

### SPOKANE DIVISION

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D. G. VERITY	Agent—Asst. Trainmaster	Wenatchee
	Agent—Asst. Trainmaster	Kettle Falls
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L. J. KURZ	Trainmaster	Whitefish
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S. ORTIZ	Terminal Trainmaster	Spokane
G. A. CARLSON	Terminal Trainmaster	Spokane
D. E. KULT	Asst. Terminal Trainmaster	Spokane

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D. B. MORRISON	Agent—Asst. Trainmaster	Bellingham
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A. J. SCHUURMANS	Agent—Asst. Trainmaster	New Westminister
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D. L. MEAD	Terminal Trainmaster	Vancouver
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D. C. ALBRIGHT	Asst. Terminal Trainmaster	Vancouver
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J. A. MCKAY	Asst. Terminal Supt.	Pasco
	Terminal Trainmaster	Pasco
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D. J. BOEN	Terminal Trainmaster	Pasco
K. J. ROYAL	Terminal Trainmaster	Pasco
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### TRANSPORTATION DEPARTMENT

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

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G. L. SKILLMAN	Regional Chief Dispatcher	Seattle
J. W. MILLER	Chief Dispatcher	Seattle
L. A. SHORT	Chief Dispatcher	Seattle
B. G. PORTSMOUTH	Chief Dispatcher	Seattle
R. E. SCHULTZ	Regional Chief Dispatcher	Billings

Printed in U.S.A.

# BURLINGTON NORTHERN RAILROAD CO. SEATTLE REGION

SPOKANE, PACIFIC AND PORTLAND  
DIVISIONS

## TIMETABLE NO. 7

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

Sunday, April 27, 1986

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President  
**W. W. FRANCIS**

General Manager  
**L. D. REED**

Vice President  
Transportation—System  
**J. R. GALASSI**

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 feet 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 GP-5 GP-9       GP-18	600-602, 604.* 1352, 1355-1360, 1364-1365. 1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1887-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1931, 1934-1936, 1938-1939, 1941-1942, 1944, 1946, 1951-1952, 1954-1958, 1960-1964, 1966-1967, 1969, 1971, 1980. 1991, 1993, 1995-1997.
C	SW-7 SW-12  SW-9 SW-10 NW-2	77-78, 115, 122, 132, 142. 106, 162-166, 170-220, 222-255, LSTT 105, AMTK 565. 155, 169, 262-266, 268-269. 375-394, 427-449, 574-585. LSTT 101-104.
D	NW-12 MP-15 GP-15-1 GP-10 GP-9       GP-20   GP-30  GP-39-2	1, 5, 14, 19. 1000-1004. 1375-1399. 1400-1422, 1426, 1436, 1438. 1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1853-1854, 1858, 1860-1863, 1867-1869, 1873, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978. 2003, 2005-2006, 2008-2012, 2014, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2062-2064, 2066-2068, 2070. 2217-2219, 2221-2227, 2229, 2232, 2234, 2236, 2241-2242, 2244-2246. 2700-2739.

Group	Model	Locomotive Numbers
E	SW-15 GP-38 GP-38-2 GP-30 GP-35   GP-38-B GP-38-2B GP-40 GP-40-2 GP-50 B-30-7A U-28-B U-30-B B-30-7 B-32-8 F-40-PH	20-65, 300-324. 2072-2077, 2110-2135, 2137-2138, 2155-2189. 2078-2109, 2150-2154, 2255-2314, 2316-2369. 2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253. 2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580, 2582. 2600*. 2601*. 3000-3013, 3015-3017, 3019-3020, 3022-3038. 3040-3064. 3100-3162. 4000-4050, 4052-4119. 5450-5451, 5453-5459. 5471-5481, 5483-5484, 5770-5780, 5782-5799. 5485-5492. 5497-5499. Amtrak 200-400.
F		None.
G	SD-9	6127-6128, 6131-6135, 6139, 6141-6143, 6145-6148, 6150-6154, 6156-6164, 6166-6168, 6170-6172, 6174, 6176-6179, 6181-6185, 6187-6200, 6202, 6204-6206, 6216-6219, 6221, 6223-6228, 6230-6237.
H	SD-9 E-9	6100-6103, 6105, 6107-6123, 6125-6126. 9900-9908, 9910-9925.
I	U-3-CB C-30-7 U-30-C    U-33-C SD-38-2 SD-40  SD-40-2    SD-45  F-45 SD-40-2B SD-40-B	4500*. 5000-5135, 5137-5141, 5500-5599. 5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944. 5725-5765. 6260-6263. 6300-6301, 6303-6318, 6320-6324, 6335-6341, 6344-6347, 6394-6395, 6397-6399. 6325-6334, 6348-6366, 6368-6373, 6377-6385, 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, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181, 8300-8302. 6400, 6402-6403, 6405, 6411, 6415-6421, 6423-6425, 6428-6429, 6435-6436, 6440, 6442-6645, 6447, 6492-6527, 6530-6567, 6570-6574, 6593-6599, 6650, 6653-6656, 6659-6664, 6666-6669, 6671, 6673-6696. 6626-6645. 7500-7502* 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 979026

