraser River Br.		—Cosmopolis
603	Bellingham		611	Centralia
616	Bellingham	Ex-Milw trackage to MP 4.9 inc Yard & Runaround	612	Longview Jct.
			613	Longview Yard
604	Everett Yard		470	Balmer Hump Yard
605	Delta Yard		620	Balmer Yard
606	Auburn Yard		622	King Street
608	Tacoma			
				East of Bridge 0.59
				Br. 0.59 to Longview
				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

PORTLAND DIVISION

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WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sunset Jct.	1st Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS 28 NRPC Daily	EASTWARD
	J		01877	46	1.1	0.0	SUNSET JCT.	CTC	A 11:40PM	
		12,641	63002		2.6	1.6	EMPIRE			
	JTY		63007		9.3	8.0	MARSHALL			
	BJKTY	5,711	63014		16.6	15.3	CY CHENEY	ABS Rule 261-264	11:25	
		4,558	63019		21.5	20.2	BABB		11:20	
		6,289	63028		31.0	29.7	FISHTRAP		11:10	
		6,373	63039		41.3	40.0	SPRAGUE		11:00	
		6,277	63048		51.1	49.8	KEYSTONE		10:50	
		2,535	63054		56.7	55.3	TOKIO		10:45	
		5,658	63062		64.9	63.6	RV RITZVILLE		10:38	
		6,326	63072		74.3	73.0	PAHA		10:29	
		6,441	63079		82.0	80.7	LD LIND		10:23	
		5,753	63087		89.9	88.6	PROVIDENCE	ABS	10:12	
		2,619	63090		93.0	91.7	BEATRICE		10:07	
		5,763	63095		97.9	96.6	CUNNINGHAM		10:02	
	BJKY	W4,820 E5,097	63108		110.2	108.9	CN CONNELL		9:47	
		2,576	63113		115.5	114.2	CACTUS		9:41	
	JR	6,784	63117		119.7	118.4	MESA		9:37	
		2,281	63126		128.4	127.1	ELTOPIA		9:30	
		4,824	63131		133.4	132.1	SAGEMOOR		9:26	
		6,231	63135		138.0	136.8	GLADE	ABS Rule 261-264	9:22	
	BIJKRTY		12143		145.6	144.4	RN PASCO		9:15PM	

EXCEPT IN CTC OR IN RULE 261 TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

PORTLAND DIVISION

WESTWARD

Rule 6(A) Signs	Length of Siding In Feet	Station Numbers	FIRST CLASS				Line Segment	Mile Post Location	Distance From Pasco	2nd Subdivn MAIN LINE STATIONS Office Calls		
			797	11	795	27						
			NRPC Daily	NRPC Daily	NRPC 26 Daily	NRPC Daily						
BIJKRTY		12143				s 4:15AM	46	145.6	0.0	PA RN	PASCO 1.7	ABS Rule 261- 264
IJ		12146				4:21		229.7	1.7		SPAS JCT. 1.1	
	8,031	12147				4:24		228.5	2.8		HOVER 5.7	
Y	3,632	12151				4:27		223.9	8.5	FN	FINLEY 7.3	
	7,136	12159				4:34		215.8	15.8		YELLEPIT 12.6	
	7,135	12172				4:45		203.3	28.4		BERMAN 11.2	
	7,181	12183				4:53		192.0	39.6	MO	PLYMOUTH 13.6	ABS
	7,214	12195				5:03		179.8	53.2		PATERSON 9.4	
	7,242	12205				5:11		170.4	62.6		WHITCOMB 11.3	
	7,240	12218				5:22		157.7	73.9		McCREDE 10.9	
	7,227	12228				5:30		147.8	84.8	RE	ROOSEVELT 12.3	
	7,242	12240				5:39		135.9	97.1		BATES 10.9	
	7,285	12250				5:48		125.0	108.0		TOWAL 10.0	
	7,241	12261				5:58		113.6	118.0		MARYHILL 8.2	
BJKRTY		12269				s 6:15		106.1	126.2	X	WISHRAM 2.1	
		12272						103.2	128.3		AVERY 9.7	
	9,935	12282					47	93.3	138.0		NORTH DALLES 8.8	
BJK	4,079	12290						85.3	146.8	YA	LYLE 9.7	
	11,115	12299				s 6:45		75.9	156.5		BINGEN-WHITE SALMON 9.8	CTC
	9,888	12309						65.8	166.3		COOKS 12.0	
	11,085	12321						54.8	178.3		STEVENSON 11.0	
	9,958	12333						42.5	189.3		SKAMANIA 15.4	
	9,910	12347						28.9	204.7		WASHOUGAL 3.0	
B		12351						23.8	207.7	MA	CAMAS 10.4	
		12361						14.5	218.1		McLOUGHLIN 1.8	2MT
X		12363						12.1	219.9		EAVAN 2.4	
BJKRTXY		12365	s 8:53PM	s 2:32PM	s 10:23AM	s 8:05		9.9	222.3	MX	VANCOUVER 1.9	
IJXY		12368	8:57	2:36	10:27	8:09		8.1	224.2	KD	NORTH PORTLAND JCT. 1.1	DT
BXY	E3,039	12369						7.0	225.3		EAST ST. JOHNS 2.7	
BIJKTXY		12372	9:02	2:41	10:32	8:14		4.3	228.0	BR	WILLBRIDGE 2.3	
KTXY		12373						2.0	230.3		LAKE YARD 2.0	ABS Rule 251- 254
BKRTXY		12375 12374	As 9:20PM	As 3:05PM	As 10:50AM	As 8:35AM		0.0	232.3	GO VC	PORTLAND (Union Station)	

EXCEPT ON DOUBLE TRACK OR IN CTC OR RULE 261 TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

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

PORTLAND DIVISION

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2nd Subdivn MAIN LINE STATIONS Office Code			FIRST CLASS			
			796	14	798	28
			NRPC Daily	NRPC Daily	NRPC 25 Daily	NRPC Daily
PA	RN	PASCO 1.7				As 9:10PM
		SPAS JCT. 1.1				9:02
		HOVER 5.7				9:01
FN		FINLEY 7.3				8:56
		YELLEPIT 12.6				8:50
		BERRIAN 11.2				8:39
MO		PLYMOUTH 13.6				8:30
		PATERSON 9.4				8:19
		WHITCOMB 11.3				8:11
		McCREDIE 10.9				8:00
RE		ROOSEVELT 12.3				7:51
		BATES 10.9				7:40
		TOWAL 10.0				7:30
		MARYHILL 8.2				7:20
X		WISHRAM 2.1				7:10
		AVERY 9.7				
		NORTH DALLES 8.8				
YA		LYLE 9.7				
		BINGEN-WHITE SALMON 9.8				6:35
		COOKS 12.0				
		STEVENSON 11.0				
		SKAMANIA 15.4				
		WASHOUGAL 3.0				
MA		CAMAS 10.4				
		McLOUGHLIN 1.8				
2MT		EAVAN 2.4				
		MX VANCOUVER 1.9	As 8:19AM	As 2:18PM	As 4:59PM	As 5:13
		KD NORTH PORTLAND JCT. 1.1	8:13	2:13	4:53	5:02
		EAST ST. JOHNS 2.7				
DT		BR WILLBRIDGE 2.3	8:06	2:07	4:47	4:57
		LAKE YARD 2.0				
GO		PORTLAND VC (Union Station)	8:00AM	2:00PM	4:40PM	4:50PM

EAST
WARD

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

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

PORTLAND DIVISION

WEST WARD	3rd Subdivn MAIN LINE STATIONS Office Calls						WEST WARD	4th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From SP&S Jct.		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wahram	
	IJ		12146	48	1.7	0.0		BJKRTY		12269	53	0.0	0.0	X WISHRAM
	JY	4,324	12147		2.8	1.1		IJY		14002		1.0	1.5	O. T. JCT.
		6,207	13007		7.3	5.6			4,399	14006		5.4	5.5	MOODY
		6,217	13017		16.8	15.0			5,449	14018		17.8	18.2	LOCKIT
		6,776	13024		23.6	21.8			2,544	14026		25.9	26.3	DIKE
	JRTY	9,567	13034		34.4	32.1			2,539	14030		29.9	30.5	SINAMOX
	Y	3,549	13040		40.0	38.2			6,292	14040		39.2	40.1	OAKBROOK
		6,204	13046		45.5	43.7				14055		54.2	54.7	AU MAUPIN
		E3,540 W2,523	13052		52.0	49.8			4,526	14056		55.1	55.5	CAMBRAI
		6,118	13060		60.4	58.2			2,557	14064		63.3	63.8	NENA
	BJKY	E7,171 W6,311	13070		70.9	68.7			5,533	14071		70.6	70.7	DIXON
		E5,138 W4,750	13078		78.3	76.1			5,294	14080		79.6	80.4	KASKELA
	JR	3,757	13082		82.7	80.5			5,386	14086		85.3	85.9	SOUTH JCT.
		9,117	13086		86.3	84.1			1,746	14094		93.5	94.1	GATEWAY
	BJKRTY		13089	49	90.0	87.8			5,579	14100	54	99.3	99.9	PAXTON
	Y	3,538	13093		93.8	91.6		BKY	2,474	14105		104.7	105.2	MD MADRAS
		E3,154 W6,103	13096		97.2	95.0		Y	4,865	14110		109.7	110.2	METOLIUS
		6,230	13109		110.4	108.2			2,677	14115		114.5	114.9	CULVER
		3,869	13121		121.8	119.6			5,570	14122		121.1	122.0	OPAL CITY
	TY	9,900	13126		127.0				2,548	14130		129.0	129.5	TERREBONNE
		4,885	13133		0.0	124.4		J	4,202	14132		131.8	132.3	PRINEVILLE JCT.
		6,238	13143		7.3	132.0		Y	5,122	14135		134.1	135.0	RD REDMOND
					17.1	141.6			6,336	14144		143.3	144.1	DESCHUTES
	JT	14,620	13150		24.9	149.3		BKRTY		14152		152.0		D BEND
									8,725	14165		0.0	151.5	LAVA
									7,836	14183		12.6	164.6	LAPINE
									7,816	14203		31.6	183.0	20.2
								JRTY	8,229	14220		50.7	203.2	CRESCENT
												67.8	220.1	CHEMULT

EXCEPT IN CTC OR RULE 261 TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Train Dispatcher Calls—Elensburg-54, Wymer-56, Yakima-57

BETWEEN CHEMULT AND BIEBER LINE JCT. BOOKLET DATED MAY 1983 ENTITLED "RULES FOR MOVEMENT OVER SOUTHERN PACIFIC TRACKS" GOVERNS. BN EMPLOYEES MUST HAVE COPY IN THEIR POSSESSION WHILE ON DUTY ON SP TRACKS.

JY		14295	55	0.0	295.5	BIEBER LINE JCT.
BKRTY		14296		1.0	296.5	K KLAMATH FALLS
	2,620	14311		15.4	310.6	MERRILL
	7,830	14320		24.5	320.0	MALIN
A	2,487	14327		31.6	327.2	STRONGHOLD
	5,073	14340		44.7	339.9	MAMMOTH
	6,751	14350		54.2	350.2	KEPHART
	5,036	14362		66.5	362.1	SCARFACE
J	6,820	14374		78.3	373.9	LOOKOUT
BJKRTY	8,024	14385		91.0	385.1	BIEBER

BN Radio Channel No. 1 in service on these Subdivisions.

PORTLAND DIVISION

19

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Latah Jct.	5th Subdivn MAIN LINE STATIONS Office Calls	
			27					
			NRPC Daily					
J		01878	1:50AM	47	375.1	0.0	LATAH JCT.	CTC
	11,537	12005			370.3	3.4	OVERLOOK	
J	4,027	12008			367.1	7.6	SCRIBNER	
J		12010	2:00		365.0	9.7	FISH LAKE	
	4,004	12014	2:06		360.4	14.7	SOUTH CHENEY	ABS
	5,817	12021	2:11		354.3	19.9	MOCK	
	6,241	12032	2:20		343.0	31.1	ROONA	
	6,652	12040	2:27		335.0	39.7	LAMONT	
	6,244	12051	2:36		323.4	51.6	MACALL	
	6,292	12064	2:46		310.8	63.7	BENGE	
	6,276	12076	2:56		299.2	75.3	HOOPER	
	6,459	12084	3:03		291.0	83.7	WASHTUCHA	
	6,230	12097	3:15		277.6	97.8	KAHLOTUS	
	4,462	12107	3:26		268.3	105.9	FARRINGTON	
	5,618	12112	3:33		262.6	112.2	BURR	
	4,083	12119	3:39		256.4	118.3	SNAKE RIVER	
	6,238	12121	3:45		253.7	121.2	VOTAW	
	6,266	12130	3:53		244.5	130.2	LEVEY	
	3,543	12137	3:58		237.8	136.8	MARTINDALE	
IJ		12142	4:03		233.2	141.4	AINSWORTH JCT.	
BIJKRTXY		12143	As 4:13AM		231.3	144.2	RN PA PASCO	ABS Rule 261- 264

EXCEPT IN CTC OR RULE 261 TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

WESTWARD ↓

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Golden- dale	6th Subdivn BRANCH LINE STATIONS Office Calls
T		64742	439	42.1	0.0	GOLDENDALE
	1,841	64713		13.4	28.7	28.7 KLICKITAT
BJKR		12290		0.0	42.2	13.5 YA LYLE

↑ EASTWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From United Jct.	8th Subdivn BRANCH LINE STATIONS Office Calls
JY		68206	442	10.0	0.0	UNITED JCT.
		68705		14.6	4.5	4.5 TUNNEL SPUR
JRY		68707		17.1	7.0	2.5 BOWERS JCT.
	2,191	68404		20.8	10.9	3.9 MERLE
JTY		68405		21.5	11.4	0.5 ORENCO JCT.
BRY	5,274	68410		27.0	17.5	6.1 VO BEAVERTON
J		68411		28.1	18.0	0.5 BEBURG
						3.2

↑ EASTWARD

WESTWARD ↓

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Willbridge	7th Subdivn BRANCH LINE STATIONS Office Calls
BIJKT		12372	440	4.3	0.0	BR WILLBRIDGE
Y		68203		7.3	3.0	3.0 LINNTON
Y	4,945	68204		8.9	4.6	1.6 HARBOR SIDING
JY		68206		10.0	5.7	1.1 UNITED JCT.
	1,440	68208		12.8	8.3	2.6 HOLBROOK
Y	1,653	68216		19.9	15.6	7.3 SCAPPOOSE
BKY	2,385	68223		27.6	23.3	7.7 H ST. HELENS
	2,278	68227		31.3	27.0	3.7 REICHOLD
	1,121	68235		39.5	35.0	8.0 GOBLE
	2,595	68243		46.8	42.5	7.5 AVON
	2,574	68252		56.1	51.5	9.0 MAYGER
Y	2,304	68258		62.2	57.9	6.4 CLATSKANIE
	1,426	68267		71.1	66.9	9.0 WESTPORT
		68269		73.5	69.2	2.3 WAUNA
	2,113	68274		78.7	74.1	4.9 CLIFTON
	1,122	68282		86.7	82.2	8.1 KNAPPA
BKRTY		68296		99.7	95.4	13.2 RO ASTORIA
JTY		68301		105.6	101.3	5.9 WARRENTON
		68304		108.6	103.8	2.5 CAMP CLATSOP

↑ EASTWARD

BETWEEN BEBURG AND GRETON BOOKLET DATED MAY 1983 ENTITLED "RULES FOR MOVEMENT OVER SOUTHERN PACIFIC TRACKS" GOVERNS. BN EMPLOYEES MUST HAVE COPY IN THEIR POSSESSION WHILE ON DUTY ON SP TRACKS.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Warden	10th Subdivn BRANCH LINE STATIONS Office Calls
J		68414	442	31.3	21.2	GRETON
Y	3,803	68415		32.1	21.9	0.7 TIGARD
	1,166	68426		42.8	32.9	11.0 WILSONVILLE
	3,664	68428		45.6	35.9	3.0 CURTIS
	3,647	68437		54.4	44.5	8.6 WEST WOODBURN
Y	3,554	68452		68.6	58.6	14.1 BUSH
BKYU		68454		69.0	59.0	0.4 SA SALEM
Y	5,668	68456		72.6	62.8	3.8 MINTO
	3,546	68468		84.6	74.9	11.2 SIDNEY
BJKRTY		68479		96.5	86.1	11.1 YD ALBANY
	1,500	68500		117.1	106.9	20.8 AMERICAN
		68512		128.8	117.9	11.0 JO JUNCTION CITY
BKRTUY		68526		141.8	131.7	13.8 G EUGENE

↑ EASTWARD

WESTWARD ↓

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bowers Jct.	9th Subdivn BRANCH LINE STATIONS Office Calls
JY		68707	443	17.1	0.0	BOWERS JCT.
	2,392	68712		21.9	4.9	4.9 NORTH PLAINS
J		68718		28.2	11.2	6.3 BANKS

↑ EASTWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Warden	10th Subdivn BRANCH LINE STATIONS Office Calls
BJRY	2,334	62826	394	1974.5	0.0	WARDEN
Y		62941		1989.0	12.8	12.8 SO OTHELLO
	6,127	62950		1997.0	21.9	9.7 TAUNTON
		62963		2009.1	34.0	12.1 ASHER
		62968		2014.0	38.9	4.9 ROYAL CITY

WESTWARD ↓

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Toppenish	11th Subdivn BRANCH LINE STATIONS Office Calls
J		68605	458	4.6	20.4	HILLSBORO (BN Jct.)
		68608		7.9	23.6	3.2 CORNELIUS
		68611		10.3	26.0	2.4 FOREST GROVE

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Toppenish	11th Subdivn BRANCH LINE STATIONS Office Calls
BJKY		13070	447	0.0	0.0	TOPPENISH
	2,135	65111		9.6	10.2	10.2 HARRAH
	1,347	65114		13.6	14.5	4.3 RUPPLE
T		65120		19.1	19.9	5.4 WHITE SWAN

↑ EASTWARD

BN Radio Channel No. 1 in service on these Subdivisions.

E A S T W A R D	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Attala	15th Subdivn BRANCH LINE STATIONS Office Code	
			64869	435	65.3	67.4	RIPIA	

JTY	3,538	64112	451	0.0	0.0	A	ATTALIA	CTC
R	1,538	64113		0.8	0.9	JN	WALLULA	
J		64116		0.4	2.7		WALLULA JCT.	
J		64119		4.2	6.3		ZANGAR JCT.	
							SMELTZ	
JT		64134		19.5	21.7		To Athens 14.8	
	1,277	64138		23.4	25.6		HELIX	
		64153		39.5	41.7		U.P. CONNECTION	

**BETWEEN UP CONNECTION AND 1500 FEET WEST OF BN YARD CONNECTION AT
PENDLETON, UNION PACIFIC TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.**

