

## SPOKANE DIVISION

### J. W. ISENBERG—Division Superintendent, Spokane

D. L. MAZE	Asst. Supt. Transportation	Spokane
F. E. BROOKS, JR.	Asst. Supt. Administration	Spokane
T. R. KNUTSON	Asst. Supt. Roadway Maintenance	Spokane
R. W. WILKERSON	Trainmaster	Spokane
G. A. DREXEL	Trainmaster	Spokane
A. REGAN	Road Foreman	Spokane
L. NESWICK	Trainmaster	Wenatchee
G. VERITY	Agent—Asst. Trainmaster	Wenatchee
M. KASPERSKI	Trainmaster	Whitefish
F. C. BROSE	Road Foreman	Whitefish
J. A. SWING	Agent—Asst. Trainmaster	Kettle Falls
J. B. SCHARFF	Terminal Superintendent	Spokane
G. L. PORTSCHE	Asst. Terminal Superintendent	Spokane
M. J. MOLITOR	Terminal Trainmaster	Spokane
R. M. ESTES	Terminal Trainmaster	Spokane
S. S. ORTIZ	Terminal Trainmaster	Spokane
G. A. CARLSON	Terminal Trainmaster	Spokane
D. L. ROGERSON	Terminal Trainmaster	Spokane

## PACIFIC DIVISION

### J. K. VADEN—Division Superintendent, Seattle

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L. A. PARKER	Asst. Supt. Roadway Maintenance	Seattle
J. K. SIMONIS	Terminal Manager	Tacoma
J. S. LUNAK	Trainmaster—Road Foreman	Seattle
D. W. KING	Asst. Trainmaster	Tacoma
L. G. HALL	Trainmaster	Longview
M. W. MELINE	Agent—Asst. Trainmaster	Centralia
B. W. MOORE	Trainmaster	Everett
D. G. BOESPFLUG	Agent—Asst. Trainmaster	Everett
F. D. CLIFTON	Trainmaster	Bellingham
D. B. MORRISON	Agent—Asst. Trainmaster	Bellingham
G. C. MCNEIL	Trainmaster—Road Foreman	Wenatchee
D. J. KAYNE	Asst. Supt.	New Westminster
A. J. SCHUURMANS	Agent—Asst. Trainmaster	New Westminster
J. W. DUFFY	Terminal Superintendent	Seattle
T. K. LEE	Asst. Terminal Supt.	Seattle
G. B. WICK	Terminal Trainmaster	Seattle
J. K. WOVCHE	Terminal Trainmaster	Seattle
S. A. GORDON	Terminal Trainmaster	Seattle
C. E. MEYER	Terminal Trainmaster	Seattle
F. J. RUTT	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. WEEKLEY	Agent—Asst. Trainmaster	Wishram
J. Z. ALBINGER	Trainmaster—Road Foreman	Bend
R. B. CLOTT	Agent—Asst. Trainmaster	Albany
W. V. EISENMAN	Terminal Superintendent	Vancouver
D. J. MAHLE	Asst. Terminal Supt.	Vancouver
S. E. FORTINO	Terminal Trainmaster	Vancouver
D. L. MEAD	Terminal Trainmaster	Vancouver
G. S. MALING	Terminal Trainmaster	Vancouver
R. E. STEPHENS	Terminal Trainmaster	Vancouver
D. L. MEYERS	Terminal Trainmaster	Vancouver
K. D. TOWNSEND	Terminal Superintendent	Pasco
J. A. MCKAY	Asst. Terminal Supt.	Pasco
B. G. PORTSMOUTH	Terminal Trainmaster	Pasco
R. R. KOELLNER	Terminal Trainmaster	Pasco
D. J. BOEN	Terminal Trainmaster	Pasco
K. J. ROYAL	Terminal Trainmaster	Pasco
D. L. LAMBERSON	Trainmaster	Pasco
T. N. ROWLEY	Trainmaster	Pasco
R. R. CAMPBELL	Road Foreman	Pasco
C. N. VOORHEES	Agent—Asst. Trainmaster	Yakima

## TRANSPORTATION DEPARTMENT

### E. A. BUTLER—Superintendent Transportation, Seattle

M. L. JOHNSON	Manager Train Operations	Seattle
K. R. IVERSON	Chief Dispatcher	Seattle
R. E. SCHULTZ	Chief Dispatcher	Billings

Printed in U.S.A.

# BURLINGTON NORTHERN RAILROAD CO. SEATTLE REGION

SPOKANE, PACIFIC AND PORTLAND  
DIVISIONS

# TIMETABLE AND SPECIAL INSTRUCTIONS NO. 5

IN EFFECT AT 12:01 A.M.  
Pacific Standard Time  
Mountain Standard Time

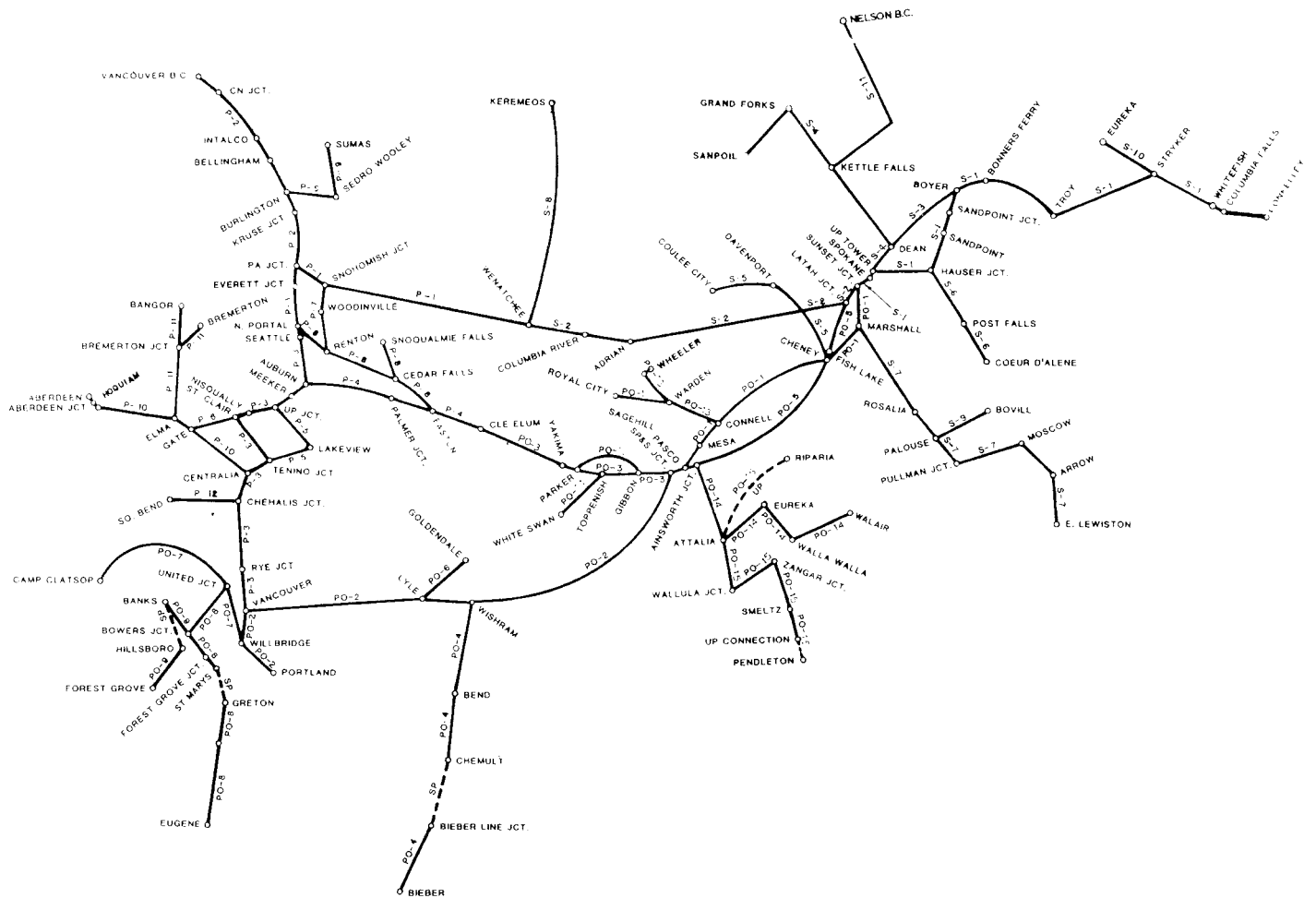
Sunday, October 28, 1984

Including National Railroad Passenger Corporation (NRP) Trains

Vice President  
and General Manager  
**W. W. FRANCIS**

Assistant  
General Manager  
**T. R. HACKNEY**

Vice President  
Transportation—System  
**E. H. HARRISON**



## SPOKANE DIVISION

3

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Conkley	1st Subdivn MAIN LINE STATIONS Office Calls		ABS Rule 251- 254	FIRST CLASS		EAST WARD
				27	7							28	8	
				NRPC Daily	NRPC Daily							NRPC Daily	NRPC Daily	
			01590		8:50PM		1208.3	0.0	DT	CONKLEY 2.9			A 6:56AM	
JTXY	W4,015	01593			8:53		1211.6	2.9		CF COLUMBIA FALLS 7.6				
BKRTYZ		01601			s 9:15		1219.2	10.5		WF WHITEFISH 5.4			s 6:45	
	7,060	01607					1224.6	15.9		VISTA 6.4			6:15	
	9,325	01613					1231.1	22.3		LUPFER 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				
	9,760	01656					1273.2	64.3		ROCK 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			s 11:01		1319.6	112.3		CK LIBBY 11.0			s 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		LEONIA 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				
JZ		01798					1403.3			SANDPOINT JCT. To Kootenai 1.5				
BR		01803			s 11:52		2.9	196.4		SA SANDPOINT 7.2			s 2:00	
		01810					10.1	203.7	2MT	ALGOMA 6.7				
	10,828	01817					17.6	210.4		COCOLALLA 12.6				
	13,247	01830					31.5	223.0		ATHOL 7.3				
	10,600	01837					37.7	230.3		RAMSEY 5.7				
	9,156	01843					45.5	236.0		RATHDRUM 1.4				
		01845					47.0	237.4		HAUSER 5.6				
J		01850					51.5	243.0		HAUSER JCT. 5.8				
	10,095	01855					57.9	248.8		OTIS ORCHARDS 5.9				
		01861			12:47AM		63.3	254.7	2MT	IRVIN 3.3				
Y		01865					66.6	258.0		PARKWATER 1.5				
BKRTXYZ		01866			12:52		68.1	259.5		YD YARDLEY 1.6			12:46	
IJXY							69.7	261.1		CG UP TOWER 1.9				
BIKRYX		01870		1:45AM	s 1:15 1:50		71.5		DT	SF SPOKANE 1.0		As 12:01AM	s 12:40	
J		01877		A 1:48AM	A 1:53AM	46	0.0	263.0		SUNSET JCT.		11:40PM	11:55PM	
							1.1	264.0						

(This Subdivision continued on next page)

Continued from First 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.

Train Dispatcher Calls—Whitefish-01, East Portal Flathead Tunnel-02, Flathead Tunnel-03, West Portal Flathead Tunnel-04, Blue Mountain-06, Moxie Springs-07, Sand Point East-08, Sand Point West-09.

\* Columbia Falls to Somers 29.4

# 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Passenger	Freight
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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.
Whitefish—trains or engines through turnout west yard lead switch.....	35 MPH.	35 MPH.
Parkwater—trains through dual control switch turnouts.....	35 MPH.	35 MPH.

## Up to 100 Tons O/B      Over 100 Tons O/B

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.
Trains or engines through siding turnouts at following locations .	35 MPH.	35 MPH.
Vista                      Tamarack              Yakt                      Boyer		
Lupfer                    Fisher River            Leonia                   Ramsey		
Radnor                   Riverview              Crossport               Algoma		
Brimstone              Ripley                  Bonners Ferry          Cocolalla		
Twin Meadows          Libby                   Rathdrum                Athol		
Rock Creek              Kootenai Falls        Naples                   Hauser		
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.
Columbia Falls and Kalispell .....		40 MPH.
Kalispell, over Main Street crossing .....		5 MPH.
Kalispell and Somers .....		10 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains .....		45 MPH.
SP 508400-508999		
Item 1A, All Subdivisions, applies between Columbia Falls and Somers.		

# 2. Bridge, Engine and Heavy Car Restrictions—

**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 1-1980 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 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 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.

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.

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.

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

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.

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. **Parkwater and Yardley**—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. **Restricted Clearances**—Bridges C7.9, 7.8 and 7.9, located 3200 ft. east of Millwood, has restricted side clearance.

15. **Crossovers on Double Track**—

**Facing Point:**

MP 1211.7 Columbia Falls  
MP 0.2 West end  
Passenger Yard,  
Spokane  
MP 69.8 UP Tower

**Trailing Point:**

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

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

Algoma	Athol	Rathdrum
Cocolalla	Ramsey	Otis Orchards

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

18. **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—**

Olney—	MP 1236.6	Leonia—	MP 1354.0
Fisher River—	MP 1296.1	Bonniers Ferry—	MP 1366.2
Libby—	MP 1317.2	Boyer—	MP 1398.4
Yakt—	MP 1341.6		

**Failed Equipment Radio Reporters—**

Granite—	MP 22.6	Swamp Creek—	MP 1259.1
Ramsey—	MP 38.5	Rock Creek—	MP 1276.4

WESTWARD	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		EASTWARD
				27	7						8	28	
				NRPC Daily	NRPC Daily						NRPC Daily	NRPC Daily	
J			01877	A 1:48AM	1:53AM	37	1481.0	0.0	SUNSET JCT. 0.8	CTC	A 11:55PM	A 11:40PM	
J			01878	(See Port.	1:55		1481.6	0.8	LATAH JCT. 7.8		11:53	(See Port.	
	7,602	01883		1st Sub.)			1489.8	8.6	LYONS 9.5			1st Sub.)	
	7,935	01893					1499.3	18.1	ESPANOLA 12.2				
	7,383	01905					1510.8	30.3	EDWALL 9.1				
		01914			2:40		1520.2	39.4	BLUESTEM 7.5		11:11		
XY	W3,426	01922			2:48		1527.7	46.9	HARRINGTON 15.1	ABS Rule 251- 254	11:03		
		01937			3:05		1542.9	62.0	LAMONA 10.2		10:49		
	9,423	01947					1553.2	72.2	ODESSA 12.5				
	9,614	01959					1565.6	84.7	GIBSON 10.4				
	8,794	01970					1577.0	95.1	WILSON CREEK 13.1				
	10,774	01983					1588.8	108.2	ADRIAN 10.0				
		01993			s 3:55		1599.3	118.2	EPHRATA 5.1	CTC	s 9:55		
	10,381	01998					1603.8	123.3	NAYLOR 11.2				
BK	10,536	02009					1615.5	134.5	QUINCY 10.8				
	7,914	02020					1628.3	145.3	TRINIDAD 9.3				
J	8,135	02030					1635.0	154.6	COLUMBIA RIVER To Mansfield 60.3				
		02035					1640.1	160.2	ROCK ISLAND 3.3				
	4,998	02038			4:45		1643.3	163.5	MALAGA 6.9				
BJKRTYZ		02044			As 5:00AM		1650.2	170.4	WC WENATCHEE	ABS	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 East-27

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted		Up to 100 Tons O/B	Over 100 Tons O/B
	Passenger	Freight		
Sunset Jct. and Wenatchee.....	79 MPH.	60 MPH.		
Lamona and Bluestem against current of traffic .....	49 MPH.	40 MPH.		40 MPH.
Latah Jct., turnout to Portland Fifth Subdivision.....		35 MPH.		45 MPH.
Trains or engines through siding turnouts at following locations ....		35 MPH.		
Edwall                      Adrian				
Odessa                     Columbia River				
Gibson                    Malaga				
Wilson Creek            Espanola				
And ends of double track Lamona and Bluestem.				
Wenatchee #1 crossover.				
Through siding turnouts at following locations .....		30 MPH.		
Lyons                      Quincy				
Naylor                    Trinidad				
Wenatchee—crossover west end of yard		30 MPH.		
Wenatchee and Appleyard	Up to 100	Over 100		
Engines of eastward freight trains passing signal 1649.4 .....	Tons O/B	Tons O/B		
Engines of westward freight trains passing signal: 1601.1 .....	55 MPH.	50 MPH.		
Trinidad Absolute Signal 46W MP 1627.0.....				
Trinidad and Columbia River:				
1629.9.....				
1631.7.....				
Malaga Absolute Signal 42W at MP 1643.7.....				
Appleyard Absolute Signal 41W at MP 1646.7.....				
Columbia River and Mansfield .....			40 MPH.	30 MPH.
Wenatchee—MP 1652.7 and MP 1650 on W.O. main yard track .....				10 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains .....				25 MPH.
SP 508400-508999				45 MPH.
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 (Sunset 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—**

<b>Facing Point—</b>	<b>Trailing Point—</b>
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

WEST WARD	3rd Subdiv BRANCH LINE STATIONS Office Calls					
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Boyer
	JTY		01803	37	1401.2	0.0
	TY		01803		1401.9	1.3
		6,209	61917		1415.7	14.7
			61925		1424.2	22.9
	JY	6,765	61931		1431.3	29.5
	BOYER 1.3					
	NORTH SANDPOINT 13.4					
	LACLEDE 8.2					
PRIEST RIVER 6.6						
NEWPORT						

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

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

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

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From UP Tow- er	4th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	IJXY						CG	UP TOWER	
	AY		61972	37	1476.7	0.0		3.7	ABS
			61968		1473.0	3.7		HILLYARD	
					1468.1	8.6		MEAD	ABS Rule 261-264
	JY		61963	376	13.8	12.8		DEAN	
	Y	2,573	62012		26.4	25.4		DEER PARK	
		2,062	62025		38.4	37.4		LOON LAKE	
		4,080	62043		56.5	55.4		VALLEY	
	Y	3,990	62050		64.2	63.2		CHEWELAH	
			62073		87.1	86.1		COLVILLE	
	BJKR			377	95.6			KETTLE FALLS	
	TUYZ		62081		0.0	94.6		WEST KETTLE FALLS	
			62204		4.4	99.3		BOYDS	
		1,320	62212		11.8	106.7		BARSTOW	
		1,800	62217		17.2	112.1		DULWICH	
		2,100	62222		22.3	117.2		LAURIER, WA.	
				392	33.0			GRAND FORKS, B.C.	
		600	62234		33.0	127.9		DANVILLE, WA.	
	JRTY		62246		47.0			CURLEW	
				377	48.6			TORBOY	
		600	62249		48.6	142.2		SAN POIL	
		900	62259		59.0	152.6			
		2,040	62276		75.0	168.6			
	R		62277		75.9	169.5			

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.