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. For purposes of this definition, each platform of multi-platform cars is considered one car.

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

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)

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

	<b>Main Line</b>	<b>Branch Line</b>
<b>Equipment</b>		
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 979026 . . . . .	35 MPH.	20 MPH.
Air dump cars (loaded) . . . . .	35 MPH.	20 MPH.
Wedge plow or dozer (hailed in tow) . . . . .	35 MPH.	25 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader . . . . .	30 MPH.	25 MPH.
Log cars not equipped with permanent steel side stakes . . . . .	30 MPH.	15 MPH.
Ribbon rail cars (loaded) . . . . .	35 MPH.	25 MPH.
Clay cars, BAP 3801-4199 . . . . .	45 MPH.	45 MPH.
Empty bulkhead flat cars: . . . . .	45 MPH.	45 MPH.

BCIT 816150-817649	GN 60680-60686	NP 68011-68023
BCOL 17000-17999	GN 160000-160744	SLSF 5200-5249
BN 615312-616999	GN 161300-161499	SLSF 5600-5646
CB&Q 92400-92799	NP 62300-62949	SLSF 5650-5657
CPI 316397-316599	NP 66100-66249	SLSF 5662-5694
CS 300-349	NP 67183-67514	SLSF 5701-5748
CS 616375-616474	NP 67550-67552	SLSF 5750-5794
FWD 644-699	NP 67595-67599	

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.

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 to ensure brakes release. If other placement is required, release of the brakes must be ensured.

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 locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over.

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, 1839-1863, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993, 1995-1997.

**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 if there are 18 or more powered axles in the combined helper and road locomotive.

Unless otherwise provided in Individual Subdivision Special Instructions:

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

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

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

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

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

#### 4A. Handling 80 Feet or Longer Cars—

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

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

#### 4B. Multi-Platform and Stack Intermodal Cars—

##### Description—Multi-Platform Cars

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

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

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

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

##### Description—Stack Cars

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

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

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

#### Yard Operation—

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

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

#### Train Operation—

When multi-platform or stack cars have any empty platform(s), 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 Feet or Longer Cars does not apply to multi-platform or stack cars.

#### 5. Car Weight and Length Restrictions—

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 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 and 5778.

#### 7. Dimensional and Special Shipment Restrictions—

- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625.
- d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- e. Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>ALPHA</b>	<p><i>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	<b>GOLF</b>	<p><i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
<b>BRAVO</b>	<p><i>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	<b>HOTEL</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>CHARLIE</b>	<p><i>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	<b>INDIA</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
<b>DELTA</b>	<p><i>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	<b>JULIET</b>	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
<b>ECHO</b>	<p><i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	<b>KILOGRAM</b>	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
<b>FOXTROT</b>	<p><i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	<b>LIMA</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>MIKE</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		<b>NOVEMBER</b>	<p>When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.</p>
		<b>OSCAR</b>	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		<b>PAPA</b>	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		<b>QUEBEC</b>	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

CODE	RESTRICTION APPLICABLE
<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.
<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. Track Side Warning Detector—

#### Train Inspection—

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

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

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

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

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to superintendent and chief dispatcher indicating date, train and location of track side warning detector which

failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, crew will inspect train in advance of such structure.

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

#### Track Side Warning Detector—Radio Reporter—

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

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

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

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

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

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

XXX is the axle count from the rear of the train to the defect indicated.

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

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

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

### 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. 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.

### 11. General Code of Operating Rules—Rules changes and additions—

The following General Code of Operating Rules apply only on Burlington Northern Railroad.

**Rule G—change to read:**

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

**Rule Q—Add the following:**

MT — Main Track(s)

**Rules 2 and 3—**

Employees governed by the General Code of Operating Rules are “designated employees” under Rules 2 and 3.