RTY	64155	649	40.5	43.8	ND	PENDLETON
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BN Radio Channel No. 1 in service on these Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				5th Subdivision			
63098 Hatton	9.1 east of Connell	43	Both	12140 East Pasco Std. Oil	0.7 east of Ainsworth Jct.	11	West
63115 Mesa Pit	2.0 west of Cactus	40	East	12140 East Pasco Permante Cement Co.	1.0 east of Ainsworth Jct.	16	West
63708 Basin City	8.6 west of Mesa	52	Both	12140 East Pasco Tidewater Shaver	1.2 east of Ainsworth Jct.	15	West
End of Track	10.4 west of Mesa			12140 East Pasco Shell Chem. Corp.	1.2 east of Ainsworth Jct.	6	West
2nd Subdivision				12140 East Pasco Storage No. 1	1.2 east of Ainsworth Jct.	18	West
12154 Kerley Chemical Lead Track	0.8 west of Finley	7	East	12140 East Pasco Storage No. 2	1.2 east of Ainsworth Jct.	18	West
12200 Ballast Track, M.P.174	3.9 east of Whitcomb	37	Both	12090 Sperry	7.5 east of Kahlotus	3	East
12213 Alderdale	4.6 east of McCredie	18	West	12083 Washtucna Industry	1.5 east of Washtucna	142	East
12234 Sundale	4.5 east of Bates	17	West	12026 Amber	5.1 west of Mock	16	West
12254 Martin Marietta	1.6 from Cliffs	Yard	West	6th Subdivision			
12255 Cliffs	5.0 east of Maryhill	33	West	64735 Centerville	6.3 west of Goldendale	18	Both
12278 Dow Chem. Co.	3.7 east of North Dalles	50	East	64730 Warwick	11.4 west of Goldendale	16	Both
12279 Dallesport Setout	3.3 east of North Dalles	26	Both	64723 Swale	18.6 west of Goldendale	5	East
12300 Underwood Fruit & Whse. Co.	0.9 west of Bingen-White Salmon	11	East	64717 Wahkiakus	3.5 east of Klickitat	13	Both
12304 Hood	4.3 west of Bingen-White Salmon	80	Both	64710 Pitt	3.7 west of Klickitat	6	Both
12316 Home Valley	6.6 west of Cooks	55	Both	64702 Doubling Spur	1.6 east of Lyle	6	East
12322 Stevenson Plywood Co.	1.6 west of Stevenson	69	East	7th Subdivision			
12322 Hegewald Timber Co.	1.6 west of Stevenson	57	West	68202 Gasco	1.3 west of Willbridge	25	West
12326 North Bonneville (2 Trks.) ..	5.0 west of Stevenson	118, 47	Both	68205 Harbor Track	0.2 east of United Jct.	15	East
12337 Prindle	4.3 west of Skamania	12	East	68222 Multnomah Plywood	1.5 east of St. Helens	53	East
12343 Mt. Pleasant	4.0 east of Washougal	121	Both	68226 Crown Zellerbach Tracks	0.8 east of Reichhold	93	Both
12349 Nu Lam Wood Products	2.0 west of Washougal	9	East	68237 Trojan	1.3 west of Goble	10	East
12350 Camas-Washougal Port Dock ..	2.0 east of Camas	15	East	68254 Port Westward	2.2 west of Mayger	Yard	East
12355 Columbia Vista Lbr. Co.	3.4 west of Camas	5	Both	68292 Mill Creek Naval	3.6 east of Astoria	19	East
12362 Portco	1.0 east of Eavan	30	West	68293 Tongue Point	3.0 east of Astoria	18	East
3rd Subdivision				68451 Warrenton Clay	0.7 from Warrenton	53	West
64915 N. Richland	18.7 from Kennewick	Yard	East	68352 Flavel	1.8 from Warrenton	10	East
65201 Blake, Moffit & Towne	1.8 west of Yakima	8	West	68353 Bioproducts	2.4 from Warrenton	4	West
65202 Jack Frost Fruit	2.4 west of Yakima	9	East	68354 Hammond	2.7 from Warrenton	4	East
65203 Fruitvale	2.7 west of Yakima	9	Both	8th Subdivision			
65204 Brace	3.4 west of Yakima	19	Both	68601 Orenco	0.8 from Orenco Jct.	12	Both
(To Naches 9.7)				68603 Sewell	2.8 from Orenco Jct.		
65208 Eschbach	7.6 west of Yakima	10	Both	68402 Bendemeer	1.4 west of Bowers Jct.	11	East
65209 Kershaw	8.0 west of Yakima	3	East	68417 Durham	2.3 west of Tigard	5	East
65210 Rowe	10.4 west of Yakima	5	East	68419 Tualatin	4.0 west of Tigard	8	Both
65211 Bonlow	11.7 west of Yakima	3	East	68420 Albertson-Oregon Culvert Co.	5.4 west of Tigard	4	West
65305 Weikel	8.3 west of Yakima	5	East	68421 Tri-County Industrial	5.8 west of Tigard	6	East
65309 Cowiche	11.9 west of Yakima	35	Both	68422 Tonquin	6.9 west of Tigard	17	Both
65310 Holtzinger	12.6 west of Yakima	3	Both	68423 Storwest (Mulloy)	5.2 east of Curtis	6	East
65311 Tasker	14.2 west of Yakima	9	East	68432 Donald	3.7 west of Curtis	21	Both
65312 Tieton	15.1 west of Yakima	Yard	Both	68436 Loganville	0.9 east of West Woodburn ..	4	West
65402 National Can	2.6 west of Yakima	9	West	68440 St. Louis	2.9 west of West Woodburn ..	8	East
65403 Terrace Heights	3.1 west of Yakima	7	Both	68446 Hopmere	5.5 east of Bush	32	Both
65404 Valley Junk	3.7 west of Yakima	3	East	68447 Quinaby	4.5 east of Bush	7	Both
65409 Moxee City	8.7 east of Yakima	2	West	68458 Roberts	3.1 west of Minto	21	East
65506 Ronald	6.0 from Cle Elum	Yard	West	68463 Orville	4.9 east of Sidney	14	Both
4th Subdivision				68471 Talbot	3.1 west of Sidney	15	Both
14047 Sherar	7.3 east of Maupin	34	East	68474 Dever	6.0 west of Sidney	14	West
14051 Tuscan	3.8 east of Maupin	10	East	68487 Ehlen-Van Waters and Rogers	6.2 west of Albany	10	East
14068 Dant	3.7 west of Nena	3	East	68489 Verdue	8.2 west of Albany	4	West
14108 Agency	2.5 west of Madras	6	West	68494 Fayetteville	13.2 west of Albany	12	East
14154 Cascan	2.8 west of Bend	Yard	Both	68496 Munson	3.9 east of American	1	East
14225 Diamond Lake	5.3 west of Chemult	112	Both	68497 Potter	3.3 east of American	3	East
14231 Yamsay	10.7 west of Chemult	111	Both	68499 Tulsa	1.0 east of American	5	Both
14240 Lenz	19.9 west of Chemult	112	Both	68501 Miller Seed Co.	10.4 east of Junction City	3	West
14249 Fuego	28.8 west of Chemult	112	Both	68504 Cartney	7.3 east of Junction City	6	East
14253 Kirk	33.0 west of Chemult	111	Both	68507 Harrisburg	5.0 east of Junction City	8	East
14258 Calimus	38.0 west of Chemult	130	Both	68516 Meadow View	4.5 west of Junction City	5	East
14266 Chiloquin	46.6 west of Chemult	113	Both	68518 Awbrey	6.1 east of Eugene	8	Both
14271 Lobert	50.6 west of Chemult	130	East	68519 Enid	4.1 east of Eugene	20	East
14276 Modoc Point	56.1 west of Chemult	111	Both	68815 Lebanon (O.E. Siding)	14.8 west of Albany	8	Both
14284 Algoma	64.4 west of Chemult	111	Both	68821 Bauman Lumber Co.	20.8 west of Albany	13	East
14289 Wocus	69.2 west of Chemult	111	Both	68826 Boise Cascade Plywood	26.0 west of Albany	8	Both
14291 Chelsea	71.4 west of Chemult	113	Both	9th Subdivision			
14293 Klamath Falls Depot ..	73.8 west of Chemult	Yard	Both	68713 Timco	1.4 west of North Plains	23	Both
14300 Henley	3.4 west of S. Klamath	25	Both	68716 Christie	3.6 west of North Plains	10	East
14312 Stonebridge	1.7 west of Merrill	20	East	11th Subdivision			
14332 Hannchen	4.7 west of Stronghold	22	East	65106 Ashue	7.8 west of Toppenish	15	Both
14333 Kandra	5.4 west of Stronghold	42	Both	65108 Venner	1.9 east of Harrah	10	Both
14346 Tionesta	6.0 west of Mammoth	39	Both				
69034 Hambone	33.9 from Lookout	Conn.	Both				

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
11th Subdivision, Cont.							
65109 Farron	1.1 east of Harrah	45	Both	62864 Sieler	5.9 from Wheeler	58	Both
65113 Brownstown	3.1 west of Harrah	29	Both	62866 McDonald	7.7 from Wheeler	24	Both
12th Subdivision				62872 Moses Lake	15.1 from Wheeler	Wye	Both
65003 Whitstran	2.4 west of Gibbon	53	Both	62878 Moses-Lake			
65006 North Prosser	5.8 west of Gibbon	8	East	Industrial Park	19.9 from Wheeler	Yard	Both
65010 Apricot	2.6 east of Grandview	25	Both	14th Subdivision			
65016 Lichty	3.7 east of Sunnyside	10	Both	64216 Adkins	15.9 west of Attalia	28	Both
65017 Sunny Roza	1.7 east of Sunnyside	4	East	64218 Hatch	2.4 west of Adkins	16	Both
65018 Sugar Plant No. 2	1.2 of Sunnyside	31	West	64306 Lamar	6.3 west of Eureka	28	Both
65019 East Way Spur No. 1, 2	0.8 east of Sunnyside	10	East	64307 Harsha	1.0 west of Lamar	9	Both
65027 Nass	2.9 east of Granger	28	Both	64310 Paddock	10.0 west of Eureka	11	Both
65034 Chenauer	0.8 east of Zillah	5	East	64316 Rulo	16.2 west of Eureka	27	Both
65039 Flint	1.9 west of Buena	6	East	64329 Penitentiary	1.3 from Walla Walla	Conn.	East
65040 Sawyer	2.9 west of Buena	58	Both	64344 Walair	3.9 west of Walla Walla	70	East
65042 Donald	2.5 east of U.P. Crossing	14	Both	64335 Craik	4.0 west of Walla Walla	2	East
13th Subdivision				64338 Buroker	1.3 west of Sapolil	18	Both
62845 Banks	MP 141.5	20	Both	64340 Gilliam	3.8 west of Sapolil	8	Both
62844 Mitchell	MP 143.9	11	West	64346 Minnick	4.7 west of Dixie	19	Both
62835 Raugust	MP 151.9	28	Both	64352 Coppei	3.3 east of Waitsburg	34	Both
62833 Sircen	MP 154.3	2	West	64360 Dumas	2.3 west of Huntsville	5	East
62831 Ritell	MP 155.6	30	Both	64361 Long	3.4 west of Huntsville	14	West
62821 Propane	MP 166.4	2	West	15th Subdivision			
62820 Simenson	MP 166.8	12	West	64125 Ring	6.9 west of Zangar Jct.	26	East
62813 Koren	MP 173.7	8	West	64129 Van Sycle	11.5 west of Zangar Jct.	28	Both
62810 Shano	MP 176.4	17	West	64132 Stanton	14.1 west of Zangar Jct.	34	Both
62806 Frischnecht	MP 180.8	37	Both	64604 Duroc	3.6 west of Smeltz	19	Both
62805 Schlomer	MP 182.0	13	West	64614 Athena	14.5 from Smeltz	Wye	Both
62905 Barham	on spur	23	Both	64142 Myrick	4.6 west of Helix	9	East
62907 Schaefer	on spur	2	West	64147 Fulton	5.9 east of U.P. Connection	28	Both
62912 Schrag	on spur	21	Both				
62840 Scalley	on spur	Coon.	Both				

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS			BALLAST PITS		
Line Segment	Yard	Limits	Line Segment	Limits	
471	Pasco Hump		684	Cactus	
630	Pasco		685	Mesa	
631	Pasco WFE		686	Metolius	
632	Wishram		687	Snake River	
633	Salem		688	Whitcomb—MP 174.0	
634	Albany		689	Willbridge	
635	Eugene		OTHER ROAD LINE SEGMENTS		
636	Sweet Home		Line Segment	Limits	Mileposts
637	Bend O. T.		374	Walla Walla—Milton Free-water	0.0 to 14.5
638	Casca		375	Yellow Hawk Branch	0.0 to 4.7
639	South Klamath		395	Sieler—Moses Lake Indus. Park	5.5 to 20.0
640	South Klamath	White Line Yard	437	Kennewick—Richland Jct. (UP)	13.9 to 18.8
641	South Klamath WFE		437	Richland Jct.—North Richland	(DOE) 0.0 to 5.5
642	Yakima		438	Vancouver Jct—Rye	0.0 to 3.7
643	Vancouver, Washington	Vancouver to east end Columbia River Bridge	441	Warrenton—Hammond	0.0 to 2.7
644	Vancouver, Washington WFE		444	Brace—Naches	0.0 to 13.9
645	East St. Johns	East end Columbia River Bridge to east end Willamette River Bridge	449	Bassett Jct.—Schrag	0.0 to 12.6
646	Willbridge	East end Willamette River Bridge to Gasco	452	Smeltz-Athens	0.0 to 14.5
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) to Kittridge Avenue	455	Lookout—Hambone	(BN-MCR) 0.0 to 33.4
647	Portland	Kittridge Avenue to East Portland	456	Wheeler—Sieler	0.0 to 5.6
648	Portland WFE		458	Forest Grove Jct.—Sewell	0.0 to 2.8

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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.

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

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.

Unless otherwise provided—

Light locomotive consist or caboose hop	50 MPH.
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All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise	12 MPH.
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Cold Weather Speed Restrictions (fahrenheit)

	Psgr. Trains	Frt. Trains
0 to 10 degrees F below zero	65 MPH.	50 MPH.
11 degrees F below zero and colder	60 MPH.	45 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99799	45 MPH.	20 MPH.
All other ore cars	40 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023, 979024 and FWD S780	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow)	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 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—

Locomotives with friction bearings	35 MPH.
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1A. Control of Harmonic Rocking—

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

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

2. Restrictions on Locomotives—

Train Operations:

The number of locomotives in a train, regardless of placement, must not exceed 12 not including helpers.

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

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

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

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist.

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

Trains of more than 15 cars—

May be all or any portion of the powered consist.

Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist.

Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less—

No placement restrictions.

The following locomotives are not equipped with alignment control couplers:

1-585, 1000-1004, 1400-1438, 1955-1971, 6100-6237, 9900-9925.

Light Consist or Caboose Hop Operations:

The number of locomotives in a light consist or caboose hop must not exceed 16.

The number of powered axles must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections, whether powered, isolated or dead must be coupled together and connected for MU operation.

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

Locomotives not equipped with alignment control couplers may be placed anywhere in a light consist or caboose hop.

3. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

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

1702-1721, 1723-1749, 1751-1775, 1777-1779, 1781-1791, 1793-1799, 1802-1812, 1814, 1816-1817, 1819, 1822, 1824-1833, 1835-1864, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993-1997.

Exception—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotives including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

Unless otherwise provided in Individual Subdivision Special Instructions:

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

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty

equipment 80 ft. and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

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

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

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513900-513999 (GN 70400-70499)
 BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 530000-530004
 BN 540000-540210 (CBQ 163000-163209)

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3, WWV 104.
B	GP-5	1350-1361, 1363-1365.
	GP-9	600-604*, 1723, 1725-1726, 1728-1732, 1734, 1736-1749, 1751-1755, 1758-1760, 1808-1817, 1819, 1821-1822, 1824, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1941, 1944-1948, 1950-1958, 1960-1964, 1966-1969, 1971-1972, 1979-1980.
	GP-18	1991, 1993-1997.
C	SW-7	75-79, 108-110, 112-113, 115-120, 122-126, 128-132, 134, 137.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105.
	SW-9	146-158, 160-161, 167-169, 260-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 100-104.
D	NW-12	1, 5, 14, 19.
	SW-7	107, 136, 143-145.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1707, 1709-1717, 1719-1721, 1761-1770, 1772-1775, 1777-1779, 1781-1787, 1791, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1838-1841, 1846, 1850-1851, 1853-1854, 1857-1858, 1860-1864, 1867-1869, 1873, 1875, 1877-1878, 1880-1883, 1892-1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1973, 1975, 1977-1978.

Group	Model	Locomotive Numbers
D	GP-20	2003-2006, 2008-2012, 2014-2016, 2018, 2020, 2022-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2071.
	GP-30	2217-2219, 2221-2227, 2229, 2231-2232, 2234-2236, 2238, 2240-2242, 2244-2246.
	GP-39-2	2700-2739.
E	SW-1500	20-65.
	SW-15	300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2216, 2247-2254.
	GP-35	2501-2504, 2506-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38-B	2600*.
	GP-38-2-B	2601*.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3039.
	GP-40-2	3040-3064.
	GP-50	3100-3109.
	B-30-7A	4000-4119*.
	U-28-B	5450-5451, 5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5781, 5796-5797.
	B-30-7	5485-5492.
	B-30-8	5497-5499.
	U-30-BM	5782-5795, 5798-5799.
	F-40-PH	Amtrak 215-219, 225-228.
F		None.
G	SD-9	6127-6135, 6137, 6139-6143, 6145-6148, 6150-6185, 6187-6202, 6204-6206, 6216-6219, 6221-6237.
H	SD-9	6100-6105, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-C-1B	4500*.
	C-30-7	5000-5141, 5500-5599.
	U-23-C	5200-5208.
	U-30-CM	5300-5305, 5353-5362, 5365-5374, 5376-5383, 5806-5833, 5912, 5914-5938.
	U-30-C1	5306-5335, 5338-5352, 5396-5399, 5800-5805, 5900-5901, 5903-5905, 5907-5911.
	U-30-C3	5364, 5375, 5384-5394, 5834-5839, 5939-5944.
	U-33-C	5709-5714, 5716-5719, 5721-5726, 5728-5744, 5746-5748, 5750-5751, 5753-5758, 5760-5761, 5763-5765.
	U-33-CM	5715, 5727, 5745, 5749, 5752, 5759, 5762.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6324, 6335-6342, 6344-6347, 6394-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6766, 6768-6836, 6840-6847, 6850, 6900-6928, 6950, 7000-7166, 7236-7291, 7800-7940, 8000-8073, 8090-8181.
	SD-45	6400, 6402-6408, 6410-6412, 6414-6421, 6423-6432, 6435-6437, 6439-6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6696.
	F-45	6600-6645.
	SD-40-G	7167-7220, 7222-7235, 8074-8089.
	SD-40-GB	7500*.
	SD-40-B	7600*.
		* Cabless.

4. Restrictions On Cars—

Following equipment must be at rear of train, next ahead of caboose, except in work train or when otherwise provided by authority of Chief Dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023, 979024 and FWD S780

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

4A. Handling 80 Foot 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 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 foot or longer loaded cars must be regarded the same as an 80 foot or longer empty car:

Cars weighing less than 50 tons, gross weight
Flat cars with one loaded trailer
Flat cars with empty trailers
Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

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

Exception—Trains consisting entirely of cars 80 foot 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 Intermodal Cars—

Description—

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform 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 631500 through BN 631503.

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 BN 637107.

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

Train Operation—

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

Helper locomotive must not exceed 12 powered axles.

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

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 Foot or Longer Cars does not apply to 5 or 10-platform cars.

5. Car Weight and Length Restrictions—

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

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

7. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- 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 900.
- 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.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- 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.
- Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
ALPHA	<p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>
BRAVO	<p>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>
CHARLIE	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p>

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
DELTA	<p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p> <p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.</p>
GOLF	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
INDIA	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	QUEBEC	<p>Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.</p>
JULIET	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>	ROMEO	<p>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.</p>
KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>	SANDWICH	<p>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.</p>
		TANGO	<p>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.</p>
		UNIFORM	<p>Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.</p>
		VICTOR	<p>This shipment must not be detoured or rerouted without further clearances.</p>
		WHISKEY	<p>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.</p>

8. Train Inspection and Failed Equipment Detector Instructions—

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

Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:

- Conditions restrict visibility to the point that proper running inspection cannot be made.
- Notified that a failed equipment detector is out of service.
- Failed equipment detector may be ineffective account blowing snow.

Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.

Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

When conditions make it impossible to make a walking inspection of entire train, as much of train as possible must be inspected and then train may be moved at no more than 10 MPH until inspection can be completed.

When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to Chief Engineer Communications and Signals, St. Paul. Train dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

Failed Equipment Indicators that must be observed by crew on rear of train do not apply to trains without a caboose.

Failed Equipment Wayside Display—

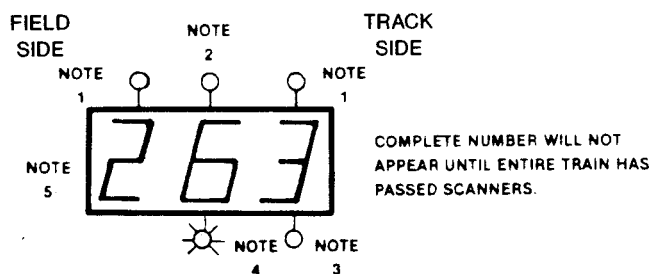
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching inspection detector site.

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise train dispatcher reason for delay by first available means of communication.

FAILED EQUIPMENT DISPLAY
AS VIEWED FROM PASSING TRAIN



Note 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

Note 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed equipment detectors at locations shown under Individual Subdivision Special Instructions convey information to train and engine crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

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

This type of device must be monitored by train and engine crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
" . . . No defects"	Proceed
" . . . Integrity failure"	Stop train for inspection
" . . . First hot box right side XXX"	Stop train for inspection near indicated axle
" . . . First dragging equipment near axle XXX"	Stop train for inspection near indicated axle
" . . . First hot wheel near axle XXX"	Stop train for inspection near indicated axle
" . . . (No detector status message)"	Stop train for inspection*

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"

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

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

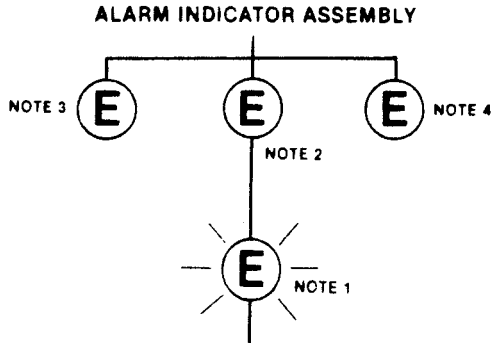
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise train dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

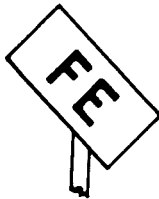
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

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 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.

FAILED EQUIPMENT SIGN—



Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

9. 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 train order. This does not modify requirements of Rule 93.

10. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

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.

11. Commodities Insulating Track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting 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. Rules Changes and Modifications—

Consolidated Code of Operating Rules:

Definition—RESTRICTED SPEED—change to read:

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

Rule 93—add two paragraphs:

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

(Bulletin or special instructions will read, as example: Conditional yard limits in effect between MP __ and MP __ between (station) and (station) (time) until (time) daily Monday through Friday, or specify days of the week only, if in effect 24 hours per day.)

Rules 83 (B), 200, 202, 209, 219, 224 and 671D pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

Rule 102—change first paragraph to read:

When a train is disabled or stopped suddenly by an emergency application of air brakes or other causes, immediate radio transmission must be made giving exact location and status of train. Trains receiving this warning must approach the location at reduced speed. A lighted red fusee must be immediately displayed on adjacent tracks at front and rear of train and adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected in both directions as prescribed by Rule 99, until it is ascertained they are safe and clear for the movement of trains. When train involved does not have a caboose, such protection must be provided as soon as possible.

Rule 214—add to the fourth paragraph:

If train does not have a caboose, conductor's copy of all train orders, clearances and messages will be placed in envelope on engine.

Rule 216—change first paragraph to read:

Under the following conditions, a train order restricting the movement of a train must not be repeated until operator has obtained signature of conductor or engineer to the order. Train order must not be signed until conductor and engineer understand their train will be restricted:

Rule 217—change third paragraph to read:

When orders are sent in the manner herein provided, to a train which is thereby restricted for another train, the operator will be directed to make an extra copy of the order which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature of the conductor or engineer addressed. Train order must not be signed until both conductor and engineer understand their train will be restricted. The signed copy must be delivered to the first operator accessible, who must at once

transmit the signature of the conductor or engineer to the train dispatcher, and preserve the copy. "Complete" must not be given to the order for a train being advanced until the train dispatcher has received the signature of the conductor or engineer of the train being restricted.

Rule 218—change to read:

To relay a train order, the train dispatcher must transmit it to the employe at the relaying office, who must then transmit it to destination. The employe receiving it at destination must, after obtaining signature of conductor or engineer when required, (train order must not be signed until both conductor and engineer understand their train will be restricted), repeat it to the relaying office, where each word and figure must be underscored as it is repeated. It must then be repeated to the train dispatcher and if correct, "Complete" will be given by the train dispatcher and relayed to destination.

Rule 219—add two paragraphs:

When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date). These words must be repeated by the conductor or engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher.

Rule 220 (B)—change first paragraph to read:

When a train has received a clearance at a station and it becomes necessary to issue a train order to such train at that station restricting its movement, in addition to obtaining the signature of the conductor or engineer to the train order as required by Rule 216, all previous clearances received by that train at that station must be taken up and destroyed and the train dispatcher so advised. A new clearance must be issued.

New Form of Train Order:

Q

ESTABLISHING TEMPORARY YARD LIMITS

(1) (Time and dates) Rule 93 in effect between (points specified)

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form Q orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form Q orders must not be combined with other forms of train orders.

Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

Rule 271 NOTE—change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275 (A).

Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

Rule 281 Note—change to read:

The following Rule 281 is in effect on Burlington Northern Railroad:

An electrically locked switch must not be used, or door of case opened, to enter or foul a main track or a controlled siding without permission of the control operator.

Rule 501K—change Name and Indication to read:

NAME—Restricted Proceed

INDICATION—Proceed at restricted speed through entire block.

Rule 511—change to read:

When block signal rules require movement at restricted speed, this speed must not be increased until the engine has passed the next signal.

Rule 718—change to read:

Whenever passengers or employes 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 804 (A)—change second paragraph to read:

When practicable, on freight trains a trainman must ride in control cab of engine at front of train when train is moving between stations.

—add the following third paragraph:

When train without caboose is moving between stations, conductor must ride in control cab of the engine.

Rules of the Maintenance of Way Department:

Rules 14 (C), 46 and 47—are cancelled.

Definition—RESTRICTED SPEED—change to read:

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

Rule 40—change first paragraph to read:

The time of all trains must be cleared no less than 10 minutes. If the line-up indicates scheduled train is running late, the later time will be used. Only train location time issued by train dispatcher can be used in clearing trains except, when authorized by the train dispatcher, the location of specified trains may be determined by direct communication with such trains.

Rule 46—new:

In CTC territory, when necessary to perform work which would require the use of impassable track flags or to move track car or on-track equipment on a main track or controlled siding, in addition to obtaining a line-up where required, employe in charge of such work or equipment must obtain track and time limits as prescribed by Rules 271, 271(A) and 271(B). This authority, when granted, will permit work to be performed on track cars and on-track equipment to occupy track(s) between times and points shown without flag protection against trains. Track and time limits must be copied on the prescribed form and repeated by person copying.

Except in multiple main track CTC territory, when control operator cannot grant track and time limits because of failure in communications, movement may be made on main track if line-up permits movement or under flag protection.

Rule 83—change to read:

Transporting heavy material such as ties, rails and frogs on track motor cars is prohibited.

Rule 85—change to read:

When necessary to handle explosives on track cars, movement must be made under flag protection. In CTC territory, such movement must be made under flag protection or Rules 271, 271(A) and 271(B). When such movement is made under track and time limits authority, trains or engines must not be authorized in the same or overlapping limits.

Rule 97—change to read:

Rail guide wheels on Hy-Rail vehicles must be lubricated and maintained in accordance with the manufacturer's specifications. Maintenance dates will be recorded in log book.

Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

Rule 271 NOTE—change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 of Consolidated Code of Operating Rules will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275(A).

Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

Safety Rules and General Rules:**Rule 592—change to read:**

Whenever passengers or employes 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—change 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.

13. Air Brake and Train Handling Rules—

Air Brake and Train Handling Rules, Form 15338, are in effect. Employees whose duties are in any way affected by these rules must have a current copy of this book available while on duty.

Rule 500H—new:

When operating through a temporary slow order, it is essential in-train forces are kept at low levels by judicious use of dynamic braking, avoidance of heavy brake pipe reductions and elimination of abrupt changes in train slack. When it can be avoided, changes in train speed must not be made within the limits of the temporary slow order.

14. Automatic Cab Signals—

Cab signal equipment must be cut out on all portions of Burlington Northern except on suburban equipment on Chicago Division, First Subdivision.

15. Helper Behind Caboose—

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

16. Clearance Provisions and Exceptions Rule 83(B)—

At intermediate locations in CTC territory, Rule 83(B) will not apply when so authorized by train dispatcher.

17. Trackman's train location line-up will not be required when Rule 271-271(A) authority has been obtained.**18. Certificate of Rules Examination—**

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

SPOKANE DIVISION

(Conkelley to Sunset Jct.)

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Conkelley and Sunset Jct.	79 MPH.	60 MPH.
Conkelley and Whitefish, against the current of traffic	59 MPH.	49 MPH.
Whitefish—all yard tracks		10 MPH.
except No. 9 track		5 MPH.
Rock Creek and Riverview westward trains in excess of 6000 tons without operable dynamic brakes		50 MPH.
Athol and Ramsey, engine westward freight trains passing Signal 35.1 . .	55 MPH.	45 MPH.
Yardley and Sunset Jct. Absolute Signal west of UP Interlocking Spokane		20 MPH.
Ramsey and Rathdrum, engine westward freight trains passing signal 42.9	55 MPH.	45 MPH.
Spokane—engine eastward freight trains passing signal 70.2	20 MPH.	15 MPH.
Yardley—westward trains departing until entire train on main track and through crossover MP 68.2		10 MPH.
Whitefish—trains or engines through turnout west yard lead switch		35 MPH.
Parkwater—eastward trains through dual control switches		35 MPH.
Siding switches at:		
Vista	Tamarack	Yakt
Lupfer	Fisher River	Leonia
Radnor	Riverview	Crossport
Brimstone	Ripley	Bonnors Ferry
Twin Meadows	Libby	Rathdrum
Rock Creek	Kootenai Falls	Naples
Wolf Prairie	Troy	Elmira
Otis Orchards—trains or engines through turnouts of siding switches		30 MPH.
Trentwood and Parkwater MP 63.0 and MP 63.2 entering and leaving on north main track through Irvin and Cement switches		25 MPH.
Marshall—trains or engines through turnouts at crossover and Eighth Subdivision switch		25 MPH.
Stryker and Eureka		40 MPH.
Columbia Falls and Kalispell		40 MPH.
Kalispell, over Main Street crossing		5 MPH.
Kalispell and Somers		10 MPH.
Hauser Jct. and Post Falls		25 MPH.
Item 1A, All Subdivisions, applies between Stryker and Eureka, Columbia Falls and Somers; Hauser Jct. and Post Falls.		
Empty bulkhead flat cars in the following number series must operate in secondary trains		45 MPH.
BN 615312 - 615999 NP 67183 - 67514		
BN 616000 - 616999 GN 160000 - 160744		
BCIT 816150 - 817649 NP 67595 - 67599		
CPI 316397 - 316599 GN 160000 - 160744		
BCOL 17000 - 17999 GN 161300 - 161499		

2. Bridge, Engine and Heavy Car Restrictions—

Between Hauser Jct. and Post Falls and between Columbia Falls and Somers—Item 5d, locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

Libby—Locomotives not permitted on St. Regis Paper Co. wye track.

Spokane—Locomotives numbered BN 1-1990 only permitted on tracks 7, 8, and 9 at east end of passenger station.

3. Train Register Exceptions—

Libby, Sandpoint, Yardley and Spokane—Trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 83(B)—

Conkelley—Rule 83(B) does not apply to westward trains. All trains must obtain clearance at Whitefish.

Between Conkelley and end of double track Whitefish—Numbered clearance or train order authority is not required for trains or engines when moving with the current of traffic.

All trains between Whitefish and Conkelley will operate on Montana Division train orders and clearances.

Rule 83(B) does not apply to trains entering at Stryker, Boyer, Sandpoint Jct., Hauser Jct., Sunset Jct. and Columbia Falls.

Westward trains departing Whitefish, enroute Yardley and eastward trains departing Yardley enroute Whitefish, will secure a second clearance addressed to C&E _____ at Sandpoint.

First class trains must secure a clearance at Spokane.

Between Sunset Jct. and Parkwater—

Trains and engines must not enter main track unless authorized by signal indication or permission is received from train dispatcher. Clearance or train order authority is not required to move with the current of traffic between these points except westward trains will obtain clearance at Spokane passenger station endorsed by train dispatcher Spokane. When authorized by the train dispatcher, train and engine movements may be made against the current of traffic without train order authority.

All trains between Columbia Falls and Somers will operate on Montana Division train orders and clearances.

5. Rule 99—Between Conkelley and Sunset Jct.—When flagging is required, distance will be 2.5 miles, except between Whitefish and Conkelley when operating against the current of traffic, distance will be 1.5 miles.

Between Stryker and Eureka—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

Between Columbia Falls and Somers—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile between Columbia Falls and Kalispell and .5 mile between Kalispell and Somers.

Between Hauser Jct. and Post Falls—Continuous yard limits in effect. When flagging is required, distance will be .5 mile.

6. Columbia Falls—Trains from Somers spur must not enter main track on First Subdivision until permission is received from train dispatcher.**Plum Creek Plywood Mill, Columbia Falls—**

Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.

7. Interlockings and Railroad Crossings not Indicated at Station—

Spokane—UP Tower, MP 69.7.

8. Whitefish—Rule 516 will apply to westward trains arriving on westward track.

Unless otherwise provided, No. 7 will use eastward main track from crossover MP 1217.4 to Begin CTC.

Trains and engines clear No. 7 on eastward main track within these limits.

After receiving verbal authority from operator Whitefish, No. 7 will use crossover MP 1217.4 to enter eastward track and is relieved of the five minute wait as required by Rule 513.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

When derailment or incident occurs in which hazardous materials may be involved:

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- Inspection of trains or cars should be undertaken with caution. If a release of hazardous materials is evident, the area must not be entered except by person(s) with proper protective equipment.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- When practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, ½ inch stream, vapor, etc.) and tank car specification (example: DOT 112J340W)

BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and conditions of cars. Furnish them all emergency response information available. This position should be maintained until relieved by a supervisor on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads, or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS:

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

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

§ 174.59 Marking and placarding of rail cars. No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

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

- Rail cars containing any amount of hazardous material.
- Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- Each trailer/container containing 1000 lbs. or more of any other hazardous material.

§ 174.24 Shipping Papers. (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

(b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- Hazardous substance or,
- Hazardous waste.

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

(a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- The shipping description consisting of—
 - The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - The hazard class specified for the material in the same table;
 - The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.

(3) The placard notation.

(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830. Placarded."

§ 172.205 Hazardous waste manifest.

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared, signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be—

(2) Carried during transportation in the same manner as required by this subchapter for shipping papers,

(3) Given to a person representing the designated facility receiving the waste.

(f) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e) (2) of this item.

(2) The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

§ 174.26 Notice to train crews of placarded cars.

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

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.
- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by § 172.202 and 172.203 of this subchapter.

SWITCHING AND TRAIN PLACEMENT

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

§ 174.8

INSPECTION

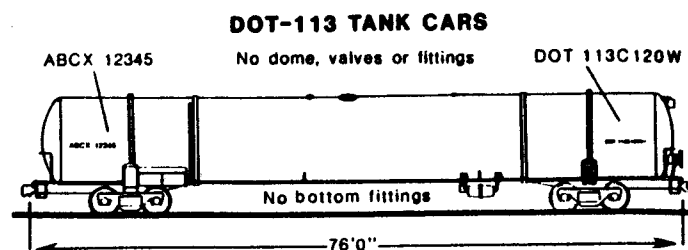
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and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

§ 174.9 Inspection of tank cars.

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

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.
- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.



DOT 113 TANK CARS MAY BE IDENTIFIED BY:

- (1) DOT specification number (Example - DOT 113C 120W) stencilled on both sides of car, at opposite end from car initial and number.
- (2) No dome, fittings or valves visible on top or bottom of tank.
- (3) Extreme length of car (76' 0" over strikers).

**THESE TANK CARS MUST NOT BE HUMPED
OR CUT OFF IN MOTION!**

CANADIAN POISON GAS 2.3 PLACARDS



Some compressed gases, such as Anhydrous Ammonia and Hydrogen Chloride, are classified differently in Canada than in the United States. When shipments of these commodities originate in Canada, the Hazard Class entry on the waybill will read "Poison Gas 2.3" and the tank car will be placarded with the placards depicted above.

In the United States, tank cars with Canadian POISON GAS 2.3 placards shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded **FLAMMABLE GAS, NON-FLAMMABLE GAS and CHLORINE**. (see note 7 on reverse side).

Operator Whitefish, before granting such authority, must determine that train dispatcher has protected the movement by blocking control machine to prevent eastward movements from entering these limits.

9. **Swamp Creek and Rock Creek**—When trains are stopped at next CTC signal after passing hot box detectors at Swamp Creek and Rock Creek and communication with train dispatcher is lost, train crews arrange to make inspection of their train for hot boxes before proceeding on proceed signal.
10. **Flathead Tunnel, between Twin Meadows and Rock Creek**—If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or proceed eastward to Twin Meadows.

Crew of eastward or westward trains stopped in Flathead Tunnel must communicate by telephone located in each bay of tunnel, with train dispatcher, to have tunnel ventilating fans operating and tunnel closure door at Twin Meadows closed during time train is standing.

In case of emergency, a train in the tunnel may make a forward or backward movement to Twin Meadows or Rock Creek without flag protection and may pass signals indicating stop and proceed at restricted speed without stopping except absolute signals displaying stop aspects located on each side of tunnel door. Train or engine crew will contact train dispatcher by telephone and advise the movement they are to make.

Ventilating fans and tunnel door located at the East Portal of Flathead Tunnel, eastward absolute signal located 120 feet west of tunnel door, and westward absolute signal located 166 feet east of tunnel door. When a train or engine is stopped by either of these signals, contact by telephone to train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position.

In the event ventilating door, Flathead Tunnel, is closed, denying movement, crew must first contact train dispatcher, who will take proper action. Emergency push buttons for operating the tunnel door are located inside the air lock door at east end of tunnel.

Two Scott Air Packs have been placed in each bay of the Tunnel. Whenever one is used, advise the superintendent at Spokane, and the trainmaster at Whitefish, by wire, the number of the air pack used and where left so that it can be recharged at once.

11. **Between Irvin and Yardley**—Trains and engines stopping clear of crossings where five minute time cutouts circuits have been installed, must not pass "Crossings Signal Restart" sign located 200 feet in advance of such crossings until continuous movement over crossing is to be made.
- Westward trains after stopping within limits of crossing circuits on North Main Track must approach crossing signal restart sign and road crossing at restricted speed until crossing signals are observed to be operating and crossing clear.
12. **Yardley**—At both ends of Yardley yard, Rule 501K, flashing red will govern access to main track (drills) by switch assignment. All other aspects will govern the movement of trains. These instructions may be modified by the train dispatcher following complete understanding between the train dispatcher, road engine and train crews, and switch engine and ground crews.
13. **Spokane**—Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, to signal an interlocking, or to communicate with a flagman.
14. **Crossovers on Double Track**—

Facing Point:

MP 1211.7 Columbia Falls
MP 0.2 West end
Passenger Yard,
Spokane

Trailing Point:

MP 1212.7 Columbia Falls
MP 1215.0 East of Half Moon
MP 69.8 West of Yardley
MP 71.2 East end Passenger
Yard, Spokane

15. **Rule 268(A)**—Following siding switches not equipped with electric locks, Rule 268(A) applies.

Algoma	Athol	Rathdrum
Cocolalla	Ramsey	Otis Orchards

16. **Olney**—All trains and engines performing switching, or using industrial track, must protect road crossing.

17. **The following Failed Equipment Detectors protect bridges, tunnels or other structures—**

Swamp Creek—	MP 1260.3	Libby—	MP 1316.1
Rock Creek—	MP 1274.2	Naples—	MP 1381.9
Rock Creek—	MP 1276.3	Spokane—	MP 69.8

Other Failed Equipment Detector Locations—

Granite—	MP 22.6	Libby—	MP 1317.2
Ramsey—	MP 38.5	Yakt—	MP 1341.6
Olney—	MP 1236.6	Leonia—	MP 1354.0
Swamp Creek—	MP 1259.1	Bonnars Ferry—	MP 1366.2
Rock Creek—	MP 1276.4	Sand Point—	MP 1398.4
Fisher River—	MP 1296.1		

SPOKANE DIVISION

(Sunset Jct. to Wenatchee)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Sunset Jct. and Wenatchee	79 MPH.	60 MPH.
Lamona and Bluestem against current of traffic	49 MPH.	40 MPH.
Latah Jct., turnout to Portland Fifth Subdivision		35 MPH.
Trains or engines through siding turnouts at following locations . . .		35 MPH.
Edwall Adrian		
Odessa Columbia River		
Gibson Malaga		
Wilson Creek		
And ends of double track Lamona and Bluestem.		
Wenatchee #1 crossover.		
Through siding turnouts at following locations		30 MPH.
Lyons Trinidad		
Naylor Esponala		
Quincy		
Wenatchee—crossover west end of yard		30 MPH.
Crossover No. 5 MP 1649.5		10 MPH.
Westward train movements over crossover No. 5 prohibited except light engines may move in either direction.		
Wenatchee and Appleyard		
Engine eastward freight trains passing signal 1649.4		30 MPH.
Engine westward freight trains passing signals:		
1523.5 - 1526.9		45 MPH.
1531.9 - 1533.5		45 MPH.
1536.7		45 MPH.
1601.1	55 MPH.	50 MPH.

Trinidad Absolute Signal 46W MP 1627.0	40 MPH.
Trinidad and Columbia River: 1629.9	40 MPH.
1631.7	45 MPH.
Malaga Absolute Signal 42W at MP 1643.7	45 MPH.
Appleyard Absolute Signal 41W at MP 1646.7	40 MPH. 30 MPH.
Columbia River and Mansfield	25 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains	45 MPH.
BN 615312 - 615999 NP 67183 - 67514	
BN 616000 - 616999 GN 160000 - 160744	
BCIT 816150 - 817649 NP 67595 - 67599	
CPI 316397 - 316599 GN 160000 - 160744	
BCOL 17000 - 17999 GN 161300 - 161499	
Item 1A, All Subdivisions, applies between Columbia River and Mansfield.	

2. Bridge, Engine and Heavy Car Restrictions—

Between Columbia River and Mansfield—Items 5c, d, e, and f, locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Rule 83(B) does not apply to trains entering at Sunset Jct. or Columbia River.

5. Rule 99—Between Sunset Jct. and Wenatchee—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.

Between Columbia River and Mansfield—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

6. Between Lamona and Bluestem—

Territory between Spokane (Latah Jct.) and Lamona is under jurisdiction of Boyer West train dispatcher, Seattle.

Territory between Lamona and Wenatchee is under the jurisdiction of Seattle East train dispatcher, Seattle.

Clearances and train orders will be issued only by the Boyer West train dispatcher and when received at either Spokane or Wenatchee will authorize movement over entire Second Subdivision.

Between Bluestem and Lamona, trains may proceed without train order or numbered clearance authority over either track in either direction when an aspect to proceed is displayed by signal governing movement at either Bluestem or Lamona. Crossover movements must not be made unless authorized by the train dispatcher.

Between Bluestem and Lamona, train location lineups will not be issued to maintenance forces. Main track permission must be secured from Boyer West train dispatcher, Seattle, before maintenance forces or on-track equipment may occupy either main track within these limits. Main track permission will be obtained in the following form:

“(Name of employee in charge of M/W track car or on-track equipment) may use (track or tracks) between ____ and ____ (or at ____) ____ M until ____ M”

When requesting main track permission, give your name, location or hi-rail vehicle number if applicable and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the train dispatcher, who will make a record of it in train order book, along with name of person repeating the instructions. Before issuing main track permission, Boyer West train dispatcher must communicate with the Seattle East train dispatcher and insure there are no conflicting train or engine movements within the limits to be granted and ascertain that the Seattle East train

dispatcher has blocked controlling signal governing eastward movements on the track or tracks affected at Lamona at STOP. Boyer West train dispatcher will then block controlling signal governing westward movements on the track or tracks affected at Bluestem at STOP.

When main track permission has been granted, the train dispatcher must not authorize train or engine movements into the same territory until the employee granted main track permission has reported clear.

Maintenance forces or on-track equipment must be clear of the track or work completed and switches restored to normal position before expiration of the time specified, and the train dispatcher so advised. If additional time is required, authority must be secured from the train dispatcher before the previously authorized time expires.

7. Fairchild Air Force Base—Fairchild Air Base Hospital crossing must not be blocked in excess of ten minutes.

8. Crossovers on Double Track—

Facing Point—	Trailing Point—
MP 1527.7 Harrington	MP 1534.8 Mohler
	MP 1538.7 Downs

9. Wenatchee—Engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

10. Handling 80-Foot 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 foot and longer cars in excess of 100 gross tons will have no restriction on location in train.

11. Westbound freight trains will not use in excess of a fourth throttle setting west of Sunset Jct. until all units are on the Latah Creek bridge, observing posted speed restrictions.

12. Mountain Grade Operation Between Columbia River and Mansfield—

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Palisades and Douglas MP 16.0-MP 32.0.

Ruling Grade Descending West—2.0%.

13. The following Failed Equipment Detectors protect bridges, tunnels or other structures—

Trinidad— MP 1623.9 Voltage— MP 1638.1

Other Failed Equipment Detector Locations—

Fairchild— MP 1496.1 Trinidad— MP 1622.3
Odessa— MP 1556.5 Trinidad— MP 1625.6
Stratford— MP 1580.2 Columbia River— MP 1633.6

SPOKANE DIVISION

(Boyer to Dean)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Boyer and Dean	40 MPH.
On siding Laclede over public crossing	10 MPH.
Albeni Falls spur and Diamond Match Mill	10 MPH.

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

3. Train Register Exceptions—

Newport—BN trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 83(B)—

Dean—Eastward trains from Fourth Subdivision.

5. Rule 99—When flagging is required, distance will be 2.5 miles.**6. The following Failed Equipment Detectors protect bridges, tunnels or other structures—**Thama— MP 1421.7 Newport— MP 1430.5
Priest River— MP 1426.3**Other Failed Equipment Detector Locations—**

Penrith— MP 1435.5 Dean— MP 1457.5

SPOKANE DIVISION

(San Poil to UP Tower)

FOURTH SUBDIVISION**1. Speed Restrictions—****Zone—Between Maximum Speeds Permitted**

UP Tower and Danville 40 MPH.

Northport—Wye track 8 MPH.

Danville to end of track San Poil 10 MPH.

Mead, over switches and frogs on curves Aluminum

Plant 5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—**

Dean—Rule 83(B) does not apply to eastward trains from Fourth Subdivision.

Kettle Falls—All trains must obtain clearance. Operating direction is westward Kettle Falls to Troup Jct.

5. Rule 99—Unless otherwise provided protection against following trains is not required except Canadian Uniform Code of Operating Rules is in effect for Canadian operation. When flagging is required in U.S., distance will be one mile.**6. Between Hillyard and Dean—Train orders or numbered clearance authority not required for extra train or engine movements.**

All trains or engines between automatic interlocking at Hillyard and the absolute signal at Dean must secure authority from train dispatcher before entering this territory.

7. Hillyard—Automatic interlocking in service at east end of yard. Operating instructions are posted at the interlocking. When permission is received to pass a Stop signal at this interlocking, the automatic switch must be operated in accordance with Rule 275(A), even though lined for desired route. Rule 605(A) governs this interlocking and Rule 509 is modified as follows:

No eastward train movement may be made beyond the Stop signal without permission of the train dispatcher and the train dispatcher will not authorize any such movement unless he positively knows there is no opposing train in the block.

8. Between Hillyard and UP Tower—Helena Street, Spokane, yard limits in effect, and all train or engine movements between Absolute signal located 3,700 feet west of Hillyard office and UP manual interlocking will be controlled and authorized by control operator at UP Tower. Westward trains or engines operating Hillyard

must first obtain authority from the control operator at UP Tower and will not pass Wellesley Avenue underpass until receiving proceed indication on Absolute signal located 3,700 feet west of Hillyard yard office.

9. Between Valley and Dean—Westward trains are restricted to a maximum of eighty cars excluding engine consist and caboose. Trains operating on descending grade, either eastward or westward, will not use dynamic brakes to control train speed. On descending grade, train speed will be slowed or controlled using the power braking method as outlined in Rule 527, paragraph 6, sections A, B and C of the Air Brake and Train Handling Rules, Form 15338.**10. Between Kettle Falls and Dean—Westward trains required to have all woodchip loads, including those picked up on line, blocked in group immediately behind locomotive consist.****11. Operations—Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada with the exception of UCOR Rules 281 through 293 inclusive. The 501 series of Automatic Block, CTC and Interlocking Signal Aspects and Indications as shown in the Consolidated Code of Operating Rules, Edition of 1980, remain in effect on Burlington Northern trackage only.**

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

UCOR Rules 41 and 44 apply between Laurier, Wa. and Danville, Wa. and between Troup Jct. and Boundary. Rules 40(b), 41(b), 42(b), 43(a) and 44(b) are modified as follows: Flagmen and/or advance warning track flags will be two (2) miles in advance of the defective or working point.

12. Northport to Waneta and Laurier to Danville—

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

13. Grand Forks, B.C.—Canadian Transport Commission 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 7:01 AM and 10:01 AM daily.**14. 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%.

15. The Canadian Transportation Commission, Railway Transport, requires that occupied cabooses and occupied service equipment be governed as follows while operating in Canada.

1. Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

2. Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.

16. 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) non-placarded cars. All other US restrictions apply.

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.

SPOKANE DIVISION

(Cheney to Coulee City)

FIFTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Cheney and Creston 30 MPH.
 Creston and Coulee City 35 MPH.
 Over public crossings within corporate limits:
 Medical Lake, Wilbur 25 MPH.
 Creston, Almira, Hartline, Coulee City 30 MPH.
 150-ton wrecking derricks and larger, and locomotive
 cranes, over bridges 15 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
3. **Train Register Exceptions—**
 Cheney—Trains will register when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.
6. **Sidings—**Are also used as industrial tracks.

SPOKANE DIVISION

(Spokane [Erie Street Yard] to Coeur d'Alene)

SIXTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Spokane (Erie Street Yard) to Coeur d'Alene 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
3. **Train Register Exceptions—**
 Post Falls—Trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Hauser Jct.—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided protection against following trains is not required. When flagging is required, distance will be .5 mile.
6. **Yard Limits—**Continuous yard limits in effect between Erie Street Yard and Coeur d'Alene.

7. **Restricted Clearances—**Bridges C7.7, 7.8 and 7.9, located 3200 feet east of Millwood, have restricted side clearance.
8. **Coeur d'Alene—**11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings: Train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.
9. **Interlockings and Railroad Crossings not Indicated at Station—**Spokane—UP Tower MP 2.4
 Grand Jct.—UP Crossing MP 2.3

SPOKANE DIVISION

(Marshall to Arrow)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Marshall and Arrow 40 MPH.
 Within corporate limits:
 Spangle, Rosalia, Oakesdale, Palouse, Garfield 25 MPH.
 Pullman 15 MPH.
 Moscow 20 MPH.
 Except public crossings 12 MPH.
 250 ton wrecking derricks, over bridges 10 MPH.
 Cars between 38 ft. long and 40 ft. long weighing
 between 177,000 lbs. and 220,000 lbs. must be
 preceded and followed by a car weighing under
 177,000 lbs., with speed over all bridges restricted to
 Cars over 40 feet long and weighing between 177,000 lbs.
 and 220,000 lbs. over Bridges 28, 58, 102, 102.1, 105
 and 107.1 25 MPH.
 Cars over 44 feet long and weighing between 220,000 lbs.
 and 263,000 lbs. over Bridges 28, 58, 102, 102.1, 102.2,
 105, 107, 107.1 and 107.2 10 MPH.
 Pullman Jct. and Genesee 30 MPH.
 Genesee on wye track 5 MPH.
 Balder and Spring Valley 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
 Between Spring Valley and Balder—Items 5c, d, e, and f, locomotives in Groups E, G, H and I, and 250-ton wrecking derricks not permitted.
 Wrecking derricks, locomotive cranes and cars weighing over 177,000 lbs. must be separated from locomotives between Marshall and Arrow.
3. **Train Register Exceptions—**
 Pullman—Trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Pullman Jct.—Rule 83(B) does not apply.
5. **Rule 99—**Between Marshall and MP 20.7 (Plaza)—When flagging is required, distance will be 1.5 miles, except ascending grade between Howell and Kendrick distance will be .5 mile. Descending between Howell and Kendrick will be 1 mile.
 Between Pullman Jct. and Genesee and between Spring Valley and Balder—
 Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

6. Mountain Grade Operation—

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Howell and Kendrick MP 96.8-MP 110.8.

Ruling Grade Descending West—2.4%.

**7. Handling 80 Foot or Longer Cars—
Between Arrow and Howell—**

Trains of greater than 2450 trailing tons must handle empty cars, 80 feet and longer, in the rear 2450 tons.

Trains of greater than 3800 trailing tons must handle loaded cars, 80 feet and longer, in the rear 3800 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

3. Train Register Exceptions—Ninth Subdivision trains will register at Potlatch and Boville.

4. Clearance Provisions and Exceptions—

Rule 83(B) does not apply to trains originating Ninth Subdivision.

5. Rule 99—Between Boville and Palouse—Unless otherwise provided, protection against following trains is not required. When flagging is required distance will be 0.5 mile.

6. Yard Limits—Continuous yard limits in effect between Boville and Palouse.

7. Potlatch—Engines must not run over live rails on scale track.

8. Boville—Siding east of crossover must be kept clear.

9. Public Crossings—Must not be blocked for more than 10 minutes.

SPOKANE DIVISION

(Wenatchee to Keremeos)

EIGHTH SUBDIVISION**1. Speed Restrictions—
Zone—Between****Maximum Speeds Permitted**

Wenatchee and Oroville 40 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Oroville—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, protection against following trains is not required between Wenatchee and Oroville. When flagging is required, distance will be 1 mile.

6. Oroville—Keremeos—Track is out of service between MP 124.0 and MP 160.0.

SPOKANE DIVISION

(Bovill to Palouse)

NINTH SUBDIVISION**1. Speed Restrictions—
Zone—Between****Maximum Speeds Permitted
Passenger Freight**

Boville and Palouse 25 MPH.
Westward handling logs 20 MPH.
Trains or engines handling wrecking
derricks and outfit cars 15 MPH.
Through turnouts and siding switches 10 MPH.
On mill and log tracks 6 MPH.
Palouse, within corporate limits 8 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

PACIFIC DIVISION

(Wenatchee to Seattle)

FIRST SUBDIVISION**1. Speed Restrictions—
Zone—Between****Maximum Speeds Permitted
Passenger Freight**

Wenatchee and Everett 79 MPH. 50 MPH.
Everett and Seattle 60 MPH. 50 MPH.
Light helper engines without operative
dynamic brakes 35 MPH.
Seattle—Over public crossings 20 MPH.
Except between North Portal (Vine
Street) and Stacy Street Yard
(South Atlantic Street) on
waterfront 10 MPH.
Seattle King St. Station—Through
turnouts 10 MPH.
Seattle—trains handling Amtrak
Superliner bi-level cars while passing
umbrella sheds at King St. Station 5 MPH.
Trains or engines between North
Portal and King St. Station, Seattle
With the current of traffic 20 MPH.
Against the current of traffic 10 MPH.
Ballard—Over Bridge 4 20 MPH.
Everett on siding, between West switch
Short Pass and P.A. Jct. 20 MPH.
Monroe—Gravel pit spur over
Highway U.S. 2 5 MPH.
Gold Bar—Switches tracks 2, 3 and 4 5 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 No. 20
turnouts at the following locations
End of single track Mukilteo and
Edmonds 35 MPH.
Siding switches at:
Cashmere Merritt
Leavenworth Berne
Winton Gold Bar
West siding switches Scenic and
short pass, Everett.
East siding switch Skykomish.
Interbay—Yard lead 23rd Street MP
5.1 and end of single track MP 4.1.

30 MPH.

25 MPH.

15 MPH.

45 MPH.

BN	615312	- 615999	NP	67183	- 67514
BN	616000	- 616999	GN	160000	- 160744
BCIT	816150	- 817649	NP	67595	- 675999
CPI	316397	- 316599	GN	160000	- 160744
BCOL	17000	- 17999	GN	161300	- 161499

3. Train Register Exceptions—

Seattle (South Portal, King St. Station)—Trains originating or terminating will register at Relay Office.

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

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

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

Between West End CTC and North Portal Rules 261-264 in effect except extra trains must avoid delay to first class trains.

9. Between Seattle and Everett Jct.—No 1 main track is the right hand track moving westward. No 2 main track is the right hand track moving eastward. CTC between MP 5.4, Interbay and MP 7.9, Ballard, is controlled by the operator, Interbay, under authority of train dispatcher, Seattle.

11. Rule 268(A)—Following main track switches not equipped with electric locks, Rule 268(A) applies:

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

13. 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.

a. East switch Berne to west switch Scenic.

All wires must be considered energized.

b. 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 Tunnel No. 15 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.

c. If, for any reason eastward trains stop 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 be backed out of tunnel or doubled out to Berne. In making these moves definite understanding must be had with all members of the crew and the train dispatcher as to what is to be done to avoid accident.

Crew of eastward or westward trains stopped in Cascade tunnel must communicate with train dispatcher to have tunnel ventilating fans operating and tunnel closure door at Berne closed during time train is standing.

In case of emergency, a train in the tunnel may make a forward or backward movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except signal 1700.3 and 1700.4. Train or engine crew will contact train dispatcher and advise the movement they are to make. Should ventilating fans fail before an eastward train has passed Bay No. 4, crew must communicate with train dispatcher and make backward movement to Scenic. Train dispatcher will line route for main track at Scenic whenever possible and advise crew which route is to be used. In emergency conditions when communications fail, trains may back out of tunnel to Scenic passing all signals at restricted speed. If ventilating fans fail after eastward train has passed Bay 4, train will proceed through tunnel.

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

Westward trains encountering signal 1706.1 at Bay 15 displaying Stop indication must not pass West Portal except in emergency, until it is known track is clear to east switch Scenic. In addition, special slide fence signal is placed just east of Bay 21, Cascade tunnel, Scenic, to give indication for westward trains when necessary. This signal will not show red indication unless there is a slide-fence warning activated between West Portal of the tunnel and east siding switch, in which case trains must stop and not pass until they send flagman ahead to see whether or not main track is blocked by slide, and make report promptly of the condition.

e. **Scenic**—Two white lights flashing alternately are mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless directed by train dispatcher to do so, except eastward passenger trains with 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 indicators indicating ventilating system is functioning are located at MP 1706.0, MP 1704.2 and MP 1702.4 in Cascade tunnel No. 15.

f. Ventilating fans and tunnel door are located at the east portal of Cascade tunnel No. 15; westward signal 1700.3 located 65 feet east of tunnel door, and eastward signal 1700.4 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 not closed, or in a partially open position.

If ventilating door Cascade tunnel is closed, immediately contact train dispatcher and be governed by his instructions. If instructed to manually open the door, ascend the ladder on the

south wall to top of door and cross catwalk to the north side. Face door and move long red handle to the left to engage hoist sprocket and cut off power to the door. Door may then be raised with chain hoist located to your left.

- g. Two Scott Air Packs have been placed in each even numbered tunnel bay 4 through 18 and one each in bays 2 and 20. Whenever one of these air packs is used, advise the train dispatcher.
- h. Biopacks are issued to crew members of trains running through Cascade Tunnel No. 15. Biopacks are for emergency use only, and will be placed on trains at the initial terminal and removed from trains at the final terminal on the First subdivision.
- i. Skykomish, helper locomotives waiting to assist eastward train will remain standing at station until train arrives. Light helper locomotives or other light locomotives left unattended will be placed on Engine House track or Back Lead complying with Rule 104(C) and Air Brake and Train Handling Rules.
- j. 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.
- k. Helper locomotives will cut in ahead of full rate tonnage. Helper locomotives will consist of not more than 12 powered axles unless otherwise authorized by train dispatcher. Helper locomotives will not utilize dynamic brake unless requested to do so by road engineer.
- l. Scenic and Berne—Two rail clamps and chains are provided for emergency use. Clamps at Scenic fit rail on industry track. Clamps at Berne fit rail on siding. When necessary to set out bad order car see clamps are properly secured and blocked to rail on low end of car. Crew picking up car see clamps and chains removed and replaced in telephone bungalow, Scenic or CTC bungalow, Berne.
- m. Inspections—A member of the crew on eastward trains will get off at west switch Scenic and on westward trains will get off at east switch Berne and will inspect train as it pulls by slowly. If anything is found wrong, key controller located on signal mast can be used to actuate the dragging equipment light and engineer will stop the train and not move until he receives proper signal from the crewman. The conductor-pilot will make this inspection on helper trains. When operating or weather conditions require, the westward inspection may be made at Merritt.
- n. One Type E and one Type F knuckle are placed in each bay of Tunnel No. 15, Merritt Depot, CTC bungalow at east and west switches Berne and Scenic, telephone booth Scenic and Skykomish. One air hose and air hose wrench is placed in each bay of Tunnel 15. Conductor will make wire report of material used and from where taken to Division Superintendent, General Foreman Cars, and Road Foreman, Seattle and Roadmaster, Skykomish. If air hose wrench not returned to bay from which taken advise where left.
- o. Emergency Exits—Tunnel No. 15. Two foot by three foot doors painted white located on south wall of tunnel between Bay 13 and west portal, Scenic. Doors open into Pioneer Tunnel and must be closed after each use. Exits located as follows:

- 3 between Bays 13 and 14
- 2 between Bays 14 and 15
- 1 between Bays 15 and 16
- 1 between Bays 17 and 18
- 1 between Bays 18 and 19
- 1 between Bays 19 and 20

Exits to be used ONLY when no other exit available from tunnel.

- p. Telephones—Direct telephone to train dispatcher is located in each bay of tunnel. The exterior bays numbered 1 through 5 are 1200 feet apart. Interior bays numbered 5 through 17 are located 2400 feet apart and exterior bays 17 through 21 are located 1200 feet apart.

15. Handling 80 Foot or Longer Cars— Between Skykomish and Merritt—

Trains of greater than 4500 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, a buffer of at least 2300 tons must separate the lead locomotives from the first empty car 80 feet or longer. When cut exceeds 2900 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet or longer must be in the rear 2900 tons of such cuts.

When helper locomotives are used at rear of train, a buffer of at least 1100 tons must separate locomotives at the rear of the train from the rearmost empty car 80 feet or longer.

This restriction does not apply to BN Business & Passenger type cars.

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 crossing must cut or clear it immediately.

16. Trailing Tonnage Restrictions—

(See All Subdivisions Item 3.)

17. At Wenatchee—Spokane Division instructions govern.

18. The following Failed Equipment Detectors protect bridges, tunnels or other structures—

EASTWARD		WESTWARD	
Interbay—	MP 6.0	Dryden—	MP 1661.6
Snohomish—	MP 1776.5	Berne—	MP 1695.2
Goldbar—	MP 1749.2	Berne—	MP 1699.6
Skykomish—	MP 1728.6	Scenic—	MP 1723.3
Scenic—	MP 1725.2	Scenic—	MP 1725.5
Berne—	MP 1708.2	Skykomish—	MP 1727.6
		Baring—	MP 1742.0
		Monroe—	MP 1773.1
		MP 8—	MP 8.0

Other Failed Equipment Detector Locations—

EASTWARD		WESTWARD	
Sultan—	MP 1762.0	Peshastin—	MP 1668.2
Grotto—	MP 1735.0	Grotto—	MP 1735.0
Peshastin—	MP 1668.2	Sultan—	MP 1762.0

PACIFIC DIVISION

(Vancouver, B.C. to Blaine)

SECOND SUBDIVISION

(Canadian Operation)

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Vancouver and CP Jct.	79 MPH.	
Vancouver and Blaine.		50 MPH.
Bridge 69—Between White Rock and Colebrook.		15 MPH.
Brownsville—On siding, interchange and crossovers.		10 MPH.
Tilbury Spur.		10 MPH.
New Westminster—Fraser River Bridge.		8 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—Over "A" Line and entire Burrard Inlet Line	8 MPH.
Trains or engines through No. 20 turnouts, at the following CTC control points:	30 MPH.
Willingdon Jct. MP 151.8	
Sperling MP 149.8	
Piper MP 148.0	
Burnaby MP 146.9	
Lake City MP 146.4	
Trains or engines through No. 11 turnouts, at following CTC Control points.	15 MPH.
Braid MP 144.9	
Brunette MP 145.4	
North Road MP 146.1	
Lake City MP 146.4 (Lead switch from Main 2 only)	
Colebrook—Trains or engines through No. 20 turnout	35 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains	45 MPH.
BN 615312 - 615999 NP 67183 - 67514	
BN 616000 - 616999 GN 160000 - 160744	
BCIT 816150 - 817649 NP 67595 - 67599	
CPI 316397 - 316599 GN 160000 - 160744	
BCOL 17000 - 17999 GN 161300 - 161499	

Between Vancouver, B.C. and Brownsville, B.C.—Canadian Railway Transport Committee orders that BN trains/transfers do not exceed 35 MPH between MP 156.0, Vancouver, and MP 139.5, Brownsville, while handling one or more full carloads of hazardous materials.

2. Bridge, Engine and Heavy Car Restrictions—

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

3. Train Register Exceptions—

Vancouver—Arrival of first class trains on register will indicate their arrival at Vancouver Jct.

New Westminster—Only trains originating or terminating will register and shall register by register ticket.

Bellingham-Ferndale—Trains originating or terminating will register.

Roberts Bank—All trains will register.

Blaine—All trains will register by register ticket.

Colebrook—Trains will register when so directed by train order.

4. Clearance Provisions and Exceptions Rule 83(D)—

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

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

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

CP Jct.—Clearance not required unless otherwise instructed by train dispatcher. Passenger trains en route Vancouver entering BN tracks at this station secure BN clearance at CP Coquitlam passenger station.

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

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

Blaine—Rule 83(D) applies.

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

6. Operations—Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada with the exception of UCOR Rules 281 through 293 inclusive. The 501 series of Automatic Block, CTC and Interlocking Signal Aspects and Indications as shown in the Consolidated Code of Operating Rules, Edition of 1980, remain in effect on Burlington Northern trackage only.

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

Rule 501K—Rule 501K is modified as follows for operations in Canada:

Rule 501K—NAME—Stop and Proceed

—INDICATION—Stop before any part of train or engine passes the signal. Then proceed at Restricted Speed through entire block.

7. Train Inspection—Southward trains/transfers between MP 156.0, Vancouver, and MP 139.5, Brownsville, without exception must receive a visual inspection of the train before leaving any point within these limits where one or more full carloads of hazardous materials are in train or picked up.

Northward trains/transfers entering Brownsville, MP 139.5, without exception must be given a pull-by or standing inspection at MP 139.5 if handling one or more full carloads of hazardous material and at any point that an eastward train/transfer between limits Brownsville, MP 139.5, to Vancouver, BC, MP 156.0 picks up one or more full carloads of hazardous materials.

The inspection referred to above may be confined to that portion of the train from the front of the train up to and including the second car behind the last full carload of a hazardous material.

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

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

10. Manual Interlockings not Indicated at Station—

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

When interlocking signals display a Stop and Proceed aspect, after stopping, trains will proceed in accordance with Rule 501K.

11. Semi-Automatic Interlocking not Indicated at Station—

New Westminster, Crossing CPR—Crossover to Waterfront Track.

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

12. Townsend—South end CTC is MP 137.3 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 enroute 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 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.**—City ordinance prohibits sounding of engine whistle at Rupert MP 153.2, Renfrew MP 153.7 and Kaslo MP 153.8 Streets. Canadian National 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; air brakes must be cut in and operative on all engines and cars; the engine must be on the leading end of the cars at all times in making this movement.
17. **Yard Limits**—Continuous yard limits in effect between—
White Rock and Blaine
End of CTC Willingdon Jct. and end of track Vancouver B.C.
18. **Fraser River Bridge, New Westminster**—All movements over the bridge are governed by interlocking rules and the following instructions—

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

All movements must not exceed 8 MPH (13 KMH) approaching and within interlocking limits.

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

Cars exceeding 263,000 lbs. gross may be handled only with special permission from C. N. general superintendent transportation, Edmonton, Alberta.
19. **Train movements between Vancouver and Willingdon Jct.**—**Vancouver CN Station**—Southward passenger trains, in addition to requiring BN clearance must have permission from BN train dispatcher, New Westminster before departing.

BN southward freight trains must contact train dispatcher prior to leaving Pryor Yard and be governed by his instructions.

There is no superiority of trains between Vancouver Jct. and CN Jct. That portion of Rule 93 requiring the clearing of first and second class trains does not apply and is modified accordingly. All trains and engines must move within these limits prepared to stop short of train, engine, car, stop signal, derail or switch not properly lined and prepared to stop within one-half the range of vision but not exceeding Slow Speed.

Before an extra train or engine may occupy the main track within these limits on the time of a delayed first class train, they must obtain permission from the train dispatcher in addition to operating switch indicators in accordance with governing signal rules.

Rules 261-262 inclusive are in effect 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.

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.

Rules 251-257 inclusive are in effect between Still Creek and Willingdon Jct. Train and engine movements may be made with the current of traffic without train order authority and movements against the current of traffic within these limits may be made without train order authority when authorized by the train dispatcher.

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

All northward extra trains and engines advise train dispatcher New Westminster when clear of main track at Vancouver.

Between Spruce Control and Willingdon Jct.—In the two main track territory between Spruce Control MP 144.5 and Willingdon Jct. MP 151.8, the east main track is the right-hand track moving northward and west main track is the right-hand track moving southward.

20. 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	19'6"
Main Street, Vancouver, B.C.	19'6"
Renfrew Street—Still Creek	21'0"

New Westminster, retaining wall Front Street crossing in front of penitentiary will not clear man on side of car or engine.

21. **Train Dispatchers**—Territory between north switch Blaine and end of track at Vancouver, B.C. is under jurisdiction of train dispatcher at New Westminster. Train orders are issued over the initials of train dispatcher. BN Company telephone number for New Westminster train dispatcher is 8-723-5203, and commercial telephone is (604)524-6355.

22. **Radio Calls**—New Westminster, radio call is CJN 253, Vancouver, CJN 282. Station name must not be used.

23. **Federal Regulations**—Canadian Transport Commission (formerly The Railway Transport Commission of Canada) General Order 0-7 forbids the handling of freight cars in main line passenger trains unless equipped with air brakes, communicating signals, steel or steel tired wheels, and trucks designed for use in passenger train service.

Canadian Transport Commission Order provides for the movement of occupied cabooses and occupied service equipment in Canada as follows:

Except as provided in paragraph (one) of this item, all occupied cabooses and occupied service equipment, other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles and at no greater speed than twenty miles per hour.

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

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

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 placement is authorized.

24. Rule 513—Rule 513 is modified to provide a waiting period of five minutes.

25. Rules 41 and 44—Flagging rules 41 and 44 apply in Canada.

Canadian Uniform Code of Operating Rules 40(b), 41(b), 42(b), 43(a) and 44(b) are modified as follows:

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

26. Rule 266—When it becomes necessary to move a train or engine into or through a block already occupied by another train or engine a Rule 266 authority must be issued to the conductor or engineman of the train or engine occupying the block.

The conductor or engineman of the train or engine required to enter the occupied block must obtain permission from the conductor and engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding.

The conductor or engineman of the train or engine required to enter the occupied block must also obtain authority in writing and repeat it to the train dispatcher in the following form:

Authority given (occupation), (name) on (train or engine), to pass STOP signal at (location) after permission received from conductor (name) and engineman (name) of (train or engine) who holds Rule 266 authority between signal at (location) and signal at (location) on (track) from (time) until (time).

Restricted speed as required by ABS Rules must be observed and Rule 104B must be complied with.

27. Track Occupancy Permit—

Townsend and Willingdon Jct.—The following instructions govern the protection of track units and maintenance work within CTC, MP 136.9 and MP 151.8:

A Track Occupancy Permit is authority to occupy a main track(s), signalled siding(s) or signalled yard track(s) for the protection of a track unit(s) or maintenance work. When such authority is granted, flag protection against trains and engines is not required.

When requesting a Track Occupancy Permit, the foreman will give his occupation, name, track unit number, if any, location and specify time and work limits and track(s) to be used.

Track Occupancy Permit will be issued by the train dispatcher. They must be numbered consecutively each day beginning at midnight, recorded in a book or other form provided for the purpose, and each word and figure must be checked and underscored as it is repeated.

When Track Occupancy Permit is issued, the instructions must be written and repeated by the foreman but must not be acted upon until the train dispatcher has given the repeated time, the okay time and his initials.

More than one Track Occupancy Permit may be issued to protect track units and maintenance work covering the same or overlapping limits. Track Occupancy Permits do not protect track units one from the other, and all movements must be made at Restricted Speed. Track Occupancy Permit must describe the limits as being between two identifiable locations.

When the Track Occupancy Permit is no longer required, the foreman must promptly advise the train dispatcher, giving his name and permit number.

Before issuing a Track Occupancy Permit, train dispatcher must insure there are no conflicting train or engine movement within the limits to be granted, must block all controlling signals governing movement into such limits at STOP, and when practicable, line and block track switch(es) against potential conflicting movements.

At locations where a signal controlled movement over more than one route and where it is not practicable to block the signal at STOP, switch(es) must be lined and blocked away from the protected track by the train dispatcher.

Train dispatcher must not remove switch or signal blocking, nor permit any train or engine to enter such limits until the Track Occupancy Permit is cancelled, even if time limits have expired.

Should it become necessary to move a train or engine into limits protected by a Track Occupancy Permit to assist in work activities, joint authorization between the foreman and the train or engine must be issued as follows:

(a) All other Track Occupancy Permits within the limits must be cancelled.

(b) The Track Occupancy Permit to the foreman must contain the words: "Joint authority granted with (train or engine)." The foreman only may authorize this train or engine to enter the protected limits.

(c) A Uniform Code of Operating Rules 264 or 266 authority to the train or engine must contain the words: "Joint authority granted with foreman (name) between (location) and (location). (train or engine) must not proceed until instructions have been received from foreman (name)." Telephone, radio or personal contact may be used.

(d) Other Track Occupancy Permits must not be issued within the limits after Joint Authority is issued.

28. Control Locations—

MP	Name	MP	Name
149.8	Sperling	145.4	Brunette
148.0	Piper	144.9	Braid
146.4	Lake City	144.5	Spruce
146.1	North Road	146.9	Burnaby

PACIFIC DIVISION

(Blaine to Everett Jct.)

SECOND SUBDIVISION

(U.S. Operation)

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Blaine and Delta Jct.		50 MPH.
Bridge 10, Delta Jct.		10 MPH.
Marysville—Over street crossings . . .		20 MPH.
Mt. Vernon to Burlington, MP 67.0 to MP 72.4		20 MPH.
Bellingham—Over street crossings . . .		10 MPH.
Intalco Spur		25 MPH.
Siding switches at:		
English Bow		35 MPH.
Stanwood		
Mt. Vernon		
Anacortes and Burlington		25 MPH.
Kruse Jct. and Darrington		25 MPH.
Locomotives in Groups G, H and I and 150-ton wrecking derricks over Bridge 10—Darrington Spur		10 MPH.

Cars weighing over 177,000 lbs. when coupled in groups of two or more over Bridge 61.1 Darrington Spur 10 MPH.
 Empty bulkhead flat cars in the following number series must operate in secondary trains 45 MPH.
 BN 615312 - 615999 NP 67183 - 67514
 BN 616000 - 616999 GN 160000 - 160744
 BCIT 816150 - 817649 NP 67595 - 67599
 CPI 316397 - 316599 GN 160000 - 160744
 BCOL 17000 - 17999 GN 161300 - 161499

Item 1A, All Subdivisions, applies on spur between Intalco and end of track at Cherry Point.

2. Bridge, Engine and Heavy Car Restrictions—

Between Burlington and Anacortes and Kruse Jct. and Darrington—Item 5d not permitted.

Darrington Spur—Locomotives in Group I and 250-ton wrecking derricks not permitted.

Delta Jct.—Over Bridge 10, cars over 38 feet long and weighing between 177,000 lbs. and 220,000 lbs. and cars over 44 feet long weighing between 220,000 lbs. and 263,000 lbs. must be separated from each other by a car weighing under 177,000 lbs.

3. Train Register Exceptions—

Blaine—All trains will register by register ticket.

Intalco—Trains will register when so directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Burlington—Clearance received at Bellingham or at Sumas will clear train at Burlington.

Bayside-Delta-Everett Jct.-PA Jct.-Kruse Jct.-Delta Jct.—Rule 83(B) does not apply. Trains originating secure clearance at Delta Jct.

5. Rule 99—When flagging is required, distance will be 2.5 miles between Delta Jct. and Blaine.

6. Interlockings not Indicated at Station—

Drawbridge 11—1.2 miles south of Marysville.

Drawbridge 12—0.5 miles south of Marysville.

Drawbridge 12A—1.0 mile south of Whitney.

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

7. Railroad Crossings Protected by Gates not Indicated at Station—

Bellingham Georgia Pacific Lead crossing, normal position for Second Subdivision main track.

This crossing is equipped with manually operated gates which activate signals on Second Subdivision main track when lined for G.P. Lead movements.

All train and engine movements must wait five (5) minutes after lining gates for movement over this crossing on G.P. Lead, and ascertain route is clear before making crossing movement over Second Subdivision main track.

8. 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.

9. Rule 268(A)—Following main track switches not equipped with electric locks, Rule 268(A) applies:

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

Elevator Spur at Silvana. (5.5 miles south of Stanwood).

Both ends Industry Track Silvana.

Fir spur track (5.3 miles south of Mt. Vernon).

Ferryman's Spur (MP 86.2 north of Samish).

Spur track (MP 93.0 at South Bellingham).

10. **Bellingham**—Street crossings must not be blocked in excess of five minutes. Westward freight trains making pick-up will stop and make out 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. **Intalco**—Loaded hazardous material cars must be set out on the east 2640 feet of north extension of wye only.

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

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

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

13. **Yard Limits**—Continuous yard limits in effect between—

Bellingham and South Bellingham

Everett Jct.—Bayside—Delta Jct.

Lowell Jct. and Delta

14. **Train dispatchers**—Territory between Everett Jct. and North switch Blaine is under jurisdiction of train dispatcher at Seattle. Train orders are issued over initials of train dispatcher. BN Company phone number is 8-721-6246 and commercial phone is (206)625-6246.

15. **Rule S-225**—Absolute block register territory in effect on the Industry Spur between—

Burlington and Anacortes

Kruse Jct. and Darrington

Register located at—

Burlington—MP 15.2 at northwest corner Pulver Road crossing.

Kruse Jct.—Telephone booth.

16. **Intalco**—Engine movements on Intalco Spur will be made in accordance with Rule 105. More than one BN engine may be switching industries on this spur, therefore, before leaving Intalco, BN train dispatcher Seattle must be contacted who will advise of any other movements made on this line. This information does not modify the provision of Rule 105.

17. **The following Failed Equipment Detectors protect bridges, tunnels or other structures**—None.

Other Failed Equipment Detector Locations—

English— MP 46.1

Burlington— MP 73.6

Stanwood— MP 55.1

Brownsville— MP 139.1

Mt. Vernon— MP 67.5

PACIFIC DIVISION

(Seattle to Vancouver)

THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Seattle and Vancouver Jct.	70 MPH.	50 MPH.
Seattle—King Street station, over switches		10 MPH.
Seattle—King St. Station, and Tacoma—Union Station— Trains handling Amtrak Superliner bilevel cars while passing umbrella sheds		5 MPH.
Colorado Main and PC Tracks between 2 and 3 Argo and Spokane St.		10 MPH.
Spokane Street interlocking		10 MPH.
Seattle—All street crossings in corporate limits		20 MPH.

Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront	10 MPH.	39.0	20 MPH.	15 MPH.
Except over Military Road South at MP 5.3 between Argo and South Seattle	40 MPH.	38.4		25 MPH.
Argo interlocking	30 MPH.	24.0		35 MPH.
Argo and Wabash against the current of traffic	59 MPH.	11.4		40 MPH.
Trains and engines moving against the current of traffic at end of CTC Nelson Bennett and at Bridge 14 may resume speed after passing signal displaying Restricting Indication and southward freight trains over 100 tons O/B moving against the current of traffic passing signal 12.7	40 MPH.	Tacoma and Portland—Engine Southward freight train passing signals:		
Black River interlocking	60 MPH.	20.1	50 MPH.	45 MPH.
Black River—all yard tracks	5 MPH.	36.3	50 MPH.	
Reservation and McCarver Street	30 MPH.	45.7	50 MPH.	
Tacoma—Between East D Street and MP 0.4	10 MPH.	1E—Wabash	50 MPH.	45 MPH.
Titlow—Over 6th Avenue and 19th Street crossings	35 MPH.	2E—Wabash	50 MPH.	45 MPH.
Steilacoom—Within corporate limits Over Bridge 14	30 MPH.	71.7		45 MPH.
Bucoda—Within corporate limits	65 MPH.	75.3	50 MPH.	45 MPH.
Centralia, Chehalis, and Kalama—Within corporate limits	40 MPH.	75.5	50 MPH.	45 MPH.
Napavine, Castle Rock and Winlock—Within corporate limits	50 MPH.	95.7		45 MPH.
Kelso—Within corporate limits	40 MPH.	1E—Longview Jct.		45 MPH.
Trains or engines through No. 11 dual control switch turnouts at following locations	15 MPH.	2E—Longview Jct.	50 MPH.	45 MPH.
Centralia Center		112.5	50 MPH.	
Centralia North		125.5	50 MPH.	
Chehalis Jct. to Twelfth Subdivision		127.3	50 MPH.	
Longview Jct. South to Main 1 Siding		1W—Willamette River Br.	25 MPH.	15 MPH.
Trains or engines through No. 16 turnouts at following locations	30 MPH.	3.1		30 MPH.
Crossover north end Ruston Tunnel. Crossover south end Nelson-Bennet Tunnel.		2.1		25 MPH.
Trains or engines through No. 20 dual control switch turnouts at following locations	35 MPH.	1.5	30 MPH.	20 MPH.
Wabash		0.9	10 MPH.	7 MPH.
Centralia South		Engine Northward freight train passing signals:		
Chehalis Jct.		1.2		25 MPH.
Napavine		2.8		25 MPH.
Vader		6.2	40 MPH.	
MP 85.0		128.8	50 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	20 MPH.	127.2	50 MPH.	
Vancouver Jct. and Vancouver except Vancouver, over 39th Street crossing	70 MPH.	125.4	50 MPH.	
Trains through the following dual control switch turnouts—		125.6	50 MPH.	
Vancouver	12 MPH.	114.0	50 MPH.	45 MPH.
Vancouver Jct. East	35 MPH.	108.4	40 MPH.	35 MPH.
Seattle and Tacoma—Engine Southward freight train passing signals:		103.6	50 MPH.	40 MPH.
8.9	Up to 100 tons O/B 45 MPH.	103.8	50 MPH.	40 MPH.
23.9		100.4	50 MPH.	45 MPH.
30.7		64.4		45 MPH.
35.7		41.0	50 MPH.	45 MPH.
Reservation Interlocking and signal 38.9		26.2	50 MPH.	45 MPH.
Engine Northward freight train passing signals:	20 MPH.	8.4		45 MPH.
		Empty bulkhead flat cars in the following number series must operate in secondary trains		45 MPH.
		BN 615312 - 615999 NP 67183 - 67514		
		BN 616000 - 616999 GN 160000 - 160744		
		BCIT 816150 - 817649 NP 67595 - 67599		
		CPI 316397 - 316599 GN 160000 - 160744		
		BCOL 17000 - 17999 GN 161300 - 161499		

2. Bridge, Engine and Heavy Car Restrictions—

Between Seattle and West Seattle and between Meeker and Cascade Jct.—Item 5d not permitted.

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

Stacy Street Yard—Account No. 7 turnouts, locomotives in Groups G, H and I not permitted unless authorized by yardmaster.

Chehalis West Coast Mills track—Locomotives in Groups G, H and I not permitted.

Vancouver—Six axle locomotives not permitted on California Packing Corp Spur.

3. Train Register Exceptions—

Seattle—King St. Station (South Portal)—Trains originating or terminating will register at Relay office.

Tacoma—Head of Bay Yard Office extra trains originating or terminating will register.

UP Jct. and Centralia—Register stations for extra trains only and will register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

Seattle—Clearance issued at Stacy St., or Interbay, will clear trains entering Third Subdivision at Argo. Trains leaving Interbay enroute Third Subdivision secure a clearance at Interbay which will clear them at Seattle or Argo. Trains originating at Interbay, UP Jct. and Seattle enroute Portland Division will secure a separate Portland Division clearance and will not require a clearance at Vancouver.

Continuous train order operator service at Stacy Street Yard Office. Trains originating will secure clearance and register at Stacy Street and clearance received at Stacy Street will clear trains entering First and Third Subdivision.

Trains from First Subdivision via Third Subdivision will not require clearance at Interbay unless so directed by the train dispatcher.

Black River, Auburn, Meeker, Nisqually, St. Clair, Tenino Jct., Chehalis Jct.—Rule 83(B) does not apply. Trains must not enter Third Subdivision at these locations until verbal authority is received from train dispatcher.

St. Clair and Nisqually—After verbal authority received from train dispatcher, trains may run as extra trains with current of traffic to CTC Wabash or to Tacoma without train order authority.

Tacoma—Clearance issued at UP Jct. will clear trains originating at Reservation or Tacoma.

Within the Tacoma Yard Limits, between Reservation and McCarver St., extra trains and engines must not enter the main track or cross over the main track without permission from the train dispatcher.

Vancouver—Rule 83(B) does not apply. Trains will proceed on authority of clearance under which they arrive.

Between Puyallup and Sumner and between Thomas (MP 18.5) and Seattle—Trains and engines must not enter the main track or crossover the main track without permission of the train dispatcher. When authorized by the train dispatcher, movements may be made between stations within these limits in accordance with Rule 93. Train movements made against the current of traffic within these limits not authorized by the train dispatcher must be made per Rule 99.

East Olympia—Union Pacific trains and engines must secure verbal authority from train dispatcher before entering Third Subdivision main track.

5. Rule 99—When flagging is required, distance will be 2.5 miles, except between Seattle and Wabash, when operating against the current of traffic distance will be 1.5 miles.**6. 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.**7. Interlockings and Drawbridges not Indicated at Station—**

On West Seattle Line—Drawbridge 36.8

Between Black River and Orillia—UP crossing MP 9.9.

Tacoma—Between 21st Street and Union Depot
Between Halfmoon Yard and Pacific Avenue
Between Union Depot and Eleventh Street

Between Titlow and Steilacoom—Drawbridge 14—If signal indicates Stop, a member of train or engine crew will ascertain if bridge operator on duty. If bridge unattended, further movement will be made in accordance with the second paragraph of Rule 608, operating dual control derails in accordance with Rule 275(A).

8. Railroad Crossings not Indicated at Stations—

Colorado Avenue Line: Atlantic Street UP
Duwamish Avenue UP
Diagonal Wye, Trail Track UP

West Seattle Line: East Marginal Way, joint track crossing

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

9. Black River—Trains entering the interlocking to back in on north leg of wye, or working interchange tracks, or making reverse movement between Black River station and interchange track, must notify UP Black River operator by phone so that arrangements can be made to protect movement.**10. Yard Limits**—Continuous yard limits are in effect as follows:

Rye and Vancouver Jct.

Yard Limit sign south of Kent, MP 18.5 (Thomas), and east of Interbay.

Yard Limit signs north of Sumner and south of Puyallup.

Yard Limit signs north of Reservation and south of McCarver Street, and Weston Spur MP 7.8 Fifth Subdivision.

11. Seattle—

All trains and engines using southward or northward main tracks between the south switch of the diagonal wye and King Street station move at reduced speed. Extra trains, or engines, may use main track with current of traffic within these limits on the time of delayed first class trains without train order authority, but must be prepared to protect immediately. In foggy or obscure weather all trains must stop and know before proceeding that there are no trains approaching on main track before entering from yard track.

King Street Station—switch tender on duty from 6:00 A.M. to 10:00 P.M. daily. When switch tender not on duty, a member of the crew of all trains and engines using main tracks between Holgate Street and South Portal, including station tracks, must line switches for the route to be used. Switches must be restored to the proper position after each use.

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

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

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

Grade Crossing Ordinances

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

The bell of any locomotive operated on or along Alaskan Way shall be sounded continuously from King Street to Broad Street.

Be governed accordingly ensuring a proper understanding that an 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

Argo— MP 6.0 Woodland— MP 113.5

PACIFIC DIVISION

(Cle Elum to Auburn)

FOURTH SUBDIVISION**1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted**

Cle Elum and Auburn	50 MPH.
Cle Elum over crossing west of Depot	25 MPH.
Between Martin and Cabin Creek when handling loaded C-6 Hoppers	10 MPH.
Easton and Lester	20 MPH.
Lester—Movements over Loop Track	5 MPH.
Between MP 60.5 and MP 63.8 between Lester and Maywood	35 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains	45 MPH.
BN 615312 - 615999 NP 67183 - 67514	
BN 616000 - 616999 GN 160000 - 160744	
BCIT 816150 - 817649 NP 67595 - 67599	
CPI 316397 - 316599 GN 160000 - 160744	
BCOL 17000 - 17999 GN 161300 - 161499	

2. Bridge, Engine and Heavy Car Restrictions—**Between Palmer Jct. and Veazey—**

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted on Loop Track at Lester, Wye track at Easton and Ellensburg.

Cabin Creek—Locomotives switching industrial spur are limited to 2 units.**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 83(B)—****Auburn**—Rule 83B does not apply. Trains must receive authority from train dispatcher before entering Fourth Subdivision.**5. Rule 99—Between Cle Elum and Auburn—When flagging is required, distance will be 2.5 miles.****6. Between Stampede and Martin—**

CTC is controlled by operator, Easton under jurisdiction of train dispatcher.

Employees must not enter tunnels between Martin and Stampede unless authorized by the train dispatcher.

A vertical mounted alternating flashing lunar white signal is located 200 feet west of the west portal of Tunnel 3. The signal is approach lighted by eastward trains and is an indicator for the ventilating plant. Eastward trains will not enter the tunnel unless they receive a flashing lunar white signal. If the signal remains dark, it indicates that the ventilating fans are operating and train must be stopped and the train dispatcher must be notified to stop the fans before proceeding into the tunnel. CTC telephone for this purpose is available inside the snowshed of tunnel.

Sam spur switch at MP 49.2 east of Stampede is equipped with an electric lock and release of lock is controlled by train dispatcher.

7. 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%.

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

Third Subdivision instructions govern.

9. Ravensdale—When cars are set out on siding spur, west switch must be lined for spur to serve as derail.**10. 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.****11. Between Palmer Jct. and Cle Elum—Main track out of service between MP 81.0 Palmer Jct. and MP 61.5 Cle Elum.****12. Handling 80 Foot or Longer Cars—****Between Easton and Lester—**

Trains of greater than 2800 trailing tons must handle empty cars, 80 feet and longer, in the rear 2800 tons.

Trains of greater than 4300 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4300 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

13. Trailing Tonnage Restrictions—

(See All Subdivisions Item 3.)

14. The following Failed Equipment Detectors protect bridges, tunnels or other structures—

Martin—MP 46.6

Other Failed Equipment Detector Locations—None.

PACIFIC DIVISION

(UP Jct. to Tenino Jct.)

FIFTH SUBDIVISION**1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted**

UP Jct. and Tenino Jct.	25 MPH.
Lakeview and Nisqually	25 MPH.
Between UP Jct. and South Tacoma—	
Between 15th Street and Commerce St.	5 MPH.
Between Wilkeson Street and Commerce Street on descending grade	15 MPH.
Between MP 1.8 and MP 2.3	10 MPH.
Over 35th Street	20 MPH.
McChord Field and Mobase—On government tracks	10 MPH.
DuPont—Within corporate limits	20 MPH.
Fort Lewis—Over DuPont highway public crossing MP 7.5	5 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

McChord Field—Locomotives must not go beyond derail of McChord Field track connection.**3. Train Register Exceptions—**

UP Jct.—Trains will register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

Nisqually and Tenino Jct.—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided protection against following trains is not required. When flagging is required, distance will be 1 mile.**6. Yard Limits—Continuous Yard Limits in effect as follows:**

Between yard limit signs north of Reservation and south of McCarver Street and Weston spur MP 7.8.

7. Mountain Grade Operation—

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

Ruling grade descending east—2.2%.

8. **Between UP Jct. and South Tacoma**—All train, engine and yard movements must be authorized by proper authority after ascertaining there are no conflicting movements.
9. **Lakeview**—Normal position of junction switch is for South Tacoma-Tenino Jct. line.
10. **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.
11. **Between Hillhurst 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.
12. **Between Rainier and Tenino Jct.**—Expect to find cars stored on main track.
13. **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
14. **Fort Lewis and North 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.

PACIFIC DIVISION

(Saint Clair to Gate)

SIXTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Saint Clair and Olympia	25 MPH.
Olympia through tunnel, speed must be controlled so that train can be stopped on emerging from tunnel.	
All trains within corporate limits	10 MPH.
Except switch moves at street intersections	5 MPH.

 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
Olympia—250-ton wrecking derricks not permitted over Bridge 9.1, Tumwater Branch. Single locomotive only may be used on industry tracks.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Saint Clair—Rule 83(B) does not apply.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 mile.

6. **Olympia**—Connection leading from Jefferson Street spur to UP scale track, at Eighth Street, just east of tunnel, has no clearance with the UP siding for a distance of 150 feet from a point 195 feet from switch connection on Jefferson Street spur. Trains or yard engines moving to or from Jefferson Street spur and UP scale track must protect themselves and make certain that no UP trains are moving on either main track or siding while movement is being made either to or from scale track.

No car or cars are to be kicked or dropped over any street grade crossing, or along any tracks extending along any streets or immediately adjacent to any streets.

All switch movements over crossings, unless protected by automatic signal devices, must be protected by flagmen, except when engine precedes cars over crossing, in which case no flagmen necessary, but engine must stop before entering crossing.

No engine, railroad car or cars may be left unattended on any main track having a grade of 1% or more.

No street or street crossing may be blocked to vehicular traffic for more than 5 minutes at any time.

Not more than 3 consecutive street intersections may be blocked by any moving train at any given time.

No more than 2 consecutive street intersections may be blocked by any standing train at any time.

When switching movements across grade crossing have been completed and the crossing cleared, reverse movement across such crossing may not be made until all accumulated vehicular traffic at the crossing shall have cleared the intersection.

Switch movements of engine and 5 cars only may be moved across the following crossings between the hours of 7:30 A.M. and 8:15 A.M., 11:50 A.M. and 12:20 P.M., 12:40 P.M. and 1:05 P.M., 3:25 P.M. and 3:45 P.M., and between 4:50 P.M. and 5:30 P.M.:

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

No public road or street crossing may be blocked to vehicular traffic by any standing engine, car or train during the hours prescribed in above paragraph.

No car may be left standing on any track within 25 feet of a street right-of-way line, except on spurs or sidings serving industries.

7. **Lacey**—City ordinance prohibits blocking grade crossings in excess of five consecutive minutes.
8. **Yard Limits**—Continuous yard limits are in effect between Olympia and Gate.
9. **Between Little Rock and Gate**—Track out of service between MP 21.5 and MP 28.0.
10. **Rule S-225**—Absolute block register territory in effect between Saint Clair and Little Rock. Register is located in phone booth Saint Clair.

PACIFIC DIVISION

(Snohomish Jct. to Black River)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Renton and Scopa	10 MPH.
Scopa and Bromart	25 MPH.

Bromart and Snohomish Jct. West	25 MPH.
Bromart and Snohomish Jct. East	10 MPH.
Woodinville and Issaquah	25 MPH.
Near Issaquah, over public crossing MP 18.2	10 MPH.
Issaquah, within corporate limits	15 MPH.
Item 1A, All Subdivisions, applies, except between MP 25.0 (Woodinville) and MP 37.0 (Bromart.)	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I and 250-ton wrecking derricks not permitted.

Between Woodinville and Issaquah—Item 5c and d and locomotives in Groups E and I and 250-ton wrecking derricks not permitted. Locomotives in Groups G and H restricted to one locomotive only.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Snohomish Jct. West, Snohomish Jct. East and Black River—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1 mile.

6. Yard Limits—Continuous yard limits are in effect between yard limits east of Scopa and Black River.

7. Stacy Street—Trains enroute Seventh and Eighth Subdivisions will register at Stacy Street and receive clearance at Spokane Street.

8. Renton—City ordinance prohibits blocking street crossings in excess of five consecutive minutes. Westward trains between hours of 7:00 A.M. and 5:00 P.M., Monday through Friday, will not leave Scopa until authorized by train dispatcher.

9. 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 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. except on Sundays and legal holidays.

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

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

11. Bromart—Normal position of junction switch is from Seventh Subdivision toward Snohomish Jct. West.

12. Snohomish—All train and engine movements over Avenue "D" on Bonneville Power Spur must be protected by two members of the train crew displaying lighted red fuses on both sides of the crossing until the train or engine movement has passed over the crossing.

13. Rule S-225—Absolute block register territory in effect on the Industrial Spur between Woodinville and Issaquah. Register is located at Jct. Woodinville.

PACIFIC DIVISION

(Snoqualmie Falls to Renton)

EIGHTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Renton and Cedar Falls	25 MPH.

Cedar Falls and Snoqualmie Falls	10 MPH.
Renton, over all street crossings	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Groups E, G, H and I, and 250-ton wrecking derricks, not permitted. Except Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Renton—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, protection against following trains is not required between Snoqualmie Falls and Renton.

When flagging is required, distance will be 1 mile.

6. Cedar Falls—Normal position of west siding switch is for siding.

7. Renton—Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes.

8. Rule S-225—Absolute block register territory in effect between Renton and Snoqualmie Falls. Register is located in telephone booth at Renton Station.

PACIFIC DIVISION

(Sumas to Burlington)

NINTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Sedro Woolley and Wickersham (MP 99.4)	25 MPH.
Wickersham and Sumas	40 MPH.
Sumas, within corporate limits	20 MPH.
Sedro Woolley connecting track	5 MPH.
Cars under 40 ft weighing more than 177,000 lbs. and coupled in groups of 2 or more over Bridge 110 ...	10 MPH.
Sedro Woolley and Concrete	25 MPH.
Sumas and Strandell	10 MPH.
Hampton and Lynden	25 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I and 250-ton wrecking derricks not permitted except locomotives in Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Burlington-Sedro Woolley—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1.5 mile.

6. Between Strandell and Everson—

MP 17.0 to MP 18.0, track out of service.

7. Yard Limits—Continuous yard limits in effect between Burlington and Sedro Woolley.

8. Rule S-225—Absolute block register territory in effect on the Industry Spur between—

Sedro Woolley and Concrete

Sumas and Lynden

Register located at—

Sedro Wooley—MP 22.0 on south side of track opposite Carrol Spur switch.

Sumas—MP 26.4 at Northeast corner of Barboe Road crossing.

PACIFIC DIVISION

(Centralia to Hoquiam)

TENTH SUBDIVISION

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Centralia and MP 59.0 (West of Montesano)	40 MPH.
MP 59.0 and Hoquiam	25 MPH.
Hoquiam and Aloha	20 MPH.
Aberdeen and MP 6.0	25 MPH.
MP 6.0 and Markham	10 MPH.
Aberdeen and Cosmopolis	10 MPH.
Markham and Cosmopolis, trains handling wrecking derricks, pile drivers or locomotive cranes	10 MPH.
Centralia, over streets within corporate limits	30 MPH.
Blakeslee Jct., over UP crossings	15 MPH.
Oakville, Elma, Montesano, Hoquiam, within corporate limits	30 MPH.
Between Cosmopolis and Markham over bridges	10 MPH.
Locomotives in Groups G, H and I and 250-ton wrecking derricks:	
Over Bridge 91.1 near Copalis	10 MPH.
Over Bridge 2 near South Aberdeen Jct.	10 MPH.
Aberdeen—	
Over streets and crossings	10 MPH.
Within corporate limits, elsewhere	20 MPH.
Over Bridge 46 near Ventron	20 MPH.
Over Bridge 3.2, Horn Track, Hoquiam	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 may not exceed	35 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Between Cosmopolis and Markham—250-ton wrecking derricks and locomotives in Groups E, G, H and I not permitted except Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—When flagging is required, distance will be 1.5 mile, except 1 mile between Cosmopolis and Markham.

6. Blakeslee Jct. Interlocking—Normal position of connection switches from westward track to BN main track: West (spring) switch for BN, East (hand throw) switch for connection.

From eastward track to UP main track:
West (spring) switch for connection.
East (spring) switch for eastward track.

7. Railroad Crossings, Interlockings and Drawbridges not Indicated at Station—

Aberdeen—Drawbridge 68, Wishkah River, interlocked.

Hoquiam—Drawbridge 72.2, Hoquiam River, interlocked.

—Drawbridge 3.2, Horn Track.

8. **Hoquiam**—Trains must not pass over drawbridge 3.2 on Horn Track until proceed signal is given by bridge tender, using yellow flag by day and yellow light by night.

9. **Aberdeen**—Westward trains will stop east of Fleet Street when Wishkah River drawbridge signals do not indicate route is clear. When signals do not indicate route is clear a member of the crew will contact Aberdeen Yard by radio and the Yard Office will notify the bridge tender by telephone of the intended movement.

10. **Between Hoquiam and Aberdeen**—Trains operating against the current of traffic must stop and flag crossings at West State Street, West Heron Street and Ontario Street before occupying the crossings.

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

12. Yard Limits—Continuous yard limits in effect as follows—

Aberdeen Jct.—Hoquiam
Centralia—Blakeslee Jct.

PACIFIC DIVISION

(Bangor to Elma) (Bremerton to Bremerton Jct.)

ELEVENTH SUBDIVISION

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Bangor, Bremerton Jct. and Bremerton and Elma	25 MPH.
Cars under 38 feet long and weighing over 177,000 lbs. when coupled in groups of two or more:	
Over Bridges 1 and 17	20 MPH.
Over Bridge 9	10 MPH.
Locomotives in Groups G, H and I over Bridge 9	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 mile.

6. Railroad Crossings not Indicated at Station—

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

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

8. Handling 80 Foot or Longer Cars—

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

9. **Rule S-225**—Absolute block register territory in effect between Elma-Bangor-Bremerton. Register located in telephone booth Elma.

Westward trains receiving a proceed indication at Signal 15.5 may proceed on main track unless required by train orders or instructions from Boyer West train dispatcher, Seattle, to take siding.

Between Glade and Pasco—Between west switch Glade and Pasco Rules 261-264 inclusive are in effect. Controlled signals are under jurisdiction of operators at Pasco yard and passenger station. Train order or numbered clearance authority not required for extra trains.

7. **Yard Limits**—Continuous yard limits are in effect between Mesa and End of Track.
8. **Pasco**—On double track between east switch of main track crossover west of passenger station and dual control switch east of Columbia River bridge trains will keep to the left unless otherwise provided.
All trains arriving Pasco Yard must, after requesting yard tracks from Pasco Yard Telegraph, obtain permission from Pasco Tower before entering yard.
Hand throw switch just west of A Street on Westward main track is a connection to the Fifth Subdivision Wye track and normal position is for the Westward main track.
When the control operator has ascertained there is no conflicting train or engine movement on the Westward main track the control operator may authorize movement from the wye track to the Westward main track and Rule 513 will not apply.
9. **Sidings**—Connell: North siding is eastward; south siding is westward.
10. **Sunset Jct. to Cheney** is under jurisdiction of Spokane Division Superintendent.
11. **Sprague**—Normal position of inside switch of crossover at east end of siding is for tail track.
12. **The following Failed Equipment Detectors protect bridges, tunnels or other structures**—None.
Other Failed Equipment Detector Locations—
Babb—MP 25.5

PORTLAND DIVISION

(Pasco to Portland)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Pasco and Wishram	79 MPH.	60 MPH.
Wishram and Vancouver	70 MPH.	60 MPH.
Vancouver and Willamette River bridge 5.1	70 MPH.	50 MPH.
Between bridge 5.1 and Portland		35 MPH.
On Willbridge Wye track		15 MPH.
Portland on PTRR Co. tracks including yard tracks at Lake Yard Trains through the following dual control switch turnouts:		10 MPH.
Vancouver		12 MPH.
Columbia River Bridge Interlocking to 2nd Subdivision, Willbridge Interlocking		15 MPH.
North Portland Interlocking		10 MPH.
Vancouver main track crossover and yard lead, Eavan, McLoughlin, Washougal, Stevenson and SP&S Jct.		25 MPH.
Bingen-White Salmon, Cooks, North Dalles and Skamania		35 MPH.

Portland and Vancouver— Engine Westward freight trains passing signals:	Up to 100 tons O/B	Over 100 tons O/B
Interlocking, Willamette River bridge		
5.1	25 MPH.	15 MPH.
3.1		30 MPH.
2.1		25 MPH.
1.5	30 MPH.	20 MPH.
0.9	10 MPH.	7 MPH.
Engine Eastward freight trains passing signals:		
1.2		25 MPH.
2.8		25 MPH.
6.2	40 MPH.	35 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains		45 MPH.
BN 615312 - 615999 NP 67183 - 67514		
BN 616000 - 616999 GN 160000 - 160744		
BCIT 816150 - 817649 NP 67595 - 67599		
CPI 316397 - 316599 GN 160000 - 160744		
BCOL 17000 - 17999 GN 161300 - 161499		

2. Bridge, Engine and Heavy Car Restrictions—

Six axle locomotives are not permitted on California Packing Corp. spur at Vancouver; Crown Zellerbach tracks, New spur, CP spur and Warehouse 3 at Camas.

3. Train Register Exceptions—

Vancouver—Trains originating or terminating will register.

Wishram—Passenger trains will register by register ticket and conductors of run through crews operating from Bend to Vancouver, when not changed at Wishram, will register with operator at Wishram by radio.

4. Clearance Provisions and Exceptions Rule 83(B)—

SP&S Jct.—Rule 83(B) does not apply.

Wishram—All trains secure clearance except trains manned by run through crews from Bend to Vancouver.

Vancouver—Trains from Pacific Division third subdivision secure clearance unless Portland Division clearance secured prior to arrival Vancouver.

Willbridge—Clearance issued at Albany will apply at Willbridge.

Portland—Trains destined Pacific Division secure Pacific Division and Portland Division clearance and will not require clearance at Vancouver.

Albina—U.P. trains destined Pacific Division secure Pacific Division and Portland Division clearance and will not require clearances at North Portland Jct. and Vancouver.

Between Portland and Vancouver—Extra trains and engines must not enter the main track or cross over the main track unless authorized by signal indication or the train dispatcher. When authorized by the train dispatcher movements may be made between stations within these limits in accordance with Rule 93. When authorized by the train dispatcher movements may be made against the current of traffic without train order authority. Movements made against the current of traffic within these limits not authorized by the train dispatcher must be protected as prescribed by Rule 99. At Willbridge and North Portland Jct. movements against the current of traffic beyond interlocking limits must be authorized by the train dispatcher in addition to complying with signal indication.

5. **Rule 99**—When flagging is required, distance will be 2.5 miles between Pasco and Vancouver, 2.0 miles between Vancouver and Willbridge and 1.0 mile between Willbridge and Portland.

6. **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.

7. Rule 268(A)—Following switches not equipped with electric locks, Rule 268(A) applies:

MP 20.5 near Camas—Columbia Vista Lumber Mill spur
 MP 24.0 Camas—Crown Zellerbach 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 70.9 Hood—Spur track
 MP 75.1 Underwood—Fruit spur
 MP 76.3 Bingen-White Salmon—Mt. Adams Lumber Co. spur
 MP 96.6 Dallesport—West switch
 MP 96.9 Dallesport—East switch

8. Vancouver—When signal displays aspects per Rule 501K #1 and #2 (flashing red) switch movements may be made in either direction without stopping between south yard lead and east switching lead. To receive this indication contact terminal train dispatcher Vancouver. If signal changes to aspect per Rule 501L (Stop) while switching movements are being made, a crew member must contact the terminal train dispatcher at Vancouver and be governed by his instructions.

9. Interlockings and Drawbridges not Indicated at Station—

Columbia River—MP 9.6 interlocked.
 Oregon Slough—MP 8.8 interlocked.
 Willamette River—MP 5.1 interlocked.

10. Between Vancouver and North Portland Jct.—

Oregon Slough Drawbridge MP 8.8—Normally unattended. If signal displays Stop, trainmen will make certain bridge is unattended and train will then be governed by Rule 608.

11. Portland, Lake Yard, Willbridge—

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

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.

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

Cars exceeding an outside length of 51 feet and 10 inches must not be handled around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue.

When handling cars around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue, crew members must protect vehicular traffic against such movements in the following manner:

Pettygrove Street and 22nd Avenue, when moving in either direction, a member of the crew must ride on the leading side step of engine.

Nicolai Street and 22nd Avenue, when moving in either direction; a member of the crew must ride on the leading side step of engine; and another member of the crew must alight from head end onto ground on north side to stop vehicular traffic.

At intersections of 22nd Avenue and Thurman Street, 22nd Avenue and Vaughan Street, and 29th Avenue and Nicolai Street control of traffic signals has been changed to operate as follows:

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

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

Flintkote Spur Bird & Son Lead

Loop Track Spur
 FMC Tracks 1, and 3
 Schnitzer Tracks 1 and 2

Waterway Tracks 3, 4, and 8
 Pennwalt Spurs 1, 3, and 6
 (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.

At intersection of Kittridge Avenue and N.W. St. Helens Road, crews using this crossing will preempt traffic signals by inserting switch key in controller box located either side of crossing and turning counter-clockwise. This will actuate traffic signals for one minute. If after the expiration of one minute movement has not proceeded past switch key controller location, traffic signals will return to automatic operation. Traffic signals will return to automatic operation when movement has cleared intersection.

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.

12. Train, engine and yard crews operating over SP trackage between Brooklyn Yard and East Portland Interlocking are governed by the Consolidated Code of Operating Rules where they do not conflict with "Rules for Movement on the Southern Pacific Trackage between East Portland and Brooklyn," copies of which may be obtained at Brooklyn Yard. Employees must not operate in this zone before obtaining those rules.

13. Rule 501K—Rule 501K does not apply on Southern Pacific tracks. The following is in effect:

Definition of Automatic Block Signal: A block signal, the indication of which governs the movement of trains and engines. Automatic Block Signals are identified by a number plate.

When an Automatic Block Signal displays a red aspect except as provided in Rule 271, train or engine after stopping, may proceed past signal. Movement must be made at Restricted Speed to the next block signal or to the end of block system limits.

14. Train, engine and yard crews operating over UP trackage between East Portland Interlocking and North Portland are governed by the Consolidated Code of Operating Rules where they do not conflict with "Rules for Movement over Union Pacific Trackage Between East Portland Interlocking and North Portland," copies of which may be obtained at Albina Yard. Employees must not operate in this zone before obtaining those rules.

15. Rule 501K—Rule 501K does not apply on Union Pacific tracks between East Portland Interlocking and North Portland. The following is in effect:

NAME—Stop and Proceed.

INDICATION—Stop before any part of the train or engine passes the signal. Then proceed at Restricted Speed through entire block.

16. Between Vancouver and McLoughlin—

Main 1 is the right hand track moving from McLoughlin to Vancouver.

Main 2 is the right hand track moving from Vancouver to McLoughlin.

- 17. 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 Crown Zellerbach 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 Crown Zellerbach between the hours of 12:00 noon and 12:15 p.m., 12:45 p.m. to 1:00 p.m. and 5:00 p.m. to 5:15 p.m. Cars must not be dropped or kicked when performing switching on the following tracks owned by Crown Zellerbach Corporation: New spur, Converting spur, Mill spur and Warehouse spur No. 3.

- 18. Bingen-White Salmon—**Bridge 75.3 located at MP 75.3 is protected by detector actuated by high load passing through underpass. Eastbound trains stopped at controlled signal located 50 feet east of MP 74.0 and westbound trains stopped at West Bingen-White Salmon 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.

- 19. Hood—**Cars exceeding 70 feet in length must not be handled on Broughton Lumber Flat Track.

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

21. Between Pasco and East Switch Hover—

Rules 261-264 are in effect. Eastward trains will stop clear of east switch of siding Hover if eastbound signal at east switch does not indicate Proceed. Train order or numbered clearance authority not required for extra trains.

Double track ABS in effect between MP 0.2 and MP 1.2 between Pasco and east end Columbia River Bridge.

On double track between east switch of main track crossover west of passenger station and dual control switch east of Columbia River bridge trains will keep to the left unless otherwise provided.

22. Manual Interlocking not Indicated at Stations—

Vancouver—Located at Hill Street, governs movement over double track to Cannery Lead.

- 23. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.**

Other Failed Equipment Detector Locations—

Bingen-White Salmon—MP 81.7 Paterson—MP 186.1
Roosevelt—MP 152.2

PORTLAND DIVISION

(SP & S Jct. to Cle Elum)

THIRD SUBDIVISION

- 1. Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Freight**
SP & S Jct. and Cle Elum 50 MPH.
Government Railroad Richland Jct. and North Richland 25 MPH.

Selah—Within corporate limits	40 MPH.
Ellensburg—Within corporate limits	35 MPH.
Yakima and Moxee City	10 MPH.
Yakima and Tieton	10 MPH.
Brace and Naches	10 MPH.
Item 1A, All Subdivisions, applies between Yakima and Moxee City, Yakima and Tieton, Brace and Naches.	
Empty bulkhead flat cars in the following number series must operate in secondary trains	45 MPH.
BN 615312 - 615999 NP 67183 - 67514	
BN 616000 - 616999 GN 160000 - 160744	
BCIT 816150 - 817649 NP 67595 - 67599	
CPI 316397 - 316599 GN 160000 - 160744	
BCOL 17000 - 17999 GN 161300 - 161499	

2. Bridge, Engine and Heavy Car Restrictions—

Between Cle Elum and Ronald, Yakima and Moxee City, Yakima and Tieton, Brace and Naches:

Item 5d not permitted.

Between Moxee City and Tieton, Brace and Naches:

Locomotives in Group E Restricted to one locomotive. Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

Between Brace and Naches, over Bridge 4.1:

Cars weighing between 177,000 lbs. and 220,000 lbs. must be separated from each other by a car weighing under 177,000 lbs. Locomotives are restricted to one unit and must be separated from loads by an empty car.

Between Yakima and Moxee City, over Bridge 1.2 at MP 1.5:

150-ton wrecking derricks must be preceded and followed by a car weighing less than 90,000 lbs.

Locomotive cranes must have boom resting on idler car and be preceded by a car weighing less than 90,000 lbs.

All locomotives must be separated from loads by one empty car.

Cars weighing between 177,000 lbs. and 263,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs.

3. Train Register Exceptions—

Gibbon and Parker—Trains will register when so directed by train order.

Kennewick—On return movement from Richland Jct. trains will register by register ticket or with UP operator at Kennewick.

4. Clearance Provisions and Exceptions Rule 83(B)—

SP & S Jct., Toppenish—Rule 83(B) does not apply.

- 5. Rule 99—**When flagging is required, distance will be 2.5 miles between SP & S Jct. and Cle Elum, except unless otherwise provided, protection against following trains not required between Yakima and Moxee City, Yakima and Tieton and between Brace and Naches. When flagging is required, distance will be 1.0 mile between Yakima and Moxee City and between Yakima and Tieton and 0.5 mile between Brace and Naches.

- 6. Between SP&S Jct. and Kennewick—**Between SP&S Jct. and east switch Kennewick Rules 261-264 are in effect. Controlled signals are under jurisdiction of operators at Pasco yard and passenger station. Train order or numbered clearance authority not required for extra trains.

7. Between Kennewick and North Richland—

- a. Between U. P. Connection Kennewick and Richland Jct. Union Pacific Rules, Timetable and Special Instructions govern. Train orders authorizing movement will be secured from Union Pacific operator at Kennewick.

- b. Between Richland Jct. and yard limit sign on Government track—movement of trains and engines is governed by staff system.

Staff, will be used and staff box is located at Richland Jct.

When train movement is to be made in the staff limit, train dispatcher will notify the crew and that crew must have staff in their possession and retain for the round trip.

After moving through the staff limits, staff must be left in staff box. Staff box must be left locked at all times.

Conductor of train which is to move, or has moved, through the staff limits, must register his train on train register at Richland Jct.

Train or engine movements on Government trackage from end of staff system into interchange yard and wye at North Richland will be governed by yard limit rules and instructions issued by Government train dispatcher.

8. **Yard Limits**—Continuous yard limits are in effect between Yakima and Moxee City, Brace and Naches, Cle Elum and Ronald.
9. **Brace**—Normal position of switch is for Tieton Branch.
10. **Derails**—At Naches, on main track 200 feet east of east switch.
11. **Between Gibbon and Parker**—Extra trains will run via Third Subdivision unless otherwise instructed by train order.
12. **Yakima**—Normal position of switch leading to siding extending between east end of Yakima yard and Union Gap is for siding. Switch to spur track leading off this siding, located 200 feet east of west switch of siding, must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.

Trains entering or leaving tracks 2, 3, 4 and 5 will observe to see crossing arms at Meade Avenue are in stop position for highway traffic before fouling crossing.

At "G" and "H" Street crossings, city ordinance provides trains and engines must protect movements by flagman and engine whistle or bell must not be sounded except to prevent an accident not otherwise avoidable.
13. **Terrace Heights**—Trainmen must flag highway crossing just east of Blue Ribbon cannery before train or engine movement is made over crossing.
14. **Sidings**—
Mabton, Wapato, Pomona: North siding is eastward, south siding is westward.
Toppenish: North siding is westward, south siding is eastward.
15. **Handling 80 Foot or Longer Cars**—
Between Moxee City and Tieton, Brace and Naches regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
16. **Between Cle Elum and Ellensburg**—Main track out of service between MP 61.5 Cle Elum and MP 3.0 West of Ellensburg.
17. **Automatic Interlockings not Indicated at Stations**—
Parker—UP Crossing 0.5 miles west.
18. **Pasco**—All trains arriving Pasco Yard must, after requesting yard tracks from Pasco Yard Telegraph, obtain permission from Pasco Tower before entering yard.

Hand throw switch just west of A Street on Westward main track is a connection to the Fifth Subdivision Wye track and normal position is for the Westward main track.

When the control operator has ascertained there is no conflicting train or engine movement on the Westward main track the control operator may authorize movement from the wye track to the Westward main track and Rule 513 will not apply.

PORTLAND DIVISION

(Wishram to Bieber)

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Wishram and Metolius	35 MPH.
Metolius and Bend	50 MPH.
MP 87.0 and MP 98.5 between South Jct. and Paxton:	
Eastward	10 MPH.
Westward	15 MPH.
Bend—On other than main track over all crossings ..	10 MPH.
Bend and Bieber	49 MPH.
Bieber, all yard tracks	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Bend—On Standard Oil, Haines, Drill and Mill Spurs, six axle locomotives not permitted.
3. **Train Register Exceptions**—Conductors of run-through crews operating from Bend to Vancouver, when not changed at Wishram, will register with operator at Wishram via radio.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
O.T. Jct.—Westward Union Pacific trains to the Fourth Subdivision must secure BN clearance at The Dalles.
Bend—Westward trains destined beyond Chemult will secure SPT clearance at Bend.
Bieber—Rule 83(B) does not apply.
5. **Rule 99**—When flagging is required, distance will be 1 mile between Wishram and Metolius and 2 miles between Metolius and Bieber.
6. **Interlockings and Drawbridges not Indicated at Stations**—
Columbia River—Drawbridge MP T-1.3 interlocked.
The following engine whistle signals will be sounded in calling for route: To Fourth Subdivision: four shorts.
To UPRR: one long, one short, one long.
7. **Handling 80 Foot or Longer Cars**—Trains of greater than 6600 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6600 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

Between Madras and South Jct.—Trains of greater than 4300 trailing tons must handle empty cars, 80 feet and longer, in the rear 4300 tons.
8. **Klamath Falls**—Trains and engines must stop before crossing drawbridge over Lake Ewauna and be governed by signal. Yellow light indicates that draw span is in safe position for rail traffic. Red light indicates that draw span is not in safe position for rail traffic. If the red light is displayed or in the absence of a light when draw span appears to be in proper position for rail traffic, movement may be made at Restricted Speed when preceded by a flagman across drawbridge.
9. **Yard Limits**—Continuous yard limits are in effect between Bieber Line Jct. and South Klamath.
10. **Rule 501K**—Rule 501K does not apply on Southern Pacific tracks. The following is in effect:

Definition of Automatic Block Signal: A block signal, the indication of which governs the movement of trains and engines. Automatic Block Signals are identified by a number plate.

When an Automatic Block Signal displays a red aspect except as provided in Rule 271, train or engine after stopping, may proceed past signal. Movement must be made at Restricted Speed to the next block signal or to the end of block system limits.
11. **Train Inspection**—Bend and Bieber, Roll-by inspection of both sides of all freight trains at speed of 8 MPH-10 MPH must be made by train crews.

PORTLAND DIVISION

(Latah Jct. to Pasco)

FIFTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Latah Jct. and Fish Lake		60 MPH.
Fish Lake and Pasco	79 MPH.	60 MPH.
Trains or engines through turnouts crossover, Scribner		25 MPH.
Trains or engines through turnouts at: Overlook siding switches Latah Jct.		35 MPH.
Ainsworth Jct.—MP 232.97: Trains or engines through turnout to long siding and Sacajawea State Park crossing		25 MPH.
Fish Lake and Pasco—Engine Westward freight train passing signals:	Up to 100 tons O/B	Over 100 tons O/B
340.7	55 MPH.	45 MPH.
327.3	55 MPH.	45 MPH.
314.9	55 MPH.	45 MPH.
310.1	55 MPH.	45 MPH.
301.7	55 MPH.	45 MPH.
Engine Eastward freight trains passing signals:		
242.4	55 MPH.	45 MPH.
242.6	55 MPH.	45 MPH.
321.4	55 MPH.	45 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains		45 MPH.
BN 615312 - 615999 NP 67183 - 67514		
BN 616000 - 616999 GN 160000 - 160744		
BCIT 816150 - 817649 NP 67595 - 67599		
CPI 316397 - 316599 GN 160000 - 160744		
BCOL 17000 - 17999 GN 161300 - 161499		

2. Bridge, Engine and Heavy Car Restrictions—None.**3. Train Register Exceptions—**

Pasco—Passenger train conductors will register with operator Pasco Yard by radio.

4. Clearance Provisions and Exceptions Rule 83(B)—

All trains secure Portland Division clearance at Spokane or Yardley.

Trains destined Spokane Division secure Spokane Division clearance at Pasco.

Spokane Division clearance received by U.P. Trains at Wallula will apply at Fish Lake.

Latah Jct.—Ainsworth Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2.5 miles.**6. Pasco—All outbound trains after securing clearance and orders departing via station interlocking will secure verbal authority from station operator before moving from yard track**

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

Hand throw switch just west of A Street on Westward main track is a connection to the Fifth Subdivision Wye track and normal position is for the Westward main track.

When the control operator has ascertained there is no conflicting train or engine movement on the Westward main track the control operator may authorize movement from the wye track to the Westward main track and Rule 513 will not apply.

7. Between MP 231.0 Pasco and Ainsworth Jct.—Rules 261-264 are in effect, interlocking signals and dual control switches at MP

231.0 and at Ainsworth Jct. are under the control of the operator in Pasco passenger station. Train order authority or numbered clearance not required for extra trains.

8. Latah Jct. to Fish Lake—Is under jurisdiction of Spokane Division Superintendent.**9. The following Failed Equipment Detectors protect bridges, tunnels or other structures—**

Latah Bridge Eastward—MP 371.4

Other Failed Equipment Detector Locations—

Votaw—MP 253.4

Fish Lake—MP 365.8

PORTLAND DIVISION

(Goldendale to Lyle)

SIXTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
Goldendale and MP 30.0 (East of Warwick)		25 MPH.
MP 30.0 and Lyle		10 MPH.
Within city limits of Goldendale		20 MPH.
Item 1A, All Subdivisions, applies.		
2. Bridge, Engine and Heavy Car Restrictions—		
Item 5d not permitted.		
Locomotives in Groups G and H restricted to two units. Locomotives in Group I and 175-ton wrecking derricks not permitted.		
3. Train Register Exceptions—None.		
4. Clearance Provisions and Exceptions Rule 83(B)—None.		
5. Rule 99—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.0 mile, except 0.5 mile between MP 30.0 and Lyle.		
6. Handling 80 Foot or Longer Cars—		
Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.		

PORTLAND DIVISION

(Willbridge to Camp Clatsop)

SEVENTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
Willbridge and Astoria		30 MPH.
Astoria within corporate limits		20 MPH.
Item 1A, All Subdivisions, applies.		
2. Bridge, Engine and Heavy Car Restrictions—		
Item 5d not permitted.		
Locomotives in Group I and 175-ton wrecking derricks not permitted. Except locomotives in Group I can be operated between Willbridge and United Jct.		
Astoria—Items 5c and d not permitted.		

Locomotives in Groups D, E, G and H not permitted west of Astoria MP 102.0.

Locomotives not permitted on dock portion of any of the three tracks located on Pier No. 2 and cars exceeding 220,000 lbs. not permitted west of MP 102.1.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Clearance issued at Vancouver to trains destined Seventh and Eighth Subdivision applies at Willbridge on Seventh Subdivision.

5. Rule 99—When flagging is required, distance will be 1 mile.

6. Willbridge—Normal position of west wye switch is for movement toward Vancouver.

7. Between United Jct. and Willbridge—Continuous yard limits in effect. Train order or numbered clearance authority is not required. Movement of trains will be governed by instructions of the train dispatcher. Instructions must be repeated back to the train dispatcher.

8. Interlockings and Drawbridges not Indicated at Station—

John Day River, MP 94.8.

Clatskanie River, MP 62.7.

Young's Bay, MP 102.6.

Blind Slough, MP 84.8.

Skipanon Creek, MP 105.5.

Stop signs are placed 25 feet from edge of highway for train and engine movements.

Trains and engines moving over this crossing must stop at Stop signs and use switch key controller located on signal bungalow to actuate the crossing protection. After warning devices have operated for 20 seconds movement over crossing can be made. When movement is completed remove switch key from controller which will restore signals to normal.

9. Between Astoria and Warrenton—Bridge 102.6 out of service.

Locomotives in Group I and 250-ton wrecking derricks not permitted.

Salem—Bridge SP719.7, Item 5c not permitted.

3. Train Register Exceptions—

Beaverton, Bowers Jct.—Trains will register when so directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

United Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1.5 mile between United Jct. and Eugene, except unless otherwise provided, protection against following trains not required between Albany and Foster. When flagging is required, distance will be 0.5 mile.

6. At any station 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.

7. SPT Absolute-Permissive Block Rules 740, 741 and 745 govern operations over SPT track between Greton and Beburg—Telephone in booth at Beburg and Greton connected with both BN and SPT train dispatcher's offices by means of two-way switch.

8. Beaverton to Greton—Signal box controlling electric switch to Greton is located 110 feet west of west siding switch at Beaverton, MP E-27.14.

Member of train crew will operate upper pushbutton marked SIGNAL. White light will indicate control has been requested. After an interval, white light will go out and green light will indicate that train can proceed. Signal at junction switch will remain clear for a period of ten minutes, and move through Beaverton should be completed in this time. If train is not ready to proceed after receiving green light, press pushbutton marked CANCEL. If signal cannot be cleared the train dispatcher must be notified.

Greton to Beaverton—Trains will stop clear of Signal 7518, where a member of the crew will proceed to junction switch at Greton to observe indication of Block Indicator 7519. If indicator shows Clear, junction switch can be lined for movement.

When Signal 7518 clears, the junction switch at Beburg will automatically be positioned for movement to the BN.

9. Tualatin—Before train or engine movements occupy Boones Ferry grade crossing, industrial spur serving Hervin Company, it will be necessary for a crew member to protect crossing.

10. Bush—Before train or engine occupy Industry Way Crossing, Industrial spur serving Hancock Lumber Co., it will be necessary for a crew member to protect crossing.

11. Albany—The following will govern the use of the weigh-in-motion scale: Maximum speed over scale is 5 MPH. Maximum speed over scale when scale is in standby is 5 MPH.

When a train or yard engine enters the storage track, the engineer will call Albany yard and receive permission from either the operator or yard clerk before crossing scale.

After permission is received, train speed will be governed by fixed signals, located at the scale, the west end and the east end of the storage track.

There, signals will display the following aspects:

Green light—movement is being made within speed limits.

Red light—within speed limits, but at the upper limits of the permissible speed.

No lights—too fast, or scale not activated.

12. Yard Limits—Continuous yard limits are in effect between Albany and Foster. Between Albany and Lebanon booklet dated May 1983 entitled "Rules for Movement over Southern Pacific Tracks" governs. BN employees must have copy in their possession while on duty on SP tracks.

13. Beaverton—STOP sign installed on both sides of Milliken Way crossing on General Motors lead track. Movements must Stop at sign and protect until front of movement has passed over crossing.

PORTLAND DIVISION

(United Jct. to Eugene)

EIGHTH SUBDIVISION

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

United Jct. and Eugene	35 MPH.
Within city limits of Beaverton, Albany, Harrisburg, Junction City and Eugene	20 MPH.
Within city limits of Salem	15 MPH.
Tualatin, over Tualatin-Sherwood highway	25 MPH.
Salem, passing Boise Cascade Inc.	5 MPH.
Through Norris Paint Company	15 MPH.
Eugene, over Garfield Street and to end of track	5 MPH.
Six-axle locomotives between United Jct. and Albany	25 MPH.
Lebanon and Foster	25 MPH.
Lebanon and Sweet Home—Within corporate limits	20 MPH.
Sweet Home over 18th Avenue	15 MPH.
Over Santiam Highway crossing	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Between United Jct. and Eugene:

Locomotives in Group I and 175-ton wrecking derricks not permitted.

Between Albany and Foster:

Item 5d not permitted.

Locomotives in Groups E, F, G and H restricted to 2 units.

14. **Junction City**—Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.

15. **Handling 80 Foot or Longer Cars—**

Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.

Between United Jct. and Tunnel Spur—

Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.

16. **Between Tigard and West Woodburn—**

Dragging equipment detectors at MP 39.0 and MP 47.0 consisting of two white lights mounted back to back on a single mast and a flashing amber light mounted on adjacent mast operate as follows—

Enginemen must alert crew members on rear of train when approaching detector site.

Continuously illuminated white light as viewed from an approaching train—Train will be inspected.

Continuously illuminated white light as viewed from the rear of a passing train—No dragging equipment detected.

Flashing amber light illuminated and white lights extinguished—Dragging equipment detected—Stop and inspect train.

All lights extinguished as viewed from the rear of a passing train—Detector inoperative. Stop and inspect train and notify train dispatcher by first available means of communication.

Train must not move beyond dragging equipment sign located 10,000 feet beyond dragging equipment detector site until authorization to proceed is received from rear of train.

17. **Rule 501K**—Rule 501K does not apply on Southern Pacific tracks. The following is in effect:

Definition of Automatic Block Signal: A block signal, the indication of which governs the movement of trains and engines. Automatic Block Signals are identified by a number plate.

When an Automatic Block Signal displays a red aspect except as provided in Rule 271, train or engine after stopping, may proceed past signal. Movement must be made at Restricted Speed to the next block signal or to the end of block system limits.

18. **The following Failed Equipment Detectors protect bridges, tunnels, or other structures—**

Tonquin—MP 39.1 Donald—MP 46.9

Other Failed Equipment Detector Locations—None.

PORTLAND DIVISION

(Bowers Jct. to Forest Grove)

NINTH SUBDIVISION

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

Bowers Jct. and Banks 20 MPH.
Hillsboro and Forest Grove 10 MPH.
Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

Locomotives in Groups G, H and I and 175-ton wrecking derricks not permitted.

Banks—Items 5c and d not permitted.

Cars weighing over 220,000 lbs. not permitted on Bridge MP 28.0.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)—**

Bowers Jct.—Rule 83(B) does not apply.

Trains destined between Hillsboro and Forest Grove via Banks will secure SPT clearance at Beaverton.

5. **Rule 99**—When flagging is required, distance will be 1.0 mile.

PORTLAND DIVISION

(Warden to Royal City)

TENTH SUBDIVISION

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

Warden and Othello 20 MPH.
Othello and Royal City 25 MPH.
Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

3. **Train Register Exceptions—Warden**—Trains will register when so directed by train order.

4. **Clearance Provisions and Exceptions Rule 83(B)—**

Warden—Rule 83(B) does not apply.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.

6. **At Warden**—60 ft. and longer cars are not to be handled on curve serving Country Gardens.

PORTLAND DIVISION

(Toppenish to White Swan)

ELEVENTH SUBDIVISION

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

Toppenish and White Swan 25 MPH.
Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

Locomotives in Groups E, G, H and I and 250-ton wrecking derricks not permitted.

3. **Train Register Exceptions—None.**

4. **Clearance Provisions and Exceptions Rule 83(B)—None.**

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. **White Swan**—All trains and engines stop and flag over Highway 3-B Hitchcock mill spur, Boise Cascade spur, Highway SR 220.

PORTLAND DIVISION

(Gibbon to Parker)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Gibbon and Parker	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
3. **Train Register Exceptions—**
Gibbon and Parker—Trains will register when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Gibbon and Parker—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.
6. **Automatic Interlocking not Indicated at Station—**
Yakima River Bridge—MP 79.2.

PORTLAND DIVISION

(Wheeler to Connell)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Wheeler and Connell	25 MPH.
Bruce, within corporate limits	20 MPH.
Wheeler and Moses Lake	10 MPH.
Bassett Jct. and Schrag	10 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Between Bassett Jct. and Schrag—Locomotives in Groups E, G, H and I and 250-ton wrecking derricks not permitted.
3. **Train Register Exceptions—**
Warden and Bassett Jct.—Trains will register when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. **Rule 99—**When flagging is required, distance will be 1 mile between Wheeler and Connell and .5 mile between Bassett Jct. and Schrag.
6. **Warden—**60 foot and longer cars are not to be handled on curvature serving Country Gardens.
7. **Yard Limits—**Continuous yard limits are in effect between Wheeler and Moses Lake.

PORTLAND DIVISION

(Ainsworth Jct. to Dayton)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Ainsworth Jct. and Villard Jct.	25 MPH.
Villard Jct. and Attalia	40 MPH.
Attalia and Dayton	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Between Attalia and Dayton—Locomotives in Groups C and E restricted to one locomotive and locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
3. **Train Register Exceptions—**
Upon arrival Attalia depot, conductor will promptly telephone Wallula CTC operator train register information, leaving register ticket in box.
Attalia—Trains will register when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Ainsworth Jct.; Attalia and Dayton—Rule 83(B) does not apply.
5. **Rule 99—**When flagging is required, distance will be 1.5 mile. Unless otherwise provided, protection against following trains is not required between Attalia and Waitsburg Jct.
6. **Interlocking not Otherwise Indicated at Station—**
Between Ainsworth Jct. and Burbank—Snake River Bridge 3, drawspan is controlled by an Automatic Interlocking system which is activated when a train, engine or any piece of equipment shunting the track enters the approach circuit. To avoid inadvertently lowering the bridge, such equipment must not enter drawspan approach circuits, or bridge must not be lowered by maintenance personnel, or for the passage of hi-rail vehicles, on track equipment or track cars until permission is obtained from the Columbia River Bridge 1 operator.
When movement is stopped at the Absolute Signal controlling movement over the drawspan, if, after waiting 12 minutes, signal does not clear, member of train crew must operate the push button to reset the automatic operation of the drawspan.
7. **Burbank—**Expect to find portable grain conveyor belt across track in vicinity of Cargill Elevator.
8. **Between Ainsworth Jct. and Villard Jct.—**
Rules 261-264 are in effect. Interlocking signals governing the entrance and departure of trains from the track between Ainsworth Jct. and Villard Jct. are jointly controlled by the BN control operator in Pasco passenger station and the Union Pacific control operator in the depot at Wallula. Train order or numbered clearance authority not required for extra trains.
9. **Attalia—**Yard limits in effect between MP 14.0 and begin CTC territory (UP main track).
10. **Handling 80 Foot or Longer Cars—**
Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
11. **Walla Walla—**Train or engines operating over Highway SR 12, at Airport spur, Walla Walla, must observe crossing signals in operation prior to obstructing crossing. In the event signals fail to operate for approaching movements, leading wheels of movement must occupy Island Section, but stopping short of street crossing, observing signals in operation before obstructing crossing.
Note—Island Section is a section of track over the crossing, the outer limits of which is approximately 50 feet each side of crossing and marked with yellow paint.

PORTLAND DIVISION

(Attalia to Pendleton)

FIFTEENTH SUBDIVISION**PORTLAND DIVISION**

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Attalia and U.P. Connection at Pendleton 25 MPH.
 Smeltz and Athena 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
Between Zangar Jct. and U.P. Connection—Locomotives in Groups E, G, H and I and 250-ton wrecking derricks not permitted.
Bridge 4—Cars under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds.
3. **Train Register Exceptions—**Wallula—Trains will register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Attalia and Pendleton—Rule 83(B) does not apply.
5. **Rule 99—**When flagging is required, distance will be 1.5 mile. Unless otherwise provided, protection against following trains is not required between Zangar Jct. and UP connection at Pendleton, including Smeltz to Athena.
6. **Wallula—**Train order signal also governs BN trains.
7. **Handling 80 Foot or Longer Cars—**
 Regardless of tonnage of train all cars 80 foot or longer must be handled on rear of train.
8. **Mountain Grade Operation—**
 Air Brake and Train Handling Rules for mountain grade operation apply between MP 7.0 and Apex and Duroc, ruling grade 2.2% ascending westward.

Base Stations	Channel	Hours in Operation
Vancouver Dispra. Office	1	Continuous
Wayside Stations		
Ritzville	1	8:00 am-9:00 pm daily
Connell	1	Continuous
Pasco	1, 2	Continuous
Prosser	1	Continuous
Toppenish	1	Continuous
Yakima Yard	1, 2	Continuous
Finley	1	Continuous
MP 208 (Near Berrian)	1	Continuous
Plymouth	1	Continuous
Whitcomb	1	Continuous
Roosevelt	1	Continuous
Towal	1	Continuous
Wishram	1, 2	Continuous
Lyle	1	Continuous
Bingen-White Salmon	1	Continuous
Stevenson	1	Continuous
Camas	1	Continuous
Vancouver	1	Continuous
Col. River Drawbridge	1	Continuous
Yard Office	1, 2	Continuous
Portland		
Willamette Drawbridge	1	Continuous
Hoyt Street Yard	1, 2	Continuous
Willbridge Yard	1, 2	Continuous
Lake Yard	1, 2	Continuous
Depot Yard	1, 2	Continuous
Wishram (Celilo Bridge)	1	Continuous
Maupin	1	Continuous
South Jct.	1	Continuous
Madras	1	Continuous
Redmond	1	Continuous
Bend	1	Continuous
Beal	1	Continuous
South Klamath Falls	1, 2-WP	Continuous
Malin	1, 2-WP	Continuous
Bieber	1, 2-WP	Continuous
St. Helens	1	8:00 am-5:00 pm Mon. thru Fri. 9:00 pm-5:00 am Mon. thru Fri.
Kalama	1, 2-UP	Continuous
Astoria	1	9:00 am-6:00 pm Mon. thru Fri.
Beaverton	1	Continuous
Salem	1	Continuous
Albany Yard	1	Continuous
Eugene	1	Continuous
Sweet Home	1	7:00 am-4:00 pm Mon. thru Fri.
Wheeler	1	8:00 am-7:00 pm Mon. thru Fri.
Snake River	1	Continuous
Washtucna	1	Continuous
Lamont	1	Continuous
Walla Walla	1	7:30 am-4:00 pm Mon. thru Fri.

RADIO INFORMATION

SPOKANE DIVISION

Base Stations	Channel	Hours in Operation
Spokane Dispra. Office	1	Continuous
Havre Dispra. Office	1	Continuous
Seattle Dispra. Office	1	Continuous
Wayside Stations		
Columbia Falls	1	Continuous
Whitefish	1	Continuous
Eureka	1	7:30 am-4:30 pm Mon. thru Sat.
Twin Meadows	1	Continuous
Flathead Tunnel	1	Continuous
Rock Creek	1	Continuous
Libby	1	8:00 am-10:00 pm Mon. thru Fri.
Troy	1	5:30 am-2:30 pm Mon. thru Fri.
Bonnars Ferry	1	Continuous
Sandpoint	1	8:00 am-10:00 pm Mon. thru Fri.
Hauser	1, 2	Continuous
Parkwater	1, 2	Continuous
Yardley	1, 2	Continuous
Erie Street	1, 2	Continuous
Spokane	1, 2	Continuous
Newport	1	7:00 am-4:00 pm Mon. thru Fri.
Hillyard	1, 2	Continuous
Edwall	1	Continuous
Harrington	1	Continuous
Odesa	1	Continuous
Wilson Creek	1	Continuous
Ephrata	1	Continuous
Quincy	1	8:00 am-8:00 pm Mon. thru Sat.
Wenatchee	1, 2	Continuous
Kettle Falls	1	except closed 2:00 am Sun.-5:00 am Mon.
Pullman	1	1:00 am-10:00 pm Mon. thru Fri.
		1:00 am-7:00 am Wed. thru Sun.
		1:00 am-9:00 am Sat. and Sun.
East Lewiston	1	Continuous
Lewiston	1	Continuous
Omak (Pitcher Mtn. Transmitter)	1	8:00 am-10:00 pm Mon. thru Fri.
Cheney	1	6:00 am-9:30 pm Mon. thru Sat.
		6:00 am-2:00 pm Sun.
Coeur d'Alene	1, 2	8:00 am-5:00 pm Mon. thru Fri.

RADIO INFORMATION

PACIFIC DIVISION

Base Stations	Channel	Hours in Operation
Seattle Dispra. Office	1	Continuous
New Westminster, B.C. Dispra. Office	1	Continuous
Wayside Stations		
Wenatchee West (Round Mtn)	1	Continuous
Cashmere	1	Continuous
Merritt	1	Continuous
Berne	1	Continuous
Cascade Tunnel	1	Continuous
Scenic	1	Continuous
Skykomish	1	Continuous
Monroe	1	Continuous
Everett		Continuous
Delta Yard	1, 3	Continuous
Bridge 10 (Delta Jct.)	1, 3	Continuous
Depot	1, 3	Continuous
Bayside Yard	1, 3	Continuous
Mukilteo	1	Continuous
Richmond Beach		Continuous
Interbay	1, 4	Continuous
Vancouver, B.C.	1	Continuous
New Westminster, B.C.	1, 2	Continuous
Blaine	1	Continuous
Bellingham	1	Continuous
Burlington	1	Continuous
Seattle		Continuous
Stacy Street Yard	1, 2	Continuous
King St. Yard	1, 2	Continuous
South Seattle	1, 2	Continuous
UP Black River Tower	1	Continuous
Auburn	1, 3	Continuous
Tacoma Yard	1, 3	Continuous
UP Jct.	1, 3	Continuous
Centralia	1, 2	Continuous
Chehalis	1, 2-UP	Continuous
Longview Jct.	1, 2	Continuous
Longview	1, 2	Continuous
Kalama	1	Continuous
		8:00 am Sun. thru 11:59 pm Fri., and 8:00 am-11:59 pm Sat.
Kalama	1, 2-UP	Continuous
(Yakima)	1,	Continuous
Ellensburg	1	Continuous
		except 7:00 am-3:00 pm
Wyer	1	Continuous
Easton	1	Continuous
Kanasket	1	Continuous
Auburn	1	Continuous
Lester	1	11:00 am-7:00 pm Mon. thru Fri.
Olympia	1	7:30 am-4:30 pm Mon. thru Fri.
Renton	1	6:30 am-10:30 pm Mon. thru Fri.
Sumas	1, 2	7:00 am-9:00 pm daily
Aberdeen	1, 2	8:00 am-5:00 pm Mon. thru Fri.

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer St. Paul, Mn.
 Dr. Robert D. Hart, Asst. Chief Medical Officer St. Paul, Mn.

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. C. P. Swan	Albany	Dr. O. I. Lowry	Rosalia
Medical Dental Center	Astoria	Dr. F. E. Marienau	Sandpoint
Dr. R. A. Eidal	Auburn	Dr. Franz H. Siemsen	Sandpoint
Dr. F. L. Hahn	Auburn	Dr. John W. Finley	Seattle
Dr. C. H. Larson	Auburn	Dr. H. M. Hackedorn	Seattle
Dr. R. B. McLean	Auburn	Dr. P. E. Hardy	Seattle
Dr. R. L. Tyson	Auburn	Dr. H. G. Plut	Seattle
Dr. G. O. Wilde	Auburn	Dr. Joel C. Konikow	Seattle
Dr. D. H. Boettner	Bellingham	Dr. P. J. Suver	Seattle
Dr. S. R. Boynton, Jr.	Bellingham	Dr. C. E. Weems	Seattle
Dr. Patrick L. Conner	Bend	Dr. Dean Dietrich	Sedro Woolley
Dr. C. J. Edwards	Bonnors Ferry	Dr. R. T. Andersen	Snoqualmie
Dr. R. A. McEachren	Burnaby, B.C.	Dr. R. H. Eddings	Snoqualmie
Dr. Edgar A. Meyer	Cashmere	Dr. F. R. Sutherland	Snoqualmie
Dr. A. R. Twiss	Chehalis	Dr. J. L. Whitaker	Snoqualmie
Dr. P. W. Lamberg	Clarkston	Dr. J. F. Kearns	Soap Lake
Dr. John C. Anderson	Cle Elum	Dr. Robert J. Albi	Spokane
Dr. J. P. Herman	Colville	Dr. Edward E. Biever	Spokane
Dr. D. H. Lindeman	Colville	Dr. J. M. Collins	Spokane
Dr. A. J. Grose	Ellensburg	Dr. H. M. Kenney	Spokane
Dr. A. K. Anderson	Enumclaw	Dr. Robert L. Picken	Spokane Opportunity
Dr. Paul G. Kinney	Ephrata	Dr. F. James Beckner	Stanwood
Dr. E. C. Bond	Everett	Dr. James B. Johnson	Sumas
Dr. I. W. Varley	Everett	Dr. R. F. Glock	Tacoma
Dr. G. R. Wilson	Goldendale	Dr. R. D. Rivera	Tacoma
Dr. Elsie Tupper	Goldendale	Dr. T. H. Skrinar	Tacoma
Dr. D. B. Hurlbut	Issaquah	Dr. C. I. Stevens	Tacoma
Dr. C. E. Threlkeld	Issaquah	Dr. T. H. Hendricks	The Dalles
Dr. J. W. Tooley	Issaquah	Dr. T. H. Hodge	The Dalles
Dr. E. C. McKibben, Jr.	Kirkland	Dr. R. H. Rozendal	The Dalles
Dr. W. A. Bartlett	Klamath Falls	Dr. Ray Shearer	Toppenish
Dr. William T. Matthews	Libby	Dr. Victor Bergson	Vancouver, B.C.
Dr. James J. Jardee	Lind	Dr. A. P. Eng	Vancouver, B.C.
Dr. G. O. Polo	Longview	Dr. A. D. VanWart	Vancouver, B.C.
Dr. M. C. Lindel	Montesano	Dr. David Ruiz, Family Physicians	Vancouver, WA
Dr. J. M. Ayers	Moscow	Group	Vancouver, WA
Dr. John C. Carpenter	Nelson, B.C.	Dr. Paul O. Kretchmar, Vancouver	Vancouver, WA
Dr. R. B. Morrow	Newport	Clinic	Vancouver, WA
Dr. G. A. Sackville	New Westminster, B.C.	Dr. S. R. Hevel	Waitsburg
Dr. J. W. Kegley	Okanogan	Dr. G.M. Doornink, Wapato Medical	Wapato
Olympia Memorial Clinic	Olympia	Clinic	Wapato
Dr. G. V. Axford	Pasco	Dr. K.F. Stefan	Washougal
Dr. A. M. Gregson	Pasco	Dr. Arthur L. Ludwick	Wenatchee
Dr. A. B. Shields	Portland	Dr. W. B. Zook	Wenatchee
The Portland Clinic	Portland	Dr. Del B. Coolidge	Whitefish
Dr. David P. Thompson	Portland	Dr. Jerrold E. Johnson	Whitefish
Dr. Walter M. Arthur	Puyallup	Dr. J. E. Anderson	Wilbur
Dr. A. W. Johanson	Puyallup	Dr. Edmund L. Burke	Yakima
Dr. J. K. Symonds	Puyallup		
Dr. H. A. Hughes	Rathdrum Coeur d'Alene		

Other physicians in the above offices are authorized to perform examinations.

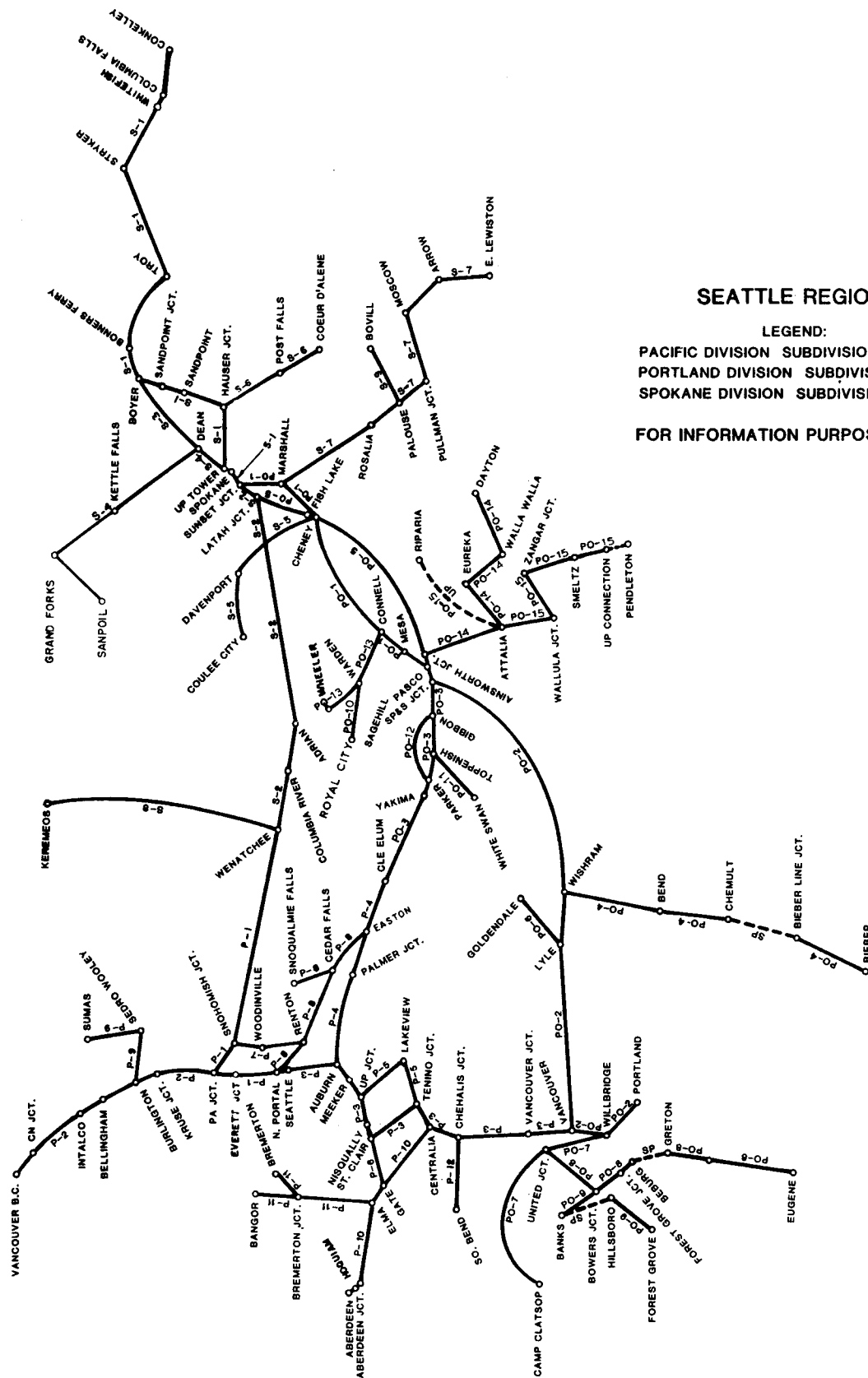
SEATTLE REGION

LEGEND:

PACIFIC DIVISION SUBDIVISION ----- P-1
 PORTLAND DIVISION SUBDIVISION ----- PO-1
 SPOKANE DIVISION SUBDIVISION ----- S-1

FOR INFORMATION PURPOSES ONLY

APRIL, 1984



**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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern foreman calling Extra 232 East about Order No. (Form Y Train Order No.), over."

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East, over."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (M.P. Location and specify track involved) without stopping, over."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH, over," or "Proceed at normal speed, over."

The engineer must repeat back to the foreman the instructions that are given him.