# 1. **Speed Restrictions—** **Zone—Between** **Maximum Speeds Permitted**

UP Tower and Danville ..... 40 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)—None**

## 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 west 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 westward 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—**Train or engine movements between Absolute signal 1471.7 and UP manual interlocking will be controlled and authorized by control operator at UP Tower. Eastward trains or engines 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 1471.7

## 9. **Between Valley and Dean—**Eastward 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(B), paragraph 6, sections a, b and c of the Air Brake and Train Handling Rules, Form 15338.

## 10. **Between Kettle Falls and Dean—**Eastward 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 West: 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.

- 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) cars. All other US restrictions apply.

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

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

17. **Yard Limits**—In effect between—

Kettle Falls and Boyds-MP 1 and MP 8.  
Hillyard and U.P Tower-Helena Street Spokane and Absolute Signal 1471.7.

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

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.

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hauser Jct.	6th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
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	12.5			
					22.8				
				382	23.2				
					27.3				
TY			62713	375	25.8				
					26.0				
				382	32.6				
					33.3				

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

1. **Speed Restrictions**—

**Zone—Between** Maximum Speeds Permitted

Hauser Jct. and Post Falls ..... 25 MPH.  
Post Falls and Coeur d'Alene ..... 12 MPH.  
Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

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

3. **Train Register Exceptions**—

**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 Hauser Jct. and Coeur d'Alene.

7. **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.

8. **Interlockings and Railroad Crossings not Indicated at Station**—Coeur d'Alene—SI Crossing MP 31.6

### 5th Subdivn BRANCH LINE STATIONS Office Calls

5th Subdivn BRANCH LINE STATIONS Office Calls						
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cheney	
JTY		63014	378	0.0	0.0	CHENEY 26.8
	1,420	62327		26.8	26.8	REARDAN 14.9
T	1,136	62341		41.7	41.7	DAVENPORT 22.7
	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.

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 ..... 12 MPH.  
Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

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

WEST WARD	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		EAST WARD
	JTY		63007		0.0	0.0	MARSHALL	26.9	
	J	2,502	63227		26.7	26.9	ROSALIA To Spring Valley 5.8 To Balder 4.8	10.9	
	U	1,643	63238		37.6	37.8	OAKESDALE	11.9	
	U	2,668	63250		49.4	49.7	GARFIELD	9.6	
	JY	1,368	63259	384	59.1	59.3	PALOUSE To Viola 6.6	16.6	
	BKRY	3,845	63276		75.7	75.9	PN PULLMAN	1.5	
	JTY		63277		77.1	77.4	PULLMAN JCT.	8.6	
	Y		63286		85.9	86.0	MOSCOW	13.6	
		2,127	63299		99.5	99.6	TROY	11.5	
		1,898	63311		111.0	111.1	KENDRICK	12.6	
					123.5				
	J	1,826	63323	459	123.5	123.7	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.

### 1. Speed Restrictions—

#### Zone—Between

#### Maximum Speeds Permitted

Marshall and Arrow.....	40 MPH.
Marshall—Trains and engines through turnouts.....	25 MPH.
Within corporate limits:	
Spangle, Rosalia, Oakesdale, Palouse .....	25 MPH.
Pullman and Moscow .....	12 MPH.
Garfield .....	10 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	10 MPH.
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.
Palouse and Viola .....	25 MPH.
Rosalia and Balder .....	25 MPH.
Rosalia 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.

Palouse—Grain Growers spur restricted to one locomotive.

Between Rosalia and Spring Valley and Rosalia 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 Rosalia and Spring Valley and Rosalia 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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Keremeos	8th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
			66875	393	161.1	0.0	KEREMEOS		
			66870		156.9	4.2	CAWSTON, B. C.		
			66858		144.0				
				390	144.0	17.1	CHOPAKA, WASH.		
					121.4				
T	2,876	66836			135.7	38.3	OROVILLE		
Y	3,386	66795		387	95.7	79.8	MK OMAK		
	2,857	66791			91.5	84.0	OKANOAGAN		
	2,549	66764			65.0	110.5	BREWSTER		
	5,710	66758			58.9	116.7	PATEROS		
	3,114	66738			38.9	136.7	CHELAN		
	3,224	66720			20.4	155.2	ENTIAT		
Y		66702			2.6	172.3	OLDS		
BJKR TXYZ			02044		0.0	175.6	WC WENATCHEE	ABS	

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

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Wenatchee and Oroville ..... 40 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**  
Oroville—Rule 83(B) does not apply.
- 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.
- Oroville—Keremeos—**Track is out of service between MP 124.0 and MP 160.0.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bovill	9th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	JRTY		70048	396	47.9	0.0	BOVILL		
	BRYZ		70012		11.2	34.1	POTLATCH		
	JY		63259		0.0	47.6	PALOUSE		

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

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Boville and Palouse ..... 12 MPH.  
Trains or engines handling wrecking derricks and outfit cars ..... 10 MPH.  
Through turnouts and siding switches ..... 10 MPH.  
On mill and log tracks ..... 6 MPH.  
Palouse, within corporate limits ..... 8 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
- Train Register Exceptions—**Ninth Subdivision trains will register at Potlatch and Boville.
- Clearance Provisions and Exceptions—**  
Rule 83(B) does not apply to trains originating Ninth Subdivision.
- 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.
- Yard Limits—**Continuous yard limits in effect.
- Potlatch—**Engines must not run over live rails on scale track.
- Boville—**Siding east of crossover must be kept clear.
- Public Crossings—**Must not be blocked for more than 10 minutes.

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Stryker	<b>10th Subdivn BRANCH LINE STATIONS</b> Office Calls		EAST WARD
	JT	4,946	01631	389	1248.5	0.0	STRYKER	11.5	
		2,867	61663		1260.6	11.5	FORTNE	11.7	
		3,370	61675		1273.0	23.2	EUREKA		

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

**1. Speed Restrictions—  
Zone—Between**

**Maximum Speeds Permitted**

Stryker and Eureka .....	25 MPH
MP 1271-end of track .....	12 MPH
MP 1251.4-MP 1251.6 .....	12 MPH
MP 1256.1-MP 1256.4 .....	12 MPH
Item 1a. All Subdivisions, applies.	

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

Items 5b, c and d not permitted.

**3. Train Register Exceptions—None.**

**4. Clearance Provisions and Exceptions 83(B)**

Stryker—Rule 83(B) does not apply.

**5. Rule 99—Unless otherwise provided protection against following trains is not necessary. When required to flag, distance will be 1 mile.**

**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)—**

Kettle Falls—All trains must obtain clearance.

**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. 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 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.

**7. Northport to Waneta and Laurier to Danville—**

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

**8. 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%.

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

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

**10. Yard Limits—In effect between Kettle Falls and Evans MP 96 and MP 107.**

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

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

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

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Nelson	<b>11th Subdivn BRANCH LINE STATIONS</b> Office Calls		EAST WARD
	BCFKOQ RTWY		62185	391	200.0 137.8	0.0	BC	NELSON 5.5	

BETWEEN TROUP JCT. AND NELSON CP RAIL TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.

JT	62180	391	132.3						
			194.5	5.5				TROUP JCT.	
RY	62151		164.8	35.2				SI SALMO	24.4
			140.4						
	62128	376	139.7	59.6				WANETA, B.C.	2.1
			138.3						
	62124		138.3	61.7				BOUNDRY, U.S.	8.8
	3,009		129.5	70.5				NP NORTHPORT	9.5
	2,224	62105	120.0	80.0				DOLOMITE	14.1
	1,844	62092	105.6	94.1				EVANS	9.9
BJKRTY	62081		95.7	104.0				MF KETTLE FALLS	

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

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

**1. Speed Restrictions—  
Zone—Between**

**Maximum Speeds Permitted**

Kettle Falls to Waneta .....	10 MPH.
Waneta to Nelson, B.C. ....	12 MPH.
Northport-Wye track .....	8 MPH.
Item 1A, All Subdivisions, applies.	

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>							
61605 Lasalle	5.5 from Columbia Falls	40	Both	62347 Rocklyn	6.3 west of Davenport	21	Both
61610 Associated Seed Growers	10.8 from Columbia Falls	6	East	62381 Govan	6.6 west of Wilbur	15	Both
61611 Montana Saw Service Co.	11.1 from Columbia Falls	5	East	62390 Hanson	3.6 west of Almira	15	Both
61612 C & C Plywood Corp. on spur	11.8 from Columbia Falls	27	Both	62397 Hartline	9.1 west of Almira	17	Both
61613 Northwestern Lbr. Co. Spur	13.0 from Columbia Falls	47	East	62404 Cement	4.2 east of Coulee City	48	Both
61614 Carter Oil Co. Spur on spur	13.1 from Columbia Falls	9	East	62406 Odair	2.1 east of Coulee City	86	West
61617 Kalispell on spur	14.4 from Columbia Falls	Yard	Both	<b>6th Subdivision</b>			
61619 Monarch Lbr. Co. on spur	19.6 from Columbia Falls	8	East	62625 Alpine Sales Spur	26.4 east of Spokane	5	East
61622 Balls Crossing on spur	20.1 from Columbia Falls	11	East	62626 Huetter	27.7 east of Spokane	15	Both
61625 Somers on spur	24.9 from Columbia Falls	Yard	Both	62629 Atlas	28.4 east of Spokane	37	Both
01596 Half Moon (E. Trk)	4.7 east of Whitefish	46	West	62630 Gibbs	30.5 east of Spokane	7	Both
01618 Olney	5.5 west of Lupfer	75	Both	<b>7th Subdivision</b>			
01644 Swamp Creek (3 Trks)	3.1 east of Twin Meadows	83	East	63211 Spangle	11.5 west of Marshall	55	Both
01713 Zonolite Spur	4.8 east of Libby	49	East	63212 Harris Pine Mill	12.8 west of Marshall	2	East
01756 Katka Spur	6.5 east of Crossport	18	East	63220 Plaza	21.2 west of Marshall	9	Both
01772 Moravia	4.9 west of Bonners Ferry	21	East	63811 Balder on spur	4.8 from Rosalia	13	West
01790 Samuels (Cedapine Veneer)	10.0 east of Boyer	9	East	63644 Spring Valley on spur	5.8 from Rosalia	Yard	Both
01791 Emerson Spur	Off W.I. Forest Prod. Spur	15	West	63232 McCoy	5.2 west of Rosalia	10	Both
01792 W.I. Forest Prods. Spur	7.8 east of Boyer	15	West	63235 Flaig	8.2 west of Rosalia	7	East
01793 Colburn	7.2 east of Boyer	122	Both	63243 Belmont	5.3 west of Oakesdale	56	Both
01858 Velox	1.1 east of Irvin	20	West	63244 Farmington	6.0 west of Oakesdale	20	East
01860 Trentwood	0.5 east of Irvin	30	Both	63247 Eden	10.3 west of Oakesdale	47	Both
62607 Millwood	7.2 east of Spokane	9	Both	63686 Viola on spur	6.6 from Palouse	27	Both
62613 Green Acres	13.6 east of Spokane	9	Both	63266 Fallon	6.8 west of Palouse	32	Both
<b>2nd Subdivision</b>				63267 Madson	8.1 west of Palouse	5	West
01879 Highland Spur	2.7 east of Lyons	Yard	West	63271 Whelan	5.2 east of Pullman	11	Both
01889 Fairchild Storage Track	4.1 east of Espanola	100	Both	63692 Joel	6.5 west of Moscow	24	Both
01896 Geiger Field on spur	4.7 from Fairchild	Yard	West	63297 Howell	10.7 west of Moscow	27	East
01899 Waukon	5.7 east of Edwall	55	Both	63315 Juliaetta	4.0 west of Kendrick	14	Both
01909 Canby	3.7 west of Edwall	29	Both	<b>8th Subdivision</b>			
01928 Mohler	6.7 west of Harrington	55	Both	66832 Cordell Pit	4.3 west of Oroville		
01932 Downs	4.7 east of Lamona	49	Both	66829 Taylor Spur	6.9 west of Oroville	19	Both
01942 Nemo	4.8 east of Odessa	22	Both	66825 Ellisforde	11.0 west of Oroville	53	Both
01956 Irby	8.9 west of Odessa	25	Both	66819 Tonasket	16.9 west of Oroville	34	Both
01963 Marlin	6.6 east of Wilson Creek	39	Both	66815 Janis	21.7 west of Oroville	48	Both
01978 Stratford	7.8 west of Wilson Creek	60	Both	66809 Barker	31.9 west of Oroville	32	Both
01991 Air Base	2.2 east of Ephrata	Yard	East	66804 Riverside	9.0 east of Omak	32	Both
02003 Winchester	5.1 west of Naylor	175	Both	66782 Malott	8.9 west of Okanogan	31	Both
02023 Trinidad Gravel Spur	3.1 west of Trinidad	53	West	66775 Wakefield Spur	11.5 east of Brewster	15	East
02033 Voltage	2.5 east of Rock Island	32	Both	66767 Chief Joseph	2.7 east of Brewster	34	Both
02036 Alcoa Spur on spur	1.2 west of Rock Island	Yard	West	66763 Braker	1.2 west of Brewster	5	Both
66905 Bon Spur on spur	5.4 from Columbia River	8	East	66750 Wells Dam Spur	8.0 west of Pateros	40	East
66915 Palisades on spur	15.7 from Columbia River	32	Both	66737 Chelan Falls	1.2 west of Chelan	36	Both
66931 Alstown on spur	31.2 from Columbia River	27	Both	66725 Winesap	5.8 east of Entiat	40	Both
66936 Douglas on spur	36.5 from Columbia River	22	West	66707 Rocky Reach	4.2 east of Olds	46	West
66943 Supplee on spur	43.5 from Columbia River	27	Both	66704 Welch	2.0 east of Olds	25	Both
66949 Withrow on spur	49.1 from Columbia River	45	Both	<b>9th Subdivision</b>			
66955 Touhey on spur	55.0 from Columbia River	27	Both	70035 Deary	12.3 west of Bovill	12	Both
66960 Mansfield on spur	60.3 from Columbia River	Yard	Both	70032 Vassar	16.8 west of Bovill	36	Both
<b>3rd Subdivision</b>				70026 Yale	22.1 west of Bovill	38	Both
61906 Dover (SI Conn)	3.3 west of North Sandpoint	19	East	70021 Harvard	9.0 east of Potlatch	21	Both
61921 Thama	4.7 west of Laclede	120	Both	70015 Princeton	3.9 east of Potlatch	8	Both
61924 Hedlund Lumber Co. Spur	0.8 east of Priest River	16	West	70008 Kennedy Ford	3.1 west of Potlatch	31	Both
61928 Albeni Falls on spur	2.7 east of Newport (1.5 long)	21	East	<b>10th Subdivision</b>			
<b>4th Subdivision</b>				61669 Tobacco on spur	5.2 west of Fortine	60	Both
61966 Davies Spur	1.5 west of Mead	34	East	<b>11th Subdivision</b>			
62067 Arden	6.7 east of Colville	47	Both	62176 South Nelson on spur	4.8 east of Troup Jct.	24	Both
62063 Metallurgical Chip Spur	9.9 east of Colville	14	West	62165 Hall on spur	14.9 east of Troup Jct.	14	Both
62059 Addy	9.1 west of Chewelah	17	Both	62158 Ymir on spur	22.1 east of Troup Jct.	9	East
62042 Lane Mtn. Silica Spur	1.0 east of Valley	29	Both	62156 Hardy Lbr. Co. Ltd. Spur	24.0 east of Troup Jct.	16	West
62041 Valley Lbr. Spur	1.7 east of Valley	9	West	62155 Louisiana Pacific Chip Track	24.1 east of Troup Jct.	13	Both
62040 Nanome	2.0 east of Valley	4	West	62154 Boulder Mill on spur	3.3 west of Troup Jct.	9	Both
62034 Cline	8.1 east of Valley	18	Both	62148 Erie on spur	2.3 east of Salmo	11	Both
62033 Allied Mineral	8.4 east of Valley	8	East	62145 Meadows on spur	5.6 east of Salmo	20	Both
62032 Springdale	9.6 east of Valley	20	West	62143 Benton Spur	7.6 east of Salmo	6	East
62018 Clayton	5.3 west of Deer Park	9	East	62140 Parks	10.0 east of Salmo	8	Both
62207 Plumb Creek Spur	2.7 east of West Kettle Falls	10	Both	62136 ATCO Spur	10.0 west of Waneta, B.C.	3	West
62208 Brauner Lbr. Co. Spur	3.0 east of West Kettle Falls	4	East	62135 Fruitvale	9.1 west of Waneta, B.C.	27	Both
62272 Pollard	4.8 east of San Poil	10	West	62132 Equipment Spur	6.0 west of Waneta, B.C.	3	East
62278 Gold Stake	6.1 east of Laurier	13	West	62130 Columbia Gardens	3.8 west of Waneta, B.C.	11	Both
<b>5th Subdivision</b>				62129 Quirk	2.3 west of Waneta, B.C.	20	Both
62310 Medical Lake	10.6 west of Cheney	24	Both	62112 Janni Spur	3.3 east of Northport	11	East
62321 Hite	5.6 east of Reardan	21	Both	62110 Cameron Spur	4.4 east of Northport	17	West
62334 Mondovi	7.3 west of Reardan	25	Both	62107 Marble	8.3 east of Northport	37	Both

## SPOKANE DIVISION

## RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Spokane	1	Continuous
Seattle Disprs. Office	1	Continuous
Havre	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	Unmanned
Flathead Tunnel	1	Unmanned
Rock Creek	1	Unmanned
Libby	1	6:00 am-10:00 pm Mon. thru Fri.
Troy	1	3:00 am-3:00 pm Mon. thru Fri.
Bonnars Ferry	1	Unmanned
Sandpoint	1	6:00 am-10:00 pm Mon. thru Fri.
Hauser	1, 2	Unmanned
Parkwater	1, 2	Continuous
Yardley	1, 2	Continuous
Erie Street	1, 2	Unmanned
Spokane	1, 2	Continuous
Newport	1	Unmanned
Hillyard	1, 2	Unmanned
Edwall	1	Unmanned
Harrington	1	Unmanned
Odessa	1	Unmanned
Wilson Creek	1	Unmanned
Ephrata	1	Unmanned
Quincy	1	9:00 am-6:00 pm Mon. thru Fri.
Wenatchee	1, 2	Continuous
Kettle Falls	1	Continuous except closed 4:00 pm Sat.-5:00 am Mon.
Pullman	1	6:00 am-3:00 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	Unmanned
Omak (Pitcher Mtn. Transmitter)	1	8:00 am-5:00 pm Mon. thru Fri.
Cheney	1	Unmanned Mon. thru Sat. 6:00 am-2:00 pm Sun.
Coeur d'Alene	1, 2	7:00 am-3:00 pm Mon. thru Fri.