**Rule 2—**

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours and minutes must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

**Rule 3—**

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

**Rule 6(A)—explanation of characters:**

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

**Rule 10(E)—add the following paragraphs:**

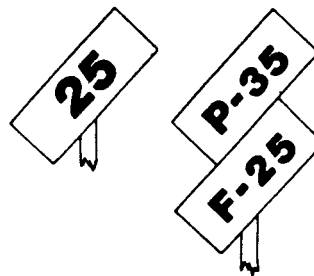
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

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

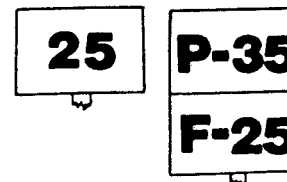
At the end of a reduced speed zone, a train or engine will be governed by a “Speed Sign” displaying a higher speed or a “Resume Speed Sign” which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



RESUME SPEED SIGN



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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

**Rule 81—**

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

**Rule 82(A)—add as last paragraph:**

At intermediate locations in CTC territory, Rule 82(A) will not apply when so authorized by train dispatcher.

**Rule 93—add the following two paragraphs:**

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading “CONDITIONAL YARD LIMITS”.

General order 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. If in effect 24 hours per day, time need not be specified.

**Rule 103(E)—change to read:**

Maximum authorized speed is 25 MPH instead of 40 MPH.

**Rule 104(M)—change first paragraph to read:**

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. Facing point movements over spring switches will be protected by signals or indicators where required.

**Rule 104(M)—change fifth paragraph first sentence to read:**

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

**Rule 153—add the following paragraph:**

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

**Rule 223, Rule 225 and Form N Train Order—Will not be used.**

**Form M Train Order—**

The following is added to Form M train order:

**(3) Line No \_\_\_\_\_ of order No \_\_\_\_\_ is ANNULLED**

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

**Form O Train Order and Rule 456—**Will not be used; Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.


**Form Y Train Order, Example (2)—**Will not be used.

**Rule 241—NAME is changed to: RESTRICTED PROCEED.**  
**INDICATION is changed to: Proceed at restricted speed.**


**Rule 248—new:**

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


**Rule 248(A)—Take Siding Indicator**

Aspects	Indication
	When illuminated, proceed at restricted speed without stopping. Hand operate switch and enter siding.


**Rule 248(B)—Operate Switch Indicator**

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

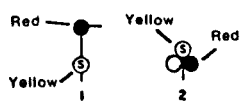
**Rule 248(C)—Block Indicator**

Aspects	Indication
	Block clear.

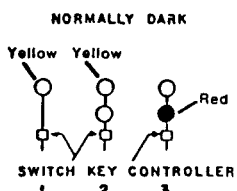
**Rule 248(D)—Block Indicator**

Aspects	Indication
	Block occupied.

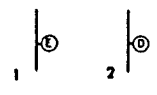
**Rule 248(E)—Spring Switch Indicator**

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 236.

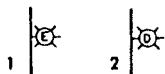
**Rule 248(F)—Switch Indicator**

Aspects	Indication
	<p>Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.</p> <p>If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.</p> <p>If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.</p> <p>To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.</p>


**Rule 248(G)—Failed Equipment Indicator**

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.

**Rule 248(H)—Failed Equipment Indicator**


Aspects	Indication
	When flashing, no failed equipment has been detected.

**Rule 248(I)—Slide Fence Indicator**


Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.



**Rule 248(J)—Slide Fence Indicator**

Aspects	Indication
	When flashing, slide fence has not been activated.

**Rule 248(K)—Resume Speed**

Aspects	Indication
	End of slide fence restriction; resume speed.

**Rule 312(2)(b)—**

The waiting time is 10 minutes.

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

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

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

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

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

**Rule 319—**add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

**Rule 351—**add the following two paragraphs:

When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks.

**Rule 408—**add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

**Rules 410 and 411—**modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

**Rule 413—**add the following paragraph:


Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 463—**change first paragraph to read:

To void a track bulletin or part of a track bulletin, the train dispatcher will issue a track bulletin Form D using the following:


(a) LINE 4 OF TRACK BULLETIN NO 8 IS VOID.

**Rule 463—**example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_

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



OK \_\_\_\_\_ CORNO \_\_\_\_\_ DISPATCHER \_\_\_\_\_

FORM 1000-104 REV. 11-78

**Rule 620—**change to read:

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

**YARD SERVICE RULES**

**Rule Y-1.** The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employes in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employes will be governed by instructions of agents or other designated employe in doing work at stations.

**Rule Y-2.** The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employes working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

**12. Rules of the Maintenance of Way—Rules changes and additions—**

**Rule G—**change to read:

Employes must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employes must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employe testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employes must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employes operating Company vehicles at any time are subject to this rule.

**Rule Q—**Add the following:

MT — Main Track(s)

**Rule 3—**

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

**Rule 6(A)—**explanation of characters:

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

**Rule 351**—cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

**Rule 408**—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

**Rules 410 and 411**—modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

**Rule 413**—add the following paragraph:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**13. Safety Rules and General Rules—Rules changes and additions—**

**Rule 299**—last paragraph is changed to read:

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

**Rule 336 m**—added:

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

**Rule 345**—following paragraph added:

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

**Rule 565**—change to read:

Employee must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employee must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employee must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employee operating Company vehicles at any time are subject to this rule.

**Rule 566**—cancel.

**Rule 572**—changed to read:

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

**Rule 575(A)**—added:

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

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

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

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

**Rule 592**—changed to read:

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

**Rule 597**—changed to read:

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

**14. Automatic Cab Signals—**

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

**15. Helper Behind Caboose—**

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

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

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

**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. 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 valve out (FEED VALVE OUT).

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

**19. Federal Railroad Administration Presumption of Impairment Notice—**

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test

cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

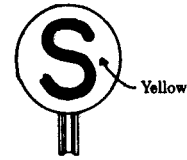
"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption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

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

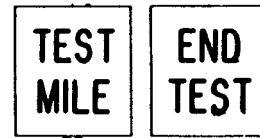
"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

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

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



Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



Stop  
Rules 98 and 98(B)



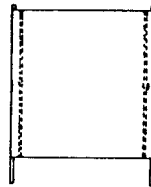
One Mile Switch

20. Roadway Signs—



Track Flag

Yellow (Rules 10 & 10(D),  
Red (Rule 10(A) or  
Green (Rules 10 & 10(D)



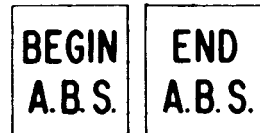
Track Flag



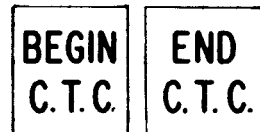
Junction  
Rule 98(B)



Railroad Crossing  
Rules 98 & 98(B)



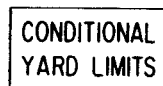
Begin and End ABS



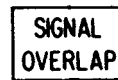
Begin and End CTC



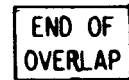
Yard Limit  
Rule 93



Conditional Yard Limits  
Rule 93



Signal Overlap  
Rule 303



End of Overlap  
Rule 303



End Double Track



No Engine Beyond This Point



Crossing Whistle  
Rule 15(l)



Numeral, when attached,  
denotes the number of  
crossings less than 1,320  
feet.





Derail  
Rule 104(L)



Fouling Point

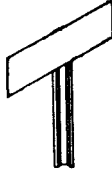
Rule 105(A)



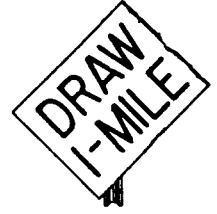
No Clearance



Westward Siding or  
Eastward Siding



Flanger



One Mile Draw Span  
Rule 98

# SPOKANE DIVISION

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS		Mile Post Location	Line Segment	Distance From Conkelley	1st Subdiv MAIN LINE STATIONS		FIRST CLASS		Office Calls	Rule 6(A)	NRPC Daily	NRPC Daily
			1027	1007						1028	1008				
			NRPC Daily	NRPC Daily						NRPC Daily	NRPC Daily				
		01590		8:00PM	1208.3		0.0		CONKELLEY 2.9					6:46AM	
W4,015		01593		8:03	1211.6		2.9	DT	CF COLUMBIA FALLS To Somers 29.4 7.6	TX(2)Y	ABS Rule 251				
		01601		s 8:25	1219.2		10.5		WF WHITEFISH 5.4	BIKRTX(2)Y			s 6:35		
	7,060	01607			1224.6		15.9		VISTA 6.4				6:05		
	9,325	01613			1231.1		22.3		LUPFER 11.2						
	9,711	01624			1243.3		33.5		RADNOR 7.1						
		01631			1249.3		40.6		STRYKER 3.4	J					
	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	36	98.1		RIVERVIEW 7.0						
	9,568	01710			1312.2		105.0		RIPLEY 7.2						
	10,510	01718		s 10:10	1319.6		112.3		CK LIBBY 11.0	BK			s 4:30		
	8,641	01729			1331.3		123.3		KOOTENAI FALLS 7.2						
	14,286	01736		10:32	1337.9		130.5		UX TROY 6.7	BT			4:00		
	14,286	01736		9:32	1337.9		130.5		UX TROY 6.7	BT			3:00		
	6,982	01742			1343.3		137.1		YAKT 6.8						
	9,552	01749			1350.3		143.9		LEONIA 13.5		CTC				
	8,394	01763			1364.3		157.5		CROSSPORT 4.3						
	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 6.7						
	7,439	01793			1394.1		187.2		COLBURN 7.2						
	10,363	01803			1401.3		194.4		BOYER 2.0	JM					
					1403.3				SANDPOINT JCT. To Kootenai 1.5 0.1	J					
		01798			2.9		196.4		SA SANDPOINT 7.2	BR			s 1:40		
		01803		s 11:05	3.0		196.5		ALGOMA 6.7						
		01810			10.1		203.7	2MT	COCOLALLA 12.6						
	10,828	01817			17.6		210.4		ATHOL 7.3						
	13,247	01830			31.5		223.0		RAMSEY 5.7						
	10,600	01837			37.7		230.3		RATHDRUM 1.4						
	9,156	01843			45.5	45	236.0		HAUSER 5.6						
		01845			47.0		237.4		HAUSER JCT. 5.8	J					
		01850			51.5		243.0		OTIS ORCHARDS 5.9						
	10,095	01855			57.9		248.8		IRVIN 3.3						
		01861		11:52	63.3		254.7	2MT	PARKWATER 1.5	XY					
		01865			66.6		258.0		YARDLEY 1.6	BKRTXY			12:31		
		01866		11:57	68.1		259.5		UP TOWER 1.9	IJXY	ABS Rule 251				
					69.7		261.1	DT	SPOKANE 1.0	BKRXY			s 11:40PM	12:25AM	
		01870	1:10AM	s 12:35AM 1:00	71.5 0.0		263.0		SUNSET JCT. 1.0	JX(2)	CTC		s 11:40PM	s 11:50	
		01877	1:13AM	1:03AM	1.1	46	264.0						11:20PM	11:40PM	

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—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. 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.	
Rock Creek and Riverview westward trains in excess of 6000 tons without operable dynamic brakes .....		50 MPH.	
Whitefish—No. 9 Yard Track .....		5 MPH.	
Whitefish—Crossovers east of yard MP 1217.5 and MP 1217.7.....	35 MPH.	35 MPH.	
Whitefish—Trains or Engines through turnout east yard lead switch .....	25 MPH.	25 MPH.	
Whitefish—trains or engines through turnout west yard lead switch.....	35 MPH.	35 MPH.	
Algoma—trains through dual control switch turnouts .....	35 MPH.	35 MPH.	
Trains or engines through turnouts and on sidings at following locations: .....	35 MPH.	35 MPH.	
Vista	Tamarack	Yakt	Boyer
Lupfer	Fisher River	Leonia	Cocolalla
Radnor	Riverview	Crossport	Athol
Brimstone	Ripley	Bonnors Ferry	Ramsey
Twin Meadows	Libby	Naples	Rathdrum
Rock Creek	Kootenai Falls	Elmira	Hauser
Wolf Prairie	Troy	Colburn	
Otis Orchards—trains or engines through turnouts and on siding ...	30 MPH.	30 MPH.	
Irvin and Parkwater on north main track .....	25 MPH.	25 MPH.	
Columbia Falls and Kalispell .....		40 MPH.	
Kalispell, over Main Street crossing		5 MPH.	
Empty bulkhead flat cars in the following number series must operate in secondary trains.....		45 MPH.	
SP 508400-508999			
	Up to 100 Tons O/B	Over 100 Tons O/B	
Athol and Ramsey, engine westward freight trains passing Signal 35.1	55 MPH.	45 MPH.	
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.	
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 Champion International Corp. wye track.

Spokane—Locomotives numbered BN 1-1980 only permitted on tracks 7, 8, and 9 at east end of passenger station.

Kalispell—Trains and/or engines prohibited on bridge at Reichhold spur.

Bonnors Ferry and Troy—Six axle locomotives not permitted on wye tracks.

3. Train Register Exceptions—

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

4. Clearance Provisions and Exceptions Rule 82(A)—

Conkelley—Rule 82(A) 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 82(A) does not apply to trains entering at Boyer, Kootenai, 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.

Trains departing Billings Region Rocky Mountain Fifth Subdivision destined to Seattle Region Spokane First Subdivision will obtain a Spokane Division clearance at Missoula, which will apply at Kootenai.

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 Seattle. When authorized by the train dispatcher, train and engine movements may be made against the current of traffic without train order authority.

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

- 5. Rule 99—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. Rule 93—Yard limits in effect between—  
Sunset Jct. and Parkwater.

- 7. Columbia Falls—Trains from Somers spur must not enter main track on First Subdivision until permission is received from Montana Division Train Dispatcher.

All trains must stop and flag truck route crossing at Columbia Falls on the Somers line. At night, a lighted fusee must be placed on both sides of the crossing before occupying.

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.

- 8. 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.

- 9. **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.

- 10. **Parkwater and Yardley**—Rule 240, 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.

- 11. **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.

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

- 13. **Crossovers on Double Track not otherwise shown—**  
**Trailing Point:**

MP 1215.0 between Columbia Falls and Whitefish

- 14. **Rule 350(B)**—Following switches not equipped with electric locks:  
Cocolalla                      Ramsey                      Otis Orchards  
Athol                              Rathdrum

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

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

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

**Other Track Side Warning Detector Locations—**

Olney—	MP 1236.6	Yakt—	MP 1341.6
Swamp Creek—	MP 1259.1	Crossport—	MP 1366.7
Rock Creek—	MP 1276.4	Boyer—	MP 1398.4
Fisher River—	MP 1296.1	Granite—	MP 22.6
Libby—	MP 1317.2	Ramsey—	MP 39.5

**RADIO INFORMATION**

Base Stations	Channel	Hours in Operation
Spokane	1	Continuous
Seattle Disprs. Office	1	Continuous
Havre	1	Continuous
<b>Wayside Stations</b>		
Columbia Falls	1	7:30 am-4:30 pm Mon. thru Fri.
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	Unmanned
Bonnors Ferry	1	Unmanned
Sandpoint	1, 2	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, 2	Unmanned
Edwall	1	Unmanned
Harrington	1	Unmanned
Odessa	1	Unmanned
Wilson Creek	1	Unmanned
Ephrata	1	Unmanned
Wenatchee	1, 2	Continuous
Kettle Falls	1, 2	Continuous except closed 4:00 pm Sat.-5:00 am Mon.

**TRAIN DISPATCHERS PHONE NUMBERS**

Company	Subdivs	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

WESTWARD ↓	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Sunset Jct.	2nd Subdiv MAIN LINE STATIONS			FIRST CLASS	EASTWARD ↑
			1007				Office Calls	Rule 6(A)		1008	
			NRPC Daily						NRPC Daily		
		01877	1:03AM	1481.0	37	0.0	SUNSET JCT.	J		11:40PM	
		01878	1:05	1481.6		0.8	LATAH JCT.	J		11:38	
	7,442	01883		1489.8		8.6	LYONS		CTC		
	6,930	01893		1499.3		18.1	ESPANOLA				
	7,532	01905		1510.8		30.3	EDWALL				
		01914	1:55	1520.2		39.4	BLUESTEM			11:03	
		01922	2:03	1527.7		46.9	HARRINGTON	X	ABS Rule 251	10:56	
		01937	2:20	1542.9		62.0	LAMONA			10:43	
	9,232	01947		1553.2		72.2	ODESSA				
	9,552	01959		1565.6		84.7	GIBSON				
	8,794	01970		1577.0		95.1	WILSON CREEK				
	10,794	01983		1588.8		108.2	ADRIAN				
		01993	s 3:10	1599.3		118.2	EPHRATA		CTC	s 9:52	
	10,360	01998		1603.8		123.3	NAYLOR				
	10,536	02009		1615.5		134.5	QUINCY				
	7,856	02020		1628.3		145.3	TRINIDAD				
	8,154	02030		1635.0		154.6	COLUMBIA RIVER				
		02035		1640.1		160.2	ROCK ISLAND				
	5,000	02038	4:00	1643.3		163.5	MALAGA				
		02044	s 4:16AM	1650.2		170.4	WENATCHEE	BJKRY	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		Up to 100 Tons O/B	Over 100 Tons O/B
	Passenger	Freight		
Sunset Jct. and Wenatchee.....	79 MPH.			
Lamona and Bluestem against current of traffic .....	49 MPH.	40 MPH.		30 MPH.
Latah Jct., turnout to Portland Fifth Subdivision.....	35 MPH.	35 MPH.	55 MPH.	50 MPH.
Trains or engines through turnouts and on sidings at following locations:				
Edwall                   Adrian				
Odessa                  Columbia River				
Gibson                  Malaga				
Wilson Creek       Espanola				
Ends of double track Lamona and Bluestem.				
Wenatchee #1 crossover.....	35 MPH.	35 MPH.		
Trains or engines through turnouts and on sidings at following locations:				
Lyons                    Quincy				
Naylor                  Trinidad.....	30 MPH.	30 MPH.		
Wenatchee—crossover west end of yard	30 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 series must operate in secondary trains.....		45 MPH.		
SP 508400-508999				

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.

2. Bridge, Engine and Heavy Car Restrictions—None.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 82(A)— Clearance received at Spokane applies to Sunset Jct. Westward trains departing Spokane enroute Lamona, and Eastward trains departing Wenatchee enroute Lamona, will secure a second clearance addressed to C & E _____ at Lamona.



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

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.

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 Track and Time 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. **Ephrata**—On industry track, stop and verify that crossing signals are working properly at Division Street and Southeast Boulevard before proceeding over crossings.

8. **Crossovers on Double Track not otherwise shown—**  
**Trailing Point—**

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 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

11. Westward 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. **The following Track Side Warning Detectors protect bridges, tunnels or other structures—**

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

**Other Track Side Warning Detector Locations—**

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

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

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

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

Boyer and Priest River ..... 40 MPH.  
Priest River and Newport ..... 25 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 82(A)—None.**

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

6. **Rule 93**—Yard limits in effect between—  
North Sandpoint and Dover MP 1401.9 to MP 1405, plus 500 feet.

7. **The following Track Side Warning Detectors protect bridges, tunnels or other structures—**

Thama— MP 1421.7      Newport— MP 1430.5  
Priest River— MP 1426.3

**Other Track Side Warning Detector Locations—None.**

8. **Slide Fence Indicator—**

Westward Signal—MP 1428.3  
Eastward Signal—MP 1429.7.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From UP Tower	4th Subdiv BRANCH LINE STATIONS			EASTWARD
						Office Calls	Rule 6(A)		
			1476.7	37	0.0	CG	UP TOWER	IJXY	
	61972	1473.0			3.7		HILLYARD	AY	ABS
	61968	1468.1			8.6		MEAD	Y	
	61963	13.8		376	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			55.5		VALLEY		
3,990	62050	64.2			63.2		CHEWELAH		
	62073	87.1			86.1		COLVILLE		
		95.6		377	94.6		KETTLE FALLS	BJKRTY	
	62081	0.0			99.3		WEST KETTLE FALLS	Y	
1,320	62212	11.8			106.7		BOYDS		
1,800	62217	17.2			112.1		BARSTOW		
2,100	62222	22.3		117.2		DULWICH			
		34.4		392	129.3		LAURIER, WA.		
600	62234	34.4			141.9		GRAND FORKS, B.C.	JTY	
	62246	47.0			143.7		DANVILLE, WA.		
		48.8		377	153.9		CURLEW		
600	62249	48.8			169.9		TORBOY		
900	62259	59.0			170.8		SAN POIL		
2,040	62276	75.0							
	62277	75.9							

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 82(A)—None**
- Rule 99—**When flagging is required in U.S., distance will be one mile. Canadian Uniform Code of Operating Rules is in effect for Canadian Operation.
- Rule 93—**Yard limits in effect between—  
 UP Tower and Dean  
 Colville and West Kettle Falls between MP 94 and MP 95.6 and between MP 0.0 and MP 1.0
- Hillyard—**Automatic Interlocking in service at west end of yard. When movement is stopped by a stop indication, be governed by Rules 315 and 315(A).

- 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. Signal Rules 228 through 242, inclusive, as shown in the General Code of Operating Rules, remain in effect on Burlington Northern trackage only.  
 Employees are governed thereby and, in addition, by superintendent's general orders, 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 241 is modified as follows for operations in Canada:  
 Rule 241—NAME—Stop and Proceed  
 —INDICATION—Stop, then proceed at restricted speed.  
 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.  
 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. **Addy**—Trains switching Northwest Alloys, Inc., will ring bell and use engine whistle when moving over crossing in plant.
- 17. **Train Order Form F Example (3)**—May be used on this Subdivision.

- 1. **Speed Restrictions—Zone—Between** **Maximum Speeds Permitted**  
 Hauser Jct. and Post Falls ..... 25 MPH.  
 Post Falls and Coeur d'Alene ..... 12 MPH.  
 Item 1A, All Subdivisions, applies.
- 2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
- 3. **Train Register Exceptions—None.**
- 4. **Clearance Provisions and Exceptions Rule 82(A)—**  
 Hauser Jct.—Rule 82(A) does not apply.
- 5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 0.5 mile.
- 6. **Rule 93**—Yard limits in effect between—  
 Hauser Jct. and Coeur d'Alene.
- 7. **Coeur d'Alene**—11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings: Train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.  
 Switching movement from east leg of wye will only be made to main track.
- 8. **Interlockings and Railroad Crossings not Indicated at Station**—Coeur d'Alene—SI Crossing MP 31.6
- 9. **Gibbs**—Do not use the Flat Track as a switching lead for the UP Transfer Track. Switch the UP Transfer Track from the west end.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Cheney	5th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	63014	0.0	378	0.0	CHENEY	JTY
				26.8	REARDAN	
1,420	62327	26.8		26.8	DAVENPORT	T
1,136	62341	41.7		41.7	CRESTON	
1,252	62364	64.4		64.4	WILBUR	
1,293	62374	74.4		74.4	ALMIRA	
1,442	62387	87.7		87.7	COULEE CITY	T
552	62408	108.8		108.8		

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

- 1. **Speed Restrictions—Zone—Between** **Maximum Speeds Permitted**  
 Cheney and Creston ..... 30 MPH.  
 Creston and Coulee City ..... 35 MPH.  
 Over public crossings within corporate limits:  
 Medical Lake, Wilbur ..... 25 MPH.  
 Creston, Almira, Hartline, Coulee City ..... 30 MPH.  
 150-ton wrecking derricks and larger, and locomotive cranes, over bridges ..... 12 MPH.  
 Item 1A, All Subdivisions, applies.
- 2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
- 3. **Train Register Exceptions—None.**
- 4. **Clearance Provisions and Exceptions Rule 82(A)—None.**
- 5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile.
- 6. **Sidings**—Are also used as industrial tracks.
- 7. **Train Order Form F Example (3)**—May be used on this Subdivision.

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

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Marshall	7th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	63007	0.0	384	0.0	MARSHALL	JTY
				26.9	ROSALIA To Spring Valley 5.8	
2,502	63227	26.7		26.9	OAKESDALE	U
1,643	63238	37.6		37.8	GARFIELD	U
2,668	63250	49.4		49.7	PALOUSE	JY
1,368	63259	59.1		59.3	PN PULLMAN	U
3,845	63276	75.7		75.9	PULLMAN JCT.	JTY
	63277	77.1		77.4	MOSCOW	Y
	63286	85.9		86.0		

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

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

- Marshall and Moscow ..... 40 MPH.
- Within corporate limits:  
Spangle, Rosalia, Oakesdale, Palouse ..... 25 MPH.
- Pullman and Moscow ..... 12 MPH.
- Garfield ..... 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 and 58 ..... 25 MPH.
- Cars over 44 feet long and weighing between 220,000 lbs. and 263,000 lbs. over Bridges 28 and 58 ..... 10 MPH.
- Item 1A, All Subdivisions, applies.

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

- Item 5d not permitted.
- Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
- Wrecking derricks, locomotive cranes and cars weighing over 177,000 lbs. must be separated from locomotives.
- Palouse**—Grain Growers spur restricted to one locomotive.
- Between Rosalia and Spring Valley**—Items 5c, e and f not permitted.

- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 82(A)—None.**
- 5. Rule 99—**When flagging is required, distance will be 1.5 miles.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Bovill	9th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	70048	48.0	396	0.0	BOVILL	Y
	70012	11.2		36.7	POTLATCH	BR Y
	63259	0.3		47.6	PALOUSE	JY

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

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

- Bovill and Palouse ..... 10 MPH.
- