

## SPOKANE DIVISION

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

D. L. MAZE	Asst. Supt. Transportation	Spokane
C. E. BROOKS	Asst. Supt. Administration	Spokane
R. F. KNUTSON	Asst. Supt. Roadway Maintenance	Spokane
M. J. MOLITOR	General Road Foreman	Spokane
G. S. MALING	Trainmaster	Spokane
J. A. REGAN	Trainmaster—Road Foreman	Spokane
F. C. BROSE	Trainmaster—Road Foreman	Wenatchee
D. G. VERITY	Agent—Asst. Trainmaster	Wenatchee
D. R. WILKERSON	Trainmaster	Spokane
J. A. SWING	Agent—Asst. Trainmaster	Kettle Falls
R. CAMPBELL	Trainmaster—Road Foreman	Whitefish
L. J. KURZ	Assistant Trainmaster	Whitefish
J. B. SCHARFF	Terminal Superintendent	Spokane
G. L. PORTSCHE	Asst. Terminal Superintendent	Spokane
G. M. KASPERSKI	Terminal Trainmaster	Spokane
R. M. ESTES	Terminal Trainmaster	Spokane
S. ORTIZ	Terminal Trainmaster	Spokane
G. A. CARLSON	Terminal Trainmaster	Spokane
J. P. ARNESON	Asst. Terminal Trainmaster	Spokane

## PACIFIC DIVISION

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

R. R. STIMART	Asst. Supt. Transportation	Seattle
H. A. HANSON	Asst. Supt. Administration	Seattle
L. A. PARKER	Asst. Supt. Roadway Maintenance	Seattle
G. L. NESWICK	General Road Foreman	Seattle
J. S. LUNAK	Trainmaster—Road Foreman	Seattle
J. K. SIMONIS	Terminal Manager	Tacoma
D. W. KING	Asst. Trainmaster	Tacoma
R. L. FUDGE	Asst. Trainmaster	Tacoma
L. G. HALL	Trainmaster	Longview
B. L. JOHNSON	Agent—Asst. 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. WOVCCHA	Terminal Trainmaster	Seattle
S. A. GORDON	Terminal Trainmaster	Seattle
F. E. MEYER	Terminal Trainmaster	Seattle
F. J. RUTT	Terminal Trainmaster	Seattle
W. A. FRY	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
J. Z. ALBINGER	General Road Foreman	Portland
J. H. MITCHELL	Trainmaster—Road Foreman	Vancouver
J. M. RYAN	Trainmaster—Agent	Klamath Falls
G. E. WEEKLEY	Trainmaster	Wishram
J. D. WRIGHT	Trainmaster—Road Foreman	Bend
G. D. ALLEN	Trainmaster—Road Foreman	Portland
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. W. BOWMAN	Terminal Trainmaster	Vancouver
R. E. STEPHENS	Terminal Trainmaster	Vancouver
D. L. MEYERS	Terminal Trainmaster	Vancouver
M. D. McLAUGHLIN	Asst. 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. C. WESTERGREN	Terminal Trainmaster	Pasco
D. L. LAMBERSON	Trainmaster	Pasco
G. L. SOLEM	Trainmaster—Road Foreman	Pasco
T. N. ROWLEY	Trainmaster	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	Regional Chief Dispatcher	Seattle
G. L. SKILLMAN	Chief Dispatcher	Seattle
J. W. MILLER	Chief Dispatcher	Seattle
R. E. SCHULTZ	Regional Chief Dispatcher	Billings
K. J. KRISMER	Director Frl. Equip.	Seattle

Printed in U.S.A.

# BURLINGTON NORTHERN RAILROAD CO. SEATTLE REGION

SPOKANE, PACIFIC AND PORTLAND  
DIVISIONS

# TIMETABLE AND SPECIAL INSTRUCTIONS NO. 6

IN EFFECT AT 12:01 A.M.

Pacific Standard Time  
Mountain Standard Time

Sunday, April 28, 1985

Including National Railroad Passenger Corporation (NRPC) Trains

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

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

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

## SPOKANE DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Conkelley	1st Subdivn MAIN LINE STATIONS Office Calls		ABS Rule 251-254	FIRST CLASS		EASTWARD
				1027	1007							1028	1008	
				NRPC Daily	NRPC Daily							NRPC Daily	NRPC Daily	
			01590		8:30PM	36	1208.3	0.0	DT	CONKELLEY 2.9			A 6:56AM	
JTXY	W4,015	01593			8:33		1211.6	2.9		CF COLUMBIA FALLS 7.6				
BKRTYZ		01601			s 8:55		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				
JY		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 10:40		1319.6	112.3		CK LIBBY 11.0			s 4:40	
	8,641	01729					1331.3	123.3		KOOTENAI FALLS 7.2				
T	14,286	01736			11:02		1337.9	130.5		UX TROY			4:10	
T	14,286	01736			10:02		1337.9	130.5		UX TROY 6.7			3:10	
	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				
TJ	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 11:30	45	2.9	196.4	2MT	SA SANDPOINT 7.2			s 1:50	
		01810					3.0	196.5		ALGOMA 6.7				
	10,828	01817					10.1	203.7		COCOLALLA 12.6				
	13,247	01830					17.6	210.4		ATHOL 7.3				
	10,600	01837					31.5	223.0		RAMSEY 5.7				
	9,156	01843					37.7	230.3		RATHDRUM 1.4				
		01845					45.5	236.0		HAUSER 5.6				
J		01850					47.0	237.4		HAUSER JCT. 5.8				
	10,095	01855					51.5	243.0		OTIS ORCHARDS 5.9				
		01861			12:17AM		57.9	248.8		IRVIN 3.3				
Y		01865					63.3	254.7		PARKWATER 1.5				
BKRTXYZ		01866			12:22		66.6	258.0		YARDLEY 1.6			12:36	
IJXY						46	68.1	259.5	DT	CG UP TOWER 1.9				
							69.7	261.1		SF SPOKANE 1.0		As 11:50PM	12:30AM	
BKRYX		01870		1:15AM	s 12:45 1:20		71.5			SUNSET JCT.		11:30PM	11:45PM	
J		01877		A 1:18AM	A 1:23AM		0.0	263.0						
							1.1	264.0						

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, Moyle Springs-07, Sand Point East-08, Sand Point West-09.

1 Columbia Falls to Somers 29.4

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted	Passenger	Freight
Conkelley and Sunset Jct. ....	79 MPH.		
Conkelley and Whitefish, against the current of traffic .....	59 MPH.	49 MPH.	5 MPH.
Whitefish—No. 9 yard track .....			
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.	
Parkwater—trains through dual control switch turnouts .....		35 MPH.	
	Up to 100 Tons O/B	Over 100 Tons O/B	
Athol and Ramsey, engine westward freight trains passing Signal 35.1 Yardley and Sunset Jct. ....	55 MPH.	45 MPH.	
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.	40 MPH.
Columbia Falls and Kalispell .....		5 MPH.	
Kalispell, over Main Street crossing .....		45 MPH.	
Empty bulkhead flat cars in the following number series must operate in secondary trains .....			
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. **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.

8. **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.

9. **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.

The ventilating fan and tunnel door are located at the East Portal of Flathead Tunnel, eastward absolute signal is located 120 feet west of tunnel door, and westward absolute signal is 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 in fully opened position.

In the event ventilating door, Flathead Tunnel, is closed, denying movement, crew must first contact train dispatcher, who will take proper action. However, 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 packs used and where left so that they can be recharged at once.

10. **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.

11. **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.

12. **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.

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

14. **Crossovers on Double Track**—

Facing Point:		Trailing Point:	
MP 1211.7	Columbia Falls	MP 1212.7	Columbia Falls
MP 0.2	West end	MP 1215.0	East of Half Moon
	Passenger Yard		
MP 69.8	UP Tower		Yard, Spokane

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

Algoma	Athol	Rathdrum
Cocolalla	Ramsey	Otis Orchards

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

17. Main tracks will be numbered consecutively from the north beginning with No 1.

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

Libby—	MP 1316.1	Spokane—	MP 69.8
Naples—	MP 1381.9	Leonia—	MP 1354.0

**Other Failed Equipment Detector Locations—**

Olney—	MP 1236.6	Yakt—	MP 1341.6
Fisher River—	MP 1296.1	Boyer—	MP 1398.4
Libby—	MP 1317.2	Crossport—	MP 1366.2

**Failed Equipment Radio Reporters—**

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

WESTWARD	Rule (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
				1007	1027						1008	1028	
				NRPC Daily	NRPC Daily						NRPC Daily	NRPC Daily	
J			01877	1:23AM	A 1:18AM	37	1481.0	0.0	SUNSET JCT. 0.8	CTC	A 11:45PM	A 11:30PM	
J			01878	1:25	(See Port.		1481.6	0.8	LATAH JCT. 7.8		11:43	(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	ABS Rule 251- 254			
			01914	2:10			1520.2	39.4	BLUESTEM 7.5		11:07		
XY	W3,426		01922	2:18			1527.7	46.9	HARRINGTON 15.1		10:59		
			01937	2:35			1542.9	62.0	LAMONA 10.2		10:45		
		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 3:25			1599.3	118.2	EPHRATA 5.1		s 9:54		
		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	4:15			1643.3	163.5	MALAGA 6.9				
BJKRTYZ			02044	As 4:31AM			1650.2	170.4	WC WENATCHEE	ABS	8:53PM		

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	
	Passenger	Freight
Sunset Jct. and Wenatchee.....	79 MPH.	
Lamona and Bluestem against current of traffic .....	49 MPH.	40 MPH.
Latah Jct., turnout to Portland Fifth Subdivision.....		35 MPH.
Trains or engines through turnouts at following locations .....		35 MPH.
Ends of double track Lamona and Bluestem.		
Wenatchee #1 crossover.		30 MPH.
Wenatchee—crossover west end of yard	Up to 100 Tons O/B	Over 100 Tons O/B
Wenatchee and Appleyard		
Engines of eastward freight trains passing signal 1649.4.....		30 MPH.
Engines of westward freight trains passing signal: 1601.1.....	55 MPH.	50 MPH.
Trinidad Absolute Signal 46W MP 1627.0.....		40 MPH.
Trinidad and Columbia River:		
1629.9.....		40 MPH.
1631.7.....		45 MPH.
Malaga Absolute Signal 42W at MP 1643.7.....		45 MPH.
Appleyard Absolute Signal 41W at MP 1646.7.....	40 MPH.	30 MPH.

Wenatchee—MP 1652.7 and MP 1650  
on W.O. main yard track ..... 25 MPH.  
Empty bulkhead flat cars in the following number se-  
ries must operate in secondary trains ..... 45 MPH.  
SP 508400-508999  
Item 1A, All Subdivisions, applies be-  
tween Columbia River and Mans-  
field.

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 Colum-  
bia River.
5. Rule 99—Between Sunset Jct. and Wenatchee—When flag-  
ging is required, distance will be 2.5 miles, except between Bluestem  
and Lamona when operating against the current of traffic the dis-  
tance 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.

## SPOKANE DIVISION

**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 1622.3	Trinidad—	MP 1625.6
Trinidad— MP 1623.9	Voltage—	MP 1638.1

**Other Failed Equipment Detector Locations—**

Fairchild— MP 1496.1	Stratford—	MP 1580.2
Odessa— MP 1556.5	Columbia River—	MP 1633.6

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

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

**1. Speed Restrictions—**

<b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>
Boyer and Newport.....	40 MPH.
On siding Laclede over public crossing .....	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 Subdiv BRANCH LINE STATIONS Office Calls		EAST WARD
	IJXY			37	1476.7	0.0	CG	UP TOWER	ABS Rule 261- 264
	AY		61972		1473.0	3.7		HILLYARD	
			61968		1468.1	8.6		MEAD	
	Y		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	
	TYZ		62081		0.0	94.6		WEST KETTLE FALLS	
	Y		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.

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

Train Dispatcher call—Monumental Mountain—10

- Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
UP Tower and Danville ..... 40 MPH.  
Danville to end of track San Poil..... 25 MPH.  
Mead, over switches and frogs on curves Aluminum  
Plant ..... 5 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)—None**

- 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.

- Between UP Tower and Dean—**Continuous yard limits in effect.

Westward trains or engines entering automatic interlocking west end of Hillyard yard and the absolute signal at Dean must secure authority from train dispatcher before entering this territory.

- Hillyard—**Automatic interlocking in service at west end of yard. When movement is stopped by a stop indication the following will govern; Westward—Rule 605A governs and Rule 509 is modified as follows; movements may not be made beyond the stop signal without authority of the train dispatcher who must not issue such authority unless he positively knows there is no opposing movement. After authority is received from the train dispatcher the automatic switch must be operated in accordance with Rule 275A before proceeding. Eastward—Authority for movement is not required. After the Automatic switch is operated in accordance with Rule 275A movement may proceed at restricted speed.

- Between Hillyard and UP Tower—**Train or engine movements will be authorized by control operator at UP Tower. Eastward trains must obtain authority from control operator at UP Tower before departing Hillyard.

- 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.

- 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.

- 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. 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.

- Laurier to Danville—**

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

- 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.

- 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.

- 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.

## SPOKANE DIVISION

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.

**16. 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.

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

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		
	TY			375	20.4	12.5		COEUR d'ALENE		
					22.8					
				382	23.2					
					27.3					
				375	25.8					
26.0										
382	32.6									
	33.3									

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

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cheney	5th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	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.

- 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.
- 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—**  
Cheney—Trains will register when so directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Rule 99—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.**
- Sidings—Are also used as industrial tracks.**

- 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.
- 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—**  
Post Falls—Trains originating or terminating will register.
- Clearance Provisions and Exceptions Rule 83(B)—**  
Hauser Jct.—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 .5 mile.**
- Yard Limits—Continuous yard limits in effect between Hauser Jct. and Coeur d'Alene.**
- Coeur d'Alene—11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings: Train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.**
- Interlockings and Railroad Crossings not Indicated at Station—Coeur d'Alene—SI Crossing MP 31.6**



WEST WARD	Rule 6(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.
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.
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 6(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		161.1	0.0	KEREMEOS 4.2	
			66870	393	156.9	4.2	CAWSTON, B. C. 12.9	
					144.0			
			66858	390	144.0	17.1	CHOPAKA, WASH. 21.2	
					121.4			
T	2,876	66836			135.7	38.3	OROVILLE 41.4	
Y	3,386	66795			95.7	79.8	MK OMAK 4.2	
	2,857	66791			91.5	84.0	OKANOGAN 26.5	
	2,549	66764			65.0	110.5	BREWSTER 6.2	
	5,710	66758	387		58.9	116.7	PATEROS 20.0	
	3,114	66738			38.9	136.7	CHELAN 18.5	
	3,224	66720			20.4	155.2	ENTIAT 17.1	
Y		66702			2.6	172.3	OLDS 3.3	
BJKR TXYZ		02044			0.0	175.6	WC WENATCHEE	ABS

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

### 1. Speed Restrictions—

#### Zone—Between

#### Maximum Speeds Permitted

Wenatchee and Oroville .....

Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

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

### 3. Train Register Exceptions—None.

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

Oroville—Rule 83(B) does not apply.

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

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

### 7. Control Point not otherwise listed—Olds Jct.—MP 2.55.

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bovill	9th Subdivn BRANCH LINE STATIONS Office Calls	
	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 on sidings ..... 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 flag-  
ging 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	10th Subdivn BRANCH LINE STATIONS Office Calls	
	JT	4,946	01631	389	1248.5	0.0	STRYKER	
		2,867	61663		1260.6	11.5	FORTINE	
		3,370	61675		1273.0	23.2	EUREKA	

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

- 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.
- Bridge, Engine and Heavy Car Restrictions—**  
Items 5b, c and d not permitted.
- Train Register Exceptions—**None.
- Clearance Provisions and Exceptions 83(B)**  
**Stryker—**Rule 83(B) does not apply.
- Rule 99—**Unless otherwise provided, protection against following  
trains is not required. When required to flag, distance will be 1 mile.

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

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

JT	62180	132.3							
		194.5	5.5						
RY	62151	164.8	35.2	391					
		140.4							
	62128	139.7	59.6						
		138.3							
	62124	138.3	61.7						
	3,009	62115	129.5						
	2,224	62105	120.0	376					
Y	1,844	62092	105.6						
			95.7						
BJKRTY	62081		104.0						

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

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

- 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.
- 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)—**  
**Kettle Falls—**All trains must obtain clearance.
- 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.
- 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 inclu-  
sive. The 501 series of Automatic Block, CTC and Interlocking Sig-  
nal 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 superinten-  
dent'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.
- 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.**

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

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

**10. Yard Limits—In effect between Kettle Falls and Evans MP 96.0 and MP 107.0.****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.

**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

**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.
Bonnors 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.
Coeur d'Alene	1, 2	6:00 am-2:00 pm Sun. 7:00 am-3:00 pm Mon. thru Fri.

**TRAIN DISPATCHERS PHONE NUMBERS**

Company	Subdivns	Commercial
8-721-6623	Asst. Chief	(206) 625-6623
8-721-6176	Boyer East	(206) 625-6176
8-721-6175	Boyer West	(206) 625-6175
8-721-6620	Seattle East	(206) 625-6620

## 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>				62321	Hite .....	5.6 east of Reardan .....	21	Both	
61605	Lasalle .....	5.5 from Columbia Falls .....	40	Both	62334	Mondovi .....	7.3 west of Reardan .....	25	Both
61610	Assoc Seed Growers...on spur	10.8 from Columbia Falls .....	6	East	62347	Rocklyn .....	6.3 west of Davenport .....	21	Both
61611	Mont Saw Service Co. spur ..	11.1 from Columbia Falls .....	5	East	62381	Govan .....	6.6 west of Wilbur .....	15	Both
61612	C & C Plywood Corp.on spur	11.8 from Columbia Falls .....	27	Both	62390	Hanson .....	3.6 west of Almira .....	15	Both
61613	Northwestern Lbr. Co. Spur	13.0 from Columbia Falls .....	47	East	62397	Hartline .....	9.1 west of Almira .....	17	Both
61614	Carter Oil Co. Spur...on spur	13.1 from Columbia Falls .....	9	East	62404	Cement .....	4.2 east of Coulee City .....	48	Both
61617	Kalispell .....	14.4 from Columbia Falls .....	Yard	Both	62406	Odair .....	2.1 east of Coulee City .....	86	West
61619	Monarch Lbr. Co....on spur	19.6 from Columbia Falls .....	8	East	<b>6th Subdivision</b>				
61622	Balls Crossing .....	20.1 from Columbia Falls .....	11	East	62625	Alpine Sales Spur .....	26.4 east of Spokane .....	5	East
61625	Somers .....	24.9 from Columbia Falls .....	Yard	Both	62626	Huetter .....	27.7 east of Spokane .....	15	Both
01596	Half Moon .....	4.7 east of Whitefish .....	46	West	62629	Atlas .....	28.4 east of Spokane .....	37	Both
01618	Olney .....	5.5 west of Lupfer .....	75	Both	62630	Gibbs .....	30.5 east of Spokane .....	7	Both
01644	Swamp Creek (3 Trks) .....	3.1 east of Twin Meadows .....	83	East	<b>7th Subdivision</b>				
01713	Zonolite Spur .....	4.8 east of Libby .....	49	East	63211	Spangle .....	11.5 west of Marshall .....	55	Both
01756	Katka Spur .....	6.5 east of Crossport .....	18	East	63212	Harris Pine Mill .....	12.8 west of Marshall .....	2	East
01772	Moravia .....	4.9 west of Bonners Ferry .....	21	East	63220	Plaza .....	21.2 west of Marshall .....	9	Both
01790	Samuels (Cedapine Veneer) ..	10.0 east of Boyer .....	9	East	63811	Balder .....	4.8 from Rosalia .....	13	West
01791	Emerson Spur .....	Off W.I. Forest Prod. Spur .....	15	West	63644	Spring Valley .....	5.8 from Rosalia .....	Yard	Both
01792	W.I. Forest Prods. Spur .....	7.8 east of Boyer .....	15	West	63232	McCoy .....	5.2 west of Rosalia .....	10	Both
01793	Colburn .....	7.2 east of Boyer .....	122	Both	63235	Flaig .....	8.2 west of Rosalia .....	7	East
01858	Velox .....	1.1 east of Irvin .....	20	West	63243	Belmont .....	5.3 west of Oakesdale .....	56	Both
01860	Trentwood .....	0.5 east of Irvin .....	30	Both	63244	Farmington .....	6.0 west of Oakesdale .....	20	East
62607	Millwood .....	7.2 east of Spokane .....	9	Both	63247	Eden .....	10.3 west of Oakesdale .....	47	Both
62613	Green Acres .....	13.6 east of Spokane .....	9	Both	63686	Viola .....	6.6 from Palouse .....	27	Both
<b>2nd Subdivision</b>				63266	Fallon .....	6.8 west of Palouse .....	32	Both	
01879	Highland Spur .....	2.7 east of Lyons .....	Yard	West	63267	Madson .....	8.1 west of Palouse .....	5	West
01889	Fairchild Storage Track .....	4.1 east of Espanola .....	100	Both	63271	Whelan .....	5.2 east of Pullman .....	11	Both
01896	Geiger Field .....	4.7 from Fairchild .....	Yard	West	63692	Joel .....	6.5 west of Moscow .....	24	Both
01899	Waukon .....	5.7 east of Edwall .....	55	Both	63297	Howell .....	10.7 west of Moscow .....	27	East
01909	Canby .....	3.7 west of Edwall .....	29	Both	63315	Julietta .....	4.0 west of Kendrick .....	14	Both
01928	Mohler .....	6.7 west of Harrington .....	55	Both	<b>8th Subdivision</b>				
01932	Downs .....	4.7 east of Lamona .....	49	Both	66832	Cordell Pit .....	4.3 west of Oroville .....		
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 .....	1.2 west of Rock Island .....	Yard	West	66763	Braker .....	1.2 west of Brewster .....	5	Both
66905	Bon Spur .....	5.4 from Columbia River .....	8	East	66750	Wells Dam Spur .....	8.0 west of Pateros .....	40	East
66915	Palisades .....	15.7 from Columbia River .....	32	Both	66737	Chelan Falls .....	1.2 west of Chelan .....	36	Both
66931	Alstown .....	31.2 from Columbia River .....	27	Both	66725	Winesap .....	5.8 east of Entiat .....	40	Both
66936	Douglas .....	36.5 from Columbia River .....	22	West	66707	Rocky Reach .....	4.2 east of Olds .....	46	West
66943	Supplee .....	43.5 from Columbia River .....	27	Both	66704	Welch .....	2.0 east of Olds .....	25	Both
66949	Withrow .....	49.1 from Columbia River .....	45	Both	<b>9th Subdivision</b>				
66955	Touhey .....	55.0 from Columbia River .....	27	Both	70035	Deary .....	12.3 west of Bovill .....	12	Both
66960	Mansfield .....	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 .....	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 .....	2.7 east of Newport (1.5 long) .....	21	East	<b>10th Subdivision</b>				
<b>4th Subdivision</b>				61669	Tobacco .....	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 .....	4.8 west of Troup Jct. ....	24	Both
62063	Metallurgical Chip Spur .....	9.9 east of Colville .....	14	West	62165	Hall .....	14.9 west of Troup Jct. ....	14	Both
62059	Addy .....	9.1 west of Chewelah .....	17	Both	62158	Ymir .....	22.11 west 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 west of Troup Jct. ....	16	West
62041	Valley Lbr. Spur .....	1.7 east of Valley .....	9	West	62155	Louisiana Pacific Chip Track ..			
62040	Nanome .....	2.0 east of Valley .....	4	West			24.1 west of Troup Jct. ....	13	Both
62034	Cline .....	8.1 east of Valley .....	18	Both	62154	Boulder Hill .....	3.3 east of Salmo .....	9	Both
62033	Allied Mineral .....	8.4 east of Valley .....	8	East	62148	Erie .....	2.3 west of Salmo .....	11	Both
62032	Springdale .....	9.6 east of Valley .....	20	West	62145	Meadows .....	5.6 west of Salmo .....	20	Both
62018	Clayton .....	5.3 west of Deer Park .....	9	East	62140	Parks .....	10.0 west of Salmo .....	8	Both
62207	Plumb Creek Spur .....	2.7 west of Kettle Falls .....	10	Both	62136	ATCO Spur .....	10.0 east of Waneta, B.C. ....	3	West
62208	Brauner Lbr. Co. Spur .....	3.0 west of Kettle Falls .....	4	East	62135	Fruitvale .....	9.1 east of Waneta, B.C. ....	27	Both
62211	Portland Cement Spur .....	5.9 west of Kettle Falls .....	6	East	62132	Equipment Spur .....	6.0 east of Waneta, B.C. ....	3	East
62272	Pollard .....	4.8 east of San Poil .....	10	West	62130	Columbia Gardens .....	3.8 east of Waneta, B.C. ....	11	Both
62278	Gold Stake .....	6.1 east of Laurier .....	13	West	62129	Quirk .....	2.3 east of Waneta, B.C. ....	20	Both
<b>5th Subdivision</b>				62112	Janni Spur .....	3.3 west of Northport .....	11	East	
62310	Medical Lake .....	10.6 west of Cheney .....	24	Both	62110	Cameron Spur .....	4.4 west of Northport .....	17	West
				62107	Marble .....	8.3 west of Northport .....	37	Both	

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Wenatch- ee	1st Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EAST WARD
				1007					1008	
				NRPC Daily					NRPC Daily	
BKRTY			02044	4:35AM	37	1650.2	0.0	WC WENATCHEE	ABS	As 8:50PM
JY						1652.9	2.7	OL OLDS JCT.		8:38
	8,049	02056				1661.2	11.0	OM CASHMERE		
	7,905	02067				1672.2	22.0	CH LEAVENWORTH		
	10,978	02081				1686.9	35.5	WI WINTON		
T	6,729	02087				1692.4	42.1	CK MERRITT		
	12,323	02094				1698.5	49.1	BR BERNE		
						1708.5				
	9,259	02103				1719.5	58.1	SN SCENIC		
T	8,949	02116				1732.3	70.9	KY SKYKOMISH		
	10,099	02124				1739.5	78.5	BA BARING		
	10,244	02139				1755.7	93.0	GB GOLD BAR		
	11,988	02152				1768.6	105.9	RO MONROE		
JT		02159				1775.2	112.5	SE SNOHOMISH JCT. EAST		
JT		02159				1776.2	113.5	SH SNOHOMISH JCT. WEST	CTC	
		02164				1781.2	118.5	W LOWELL		
J	12,517	02165				1782.7	120.0	PJ PA JCT.		
					50	1783.2	120.5	2MT PA PACIFIC AVE.		
		02166		s 7:45		1783.9	121.4	JN EVERETT		s 5:45
JX		02169				1784.7				
						32.1	122.2	EJ EVERETT JCT.		
X		02172				28.3	126.0	2MT MU MUKILTEO		
						27.8	126.5	MP MP 28		
						27.1	128.2	PM MP 27		
								2MT		
						17.8	136.6	EE EAST EDMONDS		
		02182		s 8:15		17.6	136.8	DR EDMONDS		s 5:21
						15.9	138.5	WE WEST EDMONDS		
								2MT		
						7.7	146.7	ME MP 7.9		
						7.1	147.1	MA MP 7		
I		02193		8:28		6.4	147.8	BD BALLARD		
I						6.2	148.0	DB DRAWBRIDGE 4		
IY						5.1	149.4	RD 23rd STREET	ABS Rule 261- 264	
BIKRTY		02195		8:31		4.9	149.6	2MT RB INTERBAY (Balmer Yard)		5:00
I						3.3	150.7	GS GARFIELD STREET		
IJXY						1.4	152.8	J NORTH PORTAL		
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-38

- 1. Speed Restrictions—**
- | Zone—Between  | Maximum Speeds Permitted | Passenger | Freight |
|---|--------------------------|-----------|---------|
| Wenatchee and Everett .....   | 79 MPH.                  | 50 MPH.   | 50 MPH. |
| Everett and Seattle .....   | 60 MPH.                  | 50 MPH.   | 50 MPH. |
| Light helper engines without operative dynamic brakes .....   |                          |           | 35 MPH. |
| Seattle—Over public crossings .....   |                          |           | 20 MPH. |
| Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront .....                                     |                          |           | 10 MPH. |
| Seattle King St. Station—Through turnouts .....   |                          |           | 10 MPH. |
| Seattle—trains handling Amtrak Superliner bi-level cars while passing umbrella sheds at King St. Station .....                                  |                          |           | 5 MPH.  |
| Trains or engines between North Portal and King St. Station, Seattle  |                          |           |         |
| With the current of traffic .....   |                          | 20 MPH.   |         |
| Against the current of traffic .....  |                          | 10 MPH.   |         |
| Balmer Yard—Tracks A and B .....  |                          | 15 MPH.   |         |
| Ballard—Over Bridge 4 .....   |                          | 20 MPH.   |         |
| Everett between West Switch Pacific Ave. and P.A. Jct. ....   |                          | 20 MPH.   |         |
| Scenic and Skykomish:   |                          |           |         |
| Westward freight trains: between West switch Scenic and MP 1729.0 while handling loaded C-6 covered hopper cars, or exceeding 100 tons/OB ..... |                          |           | 12 MPH. |
| Trains or engines through No. 20 turnouts at the following locations  |                          |           | 35 MPH. |
| End of single track Mukilteo and Edmonds .....  |                          |           | 35 MPH. |
| Siding switches at:   |                          |           |         |
| Cashmer Berne   |                          |           |         |
| Leavenworth Scenic  |                          |           |         |
| Winton Baring   |                          |           |         |
| Merritt Goldbar   |                          |           |         |
| Pacific Ave., Everett .....   |                          | 20 MPH.   |         |
| Turnouts PA Jct., Lowell Jct., Snohomish Jct. West, and Snohomish Jct. East .....   |                          |           | 15 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—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 Seattle Terminal train dispatcher 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 MP 7.9 and King St. Station 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 Seattle Terminal train dispatcher for authority to proceed and route to be used.

**9. Main tracks will be numbered 1 and 2 consecutively from the north beginning at CTC MP 7.9. Authority must be obtained from the Seattle Terminal train dispatcher for movements between MP 7.9 and King Street Station.**

**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—**

**a. Skykomish—**Strobe light under control of City Fire Department mounted at Main Street Crossing. When illuminated, an emergency exists and the crossing must not be blocked, and trains occupying the crossing must cut or clear it immediately.

**b. 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.**

**c. 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.**

**d. Helper locomotive will cut in ahead of full rate tonnage, see Items 15 and 16.**

If instructed, helper locomotives (not exceeding two) for westward unit grain trains, will be placed behind the caboose, and will not use dynamic brake in this position.

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.

**e. 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.**

**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 ventilating system indicators 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 Absolute Signal at MP 1700.3 is located 65 feet east of tunnel door, and eastward Absolute Signal at MP 1700.4 is located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of rules, contact with train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is in the fully opened position.**

If 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 assure tunnel ventilating fans are operating and East Portal door is closed during the time train is standing.

- h. After receiving authority from the train dispatcher, a train in the tunnel may make a forward or reverse movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except Absolute Signal at MP 1700.4. In emergency conditions when communications fail, trains may make a forward or reverse movement out of tunnel to Scenic or Berne passing all signals at restricted speed.

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

- 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. Biopaks and Scott chin style gas masks are issued to crew members of trains running through the Cascade tunnel. Biopaks are for emergency use only and are to be used only when the Scott gas masks are ineffective. Both must be immediately accessible while in the Cascade tunnel.
- k. Emergency Exits—Cascade Tunnel. Two foot by three foot doors are located on south wall of tunnel from Bay 13 to the west portal. Doors open into Pioneer Tunnel and must be closed after each use. Exits are to be used only when no other exit available from tunnel.
- l. Location of additional emergency material and emergency exits:

LOCATION	DISPATCHER PHONE AIR HOSE, WRENCH & KNUCKLES TYPE E & F	BREATHING SUPPORT DEVICES	RAIL CLAMPS AND CHAINS	EMERGENCY EXITS BETWEEN BAYS
Telephone Booth Skykomish	X			
Telephone Booth Scenic	X		XX	
CTC Bungalow E & W Scenic	X			
Bay 21	X			
Bay 20	X	XXX		
Bay 19	X	XXX		X
Bay 18	X	XXX		
Bay 17	X	XXX		
Bay 16	X	XXX		X
Bay 15	X	XXX		X
Bay 14	X	XXX		

(Continued above)

LOCATION	DISPATCHER PHONE AIR HOSE, WRENCH & KNUCKLES TYPE E & F	BREATHING SUPPORT DEVICES	RAIL CLAMPS AND CHAINS	EMERGENCY EXITS BETWEEN BAYS
Bay 13	X	XXX		X
Bay 12	X	XXX		
Bay 11	X	XXX		
Bay 10	X	XXX		
Bay 9	X	XXX		
Bay 8	X	XXX		
Bay 7	X	XXX		
Bay 6	X	XXX		
Bay 5	X	XXX		
Bay 4	X	XXX		
Bay 3	X	XXX		
Bay 2	X	XXX		
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. When necessary to set out bad order cars at Scenic or Berne see that clamps are properly secured and blocked to the rail on low end of car. Clamps at Scenic fit rail on industry track. Clamps at Berne fit rail on siding. Crew picking up car, return clamps and chains to the Telephone Bungalow, Scenic or CTC Bungalow, Berne.

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

#### Other Failed Equipment Detector Locations—

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

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	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	ABS Rule 251-257	6:44
	XZ		15123	9:58		151.8	4.8	WN	WILLINGDON JCT. 2.0		6:41
	X					149.8	6.8	SL	SPERLING 1.8		
	X					148.0	8.6	PR	PIPER 1.1		
	X		15118			146.9	9.7	BY	BURNABY .5		
	X					146.4	10.2	LC	LAKE CITY .3		
	X					146.1	10.5	NR	NORTH ROAD .7		
	X					145.4	11.2	BT	BRUNETTE 1		
				A10:15PM		145.3	11.3	CP	CP JCT .2	CTC	6:30AM
	X					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	BROWNVILLE 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 10.8	CTC	
						120.4					
	Z		15091			119.5	34.8	WR	WHITE ROCK, B.C. 1.0	ABS	
	RY	6,060	15088			119.4	35.8	BN	BLAINE, WA. 7.3		
	JTY		15081			112.1	43.1	IN	INTALCO 5.9		
	BRY	6,600	15075			106.3	49.0	FD	FERDALE 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			71.9	82.0	BU	BURLINGTON To Anacortes 16.6 3.9	CTC	
	BR	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		



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 Vancou- ver	2nd Subdivn, Cont. MAIN LINE STATIONS Office Calls		FIRST CLASS	I N O R T H W A R D
				29						16	
				VIA/CP2 Daily						VIA/CP1 Daily	
					50	37.0					
	JY		15008		408	10.9	117.7		DELTA JCT. To Bayside 2.4 1.8	CTC	
	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 2.5		
	JY		02167			32.1	122.6	EJ	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— Zone—Between	Maximum Speeds Permitted Passenger Freight
Vancouver and CP Jct.....	79 MPH.
Vancouver and Blaine.....	50 MPH.
Bridge 69—Between White Rock and Colebrook.....	15 MPH.
Brownsville—On siding, interchange and crossovers.....	10 MPH.
New Westminster—Fraser River Bridge.....	6 MPH.
CP Jct.—East leg of wye.....	5 MPH.
Between Burnaby and Still Creek, all freight trains, loaded or empty.....	30 MPH.
Still Creek—Over Grandview Highway North and Renfrew Street.....	25 MPH.
Vancouver—Burrard Inlet Line.....	8 MPH.
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)	
Trains or engines through No. 20 turnouts, at following CTC Control points.....	30 MPH.
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**—Trains originating or terminating will register.

**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 North Bend 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—

### SOUTHBOUND

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

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

The door to the Canada Customs office in the White Rock depot is equipped with a mail slot for filing of customs reports should customs so direct (A-5, B-13, etc.). These documents will be given to conductor at time of receiving wheel report Vancouver/New Westminster.

In-transit forms (A8B) will be issued to conductor with wheel report covering such cars entering U.S. for re-entry into Canada and are to be turned over to U.S. Customs. In-transit cars without this form cannot enter U.S.A.

File a copy of A-5 outward at Blaine.

Conductor will verify that cars on the wheel report are supported by customs documents or monthly summary prior to calling customs at White Rock. (If monthly summary is applicable, it will have notation on waybill.) Indicate on A-5 shipper and notations as to whether car moving on authority of monthly summary or B-13.

### NORTHBOUND

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

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

Accompanying customs officer on train inspection.

In-transit forms (A8B) will be issued to conductor covering such cars entering Canada for re-entry into the United States and are to be turned over to Canadian Customs. In-transit cars without this form cannot enter Canada.

File copy of A-1 at Blaine.

**\*\*NOTE:** In using golf cart, a report must first be made to Canada/U.S. Customs depending on which country you are entering.

- 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 6 MPH approaching and within interlocking limits.

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

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.

**Placarded Cars and Trailers—**

Canadian regulations require that Emergency Response (ER) Forms must be in the possession of train crew for all full carloads and trailer loads of hazardous material before entering Canada which, if not available prior to Blaine, must be furnished at Blaine.

Less than full carloads or trailer loads do not require an ER form, but regulations require that waybills be in possession of train crew at all times when handling such cars.

Seattle and Everett terminals ensure that additional copy of waybill is furnished conductor covering all less than car/trailer loads of hazardous material entering Canada. This will allow conductor to leave original at New Westminster and retain duplicate in his possession to be filed in the Emergency Response box in the trainmen's room at Vancouver, B.C.

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.

In the Canadian Uniform Code of Operating Rules 40 through 44: The distance specified will be two (2) miles instead of 2,000 yards.

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, mileage 136.90 and mileage 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:

- All other Track Occupancy Permits within the limits must be cancelled.
- 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.
- 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.
- Other Track Occupancy Permits must not be issued within the limits after Joint Authority is issued.

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

**Other Failed Equipment Detector Locations—**  
Brownsville—MP 139.1

### (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.
Georgia Pacific—Over diamond .....		10 MPH.
South Bellingham.....		35 MPH.
Anacortes and Burlington .....		25 MPH.
Kruse Jct. and Darrington.....		25 MPH.
Through turnouts at:		
English Bow		
Stanwood Samash		
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		

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.

**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 2.0 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 derails 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 8-721-6621 and commercial phone is (206)625-6621.

**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

**Failed Equipment Radio Reporter—**

Stanwood MP 58.2.

Bow MP 81.9.

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		
			1797	1011	1795						
			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	
BJKTX		16014	5:58	11:33	7:28		21.5	21.5		AY AUBURN 7.5	
XY		16021	6:05	11:39	7:35		29.0	29.0		SR SUMNER 1.5	
JTX		16022					30.5	30.5		MK MEEKER To Cascade Jct. 17.1 1.4	
XY	S3,187	16023	6:10	11:45	7:40		31.9	31.9		PY PUYALLUP 6.3	
IXY		16029	6:18	11:53	7:48	38.2	38.2	RN RESERVATION 1.1	CTC		
BKRTXY		16031	6:24	11:59	7:54	40.1		TA TACOMA 1.1			
IRXY		16033	6:27	12:02PM	7:57	0.0	39.3	NX UP JCT. 2.4			
XY	S4,200	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		16043	6:39	12:14	8:09	6.7	46.9	SX TITLOW 3.2			
XY		16046				10.0	50.1	PIONEER 1.2			
XY		16048				13.2	53.3	WEST TACOMA 1.2			
XY		16049	6:46	12:21	8:16	14.4	54.5	UO STEILACOOM 8.8			
JXY	S 455	16057	6:54	12:29	8:24	52	15.6	55.7	NU NISQUALLY 3.8	ABS Rule 251-254	
JXY		16061	6:58	12:33	8:28		24.4	64.5	SC SAINT CLAIR 1.6		
X		16063					28.2	68.3	KO KYRO 5.1		
XY		16068	7:06	12:38	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			

(Continued on next page.)

SOUTHWARD

Rule 6(A) Signs	Length of Siding In Feet	Station Numbers	FIRST CLASS			Line Segment	Mile Post Location	Distance From Seattle	3rd Subdivn, Cont.			ABS Rule 251- 254
			1797	1011	1795				MAIN LINE			
			NRPC Daily	NRPC Daily	NRPC 26 Daily				STATIONS Office Calls			
		16080	7:17	12:48	8:47	52	46.7	86.8	DT	BC	BUCODA 2.8	CTC
X		16084					49.5	89.6		WB	WABASH 3.0	
X							53.5	92.6		CENTRALIA NORTH 1.5		
BJKRTX	(1)6,400	16085	s 7:26	s 1:00	s 8:56		54.0	94.1		CENTRALIA 1.3		
X							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)5,000	16097					65.0	105.1	NA	NAPAVINE 1.2		
X							66.2	106.3		NAPAVINE SOUTH 5.1		
	(1)2,500	16104					71.3	111.4	WK	WINLOCK 5.7		
X		16111					77.0	117.1	VA	VADER 8.0		
X							85.0	125.1		MP 85 2.3		
X	(1)4,100	16120					87.3	127.4	2MT	CA	CASTLE ROCK 6.1	
X							93.4	133.2			OSTRANDER 2.4	
X	(1)3,100	16128					95.8	135.9	RP	ROCKY POINT 1.5		
X	(1)5,190	16130	s 8:13	s 1:49	s 9:43		97.3	137.4	KS	KELSO 1.6		
X							98.9	139.0		KELSO SOUTH 2.2		
BJTX	(1)9,382	16134					101.1	141.2	JC	LONGVIEW JCT. 1.5		
X							102.6	142.7		LONGVIEW JCT. SOUTH 4.9		
X	(1)3,769	16140					107.5	147.6	KA	KALAMA 3.4		
X							110.9	151.0		MP 111 5.7		
		16150					116.6	156.7	WD	WOODLAND 5.4		
X	(1)4,000	16155					122.0	162.1	RG	RIDGEFIELD 1.6		
X							123.6	163.7		RIDGEFIELD SOUTH 9.1		
X							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 3.1		
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			NORTH WARD
				1796	1014	1798	
				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 1.4	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	
		RUSTON 1.8	CTC				
	2MT	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	

(This Subdivision continued on next page)



Length of Siding in Feet	3rd Subdivn, Cont. MAIN LINE STATIONS Office Calls			FIRST CLASS		
				1796	1014	1798
				NRPC Daily	NRPC Daily	NRPC 25 Daily
	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)7,250		CN CENTRALIA 1.3		s 9:45	s 3:46	s 7:21
		CENTRALIA SOUTH 1.9				
(2)2,620		CS CHEHALIS 1.0				
		JO CHEHALIS JCT. 6.3				
		NA NAPAVALINE 1.2				
		NAPAVALINE SOUTH 5.1				
		WK WINLOCK 5.7				
(2)4,999		VA VADER 10.3				
		MP 85 2.3				
		CA CASTLE ROCK 6.2				
		OSTRANDER 2.4				
(1)2,800		RP ROCKY POINT 1.5		s 9:00	s 3:00	s 6:38
		KS KELSO 1.6				
		KELSO SOUTH 1.6				
		JC LONGVIEW JCT. 6.4				
		LONGVIEW JCT. SOUTH 1.5				
(2)2,600		KA KALAMA 3.4				
	2MT	MP 111 5.7	CTC			
		WD WOODLAND 5.4				
(2)4,700		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		s 8:21AM	s 2:21PM	s 6:01PM

NORTHWARD

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.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted		Up to 100 tons O/B	Over 100 tons O/B
	Passenger	Freight		
Seattle and Rye Jct.....	75 MPH.	50 MPH.	24.0.....	35 MPH.
Seattle—King Street station, over switches.....		10 MPH.	11.4.....	40 MPH.
Seattle—King St. Station— Trains handling Amtrak Superliner bilevel cars while passing umbrella sheds.....		5 MPH.	Portland and Tacoma—Engine Northward freight train passing signals: 108.4.....	35 MPH.
Seattle—All street crossings in corporate limits.....		20 MPH.	103.6.....	40 MPH.
Except, between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront.....		10 MPH.	103.8.....	40 MPH.
Except over Military Road South at MP 5.3 between Argo and South Seattle.....		40 MPH.	Empty bulkhead flat cars in the following number series must operate in secondary trains SP 508400 - 508999.....	45 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.		
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 on sidings and/or through No. 20 dual control switch turnouts at following locations....		35 MPH.		
Wabash Ostrander				
Centralia South Kelso South				
Chehalis Jct. Longview Jct. South				
Napavine South MP 111.0				
Vader Ridgefield South				
MP 85.0 Vancouver Jct. North				
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line.....		20 MPH.		
Rye Jct. and Vancouver except	70 MPH.			
Vancouver, over 39th Street crossing		40 MPH.		
Seattle and Tacoma—Engine				
Southward freight train passing signals:	Up to 100 tons O/B	Over 100 tons O/B		
8.9.....	45 MPH.	35 MPH.		
23.9.....		35 MPH.		
35.7.....		40 MPH.		
Reservation Interlocking and signal 38.9.....		20 MPH.		
Engine Northward freight train passing signals:				
39.0.....	20 MPH.	15 MPH.		
38.4.....		25 MPH.		

## 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. **Seattle—Black River**—Authority must be obtained from the Seattle Terminal train dispatcher for movements between King Street Station and 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 main 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.

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

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

Argo— MP 1.2  
Steilacoom— MP 11.2

Steilacoom— MP 17.5

#### Other Failed Equipment Detector Locations—

Argo— MP 6.0  
Kyro— MP 30.0

Chehalis— MP 57.0  
Woodland— MP 113.5

24. **Kalama**—A BN Portable radio is available at the Peavy Grain elevator guard shack. After use the radio must be returned to the guard shack.

25. **Longview Jct.**—Stop signs have been placed at Dike Crossing West end of Bridge 0.59. All Trains will stop at crossing and will whistle before proceeding.

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
	JT	14,620	13150		24.9	0.0	CL	CLE ELUM 12.6	
	ITY	5,356	13163		38.1	12.6	EA	EASTON 3.0	
			13166		41.1	15.6	CB	CABIN CREEK 1.0	
			13167		42.1	16.6	UP	UPHAM 4.4	
			13172		46.5	21.0	MR	MARTIN 3.2	
		10,664	13175		50.0	24.2	SI	STAMPEDE 10.0	
	TY	6,994	13185	49	59.7	34.2	DM	LESTER 7.2	
		6,220	13192		67.1	41.4	MY	MAYWOOD 7.5	
		6,501	13199		73.8	48.9	EG	EAGLE GORGE 6.7	
	JTY		13206		81.3	55.6	PC	PALMER JCT. To Veazey 6.0 1.2	
		6,217	13207		82.3	56.8	GV	KANASKAT 5.9	
		6,281	13213		88.2	62.7	AR	RAVENSDALE 6.9	
		6,232	13220		94.3	69.6	CO	COVINGTON 7.4	
	Y	4,822	13228		102.0	77.0	GR	EAST AUBURN 0.9	
	BJKTY		16014		102.9	77.9	AY	AUBURN	

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

1. **Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Cle Elum and Auburn..... 49 MPH.  
Cle Elum over crossing west of Depot ..... 25 MPH.  
Between Martin and Cabin Creek Item 1A—A11  
Subdivisions applies .....  
Easton and Lester ..... 20 MPH.  
Lester—Movements over Loop Track..... 5 MPH.  
Between MP 60.5 and MP 63.8 between Lester and  
Maywood ..... 35 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
**Between Palmer Jct. and Veazey—**  
Item 5d not permitted.  
Locomotives in Groups G, H and I not permitted on Loop Track at  
Lester, Wye track at Easton and Ellensburg.  
**Cabin Creek**—Locomotives switching industrial spur are limited  
to 2 units.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
**Auburn**—Rule 83B does not apply. Trains must receive authority  
from train dispatcher before entering Fourth Subdivision.
5. **Rule 99—Between Cle Elum and Auburn**—When flagging is  
required, distance will be 2.0 miles.

**6. Mountain Grade Operation—**

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

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

Third Subdivision instructions govern.

**8. Ravensdale—**When cars are set out on siding spur, west switch must be lined for spur to serve as derail.**9. 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.**10. Between Palmer Jct. and Cle Elum—**Main track out of service between MP 81.0 Palmer Jct. and MP 24.9 Cle Elum.**11. Handling 80 Foot or Longer Cars—****Between Easton and Lester—**

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

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

**12. Trailing Tonnage Restrictions—**

(See All Subdivisions Item 4A.)

**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-Tenino Jct. line.**10. Mobase—**Permanent drainage ditch, about 3 feet deep and 1700 feet long in place between main track leading into cantonment and first track south, does not allow room to walk between these tracks. Gate into Mount Rainier Ordnance Depot will be kept locked at all times with switch lock.**11. Between Mobase and Roy—**U.S. Army has gun emplacements in the area east of track, with firing to be over main track.

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

MP 15.2      MP 17.6  
MP 17.0      MP 19.8

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

**12. Between Yelm 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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From UP Jct.	5th Subdiv BRANCH LINE STATIONS Office Calls		EAST WARD
	LRXY		16033	400	0.6	0.0	NX	UP JCT. 4.5	
	Y		67305		5.5	4.5	SU	SOUTH TACOMA 3.4	
	J	1,726	67309		8.9	7.9	LV	LAKEVIEW To Mobase 3.5 7.8	
	T		67407	401	7.5	15.7	FL	FORT LEWIS 3.9	
	J		16057		11.6	19.6	NU	NISQUALLY	
			67313	400	12.4	11.4	OB	MOBASE To Lakeview 3.5 7.8	
		2,660	67320		20.2	19.2	RY	ROY 5.3	
			67326		25.5	24.5	YM	YELM 7.4	
			67332		32.9	31.9	WT	WETICO 7.3	
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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Clair	6th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
							SC SAINT CLAIR	3.1	
	J	2,101	16061	402	0.0	0.0	QK QUADLOK	1.4	
			67503		3.1	3.1	LC LACEY	5.0	
		1,322	67504		4.6	4.5	OY OLYMPIA	5.3	
	TY		67510		9.6	9.5	BE BELMORE	5.6	S-225
	Y	1,286	67515		14.9	14.8	LR LITTLE ROCK	7.3	
	Y	1,376	67521		21.4	21.4	HK GATE		
	JTY		67614		28.4	28.7			

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Saint Clair and Olympia ..... 25 MPH.  
Olympia and Gate ..... 10 MPH.  
All trains within corporate limits ..... 10 MPH.  
Except switch moves at street intersections ..... 5 MPH.  
Item 1A, All Subdivisions, applies.

- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.

**Olympia**—250-ton wrecking derricks not permitted over Bridge 9.1, Tumwater Branch. Single locomotive only may be used on industry tracks.

- Train Register Exceptions—None.**

- Clearance Provisions and Exceptions Rule 83(B)—**  
**Saint Clair**—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 1.5 mile.

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

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

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

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

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

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

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

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

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

East Union Avenue  
Legion Way  
East Fourth Avenue

East State Avenue  
Columbia Street at West Seventh

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

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

Olympia through tunnel, speed must be controlled so that train can be stopped on emerging from tunnel.

- Lacey**—City ordinance prohibits blocking grade crossings in excess of five consecutive minutes.
- Yard Limits**—Continuous yard limits are in effect between Olympia and Gate.
- Between Little Rock and Gate**—Track out of service between MP 23.0 and MP 28.0.
- Rule S-225**—Absolute block register territory in effect between Saint Clair and Little Rock. Register is located in phone booth Saint Clair.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Snohom- ish Jct. West	7th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
							SH SNOHOMISH JCT. WEST	1.2	
	JTY		02159	408	1.2	0.0			
					0.0				
	JY		65601	403	37.6	1.2	BT BROMART	7.4	
		2,855	65608		29.9	8.6	MB MALTBY	5.5	
					24.7				
	JTUY		65614	405	24.1	14.1	CJ WOODINVILLE To Issaquah 18.9 To Kenmore 4.9	7.1	
		2,495	65622		17.0	21.2	KL KIRKLAND	4.4	
		3,413	65626		12.7	25.6	BV BELLEVUE	0.8	
			65627		12.0	26.4	WU WILBURTON	7.3	
	Y		65634	410	4.3	33.7	SO SCOPA	2.1	
					2.2				
	JY	3,660	65637		12.2	35.8	RT RENTON	2.2	
	IJY		16004		9.5	38.0	BI BLACK RIVER		

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.

5. **Rule 99**—When flagging is required, distance will be 1 mile.
6. **Yard Limits**—Continuous yard limits are in effect between yard limits east of Scopa and Black River.
7. **Stacy Street**—Trains enroute Seventh and Eighth Subdivisions will register at Stacy Street.
8. **Renton**—City ordinance prohibits blocking street crossings in excess of five consecutive minutes. Westward trains between hours of 7:00 a.m. and 5:00 p.m., Monday through Friday, will not leave Scopa until authorized by train dispatcher.
9. **Bellevue**—Do not leave cars between main track and gate at Safeway spur account descending track.  
No switching is permitted on or across N.E. 8th between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. except on Sundays and legal holidays.  
No side clearance to doors 1 and 2 at Safeway Warehouse.
10. **Issaquah**—Front Street crossing must be protected by flagman before crossing is occupied.
11. **Bromart**—Normal position of junction switch is from Seventh Subdivision toward Snohomish Jct. West.
12. **Snohomish**—All train and engine movements over Avenue "D" on Bonneville Power Spur must be protected by two members of the train crew displaying lighted red fuses on both sides of the crossing until the train or engine movement has passed over the crossing.
13. **Rule S-225**—Absolute block register territory in effect on the Industrial Spur between Woodinville and Issaquah. Register is located at Jct. Woodinville.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sno- qualmie Falls	8th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
			65832	398	11.2	0.0	IQ SNOQUALMIE FALLS 3.2		
			65835		8.0	3.2	NB NORTH BEND 8.0		
					0.0				
	T	6,608	65939	397	2137.1	11.2	CR CEDAR FALLS 8.7		
		5,947	65931		2145.9	19.9	TR TRUDE 8.3		
					2154.2				
			65922	410	22.7	28.2	MV MAPLE VALLEY 10.2		
JRY		3,660	65637		12.1	38.4	RT RENTON		

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

1. **Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Renton and Snoqualmie Falls ..... 25 MPH.  
Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Groups E, G, H and I, and 250-ton wrecking derricks, not permitted. Except Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
**Renton**—Rule 83(B) does not apply.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required between Snoqualmie Falls and Renton.  
When flagging is required, distance will be 1 mile.
6. **Cedar Falls**—Normal position of west siding switch is for siding.
7. **Renton**—Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes.
8. **Rule S-225**—Absolute block register territory in effect between Renton and Snoqualmie Falls. Register is located in telephone booth at Renton Station.

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		EAST WARD
	BJKRY	6,420	66089	403	127.2	0.0	SM SUMAS To Lynden 11.0		
		654	66083		120.9	6.4	NK NOOKSACK 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		
	J		15042		21.3		BU BURLINGTON 4.8		
					16.6	45.3			CTC

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

1. **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.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Group I and 250-ton wrecking derricks not permitted except locomotives in Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
**Burlington-Sedro Woolley**—Rule 83(B) does not apply.
5. **Rule 99**—When flagging is required, distance will be 1.5 mile.
6. **Between Strandell and Everson—**  
MP 17.0 to MP 18.0, track out of service.
7. **Yard Limits**—Continuous yard limits in effect between Burlington and Sedro Woolley.
8. **Rule S-225**—Absolute block register territory in effect on the Industry Spur between—  
Sedro Woolley and Concrete  
Sumas and Lynden  
Register located at—  
Sedro Woolley—MP 22.0 on south side of track opposite Carrol Spur switch.  
Sumas—MP 1.0 at Northeast corner of Barboe Road crossing.
9. **Sedro Woolley—**  
If westward trains cannot maintain a speed of 5 mph in traversing the 14 degree curve on the 9th Subdivision at Sedro Woolley and power is used, it must be limited to no more than 3 throttle, maximum 300 amps. If train tends to stall with the above power limits, train must be allowed to stop.  
No release of the automatic should be attempted with train stretched and moving through the 14 degree curve.  
After stopping, release automatic and bunch slack at the same time release is taking place.  
After release and slack is bunched, control forward speed with independent brake using automatic, if necessary, with light reductions and releasing same keeping train bunched with independent brake to hold speed to 5 mph until train is off the 14 degree curve.

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		EAST WARD
							DT	CN CENTRALIA	
	BJKRTY		16085	421	0.6	0.0		1.6	
	AY		67602		2.2	1.6		BJ BLAKESLEE JCT.	
		2,636	67606		6.8	5.8		GM GRAND MOUND	
		2,281	67611		10.7	10.1		RH ROCHESTER	
					13.3			2.9	
	JT	3,376	67614	402	28.4	13.0		HK GATE	
			67619		33.2	17.9		OX OAKVILLE	
	Y		67631		46.7	31.4		VE VENTRON	
	BJRTY	1,170	67633		48.7	33.4		EF ELMA	
			67643		57.0	42.1		MO MONTESANO	
	Y		67651		66.1	50.2		AJ ABERDEEN JCT.	
								8.1	
	BJKRY		67654		69.0	53.3		AB ABERDEEN	
								To Markham 10.5	
								To Cosmopolis 2.7	
								To Hoquiam 3.5	

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

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

**1. 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.	

**2. Bridge, Engine and Heavy Car Restrictions—  
Item 5d not permitted.**

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

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

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

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

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

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

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

**Aberdeen—**Drawbridge 68, Wishkah River, interlocked.  
**Hoquiam—**Drawbridge 72.2, Hoquiam River, interlocked.  
—Drawbridge 3.2, Horn Track.

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

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

**10. Between Hoquiam and Aberdeen—**Trains operating 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 derrails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.

**12. Yard Limits—**Continuous yard limits in effect as follows—Aberdeen Jct. to Hoquiam, and Centralia to Blakeslee Jct., and Ventron to Elma.

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

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

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



- 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.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d 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 mile.
- Railroad Crossings not Indicated at Station—**  
Between Shelton and Bayshore, Simpson Timber Co., 200 feet east of Government railroad connection.
- Bayshore—**Due to excessive curvature, cars exceeding 50 feet in length must not be handled on Port of Shelton spur tracks Nos. 1, 2 and 3. Crews will leave such cars on port track lead just west of Bonneville Road crossing. Single locomotives only may be used on Tracks 1, 2 and 3.
- Handling 80 Foot or Longer Cars—**  
All 80 foot or longer cars will be handled on rear of train.
- Rule S-225—**Absolute block register territory in effect between Elma-Bangor-Bremerton. Register located in telephone booth Elma.

- Clearance Provisions and Exceptions Rules 83(B)—**  
**Chehalis Jct.—**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 1.5 miles, except 0.5 mile between Raymond and South Bend.
- Handling 80 Foot or Longer Cars—**  
All cars 80 foot or longer must be handled on rear of train.
- Rule S-225—**Absolute block register territory in effect between Adna and South Bend. Register is located in telephone booth at Chehalis Jct. switch.
- Yard Limits—**Continuous yard limits in effect between Chehalis Jct. and Adna.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Intalco	13th Subdivn BRANCH LINE STATIONS Office Calls	
						INTALCO	CHERRY PT.
JTY		15081	418	0.0	0.0	5.1	
		66604		5.1	5.1	ARCO	
		66608		8.9	8.9	3.8	

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Intalco to Cherry Pt. .... 25 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—None.**
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**  
Intalco—Rule 83(B) does not apply.
- Rule 99—**When flagging is required, distance will be 1.5 miles.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Chehalis Jct.	12th Subdivn BRANCH LINE STATIONS Office Calls	
						JO	CE
JRTY		16091	420	0.0	0.0	CHEHALIS JCT.	1.5
MY		68002		1.5	1.5	CME JCT.	5.1
		68007		6.6	6.6	MILLBURN	15.6
		68022		22.3	22.3	PE ELL	6.5
	2,335	68029		28.7	28.7	PLUVIUS	9.2
		68038		37.9	37.9	LEBAM	12.6
		68051		50.5	50.5	WILLAPA	2.5
		68053		53.0	53.0	RAYMOND	3.6
T		68057		56.7	56.7	SOUTH BEND	

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

- 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
- 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.
- Train Register Exceptions—None.**

## LINE SEGMENT NUMBERS

## YARD LINE SEGMENTS

Line Segment	Yard	Limits
600	Vancouver, B.C.	
601	Sapperton Yard	Brunette Street to North Road
602	New Westminster	Brunette Street to Fraser River Br.
603	Bellingham	
616	Bellingham	Ex-Milw trackage to MP 4.9 inc Yard & Runaround
604	Everett Yard	
605	Delta Yard	
606	Alburn Yard	
608	Tacoma	
609	Olympia	
610	Aberdeen—Hoquiam	
	—Cosmopolis	
611	Centralia	
612	Longview Jct.	East of Bridge 0.59
613	Longview Yard	Br. 0.59 to Longview
470	Balmer Hump Yard	
620	Balmer Yard	
622	King Street	Duwamish Avenue to Royal Brougham Way all track east of Occidental Avenue South. North of Royal Brougham Way all depot tracks to South Portal Galer Street to Argo Interlocking
623	Stacy Street	

## BALLAST PITS

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

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
50	Everett Jct.—Bayside, Delta Jct.	32.1 to 37.1
399	Everson—Sumas	16.0 to 25.3
403	Seattle (So. Jackson St.)—Stacy St.—(Via Waterfront)	0.0 to 1.0
403	Ballard—Fremont	5.6 to 7.9
403	Kenmore—Woodinville	19.5 to 24.1
403	Bromart—Hartford	37.6 to 47.1
403	Sedro Woolley	86.8 to 85.8
404	Woodinville—Issaquah	0.0 to 18.8
406	Kruse Jct.—Darrington	0.0 to 35.5
409	Sedro Woolley—Burlington	0.0 to 21.3
409	Sedro Woolley—Concrete	21.3 to 44.0
409	Anacortes—Burlington	0.0 to 16.6
411	Palmer Jct.—Veazey	0.0 to 7.0
411	Cascade Jct.—Meeker	17.0 to 33.3
413	Anacortes—Shannon Point	0.0 to 2.2
415	Cascade Jct.—Wilkeson—Carbondale	0.0 to 8.8
417	Tilbury Line Jct.—Tilbury Island Dock	0.0 to 4.1
418	Intalco—Cherry Point	0.0 to 8.9
422	South Aberdeen Jct.—Markham	2.3 to 13.3
423	South Aberdeen Jct.—Cosmopolis	0.0 to 2.8
429	Stanwood—Twin City Food Spur	0.0 to 2.4
430	Seattle (So. Jackson St.)—Stacy St.—Argo (Via Colorado Ave. Line)	0.0 to 3.3
432	Colebrook—Roberts Bank (BCR)	7.8 to 23.3
438	Vancouver Jct.—Rye	0.0 to 3.7
614	Hampton—Lynden	0.0 to 5.5

## RADIO INFORMATION

## PACIFIC DIVISION

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

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivns	Commercial
8-721-6165	(Seattle to Wenatchee) Asst. Chief	(206) 625-6165
8-721-6620	Seattle East (Seattle to Vancouver)	(206) 625-6620
8-721-6621	Seattle Terminal	(206) 625-6621
8-721-6169	Centralia North	(206) 625-6169
8-721-6167	Centralia South	(206) 625-6167
8-723-5203	Blaine North	(604) 524-6355

# INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

## ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

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

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

### BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

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

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

## EXCERPTS FROM D.O.T. REGULATIONS

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

### DEFINITIONS:

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

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

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

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

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

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

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

- Hazardous substance or,
- Hazardous waste.

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

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

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

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

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

(3) The placard notation.

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

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

§ 172.205 Hazardous waste manifest.

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

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

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

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

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

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

§ 174.26 Notice to train crews of placarded cars.

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

# TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS




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

## SWITCHING AND TRAIN PLACEMENT

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

### § 174.8

### INSPECTION

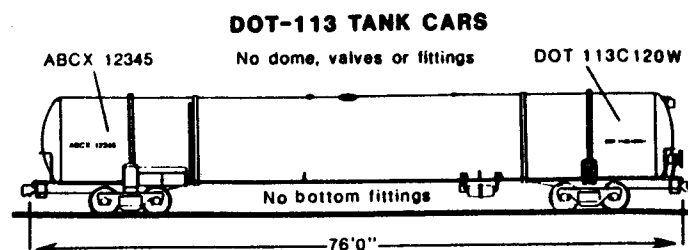
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and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

### § 174.9 Inspection of tank cars.

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

### § 174.10 Inspection of cars at interchange.

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



DOT 113 TANK CARS MAY BE IDENTIFIED BY:

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

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

## CANADIAN POISON GAS 2.3 PLACARDS



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

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

## 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>				67308 Hull Hardwood .....	1.1 east of Lakeview .....	2	East
02053 Monitor .....	3.6 east of Cashmere .....	135	West	67311 McChord Field .....	1.7 west of Lakeview .....	Yard	West
02061 Dryden .....	3.1 east of Peshastin .....	100	West	67312 Metreco .....	2.9 west of Lakeview .....	25	East
02064 Peshastin .....	3 miles east of Leavenworth .....	10	Both	67314 Spanaway Spur .....	4.3 west of Lakeview .....	Conn.	Both
02067 Old Leavenworth .....	1.5 from Leavenworth .....	23	East	67340 West Tenino .....	0.2 east of Tenino Jct. ....	23	Both
02144 Sultan .....	5.4 west of Goldbar .....	10	East	67404 Camp Murray .....	4.4 west of Lakeview .....	15	East
02155 McKinnon Spur .....	2.4 west of Monroe .....	4	East	<b>6th Subdivision</b>			
02174 Boeing Plant .....	1.8 from Mukilteo .....	Yard	West	67514 Ohm Spur .....	0.8 east of Belmore .....	Yard	West
02185 Standard Oil Co.'s Trks. ....	2.2 west of Edmonds .....	81	West	67512 Graystone Spur .....	2.7 west of Olympia .....	8	West
02186 Richmond Beach .....	3.6 west of Edmonds .....	65	Both	Golden West Dist. Spur .....	2.0 west of Olympia .....	7	West
<b>2nd Subdivision</b>				Georgia Pacific Spur .....	1.9 west of Lacey .....	10	West
15108 Delta-Alaska Terminal .....	0.8 south of Brownsville .....	Yard	North	<b>7th Subdivision</b>			
15106 Tilbury Line Jct. ....	0.4 north of Townsend .....	Conn.	North	02158 Snohomish .....	1.1 from Bromart .....	45	Both
66503 Dow Chemical .....	3.0 from Tilbury Line Jct. ....	10	North	66009 Hartford .....	9.4 from Bromart .....	11	Both
66504 Tilbury Island Dock .....	4.1 from Tilbury Line Jct. ....	Yard	Both	Spectrum Glass Spur .....	2.0 east of Woodinville .....	8	East
15104 Southern Peat Moss Ltd. ....	0.4 south of Townsend .....	11	Both	65805 Douglas Palmer .....	5.3 east of Woodinville .....	14	East
66565 Robert Bank on BCR .....	15.5 south of Colebrook .....	Yard	Both	65807 Redmond .....	6.5 east of Woodinville .....	10	Both
15080 Custer .....	5.5 north of Ferndale .....	49	Both	65815 Monohan .....	14.7 east of Woodinville .....	18	West
15069 Noranda .....	4.1 south of Ferndale .....	11	South	65817 St. Regis .....	17.1 east of Woodinville .....	13	West
Ferrymans Spur .....	3.1 north of Samish .....	2	South	65819 Issaquah .....	18.9 east of Woodinville .....	8	Both
15046 Belleville Pit .....	5.3 north of Burlington .....	102	North	<b>8th Subdivision</b>			
15041 MVB Station .....	1.4 north of Mt. Vernon .....	2	North	65838 Tanner .....	2.1 west of North Bend .....	3	West
15032 Fir .....	5.3 south of Mt. Vernon .....	20	South	<b>9th Subdivision</b>			
15025 Twin City Foods .....	2.4 south of Stanwood .....	Yard	South	66060 Wickersham .....	4.9 west of Acme .....	Conn.	West
15020 Silvana .....	5.5 south of Stanwood .....	20	Both	66077 Lawrence .....	4.2 east of Deming .....	6	West
15013 Pacific Grinding Wheel .....	1.0 north of Kruse Jct. ....	15	North	66308 Cokedale Spur .....	3.1 east of Sedro Woolley ..	5	West
66020 Edgcomb .....	3.8 north of Kruse Jct. ....	44	Both	66320 Supreme Cedar Prods on spur	15.6 east of Sedro Woolley ..	7	East
66023 Arlington .....	6.9 north of Kruse Jct. ....	Yard	Both	66317 Hamilton .....	11.7 east of Sedro Woolley ..	26	Both
66111 Cascade Pole Spur .....	9.4 north of Kruse Jct. ....	12	South	66322 Birdsviiew .....	16.9 east of Sedro Woolley ..	34	Both
66120 Oso .....	18.9 north of Kruse Jct. ....	10	Both	66326 Grassmere .....	22.2 east of Sedro Woolley ..	70	Both
66135 Andron .....	34.5 north of Kruse Jct. ....	Wye	Both	66328 Concrete .....	23.4 east of Sedro Woolley ..	Yard	Both
66136 Darrington .....	35.5 west of Kruse Jct. ....	Yard	Both	66405 Hampton (MP 19.3) on spur	6.0 from Sumas .....	Wye	Both
66207 Whitney .....	6.9 west of Burlington .....			66431 Everson (MP 18.0) .....	7.3 from Sumas .....	8	Both
66210 Whitmarsh .....	10.2 west of Burlington .....			66410 Lynden (MP 5.3) .....	11.3 from Sumas .....	Yard	Both
66212 Fidalgo .....	12.3 west of Burlington .....	24	Both	<b>10th Subdivision</b>			
66216 Anacortes .....	16.2 west of Burlington .....	Yard	Both	67609 Briarwood .....	3.0 west of Grand Mound ..	5	West
<b>3rd Subdivision</b>				67613 Wolfkill Spur .....	0.4 west of Rochester .....	9	East
02207 Rhodes .....	3.6 south of Argo .....	40	South	67658 Hoquiam .....	3.5 from Aberdeen .....	Yard	Both
16005 Old Black River .... (E. Trk.)	1.5 north of Orillia .....	19	North	67901 South Aberdeen Jct. on spur	0.6 from Aberdeen via UP ..	25	Both
16012 Thomas .....	1.9 south of Kent .....	8	South	67902 South Aberdeen .....	0.7 east of So. Aberdeen ..		
16046 Pioneer .....	2.4 north of Steilacoom .....	60	North	Jct. ....	20	Both	
16047 Gravel Center .....	2.0 north of Steilacoom .....	30	North	67903 Cosmopolis .....	2.7 east of So. Aberdeen ..	8	Both
16048 West Tacoma (Cascade .....	1.2 north of Steilacoom .....	16	North	Jct. ....	10.5 west of So. Aberdeen ..	30	Both
Paper) .....	2.1 from Steilacoom .....			67913 Markham .....			
16051 Ketron .....	3.4 south of North Olympia ..	76	North	<b>11th Subdivision</b>			
16071 Plumb .....				67802 Gorst .....	2.3 west of Bremerton .....	10	West
16076 Tenino .....	0.5 north of Tenino Jct. ....	6	North	67801 Wesco .....	3.2 west of Bremerton .....	9	East
68104 Longview .....	1.5 from Longview Jct. ....	Yard	Both	67761 Pro-Gas .....	0.4 west of N.A.D. ....	4	West
16142 North Pacific Grain Growers	1.5 south of Kalama .....	38	North	67752 South Belfair .....	2.6 west of Belfair .....	36	Both
67005 McMillin .....	8.0 from Meeker .....	Yard	Both	67724 Olympia Plywood .....	1.0 west of Shelton .....	10	West
68152 Ampere .....	2.4 from Rye Jct. ....	20	North	67721 Cole Road Bldrs. Supply .....	3.7 west of Shelton .....	3	East
68154 Rye .....	3.5 from Rye Jct. ....	57	Both	67707 McCleary .....	0.7 from McCleary Jct. ....	Yard	Both
<b>4th Subdivision</b>				67704 Whites .....	3.5 west of McCleary Jct. ..	10	West
13154 Bullfrog .....	4.1 west of Cle Elum .....	20	Both	<b>12th Subdivision</b>			
13175 Sam Spur .....	0.7 east of Stampede .....	30	West	68005 Adna .....	4.7 west of Chehalis Jct. ....	7	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				

WESTWARD	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	EASTWARD
				1027					1028	
				NRPC Daily					NRPC Daily	
	J		01877	1:18AM	46	1.1	0.0	SUNSET JCT. 1.6	CTC	A 11:30PM
		12,641	63002			2.6	1.6	EMPIRE 6.4		
	JTY		63007	1:28		9.3	8.0	MARSHALL 7.3	ABS Rule 261-264	11:22
	JTY	5,711	63014	1:40		16.6	15.3	CHENEY 4.9		11:14
		4,558	63019	1:45		21.5	20.2	BABB 9.5		11:08
		6,289	63028	1:54		31.0	29.7	FISHTRAP 10.3		11:00
		6,373	63039	2:04		41.3	40.0	SPRAGUE 9.8		10:50
		6,277	63048	2:14		51.1	49.8	KEYSTONE 5.5		10:38
		2,535	63054	2:20		56.7	55.3	TOKIO 8.3		10:34
		5,658	63062	2:29		64.9	63.6	RV RITZVILLE 9.4		10:28
		6,326	63072	2:39		74.3	73.0	PAHA 7.7		10:19
		6,441	63079	2:47		82.0	80.7	LD LIND 7.9		10:13
		5,753	63087	2:58		89.9	88.6	PROVIDENCE 3.1	ABS	10:01
		2,619	63090	3:02		93.0	91.7	BEATRICE 4.9		9:55
		5,763	63095	3:08		97.9	96.6	CUNNINGHAM 12.3		9:50
	BJKY	W4,820 E5,097	63108	3:23		110.2	108.9	CN CONNELL 5.3		9:33
		2,576	63113	3:29		115.5	114.2	CACTUS 4.2		9:26
	J	6,784	63117	3:34		119.7	118.4	MESA To End of Track 10.4		9:23
		2,281	63126	3:43		128.4	127.1	ELTOPIA 5.0		9:16
		4,824	63131	3:48		133.4	132.1	SAGEMOOR 4.7		9:12
		6,231	63135	3:53		138.0	136.8	GLADE 7.6	ABS Rule 261-264	9:09
	BIJKRTY		12143	As 4:05AM		145.6	144.4	RN PASCO		s 9:00PM

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.

- Speed Restrictions—**  
**Zone—Between**  
 Sunset Jct. and Pasco..... 79 MPH.  
 Trains or engines through:  
 Crossover Marshall to Scribner  
 and Spokane Division Seventh  
 Subdivision Switch at Marshall. 25 MPH.  
 Lind and Beatrice—  
 Westward freight trains Up to 100  
 passing signal: tons O/B  
 90.9..... Over 100  
 Empty bulkhead flat cars in the following number  
 series must operate in secondary trains..... 45 MPH.  
 508400-508999  
 Item 1A, All Subdivisions, applies  
 Mesa and end of track and to  
 Westward freight trains between  
 MP 84.0 and MP 90.0
- 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.
- Train Register Exceptions—**  
**Pasco—**Passenger train conductors will register with operator  
 Pasco by radio.
- 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.  
 All westward trains secure Portland Division clearance at Yardley or  
 Spokane.  
**Pasco—**Passenger train engineers will secure clearance at Pasco.  
 Trains destined Spokane Division secure Spokane Division clear-  
 ance at Pasco.
- Rule 99—**When flagging is required, distance will be 2.5 miles.
- 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. 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 securing clearance and orders will secure verbal authority from Pasco operator before moving from Yard Track.  
All trains arriving Pasco must, after requesting yard tracks from Pasco operator, obtain permission from Pasco Tower before entering yard.
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

Mesa—MP 122.3



WEST  
WARD  
↓

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS				Line Segment	Mile Post Location	Distance From Pasco	2nd Subdivn MAIN LINE STATIONS Office Calls		
			1797	1011	1795	1027						
			NRPC Daily	NRPC Daily	NRPC 26 Daily	NRPC Daily						
BUKRTY		12143				s 4:07AM	46	145.6	0.0	RN	PASCO	ABS Rule 261- 264
IJ		12146				4:13		229.7	1.7		SPAS JCT.	
Y	8,031	12147				4:16		228.5	2.8		HOVER	
Y	3,632	12151				4:19		223.9	8.5	FN	FINLEY	ABS
	7,136	12159				4:26		215.8	15.8		YELLEPIT	
	7,135	12172				4:37		203.3	28.4		BERRIAN	
	7,181	12183				4:45		192.0	39.6	MO	PLYMOUTH	
	7,214	12195				4:55		179.8	53.2		PATERSON	
	7,242	12205				5:03		170.4	62.6		WHITCOMB	
	7,240	12218				5:14		157.7	73.9		McCREDE	
	7,227	12228				5:22		147.8	84.8	RE	ROOSEVELT	
	7,242	12240				5:31		135.9	97.1		BATES	
	7,285	12250				5:40		125.0	108.0		TOWAL	
	7,241	12261				5:50		113.6	118.0		MARYHILL	CTC
BJKRTY		12269				s 6:03		106.1	126.2	X	WISHRAM	
		12272						103.2	128.3		AVERY	
	9,935	12282						93.3	138.0		NORTH DALLES	
BJKR	4,079	12290						85.3	146.8	YA	LYLE	
	11,115	12299				s 6:37		75.9	156.5		BINGEN-WHITE SALMON	
	9,888	12309						65.8	166.3		COOKS	
	11,085	12321						54.8	178.3		STEVENSON	
	9,958	12333						42.5	189.3		SKAMANIA	
	9,910	12347						28.9	204.7		WASHOUGAL	
		12351						23.8	207.7	MA	CAMAS	ABS Rule 251- 254
		12361						14.5	218.1		McLOUGHLIN	
X		12363						12.1	219.9	2MT	EAVAN	
BJKRTXY		12365	s 8:53PM	s 2:32PM	s 10:23AM	s 7:55		9.9	222.3		MX VANCOUVER	
LJXY		12368	8:57	2:36	10:27	8:04		8.1	224.2		KD NORTH PORTLAND JCT.	
BXY	E3,039	12369						7.0	225.3		EAST ST. JOHNS	
BUJXTY		12372	9:02	2:41	10:32	8:09		4.3	228.0	DT	BR WILLBRIDGE	
KTYX		12373						2.0	230.3		LAKE YARD	
BKRTXY		12375									GO PORTLAND	
		12374	As 9:20PM	As 3:05PM	As 10:50AM	As 8:35AM		0.0	232.3	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 Office Calls			FIRST CLASS			
			1796	1014	1028	1798
			NRPC Daily	NRPC Daily	NRPC Daily	NRPC 25 Daily
RN	PASCO 1.7	ABS Rule 261- 264			As 8:57PM	
	SP&S JCT. 1.1				8:48	
	HOVER 5.7				8:47	
FN	FINLEY 7.3				8:43	
	YELLEPIT 12.6	ABS			8:37	
	BERRIAN 11.2				8:26	
MO	PLYMOUTH 13.6				8:18	
	PATERSON 9.4				8:09	
	WHITCOMB 11.3				8:01	
	McCREIDIE 10.9				7:50	
RE	ROOSEVELT 12.3				7:42	
	BATES 10.9				7:33	
	TOWAL 10.0				7:24	
	MARYHILL 8.2				7:15	
X	WISHRAM 2.1	CTC			s 7:05	
	AVERY 9.7					
	NORTH DALLIES 8.8					
YA	LYLE 9.7					
	BINGEN-WHITE 9.8				s 6:30	
	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	PORTLAND (Union Station)		8:00AM	2:00PM	4:50PM	5:40PM
VC						

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.	
Wishram and Vancouver .....	70 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.

## Trains through the following dual control switch turnouts:

Vancouver .....	12 MPH.
Columbia River Bridge Interlocking to 2nd Subdivision, Willbridge Interlocking .....	15 MPH.
North Portland Interlocking .....	10 MPH.
Vancouver main track crossover and yard lead, Eavan, and SP & S Jct. ....	25 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 between Bend and 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.

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

**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 21st 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 tracks will be numbered consecutively from the north beginning with No 1.

17. **Camas**—When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at least two feet with couplers in closed position. Operator from the Crown Zellerbach Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

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

18. **Bingen-White Salmon**—Bridge 75.3 located at MP 75.3 is protected by detector actuated by high load passing through underpass. Eastbound trains stopped at controlled signal located 50 feet east of MP 74.0 and westbound trains stopped at West Bingen-White Salmon by a Stop indication at these signals, after complying with the rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.

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

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

21. **Yard Limits**—Continuous yard limits in effect MP 221.5 Finley to begin Rule 261-264 territory Hover. Movements not authorized by timetable schedule or train order must not enter these limits without authority of the train dispatcher and, after clearing main track or siding within these limits, must not again occupy or foul main track or siding without authority of the train dispatcher. Control operator at Pasco will be governed by instructions from the train dispatcher before authorizing movement into these limits.

Train and engine movements within these limits will be shown on train location lineups.

Rule 83B will not apply for movements made exclusively within these limits when so directed by the train dispatcher.

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

23. **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.

24. **Pasco**—All trains arriving Pasco must, after requesting yard tracks from Pasco Operator, obtain permission from Pasco Tower before entering yard.

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**—

Prindle—	MP 37.6	Roosevelt—	MP 152.2
Home Valley—	MP 61.0	Paterson—	MP 186.1
Bingen-White Salmon—	MP 81.7	Berrian—	MP 207.8

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	
		5,605	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	
	J	3,757	13082		82.7	80.5	PARKER	3.6	
	Y	9,117	13086		86.3	84.1	UNION GAP	3.7	
	BJKRTY		13089		90.0	87.8	YAKIMA To Moxee City 8.7 To Naches 13.1	3.8	
	Y	3,538	13093		93.8	91.6	SELAH	3.4	
		E3,154 W6,103	13096		97.2	95.0	POMONA	13.2	
		6,230	13109		110.4	108.2	WYMER	11.4	
		3,869	13121		121.8	119.6	THRALL	4.8	
	TY	9,900	13126	49	127.0	124.4	ELLENSBURG	7.6	ABS
		4,885	13133		7.3	132.0	THORP	9.6	
		6,238	13143		17.1	141.6	BRISTOL	7.7	
	JT	14,620	13150		24.9	149.3	CLE ELUM To Ronald 8.0		

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, Yakima-58.

- Speed Restrictions—** **Maximum Speeds Permitted**  
**Zone—Between** **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 Brace ..... 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 Naches.
- Bridge, Engine and Heavy Car Restrictions—**  
**Between Cle Elum and Ronald, Yakima and Moxee City,**  
**Yakima and Naches:**  
 Item 5d not permitted.

Between Moxee City 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 sepa-  
 rated from each other by a car weighing under 177,000 lbs. Loco-  
 motives 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 pre-  
 ceded and followed by a car weighing under 177,000 lbs.

### 3. Train Register Exceptions—

Gibbon—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 sig- nals are under jurisdiction of operator at Pasco. Train order or num- bered 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 dis-  
 patcher 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 Naches, MP 85.5 Union Gap and MP 94.5 Selah, Cle Elum and Ronald.

### 9. Derails—At Naches, on main track 200 feet east of east switch.

### 10. 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 other-  
 wise avoidable.

11. **Terrace Heights**—Trainmen must flag highway crossing just east of Blue Ribbon cannery before train or engine movement is made over crossing.

12. **Sidings**—

Wapato, Pomona: North siding is eastward, south siding is westward.  
Toppenish: North siding is westward, south siding is eastward.

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

Between Moxee City, Brace and Naches regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

14. **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.

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

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

WEST WARD	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		EAST WARD
	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.	ABS
		1,746	14094		93.5	94.1		GATEWAY	
		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		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	54	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	
	JY	8,229	14220		67.8	220.1		CHEMULT	
								75.4	

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.

### 1. Speed Restrictions— Zone—Between

#### Maximum Speeds Permitted

Wishram and Metolius .....	35 MPH.
Metolius and Bend .....	50 MPH.
MP 87.0 and MP 98.5 between South Jct. and Paxton:	
Eastward .....	10 MPH.
Westward .....	15 MPH.
Bend and Bieber .....	49 MPH.

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

**Bend**—On Standard Oil, Haines, Drill and Mill Spurs, six axle locomotives not permitted.

**Chiloquin**—On Chiloquin Forest Products Spur six axle locomotives not permitted.

### 3. Train Register Exceptions—Conductors of run-through crews operating from Bend to Vancouver, when not changed at Wishram, will register with operator at Wishram via radio.

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

**O.T. Jct.**—Westward Union Pacific trains to the Fourth Subdivision must secure BN clearance at The Dalles.

**Bend**—Westward trains destined beyond Chemult will secure SPT clearance at Bend.

**Bieber**—Rule 83(B) does not apply.

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

### 6. Interlockings and Drawbridges not Indicated at Stations—

**Columbia River**—Drawbridge MP T-1.3 interlocked.

The following engine whistle signals will be sounded in calling for route: To Fourth Subdivision: four shorts.

To UPRR: one long, one short, one long.

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

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

### 8. Bend—City of Bend Ordinance requires that horns/whistles not be sounded at Wilson Avenue Crossing except to prevent accidents not otherwise avoidable.

### 9. Yard Limits—Continuous yard limits are in effect between Bieber Line Jct. and Klamath Falls.

### 10. 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.

WEST WARD	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		EAST WARD
	J		01878	47	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	
		5,817	12021		354.3	19.9	MOCK	11.2	
		6,241	12032		343.0	31.1	RODNA	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	KAHLOTUS	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— Zone—Between

#### Maximum Speeds Permitted Passenger Freight

Latah Jct. and Fish Lake .....	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—Head end of Engine Westward freight train passing signals:		Over 100 tons O/B
340.7 .....		40 MPH.
327.3 .....		40 MPH.
314.9 .....		40 MPH.
310.1 .....		40 MPH.
301.7 .....		40 MPH.
Head end of 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 .....		45 MPH.
SP 508400-508999		

2. **Bridge, Engine and Heavy Car Restrictions**—None.
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 operator before moving from yard track.  
All trains arriving Pasco must, after requesting yard tracks from Pasco operator, obtain permission from Pasco Tower before entering yard.
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 at Pasco. 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  
Kahlotus— MP 281.0

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

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Golden- dale	6th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	T		64742		42.1	0.0		GOLDENDALE	
								28.7	
		1,841	64713	439	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.

1. **Speed Restrictions**—  
**Zone—Between**                      **Maximum Speeds Permitted**  
Willbridge and Astoria..... 30 MPH.  
Astoria within corporate limits..... 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—  
Item 5d not permitted.  
Locomotives in Group I and 175-ton wrecking derricks not permitted. Except locomotives in Group I can be operated between Willbridge and United Jct.  
**Astoria**—Items 5c and d not permitted.  
Locomotives in Groups D, E, G and H not permitted west of Astoria MP 102.0.  
Locomotives not permitted on dock portion of any of the three tracks located on Pier No. 2 and cars exceeding 220,000 lbs. not permitted west of MP 102.1.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—  
Clearance issued at Vancouver to trains destined Seventh and Eighth Subdivision applies at Willbridge on Seventh Subdivision.
5. **Rule 99**—When flagging is required, distance will be 1 mile.
6. **Willbridge**—Normal position of west wye switch is for movement toward Vancouver.
7. **Between United Jct. and Willbridge**—Continuous yard limits in effect. Train order or numbered clearance authority is not required. Movement of trains will be governed by instructions of the train dispatcher. Instructions must be repeated back to the train dispatcher.
8. **Interlockings and Drawbridges not Indicated at Station**—  
John Day River, MP 94.8.                      Clatskanie River, MP 62.7.  
Young's Bay, MP 102.6.                      Blind Slough, MP 84.8.  
Skipanon Creek, MP 105.5.
9. **Between Astoria and Warrenton**—Bridge 102.6 out of service.
10. **St. Helens**—Crossing signals have been installed at old Portland Road at Multnomah switch lead, located at MP 26.5. Trains must stop at stop signs, 25 feet from crossing, and wait for signals and gates to operate before proceeding over crossing.



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	442	10.0	0.0	UNITED JCT.		ABS
			68705		14.6	4.5	4.5		
	JRY		68707		17.1	7.0	TUNNEL SPUR		
		2,191	68404		20.8	10.9	2.5	BOWERS JCT.	
	JY		68405	501	21.5	11.4	3.9	MERLE	
			68410		26.4	16.4	0.5	ORENCO JCT.	
	BRY	6,336	68411		26.8	16.8	5.0	VO BEAVERTON	
	J						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	0.7
Y	3,803	68415	32.1	21.9	TIGARD	11.0
	1,166	68426	42.8	32.9	WILSONVILLE	3.0
	3,664	68428	45.6	35.9	CURTIS	8.6
	3,647	68437	54.4	44.5	WEST WOODBURN	14.1
Y	3,554	68452	68.6	58.6	BUSH	0.4
BKY		68454	69.0	59.0	SA SALEM	3.8
Y	5,668	68456	72.6	62.8	MINTO	11.2
	3,546	68468	84.6	74.9	SIDNEY	11.1
BKRTYZ		68479	96.5	86.1	ALBANY	20.8
	1,500	68500	117.1	106.9	YD To Foster 31.9	11.0
		68512	128.8	117.9	AMERICAN	13.8
BKRTUY		68526	141.8	131.7	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.

### 1. 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.

### 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.

### 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.**

Trains destined between Hillsboro and Forest Grove via Banks will secure SPT clearance at Beaverton.

5. **Rule 99**—When flagging is required, distance will be 1.0 mile.
6. **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 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Warden	10th Subdivn BRANCH LINE STATIONS Office Calls		
	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 Bowers Jct.	9th Subdivn BRANCH LINE STATIONS Office Calls		
	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.

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.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Toppenish	11th Subdivn BRANCH LINE STATIONS Office Calls
JY		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 (except GP's 38, 38-2, 30 and 35), 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.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Gibbon	12th Subdivn BRANCH LINE STATIONS Office Calls
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

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

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Gibbon and Granger ..... 25 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.
- Train Register Exceptions—**  
Gibbon—Trains will register when so directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)—**  
Gibbon—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.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wheeler	13th Subdivn BRANCH LINE STATIONS Office Calls
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.  
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
**Between Bassett Jct. and Schrag—**Locomotives in Groups E (except GP's 38, 38-2, 30 and 35), 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.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Walair	14th Subdivn BRANCH LINE STATIONS Office Calls
Y	825	64334	450	67.7	0.0	WALAIR 3.9
UY		64331		63.8	3.9	WALLA WALLA 8.5
	1,761	64322		55.4	12.4	DRY CREEK 22.1
Y	2,102	64221		33.2	34.5	EUREKA 20.5
JRTY	3,538	64112		12.0	55.0	A ATTALIA 6.3

BETWEEN ATTALIA and VILLARD JCT. UNION PACIFIC TIMETABLE AND SPECIAL INSTRUCTIONS AND OPERATING RULES GOVERN.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Villard Jct.	14th Subdivn BRANCH LINE STATIONS Office Calls
J	3,538	64106	450	5.7	61.3	VILLARD JCT. 2.1
		64104		4.0	63.4	BURBANK 1.2
J		12142		2.7	64.6	AINSWORTH JCT.

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

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Ainsworth Jct. and Villard Jct. .... 25 MPH.  
Attalia and Walair ..... 25 MPH.  
Item 1A, All Subdivisions, applies.

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

Item 5d 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., Villard 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 at Pasco and the Union Pacific control operator at Albina. Train order or numbered clearance authority not required for extra trains.

Absolute signal at East End Villard, governs movement over the dual control switch at Villard Jct. Eastward trains to Burbank, receiving stop indication at East End of Villard must contact Control Operator at Pasco for instructions. Pasco Control Operator must not authorize movement without permission of Union Pacific Control Operator at Albina (Portland).

Westward train from Burbank, receiving stop indication at Villard Jct. must contact Control Operator at Pasco for instructions. Pasco Control Operator must not authorize movement without permission of Union Pacific Control Operator at Albina. Between Ainsworth Jct. and Villard Jct. movements must not be made without authority of train dispatcher.

Movement between West absolute signal, Villard, and East absolute signal Villard, is governed by Union Pacific Control Operator at Albina. Movements between Ainsworth Jct. and Villard Jct. must not be made without authority of train dispatcher.

**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.

**10. Between Ainsworth Jct. and Burbank—**Snake River Bridge 3 Drawspan is controlled by an automatic interlocking. The following instructions will apply:

Trains must not enter drawspan 75-foot approach circuits, or bridge must not be lowered by maintenance personnel, or be occupied by hy-rail inspection vehicles or motor cars until permission is obtained from Pasco Telegraph.

After obtaining permission, **train crews** will do the following:

1. Occupy 75-foot approach circuit with lead engine.
2. Wait twelve (12) minutes.

**3. When bridge lowers and absolute signal aspect indicates proceed,** cross the bridge.**4. Notify Pasco Telegraph** when caboose, last car, or light engine is clear of bridge.

If bridge **does not lower** after twelve (12) minutes:

1. Unlock case marked Train Crew Case.
2. Operate key controller on absolute signal.
3. Wait twelve (12) more minutes.
4. When bridge lowers and absolute signal aspect indicates proceed, lock case and cross the bridge.
5. If bridge lowers and absolute signal does not indicate proceed, observe amber light above key controller.
6. If amber light is lit, proceed fifty (50) feet beyond signal and **stop**. Observe that amber light remains lit. Lock case and proceed at restricted speed and notify Pasco Telegraph that you had to use key controller.
7. Notify Pasco Telegraph when caboose, last car, or light engine is clear of bridge.
8. If amber light does not light or does not remain lit per Instruction No. 6, **do not proceed**. Notify Pasco Telegraph.

Hy-Rail Vehicles, on-track machinery, and motor cars must do the following after obtaining permission to use bridge:

1. Open case marked M/W Case.
2. Operate switch to opposite position and leave in that position.
3. Wait twelve (12) minutes.
4. When bridge lowers, observe amber light above switch.
5. When amber light is lit, lock case and proceed, observing derail and bridge are in proper position.
6. When across bridge and beyond derail, open case marked M/W Case.
7. Operate switch to opposite position and leave in that position.
8. **Lock case** and notify Pasco Telegraph you are clear and the bridge is up.
9. If bridge fails to lower or raise, notify Pasco Telegraph.
10. Hy-rail vehicles, on-track machinery, and motor cars **must not follow** trains across Snake River Bridge 3.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pendleton	15th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	RTY		64155	649	40.5	0.0	ND	PENDLETON	
								2.1	

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

		64153		39.5	2.1		U.P. CONNECTION
	1,277	64138		23.4	18.2		16.1 HELIX
			451				3.9 SMELTZ
T		64134		19.5	22.1		To Duroc 3.6
J		64119		4.2	37.5		15.4 ZANGAR JCT.
							73.7

BETWEEN ZANGAR JCT. AND RIPARIA UNION PACIFIC TIMETABLE AND SPECIAL INSTRUCTIONS AND OPERATING RULES GOVERN.

		64869	435	65.3	111.2		RIPARIA
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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

Zangar Jct. and U.P. Connection at Pendleton ..... 25 MPH.  
Smeltz and Duroc ..... 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 (except GP's 38, 38-2, 30 and 35), 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)—

Zangar Jct. 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 Duroc.

# 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	Unmanned
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	9:00 am-6:00 pm 10:00 pm-6:00 am
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	Unmanned

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivns	Commercial
	(Portland to Spokane)	
8-721-6622	Aast. Chief	(206) 625-6622
8-721-6476	Vancouver Terminal	(206) 625-6476
8-721-6323	Pasco West	(206) 625-6323
8-721-6327	Pasco East	(206) 625-6327

## 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>				12140 East Pasco Tidewater Shaver	1.2 east of Ainsworth Jct. ....	15	West
63098 Hatton .....	9.1 east of Connell .....	43	Both	12140 East Pasco Shell Chem. Corp. ....	1.2 east of Ainsworth Jct. ....	6	West
63115 Mesa Pit .....	2.0 west of Cactus .....	40	Both	12140 East Pasco Storage No. 1 ....	1.2 east of Ainsworth Jct. ....	18	West
63708 Basin City .....	8.6 west of Mesa .....	52	Both	12140 East Pasco Storage No. 2 ....	1.2 east of Ainsworth Jct. ....	18	West
End of Track .....	10.4 west of Mesa .....			12090 Sperry .....	7.5 east of Kahlottus .....	12	East
<b>2nd Subdivision</b>				12083 Washtucna Industry .....	1.5 east of Washtucna .....	142	East
12154 Kerley Chemical Lead Track	0.8 west of Finley .....	7	East	12026 Amber .....	5.1 west of Mock .....	16	West
12200 Ballast Track, M.P.174 .....	3.9 east of Whitcomb .....	37	Both	<b>6th Subdivision</b>			
12213 Alderdale .....	4.6 east of McCredie .....	18	West	64735 Centerville .....	6.3 west of Goldendale .....	18	Both
12234 Sundale .....	4.5 east of Bates .....	17	West	64730 Warwick .....	11.4 west of Goldendale .....	16	Both
12254 Martin Marietta .....	1.6 from Cliffs .....	Yard	West	64723 Swale .....	18.6 west of Goldendale .....	5	East
12255 Cliffs .....	5.0 east of Maryhill .....	33	West	64717 Wahkiakus .....	3.5 east of Klickitat .....	13	Both
12256 Hewett .....	4.0 East of Maryhill .....	75	Both	64710 Pitt .....	3.7 west of Klickitat .....	6	Both
12278 Dow Chem. Co. ....	3.7 east of North Dalles .....	50	East	64702 Doubling Spur .....	1.6 east of Lyle .....	6	East
12279 Dallesport Setout .....	3.3 east of North Dalles .....	26	Both	<b>7th Subdivision</b>			
12300 Underwood Fruit & Whse. Co. ....	0.9 west of Bingen-White Salmon .....	11	East	68202 Gasco .....	1.3 west of Willbridge .....	25	West
12304 Hood .....	4.3 west of Bingen-White Salmon .....	80	Both	68205 Harbor Track .....	0.2 east of United Jct. ....	15	East
12316 Home Valley .....	6.6 west of Cooks .....	55	Both	68222 Multnomah Plywood .....	1.5 east of St. Helens .....	53	East
12322 Stevenson Plywood Co. ....	1.6 west of Stevenson .....	69	East	68226 Crown Zellerbach Tracks .....	0.8 east of Reichhold .....	93	Both
12322 Hegewald Timber Co. ....	1.6 west of Stevenson .....	57	West	68237 Trojan .....	1.3 west of Goble .....	10	East
12326 North Bonneville (2 Trks.) ...	5.0 west of Stevenson .....	118, 43	Both	68254 Port Westward .....	2.2 west of Mayger .....	Yard	East
12337 Prindle .....	4.3 west of Skamania .....	12	East	68292 Mill Creek Naval .....	3.6 east of Astoria .....		
12343 Mt. Pleasant .....	4.0 east of Washougal .....	121	Both	68293 Tongue Point .....	3.0 east of Astoria .....		
12349 Nu Lam Wood Products .....	2.0 west of Washougal .....	9	East	68451 Warrenton Clay .....	0.7 from Warrenton .....	53	West
12350 Camas-Washougal Port Dock .....	2.0 east of Camas .....	15	East	68352 Flavel .....	1.8 from Warrenton .....	10	East
12355 Columbia Vista Lbr. Co. ....	3.4 west of Camas .....	5	Both	68353 Bioproducts .....	2.4 from Warrenton .....	4	West
12362 Portco .....	1.0 east of Eavan .....	30	West	68354 Hammond .....	2.7 from Warrenton .....	4	East
<b>3rd Subdivision</b>				<b>8th Subdivision</b>			
64915 N. Richland .....	18.7 from Kennewick .....	Yard	East	68601 Orenco .....	0.8 from Orenco Jct. ....	12	Both
65201 Blake, Moffit & Towne .....	1.8 west of Yakima .....	8	West	68603 Sewell .....	2.8 from Orenco Jct. ....		
65202 Jack Frost Fruit .....	2.4 west of Yakima .....	9	East	68402 Bendemeer .....	1.4 west of Bowers Jct. ....	11	East
65203 Fruitvale .....	2.7 west of Yakima .....	9	Both	68417 Durham .....	2.3 west of Tigard .....	5	East
65204 Brace .....	3.4 west of Yakima .....	19	Both	68419 Tualatin .....	4.0 west of Tigard .....	8	Both
65208 Eschbach .....	7.6 west of Yakima .....	10	Both	68420 Albertson-Oregon Culvert Co. ....	5.4 west of Tigard .....	4	West
65209 Kershaw .....	8.0 west of Yakima .....	3	East	68421 Tri-County Industrial .....	5.8 west of Tigard .....	6	East
65210 Rowe .....	10.4 west of Yakima .....	5	East	68423 Storwest (Mulloy) .....	5.2 east of Curtis .....	6	East
65211 Bonlow .....	11.7 west of Yakima .....	3	East	68432 Donald .....	3.7 west of Curtis .....	21	Both
65214 Naches .....	13.1 West of Yakima .....	10	Both	68436 Loganville .....	0.9 east of West Woodburn .....	4	West
65402 National Can .....	2.6 west of Yakima .....	9	West	68440 St. Louis .....	2.9 west of West Woodburn .....	8	East
65403 Terrace Heights .....	3.1 west of Yakima .....	7	Both	68446 Hopmere .....	5.5 east of Bush .....	32	Both
65404 Valley Junk .....	3.7 west of Yakima .....	3	East	68447 Quinaby .....	4.5 east of Bush .....	7	Both
65409 Moxee City .....	8.7 east of Yakima .....	2	West	68458 Roberts .....	3.1 west of Minto .....	21	East
65506 Ronald .....	6.0 from Cle Elum .....	Yard	West	68463 Orville .....	4.9 east of Sidney .....	14	Both
<b>4th Subdivision</b>				68471 Talbot .....	3.1 west of Sidney .....	15	Both
14047 Sherar .....	7.3 east of Maupin .....	34	East	68474 Dever .....	6.0 west of Sidney .....	2	West
14051 Tuscan .....	3.8 east of Maupin .....	10	East	68487 Ehlen-Van Waters and Rogers .....	6.2 west of Albany .....	10	East
14068 Dant .....	3.7 west of Nena .....	3	East	68489 Verdue .....	8.2 west of Albany .....	4	West
14108 Agency .....	2.5 west of Madras .....	6	West	68494 Fayetteville .....	13.2 west of Albany .....	12	East
14154 Cascan .....	2.8 west of Bend .....	Yard	Both	68496 Munson .....	3.9 east of American .....	1	East
14225 Diamond Lake .....	5.3 west of Chemult .....	112	Both	68497 Potter .....	3.3 east of American .....	3	East
14231 Yamsay .....	10.7 west of Chemult .....	111	Both	68499 Tulsa .....	1.0 east of American .....	5	Both
14240 Lenz .....	19.9 west of Chemult .....	112	Both	68501 Miller Seed Co. ....	10.4 east of Junction City .....	3	West
14249 Fuego .....	28.8 west of Chemult .....	112	Both	68504 Cartney .....	7.3 east of Junction City .....	6	East
14253 Kirk .....	33.0 west of Chemult .....	111	Both	68507 Harrisburg .....	5.0 east of Junction City .....	8	East
14258 Calimus .....	38.0 west of Chemult .....	130	Both	68516 Meadow View .....	4.5 west of Junction City .....	5	East
14266 Chiloquin .....	46.6 west of Chemult .....	113	Both	68518 Awbrey .....	6.1 east of Eugene .....	8	Both
14271 Lobert .....	50.6 west of Chemult .....	130	East	68519 Enid .....	4.1 east of Eugene .....	20	East
14276 Modoc Point .....	56.1 west of Chemult .....	111	Both	68815 Lebanon (O.E. Siding) .....	14.8 west of Albany .....	8	Both
14284 Algoma .....	64.4 west of Chemult .....	111	Both	68816 Weldwood .....	15.9 west of Albany .....	30	Both
14289 Wocus .....	69.2 west of Chemult .....	111	Both	68821 Bauman Lumber Co. ....	20.8 west of Albany .....	13	East
14291 Chelsea .....	71.4 west of Chemult .....	113	Both	68824 Narrows .....	24.3 west of Albany .....	8	Both
14293 Klamath Falls Depot .....	73.8 west of Chemult .....	Yard	Both	68826 Boise Cascade Plywood .....	26.0 west of Albany .....	8	Both
14300 Henley .....	3.4 west of Klamath Falls .....	20	Both	68829 Sweethome .....	29.0 west of Albany .....	20	Both
14312 Stonebridge .....	1.7 west of Merrill .....	20	East	68832 Foster .....	31.9 west of Albany .....	10	East
14332 Hannchen .....	4.7 west of Stronghold .....	22	East	<b>9th Subdivision</b>			
14333 Kandra .....	5.4 west of Stronghold .....	42	Both	68713 Timco .....	1.4 west of North Plains .....	23	Both
14346 Tionesta .....	6.0 west of Mammoth .....	39	Both	68716 Christie .....	3.6 west of North Plains .....	10	East
69034 Hambone .....	33.9 from Lookout .....	Conn.	Both	<b>11th Subdivision</b>			
<b>5th Subdivision</b>				65106 Ashue .....	7.8 west of Toppenish .....	15	Both
12140 East Pasco Permant Cement Co. ....	1.0 east of Ainsworth Jct. ....	16	West	65108 Venner .....	1.9 east of Harrah .....	10	Both
				65109 Farron .....	1.1 east of Harrah .....	45	Both

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

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<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	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
<b>13th Subdivision</b>				<b>15th Subdivision</b>			
62835 Raugust	MP 151.9	28	Both	64125 Ring	6.9 west of Zangar Jct.	26	East
62831 Ritell	MP 155.6	30	Both	64604 Duroc	3.6 west of Smeltz	19	Both
62806 Frischknecht	MP 180.8	37	Both	64142 Myrick	4.6 west of Helix	9	East
62912 Schrag	on spur	21	Both	64147 Fulton	5.9 east of U.P. Connection	28	Both
62840 Scalley	on spur	Conn.	Both				
62864 Sieler	on spur	58	Both				
62866 McDonald	on spur	24	Both				
62872 Moses Lake	on spur	Wye	Both				
62878 Moses-Lake Industrial Park	on spur	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	Cascan	
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	

## BALLAST PITS

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

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
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-Duroc	0.0 to 3.6
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
474	Walla Walla—Milton Free-water	0.0 to 14.5
475	Yellow Hawk Branch	0.0 to 4.7

## 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.
Loaded coal trains .....	45 MPH.
Empty coal trains .....	50 MPH.

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

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—

## Movements on:

Sidings .....	20 MPH.
Tracks other than main tracks and sidings .....	10 MPH.
Light locomotive consist or caboose hop .....	50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH.

## 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 3-5, BN 979019-979024 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—

The maximum number of locomotives in a head-end consist must not exceed 10.

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 and, may be placed anywhere in a light consist or caboose hop:

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

## 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, 1802-1807, 1811-1812, 1816, 1819, 1822, 1829, 1831-1833, 1835-1836, 1839-1864, 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	GP9B	600-604.*
	GP-5	1350-1361, 1363-1365.
	GP-9	1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1754, 1758-1760, 1811-1816, 1819, 1821-1822, 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.
	GP-18	1991, 1993-1997.
C	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, 167-169, 260-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 101-104.
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, 1839-1841, 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.
	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.

Group	Model	Locomotive Numbers
E	SW-15	20-65, 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, 2249-2253
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38-B	2600*.
	GP-38-2B	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-40-PH	Amtrak 200-399
F		None.
G	SD-9	6127-6129, 6131-6135, 6139-6143, 6145-6148, 6150-6164, 6166-6168, 6170-6185, 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-CB	4500*.
	C-30-7	5000-5135, 5137-5141, 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	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, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7801-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-45	6400, 6402-6403, 6405-6407, 6411, 6414-6421, 6423-6425, 6428-6430, 6432, 6435-6436, 6439-6445, 6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6669, 6671-6696.
	F-45	6614-6645.
	SD-42B	7500-7502*
	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 3-5, BN 979019-979024 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 637503.

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

##### 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, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

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 Operation—

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

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5459, 5473, 5475-5476, 5479, 5481, 5484, 5771, 5773, 5776, 5778 and 5781.

#### 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
	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>BRAVO</b>	<i>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</i> Handle cautiously through yards enroute.  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>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.
<b>CHARLIE</b>	<i>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</i> Handle cautiously through yards enroute.  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>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>DELTA</b>	<i>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</i> Handle cautiously through yards enroute.  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>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.
<b>ECHO</b>	<i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i> Handle cautiously through yards enroute.  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>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 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>FOXTROT</b>	<i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i> Handle cautiously through yards enroute.  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>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>GOLF</b>	<i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i> Handle cautiously through yards enroute.  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>NOVEMBER</b>	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
		<b>OSCAR</b>	Do not pass loads wider than _____ on adjacent parallel tracks.
		<b>PAPA</b>	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
		<b>QUEBEC</b>	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
		<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>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 impractical 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.

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

If overheating or defect on same equipment is detected by two (2) successive detectors, the identified equipment must be set out of train. **EXCEPTION:** If overheating or defect detected involves a locomotive unit, such unit need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect.

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

Only 200 degree Fahrenheit heat indicating crayons will be used to test the temperature of roller bearing journals.

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, Overland Park. 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—

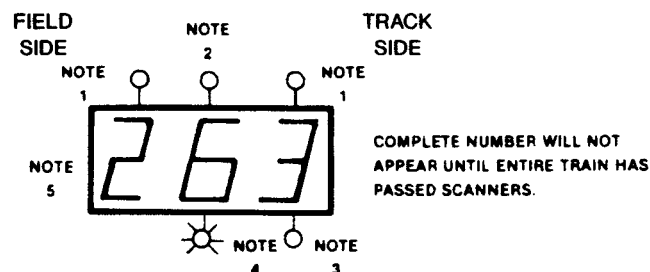
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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.

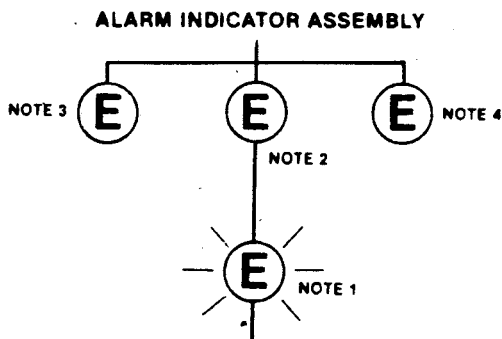
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

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.

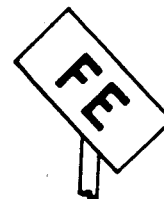
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

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 250—change to read:**

Except when movement at restricted speed is required by rule or by indication of previous signal, the indication of the next signal in advance may be complied with when the aspect can be clearly seen and it is known such aspect governs the track on which the movement is being made or is to be made.

**Rule 271—change to read:**

Trains or engines, and Maintenance of Way employees or equipment per Rule 271(A), may occupy track(s) within specified limits for time period authorized by the control operator as follows:

\_\_\_\_\_ may use (track(s)) between (location) and (location) from (time) until (time)

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.

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.

No movement may be made under this rule until conductor and engineer, and Maintenance of Way employes, receive and understand the track and time limits granted.

Track(s) may be used in either direction within limits specified without flag protection, but all train and engine movements must be made at restricted speed, regardless of signal indication. Compliance with Stop signal indications is required by trains and engines.

**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.

Track and time limits do not authorize occupancy of tracks within interlocking limits.

Trains or engines and/or Maintenance of Way employes and equipment must be clear of track(s) specified or work completed and switches restored to normal position and track in safe condition for passage of trains before expiration of time specified. If additional time is required, authority must be secured from the control operator before previously authorized time expires.

Control operator must be notified by each employee granted track and time limits, when trains or engines and/or Maintenance of Way employes and equipment are clear of the limits and track and time limits released.

**EXCEPTION**—When control operator authorizes a train or engine to move out of the limits by signal indication, it will be considered clear when entire movement has passed such signal.

**Rule 271(A)**—change to read:

Unless protected by Form Y train order, track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or to 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.

#### **RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS**

The following Rules 400-412 supersede all previous Track Warrant Control (TWC) rules inconsistent therewith.

**TRACK WARRANT CONTROL (TWC)** is a method of authorizing movements of trains or engines or protecting men or machines on a main track within specified limits in territory designated by timetable, special instructions or superintendent's bulletin in accordance with the following rules.

**400. AUTHORITY**—Where designated by timetable, special instructions or superintendent's bulletin, use of the main track will be authorized by issuance of Track Warrant under the direction and over the signature of the train dispatcher.

Track Warrants must be numbered consecutively beginning at midnight each calendar date. They will be the only authority for movement issued within TWC territory, except the main track may be used by trains and engines as prescribed by Rule 93.

There is no superiority of trains within TWC territory.

**401. DESIGNATED LIMITS**—The limits of a Track Warrant must be designated by specifying exact points such as switches, mile posts or identifiable points, except station names may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point, authority will extend to the last siding switch when specific instructions include "hold main track at last named point."

**402. REQUESTING**—Employee requesting Track Warrant must advise the dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

**403. COPYING**—The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employee each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employees who must make record on Track Warrant form.

**404. SPECIFIC INSTRUCTIONS**—When Track Warrant indicates the following Specific Instructions are in effect, they must be complied with as follows:

a. NOT IN EFFECT UNTIL AFTER ARRIVAL OF \_\_\_\_\_ AT \_\_\_\_\_

Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.

b. NOT IN EFFECT UNTIL AFTER DEPARTURE OF \_\_\_\_\_ AT \_\_\_\_\_

Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.

c. DO NOT EXCEED \_\_\_\_\_ MPH BETWEEN \_\_\_\_\_ AND \_\_\_\_\_

Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

**405. CHANGING TRACK WARRANT**—When a Track Warrant is in effect and it is desired to change the limits or instructions, a new Track Warrant must be issued with the desired instructions and include the words "TRACK WARRANT NO. \_\_\_\_\_ IS VOID" giving the number of the Track Warrant being changed. The previous Track Warrant mentioned will no longer be in effect.



**406. OPERATING WITH TRACK WARRANT**—Track Warrant authorizes the train or engine addressed to occupy the main track within designated limits and as prescribed by specific instructions on the Track Warrant.

Movement must be made as follows:

- a. When authorized to proceed from one point to another, movement must be made **ONLY** in the direction specified.
- b. When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.
- c. Train or engine must not foul a switch at either end of the limits which may be used by an opposing train or engine to clear the main track.

**407. OCCUPYING SAME LIMITS**—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when:

- a. All trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. In Non-ABS territory all trains and engines except the leading train or engine must move at restricted speed.
- b. Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

**408. IN EFFECT**—A Track Warrant, once in effect, is in effect until crew member has reported clear of the limits; it has become void; or time limit has expired. Crew member must report to the train dispatcher when they have cleared the limits.

If a time limit is shown on the Track Warrant, train, engine or men or machines must be clear of the limits by the time specified, or protection provided in both directions, unless another Track Warrant has been obtained.

Train dispatcher must not authorize a train or engine in the same or overlapping limits with other trains, engines, men or machines until previous Track Warrant(s) have been reported clear except as provided by Rules 407 and 410.

**409. MARKING VOID**—The word VOID must be written legibly through the number of each copy of the Track Warrant when:

- a. Crew member has reported train or engine clear of the limits;
- b. Time limit specified has expired; or,
- c. Track Warrant has been changed as prescribed by Rule 405.

**410. PROTECTING MEN OR MACHINES**—A Track Warrant may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track, or in emergency to protect track condition, without other protection.

Before doing work which would require the use of impassable track flags or to provide protection for on-track equipment which cannot be readily removed from the track, employe in charge of work or equipment must obtain Track Warrant authority. This authority will permit track work to be performed or on-track equipment to occupy track(s) between times and points shown without flag protection against trains.

A Track Warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine unless:

- a. All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Warrant specifies that it is granted behind such trains or engines; or,
- b. Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines; have been instructed to make all movements at restricted speed and to stop short of men or machines fouling track; and employe in charge of men or machines is so notified by Track Warrant.

Form Y train orders will not be used in Track Warrant Control territory.

**411. RULES IN EFFECT**—All rules not modified by these rules remain in effect.

**412. RESTRICTED TRACK CONDITIONS**—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employe. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 403 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employe must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employe delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employe receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employe delivers RTC to employes, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

**Rule 501K**—change to read:

NAME—Restricted Proceed

INDICATION—Proceed at restricted speed through entire block.

**Rule 511**—change to read:

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

**Rule 718**—change to read:

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

**Rule 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.

—change third paragraph to read:

When train without caboose is moving between stations, conductor should, when practicable, 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 January 15, 1985:**

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 CTC territory, employee in charge must obtain track and time limits as prescribed by Rules 271 and 271(A), unless protected by Form Y train order. Line-up must also be obtained where required by the superintendent. This authority will permit work to be performed on track cars and on-track equipment to occupy track(s) within the limits specified without flag protection against trains or engines. 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 the 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 to read:**

Trains or engines, and Maintenance of Way employees or equipment per Rule 271(A), may occupy track(s) within specified limits for time period authorized by the control operator as follows:

may use (track(s)) between (location) and (location) from (time) until (time)

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.

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.

No movement may be made under this rule until conductor and engineer, and Maintenance of Way employees, receive and understand the track and time limits granted.

Track(s) may be used in either direction within limits specified without flag protection, but all train and engine movements must be made at restricted speed, regardless of signal indication. Compliance with Stop signal indications is required by trains and engines.

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.

Track and time limits do not authorize occupancy of tracks within interlocking limits.

Trains or engines and/or Maintenance of Way employees and equipment must be clear of track(s) specified or work completed and switches restored to normal position and track in safe condition for passage of trains before expiration of time specified. If additional time is required, authority must be secured from the control operator before previously authorized time expires.

Control operator must be notified by each employee granted track and time limits, when trains or engines and/or Maintenance of Way employees and equipment are clear of the limits and track and time limits released.

EXCEPTION—When control operator authorizes a train or engine to move out of the limits by signal indication, it will be considered clear when entire movement has passed such signal.

**Rule 271(A)—change to read:**

Unless protected by Form Y train order, 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 to 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.

**RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS**

The following Rules 300-312 supersede all previous Track Warrant Control (TWC) rules inconsistent therewith.

**TRACK WARRANT CONTROL (TWC)** is a method of authorizing movements of trains or engines or protecting men or machines on a main track within specified limits in territory designated by timetable, special instructions or superintendent's bulletin in accordance with the following rules.

**300. AUTHORITY**—Where designated by timetable, special instructions or superintendent's bulletin, use of the main track will be authorized by issuance of Track Warrant under the direction and over the signature of the train dispatcher.

Track Warrants must be numbered consecutively beginning at midnight each calendar date. They will be the only authority for movement issued within TWC territory, except the main track may be used by trains and engines as prescribed by Rule 93.

There is no superiority of trains within TWC territory.

**301. DESIGNATED LIMITS**—The limits of a Track Warrant must be designated by specifying exact points such as switches, mile posts or identifiable points, except station names may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point, authority will extend to the last siding switch when specific instructions include "hold main track at last named point."

**302. REQUESTING**—Employee requesting Track Warrant must advise the dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

**303. COPYING**—The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employee each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employees who must make record on Track Warrant form.

**304. SPECIFIC INSTRUCTIONS**—When Track Warrant indicates the following Specific Instructions are in effect, they must be complied with as follows:

a. **NOT IN EFFECT UNTIL AFTER ARRIVAL OF**  
AT \_\_\_\_\_  
Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.

b. **NOT IN EFFECT UNTIL AFTER DEPARTURE OF**  
AT \_\_\_\_\_  
Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the

departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.

c. **DO NOT EXCEED \_\_\_\_\_ MPH BETWEEN \_\_\_\_\_ AND \_\_\_\_\_**  
Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

**305. CHANGING TRACK WARRANT**—When a Track Warrant is in effect and it is desired to change the limits or instructions, a new Track Warrant must be issued with the desired instructions and include the words "TRACK WARRANT NO. \_\_\_\_\_ IS VOID" giving the number of the Track Warrant being changed. The previous Track Warrant mentioned will no longer be in effect.

**306. OPERATING WITH TRACK WARRANT**—Track Warrant authorizes the train or engine addressed to occupy the main track within designated limits and as prescribed by specific instructions on the Track Warrant.

Movement must be made as follows:

- When authorized to proceed from one point to another, movement must be made **ONLY** in the direction specified.
- When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.
- Train or engine must not foul a switch at either end of the limits which may be used by an opposing train or engine to clear the main track.

**307. OCCUPYING SAME LIMITS**—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when:

- All trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. In Non-ABS territory all trains and engines except the leading train or engine must move at restricted speed.
- Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

**308. IN EFFECT**—A Track Warrant, once in effect, is in effect until crew member has reported clear of the limits; it has become void; or time limit has expired. Crew member must report to the train dispatcher when they have cleared the limits.

If a time limit is shown on the Track Warrant, train, engine or men or machines must be clear of the limits by the time specified, or protection provided in both directions, unless another Track Warrant has been obtained.

Train dispatcher must not authorize a train or engine in the same or overlapping limits with other trains, engines, men or machines until previous Track Warrant(s) have been reported clear except as provided by Rules 307 and 310.

**309. MARKING VOID**—The word VOID must be written legibly through the number of each copy of the Track Warrant when:

- Crew member has reported train or engine clear of the limits;
- Time limit specified has expired; or,
- Track Warrant has been changed as prescribed by Rule 305.

**310. PROTECTING MEN OR MACHINES**—A Track Warrant may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track, or in emergency to protect track condition, without other protection.

Before doing work which would require the use of impassable track flags or to provide protection for on-track equipment which cannot be readily removed from the track, employee in charge of work or equipment must obtain Track Warrant authority. This authority will permit track work to be performed or on-track equipment to occupy track(s) between times and points shown without flag protection against trains.

A Track Warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine unless:

- a. All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Warrant specifies that it is granted behind such trains or engines; or,
- b. Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines; have been instructed to make all movements at restricted speed and to stop short of men or machines fouling track; and employee in charge of men or machines is so notified by Track Warrant.

Form Y train orders will not be used in Track Warrant Control territory.

**311. RULES IN EFFECT**—All rules not modified by these rules remain in effect.

**312. RESTRICTED TRACK CONDITIONS**—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employee. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 303 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employee must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employee delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employee receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employee delivers RTC to employees, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

#### **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 336 m**—new:

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

**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)

#### **19. Restricted Track Conditions (RTC)—**

Restricted Track Conditions (RTC) as prescribed by Rule 412 of the Consolidated Code of Operating Rules and Rule 312 of the Rules of the Maintenance of Way Department will be used on portions of the railroad specified by timetable, special instructions or superintendent's bulletin.

RTC will be handled the same as train orders for clearance purposes as required by Rules 83(B), 219, 220 and 220(B) of the Consolidated Code of Operating Rules.

**Rule 412 of the Consolidated Code of Operating Rules and Rule 312 of the Rules of the Maintenance of Way Department reads:**

**RESTRICTED TRACK CONDITIONS**—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employee. The initials of the train dispatcher will be placed directly under the last word in the body. When transmitted by voice or any time repeated, Rule 212 of the Consolidated Code of Operating Rules applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employee must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employee delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employee receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employee delivers RTC to employees, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

**20. Remote Control Operation—**

When operating in remote control operation with trains over 100 tons/OB and exceeding 8,000 feet in length, train speed must be reduced 10 MPH less than the maximum speed authorized when radio communication between the master and remote locomotive is interrupted (COM INT) or remote shows feed value out (FEED VALUE OUT).

Such speed or slower speed must be maintained until communication is re-established.

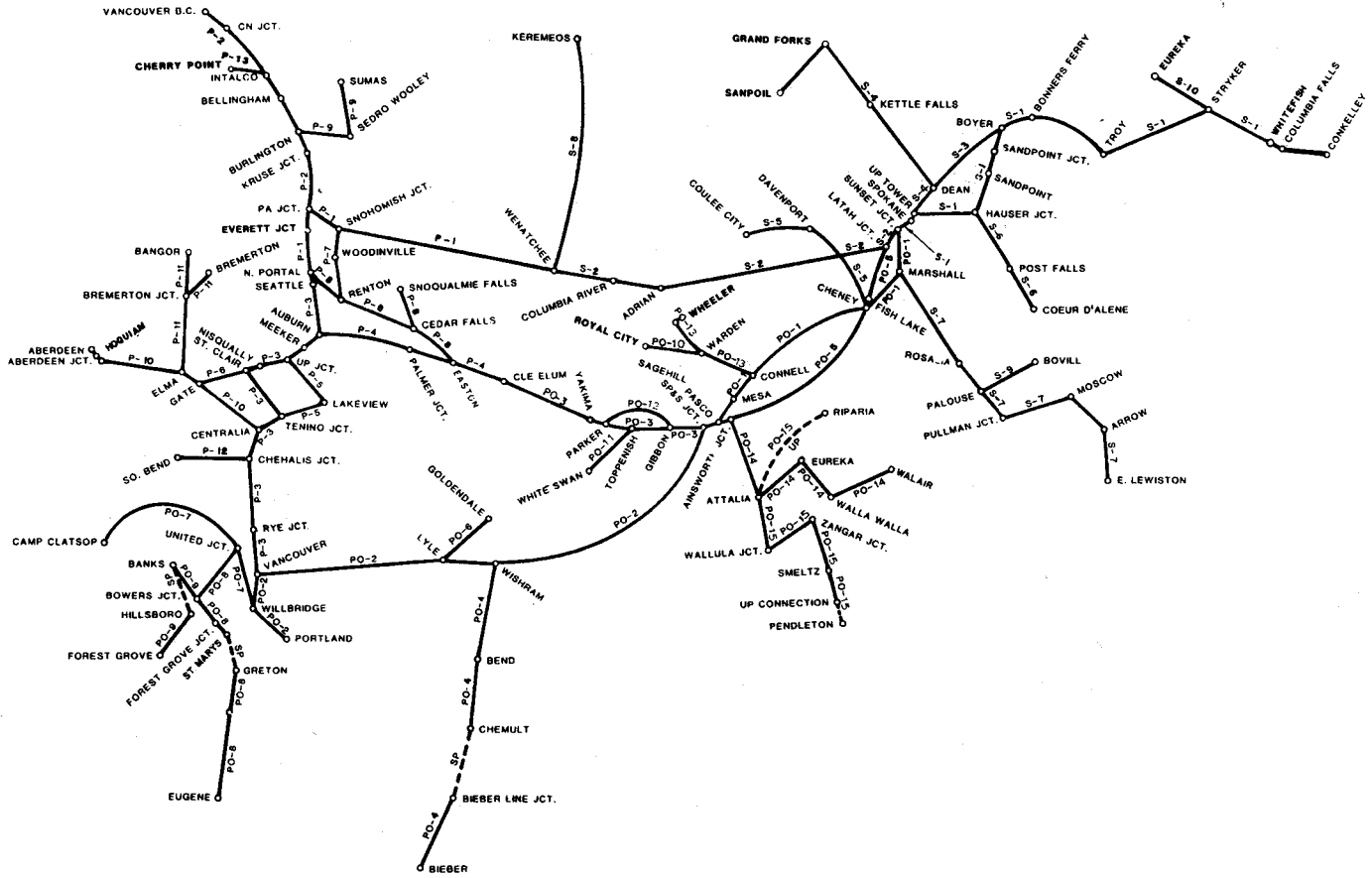
## CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer ..... Ft. Worth, Texas  
 Dr. Hi E. Newby, Associate 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 .....	Bonnors Ferry	Dr. R. T. Andersen .....	Snoqualmie
Dr. R. A. McEachren .....	Burnaby, B.C.	Dr. R. H. Eddings .....	Snoqualmie
Dr. Edgar A. Meyer .....	Cashmere	Dr. F. R. Sutherland .....	Snoqualmie
Dr. A. R. Twiss .....	Chehalis	Dr. J. L. Whitaker .....	Snoqualmie
Dr. S. Elloway .....	Chehalis	Dr. J. F. Kearns .....	Soap Lake
Dr. P. W. Lambert .....	Clarkston	Dr. Robert J. Albi .....	Spokane
Dr. John C. Anderson .....	Cle Elum	Dr. Edward E. Biever .....	Spokane
Dr. J. P. Herman .....	Colville	Dr. J. M. Collins .....	Spokane
Dr. D. H. Lindeman .....	Colville	Dr. H. M. Kenney .....	Spokane
Dr. A. J. Grose .....	Ellensburg	Dr. Robert L. Picken .....	Spokane Opportunity
Dr. A. K. Anderson .....	Enumclaw	Dr. F. James Beckner .....	Stanwood
Dr. Paul G. Kinney .....	Ephrata	Dr. James B. Johnson .....	Sumas
Dr. E. C. Bond .....	Everett	Dr. Jan Holm .....	Tacoma
Dr. I. W. Varley .....	Everett	Dr. R. D. Rivera .....	Tacoma
Dr. G. R. Wilson .....	Goldendale	Dr. T. H. Skrinar—Puget Sound	
Dr. Elsie Tupper .....	Goldendale	Clinic .....	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. C. R. Bricker—The Dalles	
Dr. E. C. McKibben, Jr. ....	Kirkland	Clinic .....	The Dalles
Dr. W. A. Bartlett .....	Klamath Falls	Dr. J. M. Rex—The Dalles Clinic .....	The Dalles
Dr. William T. Matthews .....	Libby	Dr. Ray Shearer .....	Toppenish
Dr. James J. Jardee—Lind Health		Dr. Victor Bergson .....	Vancouver, B.C.
Center .....	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. V. H. Livingstone .....	Vancouver, B.C.
Dr. J. M. Ayers .....	Moscow		CAN V521H
Dr. John C. Carpenter .....	Nelson, B.C.	Dr. David Ruiz, Family Physicians	
Dr. R. B. Morrow .....	Newport	Group .....	Vancouver, WA
Dr. G. A. Sackville .....	New Westminster, B.C.	Dr. Paul O. Kretchmar, Vancouver	
Dr. J. W. Kegley .....	Okanogan	Clinic .....	Vancouver, WA
Dr. J. F. Kruidenier—Olympia		Dr. S. R. Hevel .....	Waitsburg
Memorial Clinic .....	Olympia	Dr. G.M. Doornink, Wapato Medical	
Dr. G. V. Axford .....	Pasco	Clinic .....	Wapato
Dr. R. J. Kramer .....	Pasco	Dr. K.F. Stefan .....	Washougal
Dr. W. T. Cooper .....	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.



# SEATTLE REGION

## LEGEND:

PACIFIC DIVISION SUBDIVISION ----- P-1  
 PORTLAND DIVISION SUBDIVISION ----- PO-1  
 SPOKANE DIVISION SUBDIVISION ----- S-1

FOR INFORMATION PURPOSES ONLY APRIL 1965

**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.