## 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	

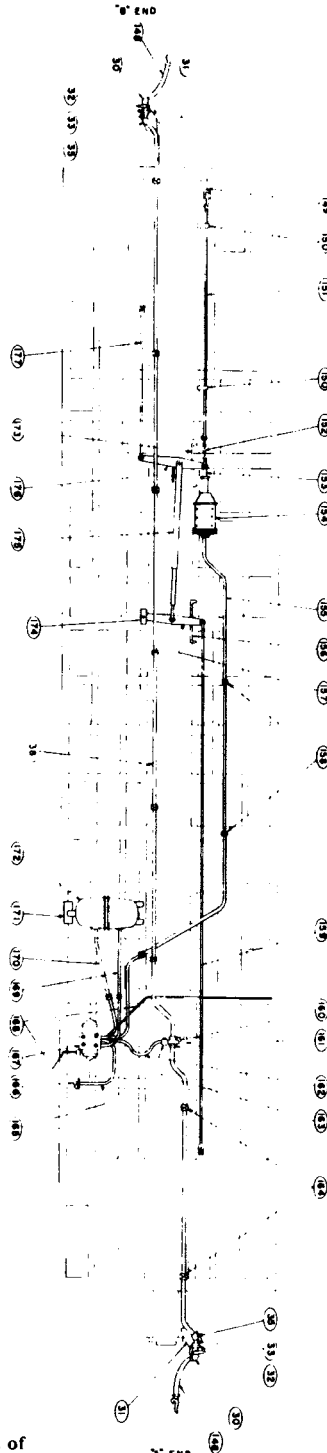
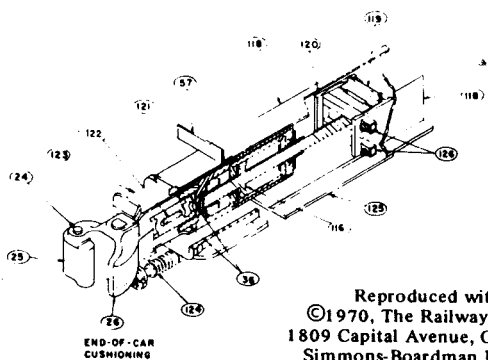
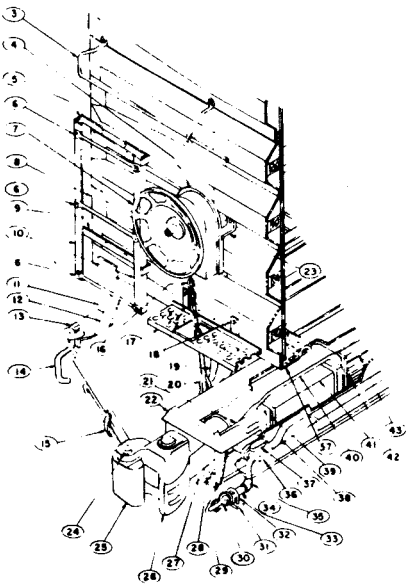
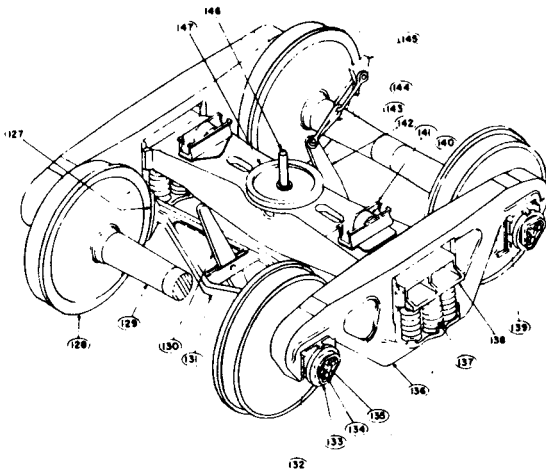
## BALLAST PITS

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

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
375	Huetter-Atlas	20.3 to 22.7
375	At Coeur d'Alene	25.9 to 26.0
382	Post Falls-Huetter	23.2 to 27.5
382	Atlas-Coeur d'Alene	29.5 to 32.5
382	At Coeur d'Alene	32.7 to 33.3
383	Balder-Spring Valley	40.0 to 50.6
386	Columbia River-Mansfield	0.0 to 60.7
388	Columbia Falls-Somers	1211.7 to 1236.9
459	East Lewiston-Lewiston	135.4 to 138.7
946	Palouse-Viola	76.0 to 82.8

# CAR CHART



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45 elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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## PACIFIC DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Wenatchee	1st Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				7						
				NRPC Daily					8	
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 BERNE 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 BARING 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				1781.2	118.5	W LOWELL 1.5		
J	12,517	02165				1782.7	120.0	PJ PA JCT. 0.1		
					50	1782.8	120.1	2MT PA PACIFIC AVE. 1.3	CTC	
		02166		s 8:05		1783.9	121.4	JN EVERETT 0.8		s 5:45
JX		02169				1784.7				
						32.1	122.2	EJ EVERETT JCT. 3.8		
X		02172				28.3	126.0	2MT MU MUKILTEO 0.5		
						27.8	126.5	MP MP 28 1.7		
						27.1	128.2	2MT PM MP 27 8.4		
						17.8	136.6	EE EAST EDMONDS 0.2		
		02182		s 8:30		17.6	136.8	DR EDMONDS 1.7		s 5:21
						15.9	138.5	WE WEST EDMONDS 8.2		
						7.7	146.7	ME MP 8 0.4		
						7.1	147.1	MA MP 7 0.7		
I		02193		8:43		6.4	147.8	2MT BD BALLARD 0.2		
I						6.2	148.0	DB DRAWBRIDGE 4 1.1		
						5.4	149.1	WS WEST END CTC 0.3		
I						5.1	149.4	RD 23rd STREET 0.2		
BIKRTY		02195		8:46		4.9	149.6	RB INTERBAY (Balmer Yard) 1.1	ABS Rule 261-264	5:00
I						3.3	150.7	GS GARFIELD STREET 2.1		
IJXY						1.4	152.8	2MT J NORTH PORTAL 1.4		
BIKRTXY		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

- | 1. Speed Restrictions—<br>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<br>operative dynamic brakes .....  |                          | 35 MPH. |
| Seattle—Over public crossings .....   |                          | 20 MPH. |
| Except between North Portal<br>(Vine Street) and Stacy Street<br>Yard (South Atlantic Street) on<br>waterfront .....  |                          | 10 MPH. |
| Seattle King St. Station—Through<br>turnouts .....  |                          | 10 MPH. |
| Seattle—trains handling Amtrak<br>Superliner bi-level cars while<br>passing umbrella sheds at King St.<br>Station .....                                     |                          | 5 MPH.  |
| Trains or engines between North<br>Portal and King St. Station,<br>Seattle  |                          |         |
| With the current of traffic .....   | 20 MPH.                  |         |
| Against the current of traffic .....  | 10 MPH.                  |         |
| Ballard—Over Bridge 4 .....   | 20 MPH.                  |         |
| Everett between West Switch Pacific<br>Ave. and P.A. Jct. ....  | 20 MPH.                  |         |
| Scenic and Skykomish:   |                          |         |
| Westward freight trains: between<br>West switch Scenic and MP<br>1729.0 while handling loaded C-6<br>covered hopper cars, or<br>exceeding 100 tons/OB ..... | 12 MPH.                  |         |
| Trains or engines through No. 20<br>turnouts at the following locations   | 35 MPH.                  |         |
| End of single track Mukilteo and<br>Edmonds .....   | 35 MPH.                  |         |
| Siding switches at:   |                          |         |
| Cashmere      Berne   |                          |         |
| Leavenworth      Scenic   |                          |         |
| Winton      Baring  |                          |         |
| Merritt      Gold Bar   |                          |         |
| Pacific Ave., Everett .....   | 20 MPH.                  |         |
| East siding switch Skykomish.   |                          |         |
| Interbay—Yard lead 23rd Street<br>MP 5.1 and end of single track<br>MP 3.3 .....  | 20 MPH.                  |         |
| Trains or engines through No. 15<br>turnouts at the following locations:  |                          |         |
| West switch Monroe  |                          |         |
| Turnout Olds Jct., west switch<br>Skykomish .....   | 20 MPH.                  |         |
| Turnout east siding switch Monroe .   | 20 MPH.                  |         |
| Turnouts PA Jct., Lowell Jct.,<br>Snohomish Jct. West, and<br>Snohomish Jct. East .....   | 15 MPH.                  |         |
| Empty bulkhead flat cars in the<br>following number series must<br>operate in secondary trains .....  | 45 MPH.                  |         |
| SP 508400 - 508999  |                          |         |
2. Bridge, Engine and Heavy Car Restrictions—None.
3. Train Register Exceptions—  
Interbay—Trains originating or terminating will register.  
Seattle (South Portal, King St. Station)—Trains originating or terminating will register at Relay Office.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—When flagging is required, distance will be 2.5 miles.
6. Seattle—Interlocking Rules King Street Tunnel 17—  
Trains and engines may make a forward or backward movement between North Portal and King Street Station without flag protection when signal indicates proceed. When signal indicates Stop a member of the crew will immediately contact control operator and be governed by his instructions.
7. Seattle—Grade Crossing Ordinances—Be governed by 3rd Subdivision Item 11.  
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.
8. Interbay—All trains and engines leaving Interbay yard tracks will contact control operator for authority to proceed and route to be used.
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.
10. Everett Jct.—Westward trains setting out must clear junction crossover switches unless train dispatcher authorizes otherwise.
11. Rule 268(A)—Following main track switches not equipped with electric locks, Rule 268(A) applies:  
Standard Oil spur, east switch, 2.2 miles west of Edmonds.  
McKinnon spur, 2.4 miles west of Monroe.
12. Yard Limits—Tracks between yard limit sign south of Kent MP 18.5, and east of Interbay operated as one yard.
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.
14. Instructions Governing Operation of Trains between Skykomish and Merritt—
- Skykomish—Strobe light under control of City Fire Department mounted at Main Street Crossing. When illuminated, an emergency exists and the crossing must not be blocked, and trains occupying the crossing must cut or clear it immediately.
  - 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.
  - Helper locomotive will cut in ahead of full rate tonnage, see Items 15 and 16.  
If instructed, helper locomotives for westward unit grain trains, will be placed behind the caboose.  
Helper locomotives will consist of not more than 12 powered axles unless otherwise authorized by train dispatcher.  
Helper locomotives will not utilize dynamic brake unless requested to do so by the road engineer.
  - The head end engine consist on eastward freight trains will operate in the sixth throttle position MP 1708.3 east switch Scenic to MP 1700.0 east portal Cascade Tunnel when four or more operable units are in consist. Throttle position seven is permissible with three operable units and throttle position eight is permissible with two or less operable units. Helper units will operate in the sixth throttle position.
  - East switch Berne to west switch Scenic.  
All wires must be considered energized.

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

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

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

h. If, for any reason eastward trains are stopped in tunnel, members of crew on both head end and rear end of train must communicate with each other, and the train dispatcher, and have a thorough understanding whether train will be backed out of tunnel or doubled 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.

Portable Radios assigned for tunnel service, use channel 2. If radio communication is inoperable, communication can be established, by use of the dispatchers' phones, which are located in each bay. In case of emergency, a train in the tunnel may make a forward or reverse movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except signal 1700.4. Train or engine crew will contact train dispatcher and advise the movement they are to make. Train dispatcher will line route for main track at Scenic or Berne and advise crew which route is to be used. In emergency conditions when communications fail, trains may make a reverse movement out of tunnel to Scenic or Berne passing all signals at restricted speed.

When a train is in the tunnel, the Train Dispatcher will insure main track or siding, between siding switches is clear at Scenic or Berne and alignment of switch is for the clear track to provide for a reverse movement.

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

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

j. Emergency Exits—Cascade Tunnel. Two foot by three foot doors 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 & 14    1 between Bays 19 & 20  
2 between Bays 14 & 15  
1 between Bays 15 & 16    Bays 1-5    1200 feet apart  
1 between Bays 17 & 18    Bays 5-17    2400 feet apart  
1 between Bays 18 & 19    Bays 17-21    1200 feet apart

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

k. Biopaks and Scott chin-styled gas masks are issued to crew members of trains running through Cascade Tunnel.

Biopaks are for emergency only, and will be placed on trains at the initial terminal and removed from trains at the final terminal on the First Subdivision.

l. In case of emergency, the following material is available:

LOCATION	DISPATCHER PHONE AIR HOSE, WRENCH & KNUCKLES TYPE E & J	SCOTT AIR PACKS	RAIL CLAMPS AND CHAINS
Telephone Booth Skykomish	X		
Telephone Booth Scenic	X		XX
CTC Bungalow E & W Scenic	X		
Bay 21	X		
Bay 20	X	X	
Bay 19	X		
Bay 18	X	XX	
Bay 17	X		
Bay 16	X	XX	
Bay 15	X		
Bay 14	X	XX	
Bay 13	X		
Bay 12	X	XX	
Bay 11	X		
Bay 10	X	XX	
Bay 9	X		
Bay 8	X	XX	
Bay 7	X		
Bay 6	X	XX	
Bay 5	X		
Bay 4	X	XX	
Bay 3	X		
Bay 2	X	X	
Bay 1	X		
CTC Bungalow E & W Berne	X		XX
Merritt Depot	X		

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

m. 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 return clamps and chains to the telephone bungalow, Scenic or CTC bungalow, Berne.

n. 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.

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

**Between Skykomish and Merritt—**

Trains of greater than 2900 trailing tons must handle empty cars 80 feet or longer in the rear 2900 tons, except when helper is cut into 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.

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

**16. Trailing Tonnage Restrictions—**

(See All Subdivisions Item 4A.)

Item 4A reading:

“EXCEPTION—Trains consisting entirely of cars 80 foot and longer, except caboose, are not restricted by this provision, etc.” is not applicable on the 1st Subdivision.

**17. At Wenatchee—Spokane Division instructions govern.**

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

**EASTWARD**

Interbay—	MP 6.0
Snohomish—	MP 1776.5
Goldbar—	MP 1749.2
Skykomish—	MP 1728.6
Scenic—	MP 1725.2
Scenic—	MP 1708.2
Cashmere—	MP 1661.6
Berne—	MP 1695.2

**WESTWARD**

Cashmere—	MP 1661.6
Berne—	MP 1695.2
Berne—	MP 1699.6
Scenic—	MP 1723.3
Scenic—	MP 1725.5
Skykomish—	MP 1727.6
Baring—	MP 1742.0
Monroe—	MP 1773.1
MP 8—	MP 8.0

**Other Failed Equipment Detector Locations—**

**EASTWARD**

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

**WESTWARD**

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

SOUTHWARD	Rule 8(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	DT	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		SK STILL CREEK	2.1	6:44
	XZ		15123	9:58		151.8	4.8		WN WILLINGDON JCT.	2.0	6:41
						149.8	6.8		SL SPERLING	1.8	
						148.0	8.6		PR PIPER	1.1	
			15118			146.9	9.7		BY BURNABY	.5	
						146.4	10.2		LC LAKE CITY	.3	
						146.1	10.5	2MT	NR NORTH ROAD	.7	
						145.4	11.2		BT BRUNETTE	.1	
				A 10:15PM		145.3	11.3		CP CP JCT	.2	6:30AM
						145.0	11.5		BD BRAID	.1	
	KY		15114			144.8	11.6		MN NEW WESTMINSTER	0.3	
						144.5	11.9		SC SPRUCE	1.6	
			15110			141.3	13.5		FA FRASER RIVER JCT.	1.4	
		5,908	15109		50	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	15.5	CTC
						120.4				10.8	
	Z		15091			119.5	34.8		WR WHITE ROCK, B.C.	1.0	
	RY	6,060	15088			119.4	35.8		BN BLAINE, WA.	7.3	ABS
	JRTY		15081			112.1	43.1		IN INTALCO To Cherry Point 8.9	5.9	
	BRY	6,600	15075			106.3	49.0		FD FERNDAL	9.0	
	BKRY		15067			97.0	58.0		HM BELLINGHAM	3.2	
	Y	6,347	15062			92.9	61.2		FN SOUTH BELLINGHAM	9.6	
		3,013	15053			83.1	70.8		SA SAMISH	3.8	
		6,384	15049			79.7	74.6		BO BOW	7.4	
	J	4,635	15042			70.9	82.0		BU BURLINGTON To Anacortes 16.6	3.9	CTC
		6,075	15038			66.8	85.9		MT MT. VERNON	12.4	
		6,381	15025			55.5	98.3		BX STANWOOD	9.7	
		6,846	15016			45.5	108.0		GL ENGLISH	3.6	
	J		15012			42.2	111.6		KR KRUSE JCT. To Darrington 34.5	3.4	
		2,557	15009			38.8	115.0		MS MARYSVILLE	2.7	

(This Subdivision continued on next page)

S O U T H W A R D	Rule 6(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	N O R T H W A R D
				29						16	
				VIA/CP2 Daily						VIA/CP1 Daily	
					50	37.0			DELTA JCT. To Bayside 2.4	CTC	
	JY		15008		408	10.9	117.7		1.8		
	Y		15005			9.1	119.5	PG	DELTA 1.9		
	JY		02165		407	0.0	121.4	PJ	PA JCT.	ABS	
	Y				50	34.6	120.1	TW	BAYSIDE To Delta Jct. 2.4		
	JY		02167			32.1	122.6	EJ	2.5 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

### (Canadian Operation)

#### 1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	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—Burrard Inlet Line .....		8 MPH.
Trains or engines through No. 20 turnouts, at the following CTC control points: .....		30 MPH.
Willingdon Jct. MP 151.80		
Sperling MP 149.80		
Piper MP 148.00		
Burnaby MP 146.90		
Lake City MP 146.40		
Trains or engines through No. 11 turnouts, at following CTC Control points: .....		15 MPH.
Spruce MP 144.50		
Braid MP 144.90		
Brunette MP 145.40		
North Road MP 146.10		
Lake City MP 146.40 (Lead switch from East Main 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.
SP 508400 - 508999		

Between Vancouver, B.C. and Brownsville, B.C.—Canadian Railway Transport Committee orders that BN trains/transfers do

not exceed 35 MPH between MP 156.00, Vancouver, and MP 139.50, 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 156.00, Vancouver, and MP 139.50, 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 139.50, without exception must be given a pull-by or standing inspection at MP 139.50 if handling one or more full carloads of hazardous material and at any point that a northward train/transfer between limits Brownsville, MP 139.50, to Vancouver, BC, MP 156.00 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 130.90 and MP 131.50 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 137.30 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.**—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.

Canadian Transport Committee requires that within Vancouver and Burnaby, B.C., MP 156.00 to MP 147.23, sounding of engine whistle except to prevent accident is prohibited at all highway crossings on the main track.

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

Slocan	— MP 153.90	Gilmore	— MP 152.35
Kaslo	— MP 153.80	Douglas	— MP 151.05
Renfrew	— MP 153.70	Sperling	— MP 149.95
Rupert	— MP 153.20	Piper	— MP 148.25
Boundary	— MP 152.80	Cariboo	— MP 147.23

Requirements on non-main track crossings are as follows:

Whistling is still required at following crossings located in Vancouver:

All crossings, Main Street to VLI interchange, inclusive.

Glen Drive crossings at Sea-Land complex.

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

1. **Still Creek Industrial Area—Vancouver, B.C.**

Two locations where our tracks cross Cornett Street (MP .04 and MP .17), Skeena Street (MP .30), and Eleventh Avenue (MP .29); also two locations where our trackage crosses over Hebb Avenue (MP .08 and MP .07).

2. **Burnaby, B.C.**

Head block MP 147.43 (Government Street MP .06).

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

3. **Lake City—Burnaby, B.C.**

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

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

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 144.50 and Willingdon Jct. MP 151.80, 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 136.90 and MP 151.80:

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

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

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

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

In transmitting and repeating Track and Time Limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the numeral is but one figure, it must be pronounced first, then spelled. The names of control points and direction must be pronounced then spelled.

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

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

When clearing Track and Time Limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, Track and Time Limits number and time cleared.

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

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

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

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

- (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.

### (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 ...		25 MPH.
Mt. Vernon to Burlington, MP 67.0 to MP 72.4 .....		20 MPH.
Bellingham—Over street crossings ..		10 MPH.
Intalco to Cherry Point .....		25 MPH.
South Bellingham.....		20 MPH.
Anacortes and Burlington .....		25 MPH.
Kruse Jct. and Darrington.....		25 MPH.

Through turnouts at:

English	Bow	
Stanwood	Samish	
Mt. Vernon	.....	20 MPH.
Locomotives in Groups G, H and I and 150-ton wrecking derricks over Bridge 10—Darrington Spur.....		10 MPH.
Cars weighing over 177,000 lbs. when coupled in groups of two or more over Bridge 61.1 Darrington Spur		10 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains .....		45 MPH.
SP 508400 - 508999		
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 derrails 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).  
 Industry Track Silvana.  
 Conway Feed and Pole Yard Spur.  
 Ferrymans 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 cut a sufficient distance east of "F" street crossing located at the old freight house so entire train will clear "F" street after pick-up is made.
11. **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. **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  
 Mt. Vernon— MP 67.5                  Brownsville— MP 139.1  
**Failed Equipment Radio Reporter—**  
 Stanwood MP 58.19.

SOUTHWARD ↓	Rule 6(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	DT	UD	SEATTLE (King St. Station) 3.3	ABS Rule 251- 254
	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	ORILLIA 4.1	
	XY		16010	5:51	11:26	7:21		16.3	16.3		KN	KENT 5.2	
	BJKRTXY		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	
	JTXY		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	38.2	38.2	RN	RESERVATION 1.1			
	BKRTXY		16031	s 6:26	s 12:01PM	s 7:56	52	40.1		2MT	TA	TACOMA 1.1	CTC
	IRXY		16033	6:27	12:02	7:57		0.0	39.3		NX	UP JCT. 2.4	
	XY		16036	6:31	12:06	8:01		0.3	40.4		ST	McCARVER ST. 2.3	
			16038					2.7	42.8		RU	RUSTON 1.8	
			16040					5.1	45.1		NB	NELSON BENNETT 3.2	
	X	S2,282	16043	6:39	12:14	8:09		6.7	46.9		SX	TITLOW 5.6	
	XY		16049	6:46	12:21	8:16		10.0	50.1		UO	STEILACOOM 8.8	
	JX	S 455	16057	6:54	12:29	8:24		15.6	55.7		NU	NISQUALLY 3.8	
	JXY		16061	6:58	12:33	8:28		24.4	64.5		SC	SAINT CLAIR 1.6	
	X	5543	16063					28.2	68.3		KO	KYRO 5.1	
	XY		16068	s 7:06	12:38	s 8:36	29.8	69.9	EO	EAST OLYMPIA 8.6			
	JX		16077	7:14	12:45	8:44	34.9	75.0	TN	TENINO JCT. 3.2			
							43.5	83.6					

(This Subdivision continued on next page)

SOUTHWARD	Rule 9(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS			Line Segment	Mile Post Location	Distance From Seattle	3rd Subdivn, Cont. MAIN LINE STATIONS Office Calls		ABS Rule 251-254
				797	11	795						
				NRPC Daily	NRPC Daily	NRPC 26 Daily						
			16080	7:17	12:48	8:47		46.7	86.8	DT	BC BUCODA 2.8	CTC
X			16084					49.5	89.6		WB WABASH 3.0	
								53.5	92.6		CENTRALIA NORTH 1.5	
BJKRTX	(1)4,023	16085		s 7:26	s 1:00	s 8:56		54.0	94.1		CENTRALIA 1.3	
								55.8	95.4		CENTRALIA SOUTH 2.4	
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 1.2	
								66.2	106.3		NAPAVINE SOUTH 5.1	
	(1)3,152	16104						71.3	111.4	2MT	WK WINLOCK 5.7	
X			16111					77.0	117.1		VA VADER 10.3	
X	(1)4,537	16120						87.3	127.4		CA CASTLE ROCK 8.5	
X	(1)4,000	16128					52	95.8	135.9		RP ROCKY POINT 1.5	
X	(1)5,190	16130		s 8:15	s 1:51	s 9:45		97.3	137.4		KS KELSO 1.6	
								98.9	139.0		KELSO SOUTH 2.2	
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 3.4	
								110.9	151.0		MP 111 5.7	
X			16150					116.6	156.7		WD WOODLAND 5.4	
X	(1)4,000	16155						122.0	162.1		RG RIDGEFIELD 1.6	
								123.6	163.7		RIDGEFIELD SOUTH 9.1	
								132.5	172.8		VANCOUVER JCT. NORTH 0.5	
JX			16166	8:47	2:25	10:17		133.0	173.3		VJ RYE JCT. To Rye 3.5	
BJKRTX		12365		As 8:51PM	As 2:29PM	As 10:21AM		136.5	176.4		MX VANCOUVER	

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.

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

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

Train Dispatcher Calls—South Seattle-40, Auburn-42, Tacoma-43, Stellacoom-52, Chehalis-North-45, Chehalis-South-46, Kalama-47.

Length of Siding in Feet		3rd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS		
				796	14	798
				NRPC Daily	NRPC Daily	NRPC 25 Daily
		UD SEATTLE (King St. Station) 3.3		As 11:50AM	As 6:00PM	As 9:30PM
		G ARGO 4.6		11:37	5:35	9:13
		SS SOUTH SEATTLE 1.6				
		BI BLACK RIVER 2.7		11:29	5:25	9:05
		OR ORILLIA 4.1				
N1,635		KN KENT 5.2		11:22	5:18	8:58
		AY AUBURN 7.5		11:15	5:11	8:51
		SR SUMNER 1.5		11:07	5:04	8:43
	DT	MK MEEKER To Cascade Jct. 17.1	ABS Rule 251-254			
N10,047		PY PUYALLUP 6.3		11:02	4:59	8:38
		RN RESERVATION 1.1		10:54	4:52	8:30
		TA TACOMA 1.1		s 10:50	s 4:50	s 8:26
		NX UP JCT. 2.4		10:43	4:40	8:19
		ST MCCARVER ST. 2.3		10:39	4:37	8:15
	2MT	RUSTON 1.8	CTC			
		NELSON BENNETT 3.2				
N5,047		SX TITLOW 5.6		10:29	4:28	8:06
		UO STEILACOOM 8.8		10:23	4:22	7:59
		NU NISQUALLY 3.8		10:15	4:13	7:51
	DT	SC SAINT CLAIR 1.6	ABS Rule 251-254	10:12	4:09	7:48
		KO KYRO 5.1				
		EO EAST OLYMPIA 8.6		s 10:05	4:03	s 7:41
N3,136		TN TENINO JCT. 3.2		9:55	3:56	7:31

↑ NORTHWARD

(This Subdivision continued on next page)

1. Speed Restrictions—  
Zone—BetweenMaximum Speeds Permitted  
Passenger Freight

Seattle and Rye Jct.....	75 MPH.	50 MPH.
Seattle—King Street station, over switches.....		10 MPH.
Seattle—King St. Station— Trains handling Amtrak Superliner bilevel cars while passing umbrella sheds .....		5 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.
Except over Military Road South at MP 5.3 between Argo and South Seattle.....		40 MPH.
Argo interlocking .....	30 MPH.	20 MPH.
Argo and Wabash against the current of traffic .....	59 MPH.	49 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.

Maximum Speeds Permitted  
Passenger Freight

Black River interlocking .....	60 MPH.	40 MPH.
Trains or engines through No. 11 dual control switch turnouts at following locations .....		15 MPH.
Centralia Center Centralia North Chehalis Jct. to Twelfth Subdivision Longview Jct. South to Main 1 Siding		
Trains or engines through No. 16 turnouts at following locations ....		30 MPH.
Crossover north end Ruston Tunnel. Crossover south end Nelson- Bennet Tunnel.		
Trains or engines through No. 20 dual control switch turnouts at following locations .....		35 MPH.
Wabash Centralia South Chehalis Jct. Napavine Vader MP 85.0	Ostrander Kelso South Longview Jct. South MP 111.0 Ridgefield South Vancouver Jct. North	

Length of Siding in Feet	3rd Subdivn, Cont. MAIN LINE STATIONS Office Calls			FIRST CLASS			NORTHWARD
				796	14	798	
				NRPC Daily	NRPC Daily	NRPC 25 Daily	
N5,109	DT	BC BUCODA 2.8	ABS Rule 251-254	9:52	3:53	7:28	
		WB WABASH 3.0		9:49	3:50	7:25	
		CENTRALIA NORTH 1.5					
(2)4,291		CN CENTRALIA 1.3		9:45	3:46	7:21	
		CENTRALIA SOUTH 1.9					
(2)3,819		CS CHEHALIS 1.0					
		JO CHEHALIS JCT. 6.3					
(2)3,766		NA NAPAINE 1.2					
		NAPAINE SOUTH 5.1					
		WK WINLOCK 5.7					
(2)4,999		VA VADER 10.3					
		CA CASTLE ROCK 6.2					
(2)2,800		RP ROCKY POINT 1.5					
		KS KELSO 1.6		9:00	3:00	6:38	
		KELSO SOUTH 1.6					
		JC LONGVIEW JCT. 6.4					
(2)2,830	2MT	KA KALAMA 3.4	CTC				
		MP 111 5.7					
		WD WOODLAND 5.4					
(2)4,943		RG RIDGEFIELD 1.6					
		RIDGEFIELD SOUTH 8.9					
		VANCOUVER JCT. NORTH 0.5					
		VJ RYE JCT. To Rye 3.5 3.1		8:25	2:25	6:05	
		MX VANCOUVER		8:21AM	2:21PM	6:01PM	

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.

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

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, Stellacoom-52, Chehalis-North-45, Chehalis-South-46, Kalama-47.

	Maximum Speeds Permitted			
	Passenger	Freight		
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 .....			Engine Northward freight train passing signals:	Up to 100 tons O/B
Rye Jct. and Vancouver except		20 MPH.	39.0 .....	20 MPH.
Vancouver, over 39th Street crossing .....	75 MPH.	60 MPH.	38.4 .....	15 MPH.
Trains through the following dual control switch turnouts—		40 MPH.	24.0 .....	25 MPH.
Vancouver .....			11.4 .....	35 MPH.
Seattle and Tacoma—Engine Southward freight train passing signals:		12 MPH.	Portland and Tacoma—Engine Northward freight train passing signals:	40 MPH.
8.9 .....	Up to 100 tons O/B	Over 100 tons O/B	108.4 .....	35 MPH.
23.9 .....	45 MPH.	35 MPH.	103.6 .....	40 MPH.
35.7 .....		40 MPH.	103.8 .....	40 MPH.
Reservation Interlocking and signal			Empty bulkhead flat cars in the following number series must operate in secondary trains .....	45 MPH.
38.9 .....		20 MPH.	SP 508400 - 508999	

**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.

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 McCarver St. and Reservation and 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.

**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—**

Atlantic Street UP

Duwamish Avenue UP

Diagonal Wye

West Seattle Line: East Marginal Way, joint track crossing

Tacoma: Between Reservation and East 15th Street—UP

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

## 12. Between Argo and Spokane Street—

Former Colorado Avenue Line ..... Track 1  
Former Pacific Coast eastward track ..... Track 2  
Former Pacific Coast westward track ..... Track 3  
Outbound movements from Spokane Street to Argo will use Track 2 when practicable.

13. **Kent**—City ordinance prohibits switching operations over East Valley Highway (MP 14.1) near 212th Street between 6:30 a.m. and 9:00 a.m. and between 3:00 p.m. and 6:00 p.m.; the storage of cars; the stopping of cars during switching operations; the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.

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

15. **Puyallup**—Southward movements on third main may not activate crossing signal at Fifth Street. Flag by hand if necessary.

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

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

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

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

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

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

Grade crossings other than those listed above may not be blocked in excess of 10 consecutive minutes.

No switching operations are permitted on or across Puyallup Avenue and East 11th Street between 6:30 A.M. and 8:30 A.M. and between 3:30 P.M. and 6:00 P.M. except on Saturdays, Sundays and legal holidays.

17. **Between McCarver St. and Steilacoom**—Trains and engines moving against current of traffic after passing lunar indication governing crossover movement at end of CTC MP 6.6 or lunar indication governing movement over Bridge 14 may proceed as prescribed by Item 1 of this Subdivision.

**Between McCarver Street and Titlow and at King Street Station**—Multi-level loads of autos not exceeding 19 feet 0 inches ATR, 5 feet 1 inch wide are authorized for movement on Main Track One only through Nelson Bennett and Ruston tunnels and either track through Tunnel 17 King Street Station, without clearance message, after train dispatcher has been notified.

Cars exceeding 19 feet 0 inches ATR will be accompanied by a clearance message.

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

19. **Between Titlow and Steilacoom**—Maximum speed permitted southward freight trains moving against current of traffic on northward track passing signal 12.7 is 40 MPH when handling train with over 100 tons per operative brake.

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

21. Two main tracks are in service in CTC territory between Wabash and Vancouver, and in CTC territory through Ruston and Nelson-Bennett tunnels located between McCarver Street and Titlow.

No. 1 Main Track is the right hand track moving southward.  
No. 2 Main Track is the right hand track moving northward.

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

Main 2—MP 58.1—Chehalis—Darigold spur  
Main 1—MP 71.4—Winlock—Berry spur  
Main 2—MP 96.8—Kelso—Stock track  
Main 2—MP 115.7—Woodland—Down River Forest Products  
Main 2—MP 116.5—Woodland—House track, north and south end

23. 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.

24. 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.

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

Argo—	MP 1.2	Steilacoom—	MP 17.5
Steilacoom—	MP 11.2		

**Other Failed Equipment Detector Locations—**

Argo—	MP 6.0	Chehalis—	MP 57.0
Kyro—	MP 30.0	Woodland—	MP 113.5

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		EAST WARD
							CL	CLE ELUM	
	JT	14,620	13150	49	24.9	0.0		12.6	
	ITY	5,356	13163		38.1	12.6	EA	EASTON	
			13166		41.1	15.6	CB	CABIN CREEK	
			13167		42.1	16.6	UP	UPHAM	
			13172		46.5	21.0	MR	MARTIN	
		10,664	13175		50.0	24.2	SI	STAMPEDE	
	TY	6,994	13185		59.7	34.2	DM	LESTER	
		6,220	13192		67.1	41.4	MY	MAYWOOD	
		6,501	13199		73.8	48.9	EG	EAGLE GORGE	
	JTY		13206		81.3	55.6	PC	PALMER JCT. To Veazey 6.0	
		6,217	13207		82.3	56.8	GV	KANASKAT	
		6,281	13213		88.2	62.7	AR	RAVENSDALE	
		6,232	13220		94.3	69.6	CO	COVINGTON	
	Y	4,822	13228		102.0	77.0	GR	EAST AUBURN	
	BJKTY		16014		102.9	77.9	AY	AUBURN	

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

- Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Auburn and Palmer Jct. .... 25 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
Between Palmer Jct. and Veazey—  
Item 5d not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**  
Auburn—Rule 83B does not apply. Trains must receive authority from train dispatcher before entering Fourth Subdivision.
- Rule 99—Between Auburn and Palmer Jct.—**When flagging is required, distance will be 2.0 miles.
- Auburn—**Normal position of Wye/Jct. switch is lined and locked for Auburn Yard.  
Third Subdivision instructions govern.
- Ravensdale—**When cars are set out on siding spur, west switch must be lined for spur to serve as derail.
- 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.
- Between Palmer Jct. and Cle Elum—**Main track out of service between MP 81.0 Palmer Jct. and MP 24.9 Cle Elum.

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		EAST WARD
	URXY		16033	400	0.6	0.0	NX	UP JCT.	
	Y		67305		5.5	4.5	SU	SOUTH TACOMA	
	J	1,726	67309		8.9	7.9	LV	LAKEVIEW To Mobase 3.5	
			67403	401	2.9	11.1	TC	TILLCUM	
	T		67407		7.5	18.9	FL	FORT LEWIS	
	J		16057		11.6	30.6	NU	NISQUALLY	
			67313	400	12.4	11.4	OB	MOBASE To Lakeview 3.5	
			67315		14.1	13.1	HT	HILLHURST	
		2,660	67320		20.2	19.2	RY	ROY	
			67326		25.5	24.5	YM	YELM	
			67331		31.1	30.1	RI	RAINIER	
			67332		32.9	31.9	WT	WETICO	
	J	1,481	16077		40.2	39.2	TN	TENINO JCT.	

BN Radio Channel No. 1 in service on this 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.
DuPont—Within corporate limits	20 MPH.
Item 1A, All Subdivisions, applies.	

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

Item 5d not permitted.

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

#### 3. Train Register Exceptions—

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 Control Operator.

9. **Lakeview**—Normal position of junction switch is for South Tacoma-Nisqually 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.

# 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

**PLACARDS ARE IDENTIFIED BY:**

PLACARD	BACKGROUND COLOR	SYMBOL	U.N. HAZARD CLASS NUMBER
EXPLOSIVES A	Orange	Explosion	1. EXPLOSIVES
POISON GAS	White	Skull and crossbones	6. POISONOUS AND INFECTIOUS
ANY PLACARD	White	None	7. RADIOACTIVE
EXPLOSIVES B	Yellow	Explosion	1.1. EXPLOSIVES
FLAMMABLE GAS	Red	Flame	2. FLAMMABLE GASES
FLAMMABLE LIQUID	Red	Flame	3. FLAMMABLE LIQUIDS
FLAMMABLE SOLID	Red	Flame	4. FLAMMABLE SOLIDS
OXIDIZING	Yellow	Flame over a circle	5. OXIDIZING MATERIALS
POISON	White	Skull and crossbones	6. POISONOUS AND INFECTIOUS
RADIOACTIVE	Yellow	Radioactive symbol	7. RADIOACTIVE
COMBUSTIBLE	Red	Flame	3. COMBUSTIBLE

**U.N. HAZARD CLASS NUMBERS**

- EXPLOSIVES
- FLAMMABLE GASES
- FLAMMABLE LIQUIDS
- FLAMMABLE SOLIDS
- OXIDIZING MATERIALS
- POISONOUS AND INFECTIOUS
- RADIOACTIVE
- CORROSIVE
- MISCELLANEOUS (other regulated material)

**4-DIGIT ID. NUMBER**

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

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

**NOTES**

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

**MISSING PLACARDS MUST BE REPLACED.** LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.

- (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

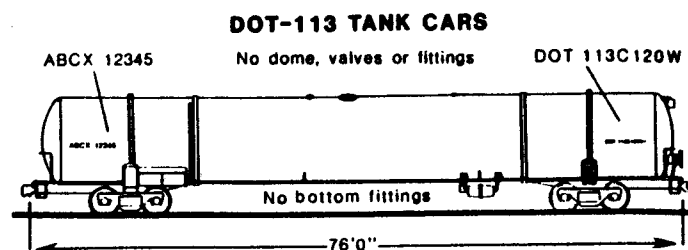
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 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).

WEST WARD	7th Subdiv BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Snohom- ish Jct. West	
	JTY		02159	408	1.2	0.0	SH SNOHOMISH JCT. WEST 1.2
	JY		65601		0.0		BT BROMART 7.4
		2,855	65608	403	37.6	1.2	MB MALBY 5.5
					29.9	8.6	CJ WOODINVILLE To Issaquah 18.9 To Kenmore 4.9 7.1
				405	24.7		KL KIRKLAND 4.4
	JTUY		65614		24.1	14.1	BV BELLEVUE 0.8
		2,495	65622		17.0	21.2	WU WILBURTON 5.7
		3,413	65626		12.7	25.6	QN QUENDALL 1.6
			65627		12.0	26.4	SO SCOPA 2.1
		1,676	65633	410	6.3	32.1	RT RENTON 2.2
	Y		65634		4.3	33.7	BI BLACK RIVER
	JY	3,660	65637		2.2		
	IJY		16004		12.2	35.8	
					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.

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

- Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Snohomish Jct. West and Black River..... 25 MPH.  
Item 1A, All Subdivisions, applies, except between MP 25.0  
(Woodinville) and MP 37.0 (Bromart.)
- 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 and Woodinville and Kenmore—Item 5c and d Woodinville and Vernon locomotives in Groups E and I and 250-ton wrecking derricks not permitted. Locomotives in Groups G and H restricted to one locomotive only.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**  
Snohomish Jct. West, Snohomish Jct. East and Black River  
—Rule 83(B) does not apply.
- Rule 99—**When flagging is required, distance will be 1 mile.
- Yard Limits—**Continuous yard limits are in effect between yard limits east of Scopa and Black River.
- Stacy Street—**Trains enroute Seventh and Eighth Subdivisions will register at Stacy Street.
- 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.
- 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.

- Issaquah—**Front Street crossing must be protected by flagman before crossing is occupied.
- Bromart—**Normal position of junction switch is from Seventh Subdivision toward Snohomish Jct. West.
- 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.
- Rule S-225—**Absolute block register territory in effect on the Industrial Spur between Woodinville and Issaquah. Register is located at Jct. Woodinville.

WEST WARD	8th Subdiv BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sno- qualmie Falls	
			65832	398	11.2	0.0	IQ SNOQUALMIE FALLS 3.2
			65835		8.0	3.2	NB NORTH BEND 8.0
				397	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
				410	2154.2		RT RENTON
			65922		22.7	28.2	
JRY	3,660	65637			12.1	38.4	

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

- Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Renton and Snoqualmie Falls ..... 25 MPH.  
Item 1A, All Subdivisions, applies.
- 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**  
Renton—Rule 83(B) does not apply.
- 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.
- Cedar Falls—**Normal position of west siding switch is for siding.
- Renton—**Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes.
- Rule S-225—**Absolute block register territory in effect between Renton and Snoqualmie Falls. Register is located in telephone booth at Renton Station.

WEST WARD ↓	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	
							SM	SUMAS To Lynden 11.0 6.4
	BJKRY	6,420	66089	403	127.2	0.0		
		654	66083		120.9	6.4	NK	HOOKSACK 9.4
		1,537	66073		111.4	15.8	DG	DEMING 7.9
		582	66065		103.5	23.7	AE	ACME 9.5
		1,850			94.1	33.2	TD	THORNWOOD 7.3
	JY		66305	409	86.8	40.5	WL	SEDRO WOOLLEY To Concrete 23.4 4.8
	J		15042		21.3		BU	BURLINGTON
					16.6	45.3	CTC	

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

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Sedro Woolley and Sumas..... 40 MPH.  
Item 1A, All Subdivisions, applies except where  
authorized speed is between 13 MPH and 21 MPH.
- 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**  
Burlington-Sedro Woolley—Rule 83(B) does not apply.
- Rule 99—**When flagging is required, distance will be 1.5 mile.
- Between Strandell and Everson—**  
MP 17.0 to MP 18.0, track out of service.
- Yard Limits—**Continuous yard limits in effect between Burlington and Sedro Woolley.
- 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 Woolley—MP 22.0 on south side of track opposite Carrol Spur switch.  
Sumas—MP 1.0 at Northeast corner of Barboe Road crossing.

WEST WARD ↓	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	
							DT	CN
	BJKRTY		16085	421	0.6	0.0		CN
	A		67602		2.2	1.6		BJ
		2,636	67606		6.8	5.8		GM
		2,281	67611		10.7	10.1		RH
	JT	3,376	67614		13.3			HK
			67619	402	28.4	13.0		OX
			67631		33.2	17.9		VE
	BJRTY	1,170	67633		46.7	31.4		EF
			67643		48.7	33.4		MO
	TY		67651		57.0	42.1		AJ
	BJKRY		67654		66.1	50.2		AB
					69.0	53.3		AB

BETWEEN ABERDEEN AND EAST COSMOPOLIS, UNION PACIFIC  
TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.

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

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Centralia and Aberdeen ..... 40 MPH.  
Centralia, Oakville, Elma, Montesano, Hoquiam, within  
corporate limits ..... 30 MPH.  
Locomotives in Groups G, H and I and 250-ton wrecking  
derricks:  
Over Bridge 2 near South Aberdeen Jct. .... 10 MPH.  
Aberdeen—Over streets and crossings..... 10 MPH.  
Cars weighing over 220,000 over Bridges 1 on eastward  
track, and 12.1 between Centralia and Gate ..... 20 MPH.  
Trains handling loaded air dump cars between Blakeslee  
Jct. and Elma ..... 35 MPH.  
Item 1A, All Subdivisions, applies except where  
authorized speed is between 13 MPH and 21 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
**Between Cosmopolis and Markham—**250-ton wrecking der-  
ricks 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Rule 99—**When flagging is required, distance will be 1.5 mile,  
except 1 mile between Cosmopolis and Markham.
- 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.
- 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.
- 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 westward on the U.P. Main 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 derails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.
12. **Yard Limits**—Continuous yard limits in effect as follows—  
Aberdeen Jct.—Hoquiam and Centralia—Blakeslee Jct.

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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bangor	11th Subdiv BRANCH LINE STATIONS Office Calls		EAST WARD
	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		
	J	2,924	67757		0.0		RJ BREMERTON JCT. To N.A.D. 5.3		
		2,623	67754		32.1	11.2	BF BELFAIR		
		2,622	67741	426	28.8	14.3	AN ALLYN		
	Y	2,627	67728		16.3	26.9	BS BAYSHORE		
					3.2	40.0	NS SHELTON		
	TUY		67725	425	0.1		MC MARMAC		
		2,710	67715		25.2	43.2	TI STIMSON		
		1,029	67710		14.6	53.9	ML McCLEARY		
	T		67708		10.1	58.3	EF ELMA		
	BJRTY		67633		7.5	60.9			
					0.0	68.4			

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

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

1. **Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Bangor, 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.  
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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Chehalis Jct.	12th Subdiv BRANCH LINE STATIONS Office Calls		EAST WARD
	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		

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

1. **Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Chehalis Jct. and South Bend ..... 40 MPH.  
Cars over 44 feet long weighing over 220,000 lbs.:  
Over Bridges 0, 2, 5, and 37 ..... 10 MPH.  
Cars over 38 feet long weighing over 177,000 lbs. when  
coupled in groups of two or more:  
Over Bridge 38 ..... 20 MPH.  
Over Bridges 0, 2, 5 and 37 ..... 10 MPH.  
Item 1A, All Subdivisions, applies except where  
authorized speed is between 13 MPH and 21 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Groups E, G, H and I and 250-ton wrecking derricks  
not permitted. Except locomotives in Group E GP 30, 35, 38, 38-2  
and Group D GP 39-2 are permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rules 83(B)—**  
**Chehalis 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 1.5  
miles, except 0.5 mile between Raymond and South Bend.
6. **Handling 80 Foot or Longer Cars—**  
All cars 80 foot or longer must be handled on rear of train.
7. **Rule S-225**—Absolute block register territory in effect between  
Adna and South Bend. Register is located in telephone booth at  
Chehalis Jct. switch.
8. **Yard Limits**—Continuous yard limits in effect between Chehalis  
Jct. and Adna.

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>							
02053 Monitor	3.6 east of Cashmere	135	West	67308 Hull Hardwood	1.1 east of Lakeview	2	East
02061 Dryden	3.1 east of Peshastin	100	West	67311 McChord Field	1.7 west of Lakeview	Yard	West
02067 Old Leavenworth	1.5 from Leavenworth	23	East	67312 Metreco	2.9 west of Lakeview	25	East
02144 Sultan	5.4 west of Goldbar	10	East	67314 Spanaway Spur	4.3 west of Lakeview	Conn.	Both
02155 McKinnon Spur	2.4 west of Monroe	4	East	67340 West Tenino	0.2 east of Tenino Jct.	23	Both
02174 Boeing Plant	1.8 from Mukilteo	Yard	West	67404 Camp Murray	1.5 west of Tillicum	15	East
02185 Standard Oil Co.'s Trks.	2.2 west of Edmonds	81	West	67406 Wegoe	3.3 west of Tillicum	15	Both
02186 Richmond Beach	3.6 west of Edmonds	65	Both	<b>6th Subdivision</b>			
<b>2nd Subdivision</b>				67514 Ohm Spur	0.8 east of Belmore	Yard	West
15108 Delta-Alaska Terminal	0.8 south of Brownsville	Yard	North	67512 Graystone Spur	2.7 west of Olympia	8	West
15106 Tilbury Line Jct.	0.4 north of Townsend	Conn.	North	Golden West Dist. Spur	2.0 west of Olympia	7	West
66503 Dow Chemical	3.0 from Tilbury Line Jct.	10	North	Georgia Pacific Spur	1.9 west of Lacey	10	West
66504 Tilbury Island Dock	4.1 from Tilbury Line Jct.	Yard	Both	<b>7th Subdivision</b>			
15104 Southern Peat Moss Ltd.	0.4 south of Townsend	11	Both	02158 Snohomish	1.1 from Bromart	45	Both
66565 Robert Bank on BCHRY	15.5 south of Colebrook	Yard	Both	66003 Machias	6.3 from Bromart	50	Both
15081 Cherry Point	8.9 from Intalco	Yard	Both	66009 Hartford	9.4 from Bromart	11	Both
15080 Custer	5.5 north of Ferndale	49	Both	Spectrum Glass Spur	2.0 east of Woodinville	8	East
15069 Noranda	4.1 south of Ferndale	11	South	65805 Douglas Palmer	5.3 east of Woodinville	14	East
Ferryman's Spur	3.1 north of Samish	2	South	65807 Redmond	6.5 east of Woodinville	10	Both
15046 Belleville Pit	5.3 north of Burlington	102	North	65815 Monohan	14.7 east of Woodinville	18	West
15041 MUB Station	1.4 north of Mt. Vernon	2	North	65817 St. Regis	17.1 east of Woodinville	13	West
15032 Fir	5.3 south of Mt. Vernon	20	South	65819 Issaquah	18.9 east of Woodinville	8	Both
15025 Twin City Foods	2.4 south of Stanwood	Yard	South	<b>8th Subdivision</b>			
15020 Silvana	5.5 south of Stanwood	20	Both	65838 Tanner	2.1 west of North Bend	3	West
15013 Pacific Grinding Wheel	1.0 north of Kruse Jct.	15	North	<b>9th Subdivision</b>			
66020 Edgecomb	3.8 north of Kruse Jct.	44	Both	66060 Wickersham	4.9 west of Acme	Conn.	West
66023 Arlington	6.9 north of Kruse Jct.	Yard	Both	66077 Lawrence	4.2 east of Deming	6	West
66111 Cascade Pole Spur	9.4 north of Kruse Jct.	12	South	66308 Cokedale Spur	3.1 east of Sedro Woolley	5	West
66120 Oso	18.9 north of Kruse Jct.	10	Both	66320 Supreme Cedar Prods	15.6 east of Sedro Woolley	7	East
66135 Andron	34.5 north of Kruse Jct.	Wye	Both	66317 Hamilton	11.7 east of Sedro Woolley	26	Both
66136 Darrington	35.5 north of Kruse Jct.	Yard	Both	66322 Birdview	16.9 east of Sedro Woolley	34	Both
66207 Whitney	6.9 north of Burlington			66326 Grassmere	22.2 east of Sedro Woolley	70	Both
66210 Whitmarsh	10.2 north of Burlington			66328 Concrete	23.4 east of Sedro Woolley	Yard	Both
66212 Fidalgo	12.3 north of Burlington	24	Both	66405 Hampton (MP 19.3)	6.0 from Sumas	Wye	Both
66216 Anacortes	16.2 north of Burlington	Yard	Both	66431 Everson (MP 18.0)	7.3 from Sumas	8	Both
<b>3rd Subdivision</b>				66410 Lynden (MP 5.3)	11.3 from Sumas	Yard	Both
02207 Rhodes	3.6 south of Argo	40	South	<b>10th Subdivision</b>			
16005 Old Black River (E. Trk.)	1.5 north of Orillia	19	North	67609 Briarwood	3.0 west of Grand Mound	5	West
16012 Thomas (W. Trk.)	1.9 south of Kent	8	South	67613 Wolfkill Spur	0.4 west of Rochester	9	East
16046 Pioneer	2.4 north of Steilacoom	60	North	67658 Hoquiam	3.5 from Aberdeen	Yard	Both
16047 Gravel Center	2.0 north of Steilacoom	30	North	67901 South Aberdeen Jct.	0.6 from Aberdeen via UP	25	Both
16048 West Tacoma (Cascade Paper)	1.2 north of Steilacoom	16	North	67902 South Aberdeen	0.7 east of So. Aberdeen Jct.	20	Both
16051 Ketron	2.1 from Steilacoom			67903 Cosmopolis	2.7 east of So. Aberdeen Jct.	8	Both
16071 Plumb (E. Trk.)	3.4 south of North Olympia	76	North	67913 Markham	10.5 west of So. Aberdeen Jct.	30	Both
16076 Tenino (E. Trk.)	0.5 north of Tenino Jct.	6	North	<b>11th Subdivision</b>			
68104 Longview	1.5 from Longview Jct.	Yard	Both	67802 Gorst	2.3 west of Bremerton	10	West
16142 North Pacific Grain Growers	1.5 south of Kalama	38	North	67801 Wesco	3.2 west of Bremerton	9	East
67016 Cascade Jct.	17.1 from Meeker	Yard	Both	67761 Pro-Gas	0.4 west of N.A.D.	4	West
67015 So. Priarie	15.2 from Meeker	Yard	Both	67752 South Belfair	2.6 west of Belfair	36	Both
67010 Crocker	10.7 from Meeker	Yard	Both	67724 Olympia Plywood	1.0 west of Shelton	10	West
67008 Orting	8.0 from Meeker	Yard	Both	67721 Cole Road Bldrs. Supply	3.7 west of Shelton	3	East
68152 Ampere	2.4 from Rye Jct.	20	North	67707 McCleary	0.7 from McCleary Jct.	Yard	Both
68154 Rye	3.5 from Rye Jct.	57	Both	67704 Whites	3.5 west of McCleary Jct.	10	West
<b>4th Subdivision</b>				<b>12th Subdivision</b>			
13154 Bullfrog	4.1 west of Cle Elum	20	Both	68005 Adna	4.7 west of Chehalis Jct.	7	West
13175 Sam Spur	0.7 east of Stampede	30	West				
65504 Roslyn	3.5 from Cle Elum	Yard	West				
67027 Veazey	6.0 from Palmer Jct.	Yard	West				
<b>5th Subdivision</b>							
67306 Weston	2.0 west of South Tacoma	26	East				

## YARD LINE SEGMENTS

## BALLAST PITS

### OTHER ROAD LINE SEGMENTS

(BCHB)

Base Stations	Channel	Hours in Operation	Wayside Stations	Channel	Hours in Operation
Seattle Disprs. Office	1	Continuous	Burlington	1	Unattended
New Westminster, B.C. Disprs. Office	1	Continuous	Seattle		
			Stacy Street Yard	1, 2	Continuous
			King St. Yard	1, 3	7:00 am-3:00 pm daily
<b>Wayside Stations</b>			South Seattle	1, 2	Continuous
Wenatchee West	1	Unattended	UP Black River Tower	1	Continuous
(Round Mtn)			Auburn	1, 3	7:00 am-3:30 pm Mon. thru Fri.
Cashmere	1	Unattended			
Merriitt	1	Unattended	Tacoma Yard	1, 3	Continuous
Berne	1	Unattended	UP Jct.	1, 3	Continuous
Cascade Tunnel	1	Unattended	Centralia	1, 2	Continuous
Scenic	1	Unattended	Chehalis	1, 2-UP	Unattended
Skykomish	1	Unattended	Longview Jct.	1, 2	Continuous
Monroe	1	Unattended	Longview	1, 2	Continuous
Everett		Continuous	Kalama	1, 2-UP	Unattended
Delta Yard	1, 2	Continuous	(Yakima)	1,	Continuous
Bridge 10 (Delta Jct.)	1, 2	Continuous	Olympia (Centralia)	1	Unattended
Depot	1, 2	Continuous	Renton (Stacy Street)	1	Unattended
Bayside Yard	1, 2	Continuous	Sumas	1, 2	7:00 am-9:00 pm daily
Mukilteo	1	Unattended	Aberdeen	1, 2	8:00 am-5:00 pm Mon. thru Fri.
Richmond Beach	1	Unattended			
Interbay	1, 4	Continuous	Elma (Centralia)	1	Unattended
Vancouver, B.C.	1	Unattended			
New Westminster, B.C.	1, 2	Continuous			
Blaine	1	Continuous			
Bellingham	1	Continuous			

## PORTLAND DIVISION

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Sunset Jct.	1st Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EAST WARD
				27						
				NRPC Daily					28	
	J		01877	1:48AM		1.1	0.0	SUNSET JCT. 1.6	CTC	A 11:40PM
		12,641	63002			2.6	1.6	EMPIRE 6.4		
	JTY		63007	1:57		9.3	8.0	MARSHALL 7.3	ABS Rule 261- 264	11:32
	JTY	5,711	63014	2:09		16.6	15.3	CHENEY 4.9		11:24
		4,558	63019	2:13		21.5	20.2	BABB 9.5		11:18
		6,289	63028	2:21		31.0	29.7	FISHTRAP 10.3		11:10
		6,373	63039	2:30		41.3	40.0	SPRAGUE 9.8		11:00
		6,277	63048	2:40		51.1	49.8	KEYSTONE 5.5		10:48
		2,535	63054	2:44		56.7	55.3	TOKIO 8.3		10:44
		5,658	63062	2:51		64.9	63.6	RV RITZVILLE 9.4		10:38
		6,326	63072	2:59	46	74.3	73.0	PAHA 7.7		10:29
		6,441	63079	3:06		82.0	80.7	LD LIND 7.9		10:23
		5,753	63087	3:17		89.9	88.6	PROVIDENCE 3.1	ABS	10:11
		2,619	63090	3:22		93.0	91.7	BEATRICE 4.9		10:05
		5,763	63095	3:27		97.9	96.6	CUNNINGHAM 12.3		10:00
	BJKY	W4,820 E5,097	63108	3:44		110.2	108.9	CN CONNELL 5.3		9:43
		2,576	63113	3:50		115.5	114.2	CACTUS 4.2		9:36
	J	6,784	63117	3:53		119.7	118.4	MESA To End of Track 10.4 8.7		9:33
		2,281	63126	3:59		128.4	127.1	ELTOPIA 5.0		9:26
		4,824	63131	4:03		133.4	132.1	SAGEMOOR 4.7		9:22
		6,231	63135	4:07		138.0	136.8	GLADE 7.6	ABS Rule 261- 264	9:19
	BIJKRTY		12143	As 4:15AM		145.6	144.4	RN PASCO		s 9:10PM

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.

Train Dispatcher Calls—Hill-61, Lind-62, Connell-63, Richland-64.

**1. Speed Restrictions—**  
**Zone—Between**

**Maximum Speeds Permitted**  
**Passenger Freight**

Sunset Jct. and Pasco ..... 79 MPH. 60 MPH.

Trains or engines through:

Siding Switches Empire, Crossover  
Marshall to Scribner and  
Spokane Division Seventh  
Subdivision Switch at Marshall  
and between Mesa and end of  
Track.....

25 MPH.

Lind and Beatrice—

Westward freight trains  
passing signal:  
90.9 .....

Westward freight trains between  
MP 84.0 and MP 90.0 Item 1A,  
all Subdivisions applies.

Up to 100  
tons O/B Over 100  
tons O/B  
40 MPH.

Empty bulkhead flat cars in the  
following number series must  
operate in secondary trains .....  
SP 508400-508999

45 MPH.

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

**Mesa and End of Track—**

Item 5d not permitted.

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

Ritzville—Six axle locomotives not permitted on east 500 feet of  
Greens Track and Wood Spur.

**3. Train Register Exceptions—**

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

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

**Sunset Jct.**—Rule 83(B) does not apply.

Rule 83(B) does not apply to trains entering at Marshall.

**Pasco**—Passenger train engineers will secure clearance at Pasco yard.

All trains secure Portland Division clearance at Yardley or Spokane.

Trains destined Spokane Division secure Spokane Division clearance at Pasco.

**5. Rule 99**—When flagging is required, distance will be 2.5 miles.**6. Between CTC Marshall and Cheney**—Rules 261-264 in effect from East Siding Switch Cheney to CTC Marshall.

All trains or engines before entering Rules 261-264 territory between CTC Marshall and absolute block signal, Cheney, must secure authority from operator on duty at Spokane Relay, before entering this territory. Operators will be governed by instructions of train dispatcher before granting authority for movement. Train orders or numbered clearance not required for extra trains or engine movements.

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 operator at Pasco yard. 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**—All outbound trains after security clearance and orders will secure verbal authority from Pasco yard Telegraph 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.

**9. Sidings**—Connell: North siding is eastward; south siding is westward.**10. Sunset Jct. to Cheney**—is under jurisdiction of Spokane Division Superintendent.**11. The following Failed Equipment Detectors protect bridges, tunnels or other structures**—None.

**Other Failed Equipment Detector Locations**—

Babb—MP 25.7

WEST WARD	Rule (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 4:17AM	46	145.6	0.0	RN PASCO	ABS Rule 261- 264
	IJ		12146				4:23		229.7	1.7	SP&S JCT.	
	Y	8,031	12147				4:26		228.5	2.8	HOVER	
	Y	3,632	12151				4:29		223.9	8.5	FN FINLEY	
		7,136	12159				4:36		215.8	15.8	YELLEPIT	
		7,135	12172				4:47		203.3	28.4	BERRIAN	
		7,181	12183				4:55		192.0	39.6	MO PLYMOUTH	
		7,214	12195				5:05		179.8	53.2	PATERSON	
		7,242	12205				5:13		170.4	62.6	WHITCOMB	ABS
		7,240	12218				5:24		157.7	73.9	McCREDE	
		7,227	12228				5:32		147.8	84.8	RE ROOSEVELT	
		7,242	12240				5:41		135.9	97.1	BATES	
		7,285	12250				5:50		125.0	108.0	TOWAL	
		7,241	12261				6:00		113.6	118.0	MARYHILL	
	BJKRTY		12269				s 6:15		106.1	126.2	X WISHRAM	
			12272						103.2	128.3	AVERY	
		9,935	12282					47	93.3	138.0	NORTH DALLES	
	BJKR	4,079	12290						85.3	146.8	YA LYLE	
		11,115	12299				s 6:45		75.9	156.5	BINGEN-WHITE SALMON	
		9,888	12309						65.8	166.3	COOKS	
		11,085	12321						54.8	178.3	STEVENSON	CTC
		9,958	12333						42.5	189.3	SKAMANIA	
		9,910	12347						28.9	204.7	WASHOUGAL	
			12351						23.8	207.7	MA CAMAS	
			12361						14.5	218.1	McLOUGHLIN	
	X		12363						12.1	219.9	EAVAN	
	BJKRTXY		12365	s 8:53PM	s 2:32PM	s 10:23AM	s 8:05		9.9	222.3	MX VANCOUVER	
	IJXY		12368	8:57	2:36	10:27	8:09		8.1	224.2	KD NORTH PORTLAND JCT.	
	BXY	E3,039	12369						7.0	225.3	EAST ST. JOHNS	ABS Rule 251- 254
	BIJKTXY		12372	9:02	2:41	10:32	8:14		4.3	228.0	BR WILLBRIDGE	
	KTXY		12373						2.0	230.3	LAKE YARD	
	BKRTXY		12375 12374	As 9:20PM	As 3:05PM	As 10:50AM	As 8:35AM		0.0	232.3	GO PORTLAND VC (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.

Train Dispatcher Calls: Finley-70, MP 208-71, Plymouth-72, Whitcomb-73, Roosevelt-59, Towal-75, Wishram-76, Lyle-78, Bingen-White Salmon-79, Stevenson-80, Camas-81.

2nd Subdivn MAIN LINE STATIONS <small>Office Calks</small>			FIRST CLASS			
			796	14	28	798
			NRPC Daily	NRPC Daily	NRPC Daily	NRPC 25 Daily
RN	PASCO 1.7	ABS Rule 261- 264			As 9:05PM	
	SPAS JCT. 1.1				8:53	
	HOVER 5.7				8:52	
FN	FINLEY 7.3				8:48	
	YELLEPIT 12.6	ABS			8:42	
	BERRIAN 11.2				8:31	
MO	PLYMOUTH 13.6				8:23	
	PATERSON 9.4				8:14	
	WHITCOMB 11.3				8:06	
	McCREDIE 10.9				7:55	
RE	ROOSEVELT 12.3				7:47	
	BATES 10.9				7:38	
	TOWAL 10.0				7:29	
	MARYHILL 8.2				7:20	
X	WISHRAM 2.1	CTC			s 7:10	
	AVERY 9.7					
	NORTH DALLES 8.8					
YA	LYLE 9.7					
	BINGEN-WHITE SALMON 9.8				s 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	s 5:13	As 5:59PM
	KD NORTH PORTLAND JCT. 1.1		8:13	2:13	5:02	5:53
	EAST ST. JOHNS 2.7	ABS Rule 251- 254				
BR	WILLBRIDGE 2.3		8:06	2:07	4:57	5:47
	LAKE YARD 2.0					
GO VC	PORTLAND (Union Station)		8:00AM	2:00PM	4:50PM	5:40PM

EASTWARD

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.

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		10 MPH.

Maximum Speeds Permitted  
Passenger Freight

Trains through the following dual  
control switch turnouts:

Vancouver .....	12 MPH.
Columbia River Bridge Interlocking to 2nd Subdivision, Willbridge Interlocking .....	15 MPH.

### Maximum Speeds Permitted

	Passenger	Freight
--	-----------	---------

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.
SP 508400-508999		

#### 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-Lyle**—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.

**Willbridge**—Clearance issued at Albany will apply at Willbridge.

**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.

**Rule 83B**—does not apply between Portland and Vancouver. Clearance needed prior to departing Vancouver.

#### 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 71.2 Hood—Flat 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 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	Waterway Tracks 3, 4, and 8
FMC Tracks 1, and 3	Pennwalt Spurs 1, 3, and 6
Schnitzer Tracks 1 and 2	(flashing lights and gates)

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

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

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

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

Red: Normal operation for traffic.

Green: Traffic signals are operating to provide crossing protection.

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. **Portland**—Train crew member must ride the leading side step of the engine when crossing N.W. 21st Avenue at N.W. Pettygrove Street.

18. **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.

19. **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.

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

21. **Wishram**—Roll by inspection of both sides of freight trains must be made at a speed of 8 MPH.-10 MPH. by train crews.

22. **Yard Limits**—Continuous yard limits in effect between MP 221.5 and begin Rule 261-264 territory East Switch Hover.

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

24. **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.

25. **Manual Interlocking not Indicated at Stations**—

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

26. **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	Prindle—	MP 37.6

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From SP&S Jct.	3rd Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
	IJ		12146	48	1.7	0.0	SP&S JCT.	1.1	ABS Rule 261- 264
	JY	4,324	12147		2.8	1.1	KENNEWICK	4.5	
		6,207	13007		7.3	5.6	VISTA	9.4	
		6,217	13017		16.8	15.0	BADGER	6.8	
		6,776	13024		23.6	21.8	KIONA	10.3	
	JRTY	9,567	13034		34.4	32.1	GIBBON	6.1	
	Y	3,549	13040		40.0	38.2	PROSSER	5.5	
		6,204	13046		45.5	43.7	BYRON	6.1	
		2,523	13052		52.0	49.8	MABTON	8.4	
		6,118	13060		60.4	58.2	SATUS	10.5	
	JY	E7,171 W6,311	13070		70.9	68.7	TOPPENISH	7.4	
		E5,138 W4,750	13078		78.3	76.1	WAPATO	4.4	
	JR	3,757	13082		82.7	80.5	PARKER	3.6	
	Y	9,117	13086		86.3	84.1	UNION GAP	3.7	
				49			YA YAKIMA To Moxee City 8.7 To Naches 13.1 To Tieton 15.1	3.8	ABS
	BJKRTY		13089		90.0	87.8	SELAH	3.4	
	Y	3,538	13093		93.8	91.6	POMONA	13.2	
		E3,154 W6,103	13096		97.2	95.0	WYMER	11.4	
		6,230	13109		110.4	108.2	THRALL	4.8	
		3,869	13121		121.8	119.6			
					127.0		ELLENSBURG	7.6	
	TY	9,900	13126		0.0	124.4	THORP	9.6	
		4,885	13133		7.3	132.0	BRISTOL	7.7	
		6,238	13143		17.1	141.6	CLE ELUM To Ronald 6.0		
	JT	14,620	13150		24.9	149.3			

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—Prosser-65, Ellensburg-54, Wymer-56, Yakima-58.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted Freight
SP & S Jct. and MP 85.3 .....	50 MPH.
MP 85.3 and Cle Elum .....	49 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.
Empty bulkhead flat cars in the following number series must operate in secondary trains.....	45 MPH.
SP 508400-508999	
Item 1A, All Subdivisions, applies between Yakima and Moxee City, Yakima and Tieton, Brace and Naches.	

## 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.

## 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 operator at Pasco yard. 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—age 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, Yakima and Tieton, Brace and Naches, MP 85.5 Union Gap and MP 94.5 Selah, 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—**

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 3.0 West of Ellensburg and MP 24.9 West of Cle Elum.

**17. Automatic Interlockings not Indicated at Stations—**

**Parker**—UP Crossing 0.5 miles west. Eastward approach signal to UP Crossing located MP 84.8.

- 18. Pasco**—All trains arriving Pasco yard must, after requesting yard tracks from Pasco yard telegraph, obtain permission from Pasco Tower before entering yard.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wishram	4th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	BJKRTY		12269	53	0.0	0.0	X	WISHRAM	
	IJY		14002		1.0	1.5		O. T. JCT.	
		4,399	14006		5.4	5.5		MOODY	
		5,449	14018		17.8	18.2		LOCKIT	
		2,544	14026		25.9	26.3		DIKE	
		2,539	14030		29.9	30.5		SINAMOX	
		6,292	14040		39.2	40.1		OAKBROOK	
			14055		54.2	54.7	AU	MAUPIN	
		4,526	14056		55.1	55.5		CAMBRAI	
		2,557	14064		63.3	63.8		NENA	
		5,533	14071		70.6	70.7		DIXON	
		5,294	14080		79.6	80.4		KASKELA	
		5,386	14086		85.3	85.9		SOUTH JCT.	
		1,746	14094		93.5	94.1		GATEWAY	ABS
		5,579	14100		99.3	99.9		PAXTON	
	BKY	2,474	14105		104.7	105.2	MD	MADRAS	
	Y	4,865	14110		109.7	110.2		METOLIUS	
		2,677	14115		114.5	114.9		CULVER	
		5,570	14122	54	121.1	122.0		OPAL CITY	
		2,548	14130		129.0	129.5		TERREBONNE	
	J	4,202	14132		131.8	132.3		PRINEVILLE JCT.	
	Y	5,122	14135		134.1	135.0	RD	REDMOND	
		6,336	14144		143.3	144.1		DESCHUTES	
					152.0				
	BKRTY		14152		0.0	151.5	D	BEND	
		8,725	14165		12.6	164.6		LAVA	
		7,836	14183		31.6	183.0		LAPINE	
		7,816	14203		50.7	203.2		CRESCENT	
	JTY	8,229	14220		67.8	220.1		CHEMULT	

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 this Subdivision.

Train Dispatcher Calls: Wishram-89, Maupin-90, South Jct.-91, Madras-92, Redmond-93, Bend-94, Beal-95, Klamath Falls-96, Malin-97, Lookout-Bieber-98.

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

**Bend—**On Standard Oil, Haines, Drill and Mill Spurs, six axle locomotives not permitted.
- 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.
- 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.
- Rule 99—**When flagging is required, distance will be 1 mile between Wishram and Metolius and 2 miles between Metolius and Bieber.
- 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.
- 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.
- 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.
- Bend—**City of Bend Ordinance requires that horns/whistles not be sounded at Wilson Avenue Crossing except to prevent accidents not otherwise avoidable.
- Yard Limits—**Continuous yard limits are in effect between Bieber Line Jct. and Klamath Falls.
- 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.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Latah Jct.	5th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	J		01878		375.1	0.0	LATAH JCT.	3.4	CTC
		11,537	12005		370.3	3.4	OVERLOOK	4.2	
	J	4,027	12008		367.1	7.6	SCRIBNER	2.1	
	J		12010		365.0	9.7	FISH LAKE	5.0	
		4,004	12014		360.4	14.7	SOUTH CHENEY	5.2	ABS
		5,817	12021		354.3	19.9	MOCK	11.2	
		6,241	12032		343.0	31.1	ROONA	8.6	
		6,652	12040		335.0	39.7	LAMONT	11.9	
		6,244	12051		323.4	51.6	MACALL	12.1	
		6,292	12064		310.8	63.7	BENGE	11.6	
		6,276	12076		299.2	75.3	HOOPER	8.4	
		6,459	12084		291.0	83.7	WASHTUCNA	14.1	
		6,230	12097		277.6	97.8	KAHLTUS	8.1	
		4,462	12107		268.3	105.9	FARRINGTON	6.3	
		5,618	12112		262.6	112.2	BURR	6.1	
		4,083	12119		256.4	118.3	SNAKE RIVER	2.9	
		6,238	12121		253.7	121.2	VOTAW	9.0	
		6,266	12130		244.5	130.2	LEVEY	6.6	
		3,543	12137		237.8	136.8	MARTINDALE	4.6	
	IJY		12142		233.2	141.4	AINSWORTH JCT.	2.8	ABS Rule 261-264
	BIJKRTXY		12143		231.3	144.2	RN PASCO		

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

Train Dispatcher Calls: Lamont-67, Washtucna-68, Snake River-69.

### 1. Speed Restrictions—Maximum Speeds Permitted

Zone—Between	Passenger	Freight
Latah Jct. and Fish Lake.....	60 MPH.	60 MPH.
Fish Lake and Pasco .....	60 MPH.	50 MPH.
Trains or engines through crossover Scribner to Marshall.....		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 over Sacajawea State Park crossing.. 25 MPH.

Fish Lake and Pasco—Engine

Westward

freight train passing signals:

340.7..... 40 MPH.

327.3..... 40 MPH.

314.9..... 40 MPH.

310.1..... 40 MPH.

301.7..... 40 MPH.

Engine Eastward freight trains

passing signals:

242.4..... 40 MPH.

242.6..... 40 MPH.

321.4..... 40 MPH.

Loaded unit grain trains—with G

symbol ..... 40 MPH.

Empty bulkhead flat cars in the

following number series must

operate in secondary trains .....

SP 508400-508999 45 MPH.

2. Bridge, Engine and Heavy Car Restrictions—Lamont—Six axle locomotives not permitted on Elevator track.

3. Train Register Exceptions—None.

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 will secure verbal authority from Pasco Yard Telegraph 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.

7. Yard Limits—Continuous yard limits in effect between MP 235.5 to begin Rule 261-264 territory Ainsworth Jct.

8. 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 Yard Telegraph. Train order authority or numbered clearance not required for extra trains.

9. Latah Jct. to Fish Lake—Is under jurisdiction of Spokane Division Superintendent.

10. 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 365.6

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

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

### 1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

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

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

Goldendale—

Within city limits ..... 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.

7. Yard Limits—Continuous Yard Limits in effect between MP 235.5 to begin Rule 261-264 territory Ainsworth Jct.

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

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Call: Green Mountain—48.

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Willbridge and Astoria..... 30 MPH.  
Astoria within corporate limits..... 20 MPH.  
Item 1A, All Subdivisions, applies.

- 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.

- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**  
Clearance issued at Vancouver to trains destined Seventh and Eighth Subdivision applies at Willbridge on Seventh Subdivision.
- Rule 99—**When flagging is required, distance will be 1 mile.
- Willbridge—**Normal position of west wye switch is for movement toward Vancouver.
- 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.
- Interlockings and Drawbridges not Indicated at Station—**

John Day River, MP 94.8.  
Young's Bay, MP 102.6.  
Skipanon Creek, MP 105.5.

Clatskanie River, MP 62.7.  
Blind Slough, MP 84.8.

- Between Astoria and Warrenton—**Bridge 102.6 out of service.
- St. Helens—**Crossing signals have been installed at old Portland Road at Multnomah switch lead, located at MP 265. Trains must stop at stop signs, 25 feet from crossing, and wait for signals and gates to operate before proceeding over crossing.

WEST WARD	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		EAST WARD
	JY		68206		10.0	0.0		UNITED JCT.	
								4.5	
			68705	442	14.6	4.5		TUNNEL SPUR	ABS
	JRY		68707		17.1	7.0		2.5	
		2,191	68404		20.8	10.9		BOWERS JCT.	
	JY		68405		21.5	11.4		3.9	
	BRY	6,336	68410		26.4	16.4		MERLE	
	J		68411	501	26.8	16.8		0.5	
								ORENCO JCT.	
								5.0	
							VO	BEAVERTON	
								0.4	
								ST. MARYS	
								4.4	

BETWEEN ST. MARYS 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.

J		68414		31.3	21.2		GRETON	
Y	3,803	68415		32.1	21.9		0.7	
	1,166	68426		42.8	32.9		TIGARD	
	3,664	68428		45.6	35.9		11.0	
	3,647	68437		54.4	44.5		WILSONVILLE	
Y	3,554	68452		68.6	58.6		3.0	
BKY		68454	442	69.0	59.0		CURTIS	
Y	5,668	68456		72.6	62.8		8.6	
	3,546	68468		84.6	74.9		WEST WOODBURN	
							14.1	
BJKRTYZ		68479		96.5	86.1		BUSH	
	1,500	68500		117.1	106.9		0.4	
		68512		128.8	117.9		SA SALEM	
BKRTUY		68526		141.8	131.7		3.8	
							MINTO	
							11.2	
							SIDNEY	
							11.1	
							ALBANY	
							YD To Foster	31.9
							20.8	
							AMERICAN	
							11.0	
							JO JUNCTION CITY	
							13.8	
							G EUGENE	

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls: Beaverton-84, Salem-85, Albany-86, Eugene-87, Green Mountain-48.

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
United Jct. and Eugene..... 35 MPH.  
Within city limits of Albany, Harrisburg, Junction City and Eugene..... 20 MPH.  
St. Marys to Greton on SP..... 30 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 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.  
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.  
**Beaverton**—Train Register located at Milliken Way Crossing.
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.
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. **St. Marys to Greton**—CTC rules in effect between St. Marys and Greton on the SP Railroad. Yard limits between MP 754.5 and MP 756.5 (Beeburg to Beaverton) are abolished. CTC under control of SP Branch Dispatcher at Eugene Ore. Telephone number 228-8181 Ext. 202.
8. **Tualatin**—Before train or engine movements occupy Boones Ferry grade crossing, industrial spur serving Hervin Company, it will be necessary for a crew member to protect crossing.
9. **Bush**—Before train or engine occupy Industry Way Crossing, industrial spur serving Hancock Lumber Co., it will be necessary for a crew member to protect crossing.
10. **Salem**—City of Salem ordinance requires that horns/whistles are not to be sounded at fully protected crossings within city limits unless engineer perceives an immediate emergency.
11. **Albany**—The following will govern the use of the weigh-in-motion scale: Maximum speed over scale is 5 MPH. 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.
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. **Greton**—Eastward trains must stop at Tiedeman Road Crossing to determine if way is clear prior to occupying crossing assuring that any vehicles approaching from the west side have been stopped by SP Crossing gates and are not fouling Eighth Subdivision.
18. **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.
19. **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.**

WEST WARD	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		EAST WARD
	JY		68707	443	17.1	0.0	BOWERS JCT.	4.9	
		2,392	68712		21.9	4.9	NORTH PLAINS	6.3	
	J		68718		28.2	11.2	BANKS	9.2	

BETWEEN BANKS AND HILLSBORO 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.

WEST WARD	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		EAST WARD
	J		68605	458	4.6	20.4	HILLSBORO (BN Jct.)	3.2	
			68608		7.9	23.6	CORNELIUS	2.4	
			68611		10.3	26.0	FOREST GROVE		

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Bowers Jct. and Banks ..... 20 MPH.  
Hillsboro and Forest Grove ..... 10 MPH.  
Item 1A, All Subdivisions, applies.

- 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.

- Train Register Exceptions—None.**

- 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.

- Rule 99**—When flagging is required, distance will be 1.0 mile.

- North Plains**—Stop signs installed on both sides at Dant and Russell on industrial track. Burlington Northern crews shall not move railroad equipment beyond the Stop signs. Nonstandard Walkway warning signs installed on both sides at Dant and Russell where the standard walkway ends.

WEST WARD	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		EAST WARD
	JRY	2,334	62826	394	1974.5	0.0	WARDEN	12.8	
	Y		62941		1989.0	12.8	OTHELLO	9.7	
		6,127	62950		1997.0	21.9	TAUNTON	12.1	
			62963		2009.1	34.0	ASHER	4.9	
			62968		2014.0	38.9	ROYAL CITY		

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Warden and Othello ..... 20 MPH.  
Othello and Royal City ..... 25 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.
- Train Register Exceptions—Warden**—Trains will register when so directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)—**  
**Warden**—Rule 83(B) does not apply.
- Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.
- Mountain Grade Operation**—Air Brake and Train Handling Rules for mountain grade operation apply between Asher and Royal City, ruling grade 2.5% descending eastward.

WEST WARD	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		EAST WARD
	BJKY		13070	447	0.0	0.0	TOPPENISH	10.2	
		2,135	65111		9.6	10.2	HARRAH	4.3	
		1,347	65114		13.6	14.5	RUPPLE	5.4	
			65120		19.1	19.9	WHITE SWAN		

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Toppenish and White Swan ..... 25 MPH.  
Item 1A, All Subdivisions, applies.
- 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- White Swan**—All trains and engines stop and flag over Highway 3-B White Swan Lumber Spur, Highway SR 220.

### 12th Subdivn BRANCH LINE STATIONS

Office Calls

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Gibbon	
	JRT	9,567	13034	448	34.3	0.0	GIBBON 12.2
	Y	3,850	65012		45.8	12.2	GRANDVIEW 7.6
		3,195	65020		54.4	19.8	SUNNYSIDE 3.9
		2,029	65024		58.0	23.7	OUTLOOK 4.9
		3,875	65029		62.6	28.6	GRANGER 5.6
	Y	3,626	65034		68.9	34.2	ZILLAH 2.9
			65037		71.4	37.1	BUENA 8.3
	A				79.2	45.4	U. P. CROSSING (Bridge 79) 1.0
	JR		13082		80.2	46.4	PARKER

At U.P. Crossing within interlocking limits at Bridge 79 (UP Bridge 89.4), Union Pacific Time Table and Special Instructions govern.

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Gibbon and Parker..... 25 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.
- Train Register Exceptions—**  
**Gibbon and Parker**—Trains will register when so directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)—**  
**Gibbon and Parker**—Rule 83(B) does not apply.
- Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.
- Automatic Interlocking not Indicated at Station—**  
**Yakima River Bridge**—MP 79.2.

### 13th Subdivn BRANCH LINE STATIONS

Office Calls

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wheeler	
	BJKRY	5,310	62839	379	147.3	0.0	WH WHEELER To Moses Lake 15.1 7.7
	JRT		62832		155.1	7.7	BASSETT JCT. To Schrag 12.5 5.3
	JRY	2,334	62826		160.4	13.0	WARDEN 9.3
	Y	2,718	62817		169.7	22.3	BRUCE 17.1
	BJKRY		63108		186.9	39.4	CN CONNELL

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

- 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.
- 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.
- Train Register Exceptions—**  
**Warden and Bassett Jct.**—Trains will register when so directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)**—None.
- Rule 99**—When flagging is required, distance will be 1 mile between Wheeler and Connell and .5 mile between Bassett Jct. and Schrag.
- Warden**—60 foot and longer cars are not to be handled on curvature serving Skone and Conners east of highway crossing.
- Yard Limits**—Continuous yard limits are in effect between Wheeler and Moses Lake Industrial Park.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ainsworth Jct.	14th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	J		12142		2.7	0.0	AINSWORTH JCT.		
			64104		4.0	1.2	BURBANK	1.2	ABS
	J	3,538	64106		5.7	3.3	VILLARD JCT.	2.1	Rule 261-264
	JRTY	3,538	64112	450	12.0	9.6	ATTALIA	6.3	CTC
	Y	2,102	64221		33.2	30.1	EUREKA	20.5	
		1,761	64322		55.4	52.2	DRY CREEK	22.1	
	BJKRUY		64331		63.8	60.7	WALLA WALLA	8.5	
	Y	825	64334		67.7	64.6	WALAIR	3.9	

Union Pacific R.R. Co. Block Signal and Interlocking rules dated July 1, 1976 are in effect between Attalia and Villard Jct.

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

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

Ainsworth Jct. and Villard Jct. .... 25 MPH.  
Villard Jct. and Attalia ..... 40 MPH.  
Attalia and Walair ..... 25 MPH.  
Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

**Yellow Hawk Branch**—Cars exceeding 177,000 gross pounds not permitted.

**Between Attalia and Walair**—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. and Attalia**—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 Walair.**

**6. 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 yard and the Union Pacific control operator in the depot at Albina. Train order or numbered clearance authority not required for extra trains.

**7. Yard Limits—Yard limits in effect between MP 14.0 and begin CTC territory (UP main track) at Attalia.**

Continuous yard limits in effect between Walla Walla and MP 68.0

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

Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

**9. 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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Attalia	15th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
			64869	435	65.3	67.4	RIPARIA		
								67.4	

BETWEEN RIPARIA AND ATTALIA, UNION PACIFIC TIME TABLE AND SPECIAL INSTRUCTIONS AND OPERATING RULES GOVERN.

JTY	3,538	64112		0.0	0.0	A	ATTALIA		
R	1,538	64113		0.8	0.9	JN	WALLULA	0.9	CTC
J		64116		0.4	2.7		WALLULA JCT.	1.8	
J		64119	451	4.2	6.3		ZANGAR JCT.	3.6	
JT		64134		19.5	21.7		SMELTZ To Athena	15.4	
	1,277	64138		23.4	25.6		HELIX	3.9	
		64153		39.5	41.7		U.P. CONNECTION	16.1	
								2.1	

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

RTY		64155	649	40.5	43.8	ND	PENDLETON		
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Union Pacific RR Co. Block Signal and Interlocking rules dated July 1, 1976 are in effect between Attalia and Zangar Jct.

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

**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—U.P. R.R. Co. 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	1	Unmanned
<b>Wayside Stations</b>		
Ritzville	1	8:00 am-9:00 pm daily
Connell	1	Unmanned
Pasco	1, 2	Continuous
Prosser	1	Unmanned
Toppenish	1	Unmanned
Yakima Yard	1, 2	Continuous
Finley	1	
MP 208 (Near Berrian)	1	Unmanned
Plymouth	1	Continuous
Whitcomb	1	Unmanned
Roosevelt	1	Continuous
Towal	1	Unmanned
Wishram	1, 2	Continuous
Lyle	1	8:00 am-4:00 pm Mon.-Fri. 8:00 pm-4:00 am Mon.-Fri.
Bingen-White Salmon	1	Unmanned
Stevenson	1	Unmanned
Camas	1	7:00 am-4:00 pm Mon.-Fri.
Vancouver	1	Continuous
Col. River Drawbridge	1	Continuous
Yard Office	1, 2	Continuous
Portland		
Willamette Drawbridge	1	Continuous
Portland (GO) Yard	1, 2	Continuous
Willbridge Yard	1, 2	Continuous
Lake Yard	1, 2	Continuous
Depot Yard	1, 2	Continuous
Wishram (Celilo Bridge)	1	Continuous
Maupin	1	9:00 am-6:00 pm 10:00 pm-6:00 am daily
South Jct.	1	Unmanned
Madras	1	9:00 am-6:00 pm 10:00 pm-6:00 am daily
Redmond	1	Continuous
Bend	1	Continuous
Beal	1	Unmanned
South Klamath Falls	1, 2-WP	Continuous
Malin	1, 2-WP	Unmanned
Bieber	1, 2-WP	Unmanned
St. Helens	1	7:00 am-4:00 pm daily
Astoria	1	7:00 am-4:00 pm Mon. thru Fri.
Beaverton	1	7:00 am-4:00 pm Mon. thru Fri.
Salem	1	7:00 am-5:00 pm Mon. thru Fri.
Albany Yard	1	6:00 am-12:00 pm Mon. thru Sat.
Eugene	1	7:00 am-11:00 pm Mon. thru Fri.
Wheeler	1	8:00 am-7:00 pm Mon. thru Fri.
Snake River	1	Unmanned
Washtucna	1	Unmanned
Lamont	1	Unmanned
Walla Walla	1	7:30 am-4:00 pm Mon. thru Fri.

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>6th Subdivision</b>			
63098 Hatton	9.1 east of Connell	43	Both	12140 East Pasco Permant Cement Co.	1.0 east of Ainsworth Jct.	16	West
63115 Mesa Pit	2.0 west of Cactus	40	Both	12140 East Pasco Tidewater Shaver	1.2 east of Ainsworth Jct.	15	West
63708 Basin City	8.6 west of Mesa	52	Both	12140 East Pasco Shell Chem. Corp.	1.2 east of Ainsworth Jct.	6	West
End of Track	10.4 west of Mesa			12140 East Pasco Storage No. 1	1.2 east of Ainsworth Jct.	18	West
<b>2nd Subdivision</b>				12140 East Pasco Storage No. 2	1.2 east of Ainsworth Jct.	18	West
12154 Kerley Chemical Lead Track	0.8 west of Finley	7	East	12090 Sperry	7.5 east of Kahlots	3	East
12200 Ballast Track, M.P.174	3.9 east of Whitcomb	37	Both	12083 Washtucna Industry	1.5 east of Washtucna	142	East
12213 Alderdale	4.6 east of McCredie	18	West	12026 Amber	5.1 west of Mock	16	West
12234 Sundale	4.5 east of Bates	17	West	<b>7th Subdivision</b>			
12254 Martin Marietta on spur	1.6 from Cliffs	Yard	West	64735 Centerville	6.3 west of Goldendale	18	Both
12255 Cliffs	5.0 east of Maryhill	33	West	64730 Warwick	11.4 west of Goldendale	16	Both
12278 Dow Chem. Co.	3.7 east of North Dalles	50	East	64723 Swale	18.6 west of Goldendale	5	East
12279 Dallesport Setout	3.3 east of North Dalles	26	Both	64717 Wahkiakus	3.5 east of Klickitat	13	Both
12300 Underwood Fruit & Whse. Co.	0.9 west of Bingen-White Salmon	11	East	64710 Pitt	3.7 west of Klickitat	6	Both
12304 Hood	4.3 west of Bingen-White Salmon	80	Both	64702 Doubling Spur	1.6 east of Lyle	6	East
12316 Home Valley	6.6 west of Cooks	55	Both	<b>8th Subdivision</b>			
12322 Stevenson Plywood Co.	1.6 west of Stevenson	69	East	68202 Gasco	1.3 west of Willbridge	25	West
12322 Hegewald Timber Co.	1.6 west of Stevenson	57	West	68205 Harbor Track	0.2 east of United Jct.	15	East
12326 North Bonneville (2 Trks.)	5.0 west of Stevenson	118, 43	Both	68222 Multnomah Plywood	1.5 east of St. Helens	53	East
12337 Prindle	4.3 west of Skamania	12	East	68226 Crown Zellerbach Tracks	0.8 east of Reichhold	93	Both
12343 Mt. Pleasant	4.0 east of Washougal	121	Both	68237 Trojan	1.3 west of Goble	10	East
12349 Nu Lam Wood Products	2.0 west of Washougal	9	East	68254 Port Westward on spur	2.2 west of Mayger	Yard	East
12350 Camas-Washougal Port Dock	2.0 east of Camas	15	East	68292 Mill Creek Naval	3.6 east of Astoria	19	East
12355 Columbia Vista Lbr. Co.	3.4 west of Camas	5	Both	68293 Tongue Point	3.0 east of Astoria	18	East
12362 Portco (Main 2)	1.0 east of Eavan	30	West	68451 Warrenton Clay on spur	0.7 from Warrenton	53	West
<b>3rd Subdivision</b>				68352 Flavel on spur	1.8 from Warrenton	10	East
64915 N. Richland (UP-DOE)	18.7 from Kennewick	Yard	East	68353 Bioproducts on spur	2.4 from Warrenton	4	West
65201 Blake, Moffit & Towne	1.8 west of Yakima	8	West	68354 Hammond on spur	2.7 from Warrenton	4	East
65202 Jack Frost Fruit	2.4 west of Yakima	9	East	<b>9th Subdivision</b>			
65203 Fruitvale	2.7 west of Yakima	9	Both	68601 Orenco on spur	0.8 from Orenco Jct.	12	Both
65204 Brace	3.4 west of Yakima	19	Both	68603 Sewell on spur	2.8 from Orenco Jct.		
(To Naches 9.7)				68402 Bendemeer	1.4 west of Bowers Jct.	11	East
65208 Eschbach	7.6 west of Yakima	10	Both	68417 Durham	2.3 west of Tigard	5	East
65209 Kershaw	8.0 west of Yakima	3	East	68419 Tualatin	4.0 west of Tigard	8	Both
65210 Rowe	10.4 west of Yakima	5	East	68420 Albertson-Oregon Culvert Co.	5.4 west of Tigard	4	West
65211 Bonlow	11.7 west of Yakima	3	East	68421 Tri-County Industrial	5.8 west of Tigard	6	East
65305 Weikel	8.3 west of Yakima	5	East	68423 Storwest (Mulloy)	5.2 east of Curtis	6	East
65309 Cowiche	11.9 west of Yakima	35	Both	68432 Donald	3.7 west of Curtis	21	Both
65310 Holtzinger	12.6 west of Yakima	3	Both	68436 Loganville	0.9 east of West Woodburn	4	West
65311 Tasker	14.2 west of Yakima	9	East	68440 St. Louis	2.9 west of West Woodburn	8	East
65312 Tieton	15.1 west of Yakima	Yard	Both	68446 Hopmere	5.5 east of Bush	32	Both
65402 National Can	2.6 west of Yakima	9	West	68447 Quinaby	4.5 east of Bush	7	Both
65403 Terrace Heights	3.1 west of Yakima	7	Both	68458 Roberts	3.1 west of Minto	21	East
65404 Valley Junk	3.7 west of Yakima	3	East	68463 Orville	4.9 east of Sidney	14	Both
65409 Moxee City	8.7 east of Yakima	2	West	68471 Talbot	3.1 west of Sidney	15	Both
65506 Ronald	6.0 from Cle Elum	Yard	West	68474 Dever	6.0 west of Sidney	14	West
<b>4th Subdivision</b>				68487 Ehlen-Van Waters and Rogers	6.2 west of Albany	10	East
14047 Sherar	7.3 east of Maupin	34	East	68489 Verdue	8.2 west of Albany	4	West
14051 Tuscan	3.8 east of Maupin	10	East	68494 Fayetteville	13.2 west of Albany	12	East
14068 Dant	3.7 west of Nena	3	East	68496 Munson	3.9 east of American	1	East
14108 Agency	2.5 west of Madras	6	West	68497 Potter	3.3 east of American	3	East
14154 Cascan	2.8 west of Bend	Yard	Both	68499 Tulsa	1.0 east of American	5	Both
14225 Diamond Lake (SPT)	5.3 west of Chemult	112	Both	68501 Miller Seed Co.	10.4 east of Junction City	3	West
14231 Yamsay (SPT)	10.7 west of Chemult	111	Both	68504 Cartney	7.3 east of Junction City	6	East
14240 Lenz (SPT)	19.9 west of Chemult	112	Both	68507 Harrisburg	5.0 east of Junction City	8	East
14249 Fuego (SPT)	28.8 west of Chemult	112	Both	68516 Meadow View	4.5 west of Junction City	5	East
14253 Kirk (SPT)	33.0 west of Chemult	111	Both	68518 Awbrey	6.1 east of Eugene	8	Both
14258 Calimus (SPT)	38.0 west of Chemult	130	Both	68519 Enid	4.1 east of Eugene	20	East
14266 Chiloquin (SPT)	46.6 west of Chemult	113	Both	68815 Lebanon (O.E. Siding)	14.8 west of Albany	8	Both
14271 Lobert (SPT)	50.6 west of Chemult	130	East	68816 Weldwood	15.9 west of Albany	30	Both
14276 Modoc Point (SPT)	56.1 west of Chemult	111	Both	68821 Bauman Lumber Co.	20.8 west of Albany	13	East
14284 Algoma (SPT)	64.4 west of Chemult	111	Both	68824 Narrows	24.3 west of Albany	8	Both
14289 Wocus (SPT)	69.2 west of Chemult	111	Both	68826 Boise Cascade Plywood	26.0 west of Albany	8	Both
14291 Chelsea (SPT)	71.4 west of Chemult	113	Both	68829 Sweethome	29.0 west of Albany	20	Both
14293 Klamath Falls Depot (SPT)	73.8 west of Chemult	Yard	Both	68832 Foster	31.9 west of Albany	10	East
14300 Henley	3.4 west of Klamath Falls	20	Both	<b>11th Subdivision</b>			
14312 Stonebridge	1.7 west of Merrill	20	East	68713 Timco	1.4 west of North Plains	23	Both
14332 Hannchen	4.7 west of Stronghold	22	East	68716 Christie	3.6 west of North Plains	10	East
14333 Kandra	5.4 west of Stronghold	42	Both	65106 Ashue	7.8 west of Toppenish	15	Both
14346 Tionesta	6.0 west of Mammoth	39	Both	65108 Venner	1.9 east of Harrah	10	Both
69034 Hambone (MCR)	33.9 from Lookout	Conn.	Both	65109 Farron	1.1 east of Harrah	45	Both
<b>5th Subdivision</b>				65113 Brownstown	3.1 west of Harrah	29	Both
12140 East Pasco Std. Oil	0.7 east of Ainsworth Jct.	11	West				

## INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>12th Subdivision</b>				<b>14th Subdivision</b>			
65003 Whitstran .....	2.4 west of Gibbon .....	53	Both	64216 Adkins .....	15.9 west of Attalia .....	28	Both
65006 North Prosser .....	5.8 west of Gibbon .....	8	East	64218 Hatch .....	2.4 west of Adkins .....	16	Both
65015 Lichty .....	3.7 east of Sunnyside .....	10	Both	64307 Harsha .....	7.3 west of Eureka .....	9	Both
65017 Sunny Roza .....	1.7 east of Sunnyside .....	4	East	64310 Paddock .....	10.0 west of Eureka .....	11	Both
65018 Sugar Plant No. 2 .....	1.2 of Sunnyside .....	31	West	64316 Rulo .....	16.2 west of Eureka .....	27	Both
65019 East Way Spur No. 1, 2 .....	0.8 east of Sunnyside .....	10	East	64329 Penitentiary .....	1.3 from Walla Walla .....	Conn.	East
65027 Nass .....	2.9 east of Granger .....	28	Both	64335 Craik .....	4.0 west of Walla Walla .....	2	East
65034 Chenauer .....	0.8 east of Zillah .....	5	East	<b>15th Subdivision</b>			
65039 Flint .....	1.9 west of Buena .....	6	East	64125 Ring .....	6.9 west of Zangar Jct. ....	26	East
65040 Sawyer .....	2.9 west of Buena .....	58	Both	64604 Duroc .....	3.6 west of Smeltz .....	19	Both
65042 Donald .....	2.5 east of U.P. Crossing .....	14	Both	64614 Athena .....	14.5 from Smeltz .....	Wye	Both
<b>13th Subdivision</b>				64142 Myrick .....	4.6 west of Helix .....	9	East
62835 Raugust .....	MP 151.9 4.6 west of Wheeler .....	28	Both	64147 Fulton .....	5.9 east of U.P. Connection .....	28	Both
62831 Ritell .....	MP 155.6 0.5 west of Bassett Jct. ....	30	Both				
62806 Frischknecht .....	MP 180.8 6.1 east of Connell .....	37	Both				
62912 Schrag .....	on spur 12.5 from Bassett Jct. ....	21	Both				
62840 Scalley .....	on spur 1.0 from Wheeler .....	Conn.	Both				
62864 Sieler .....	on spur 5.9 from Wheeler .....	58	Both				
62866 McDonald .....	on spur 7.7 from Wheeler .....	24	Both				
62872 Moses Lake .....	on spur 15.1 from Wheeler .....	Wye	Both				
62878 Moses-Lake .....							
Industrial Park .....	on spur 19.9 from Wheeler .....	Yard					

## LINE SEGMENT NUMBERS

## YARD LINE SEGMENTS

Line Segment	Yard	Limits
471	Pasco Hump	
630	Pasco	
631	Pasco WFE	
632	Wishram	
633	Salem	
634	Albany	Foster
635	Eugene	
637	Bend O. T.	
638	Cascian	
639	South Klamath	
640	South Klamath	White Line Yard
641	South Klamath WFE	
642	Yakima	
643	Vancouver, Washington	Vancouver to east end Columbia River Bridge
644	Vancouver, Washington WFE	
645	East St. Johns	East end Columbia River Bridge to east end Willamette River Bridge
646	Willbridge	East end Willamette River Bridge to Gasco
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) to Kittridge Avenue
647	Portland	Kittridge Avenue to East Portland
648	Portland WFE	

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
474	Walla Walla—Milton Free-water	0.0 to 14.5
475	Yellow Hawk Branch	0.0 to 4.7
395	Sieler—Moses Lake Indus. Park	5.5 to 20.0
437	Kennewick—Richland Jct. (UP)	13.9 to 18.8
437	Richland Jct.—North Richland	(DOE) 0.0 to 5.5
438	Vancouver Jct.—Rye	0.0 to 3.7
441	Warrenton—Hammond	0.0 to 2.7
444	Brace—Naches	0.0 to 13.9
449	Bassett Jct.—Schrag	0.0 to 12.6
452	Smeltz—Athena	0.0 to 14.5
455	Lookout—Hambone	(BN-MCR) 0.0 to 33.4
456	Wheeler—Sieler	0.0 to 5.6
458	Forest Grove Jct.—Sewell	0.0 to 2.8

## BALLAST PITS

Line Segment	Limits
684	Cactus
685	Mesa
686	Metolius
687	Snake River
688	Whitcomb—MP 174.0
689	Willbridge

## 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)

	Psg. 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.
Clay cars, BAP 3801-4199 . . . . .	45 MPH.	45 MPH.
Empty bulkhead flat cars, . . . . .	45 MPH.	45 MPH.

BN 615312-616999 NP 67183-67514  
BCIT 816150-817649 NP 67595-67599  
CPI 316397-316599 GN 160000-160744  
BCOL 17000-17999 GN 161300-161499

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, 1782-1791, 1795-1799, 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 524000-525299 (CBQ 160200-161499)  
 BN 540000-540210

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.
B	GP-5	1350-1361, 1363-1365.
	GP-9	600-604*, 1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1754, 1758-1760, 1809-1817, 1819, 1821-1822, 1824, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1939, 1941-1942, 1944, 1946-1948, 1950-1958, 1960-1964, 1966-1969, 1971, 1980, 1991, 1993-1997.
C	GP-18	
	SW-7	75-79, 108-110, 112-113, 115-119, 122-126, 128-130, 132, 134, 137, 139-142.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105.
	SW-9	146-152, 154-158, 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, 1782-1787, 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, 2023-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2060, 2062-2071.
	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, 2247-2253.
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38	2600*.
	GP-38-2	2601*.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3109.
	B-30-7A	4000-4050, 4052-4119.
	U-28-B	5450-5451, 5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
F		None.
G	SD-9	6127-6129, 6131-6135, 6139-6143, 6145-6148, 6150-6164, 6166-6185, 6187-6202, 6204-6206, 6216-6219, 6221-6228, 6230-6237.
H	SD-9	6100-6105, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-C	4500*.
	C-30-7	5000-5141, 5500-5599.
	U-30-C	5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	U-33-C	5718, 5725-5765.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6318, 6320-6324, 6335-6342, 6344-6347, 6394-6395, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-45	6400, 6402-6408, 6411, 6414-6421, 6423-6425, 6427-6432, 6435-6437, 6439-6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6696.
	F-45	6606-6645.
	SD-42	7500-7501*.
	SD-40-B	7600*.
		* Cabless.

### 4. Restrictions On Cars—

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3, 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 637500 through BN 637530.

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. Air Repeater Relay Cars—

When air repeater relay car is to be operated in train, it must be placed approximately in the middle of the train. Air repeater relay cars are identified as follows:

BNH 3 through 14.

#### 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

*LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE*

Handle cautiously through yards enroute.

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.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>BRAVO</b>	When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads.	<b>HOTEL</b>	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.
	<b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b> Handle cautiously through yards enroute.	<b>INDIA</b>	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.
	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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.	<b>JULIET</b>	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.
<b>CHARLIE</b>	<b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b> Handle cautiously through yards enroute.	<b>KILOGRAM</b>	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.
	Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	<b>LIMA</b>	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.
	<b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b> Handle cautiously through yards enroute.	<b>MIKE</b>	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.
<b>DELTA</b>	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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.		
	<b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b> Handle cautiously through yards enroute.		
<b>ECHO</b>	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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.	<b>NOVEMBER</b>	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
	<b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b> Handle cautiously through yards enroute.	<b>OSCAR</b>	Do not pass loads wider than _____ on adjacent parallel tracks.
	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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.	<b>PAPA</b>	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
<b>FOXTROT</b>	<b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b> Handle cautiously through yards enroute.	<b>QUEBEC</b>	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
	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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 8 in. wide loads.	<b>ROMEO</b>	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
	<b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b> Handle cautiously through yards enroute.	<b>SANDWICH</b>	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.

CODE	RESTRICTION APPLICABLE
<b>TANGO</b>	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
<b>WHISKEY</b>	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

#### 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—

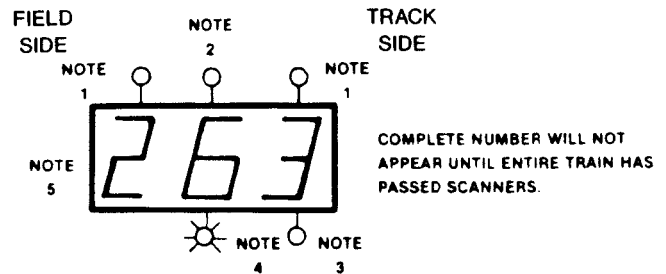
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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

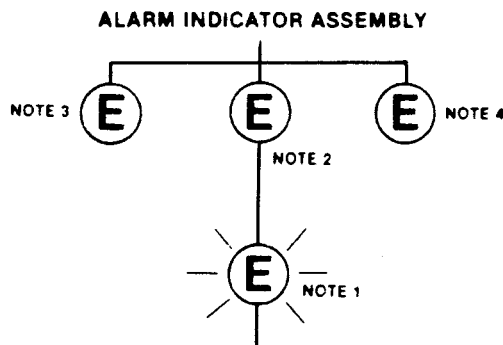
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

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.

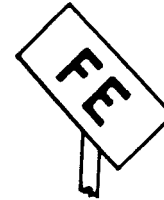
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

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.

**Rules 19, 19(A), 19(B) and 19(C)—**are cancelled.

**Rule 19—new:**

A marker of the prescribed type in red-orange-amber color range will be displayed at the rear of every train to indicate the rear of the train.

From one hour before sunset to one hour after sunrise, when weather conditions restrict visibility to less than one half mile and at times as may be prescribed by special instructions, the marker must be illuminated either steady or flashing. Note: Portable markers that are photo electrically actuated will comply with this requirement.

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

A train may proceed without a marker to the next forward location where the marking device can be repaired or replaced when:

- (1) The marker becomes inoperative enroute,
- (2) A defective car must be placed at the rear for movement to a car repair point; or
- (3) The rear portion of the train is disabled and prescribed marker cannot be displayed on rear car of portion to be moved.

The marker must be inspected at each crew change point to assure that it is properly displayed.

When a crew leaves a portion of their train, they must not handle a caboose as the rear car of the head portion which would indicate that the train is complete.

**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 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.)

**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 employee at the relaying office, who must then transmit it to destination. The employee 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 employee in charge of Maintenance of Way employees 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**—add the following two paragraphs:

In transmitting and repeating track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and direction must be pronounced then spelled.

When clearing track and time limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, track and time limits number and time cleared.

**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 276.

**Rule 271(A)**—change to read:

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

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

**Rule 802 (A)**—new:

802 (A). Conductors must see that their cabooses are kept in clean and tidy condition. Engineers must see that their engines are kept in clean and tidy condition.

**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.

**Rule 808 (G)**—new:

808 (G). Within a hump yard, during humping operations, before a train or yard crew member places himself between engines or cars on a bowl track for the purpose of coupling air hoses or adjusting coupling devices, protection against cars being released from the hump into the track involved must be provided as follows:

- (1) A crew member must notify the employee controlling switches that provide access from the hump to the track on which such work is to be performed;
- (2) Upon such notification, any remotely controlled switch must be lined against movement to the affected bowl track and employee must apply or have applied a locking or blocking device, or reminder, to the control for that switch; and
- (3) Crew member must then be notified that the required protection has been provided and such protection shall be maintained until the crew member advises that work is completed and protection is no longer required.

**Rules of the Maintenance of Way Department:****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 14 Exception**—change to read:

EXCEPTION: On Branch Line subdivisions, track flags and torpedoes as required by Rule 14 need not be displayed when line-up covering entire work day states "no trains" will be operated. Individual Subdivision Special Instructions or Superintendent's bulletin or notice must specify: Maintenance of Way Rule 14 EXCEPTION applies on this subdivision.

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

**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, employee 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 employee in charge of Maintenance of Way employees 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**—add the following two paragraphs:

In transmitting and repeating track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and direction must be pronounced then spelled.

When clearing track and time limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, track and time limits number and time cleared.

**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 276.

**Rule 271(A)**—change to read:

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

When Maintenance of Way employee(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 299**—add the following paragraph:

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

**Rule 345**—add the following paragraph:

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

**Rule 575(A)**—new:

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

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

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

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

**Rule 592**—change to read:

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

**Rule 597**—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. 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.

**14. Helper Behind Caboose—**

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

**15. 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.

**16. Trackman's Train Location Line-up—**

Unless otherwise specified in Individual Subdivision Special Instructions, Trackman's Train Location Line-up is not required in CTC Territory.

**17. Certificate of Rules Examination—**

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

**18. Time Signals Received from WWV Time—**

Time signals received from WWV Time may be used to set watches and clocks to standard time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used.

To call WWV Time on the company telephone, dial:

8-466-2121 (Springfield, Chicago, Denver and Twin Cities Regions)  
8-566-2121 (Billings Region)  
8-766-2121 (Seattle Region)  
8-776-2121 (Spokane Division)

## CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer . . . . . Ft. Worth, Texas

## MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. C. P. Swan . . . . . Albany	Dr. O. I. Lowry . . . . . Rosalia
Medical Dental Center . . . . . Astoria	Dr. F. E. Marienau . . . . . Sandpoint
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 . . . . . Bonners 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. Jan Holm . . . . . 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
Dr. J. M. Ayers . . . . . Moscow	Group . . . . . Vancouver, WA
Dr. John C. Carpenter . . . . . Nelson, B.C.	Dr. Paul O. Kretchmar, Vancouver
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
Olympia Memorial Clinic . . . . . Olympia	Clinic . . . . . Wapato
Dr. G. V. Axford . . . . . Pasco	Dr. K.F. Stefan . . . . . Washougal
Dr. R. J. Kramer . . . . . Pasco	Dr. Arthur L. Ludwick . . . . . Wenatchee
Dr. A. B. Shields . . . . . Portland	Dr. W. B. Zook . . . . . Wenatchee
The Portland Clinic	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	

Other physicians in the above offices are authorized to perform examinations.

**PERFORM SWITCHING IN A MANNER  
WHICH WILL AVOID DAMAGE TO  
CONTENTS OF CARS AND EQUIPMENT**

<b>Safe Coupling Speed (MPH)</b>	<b>Impact Force</b>
1	1
2	4
3	9
4	16
<b>Damaging Coupling Speed (MPH)</b>	<b>Damaging Force</b>
5	25
6	36
7	49
8	64
9	81
10	100

**SPEED TABLE**

<b>Time Per Mile</b>		<b>Miles Per Hour</b>	<b>Time Per Mile</b>		<b>Miles Per Hour</b>
<b>Minutes</b>	<b>Seconds</b>		<b>Minutes</b>	<b>Seconds</b>	
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.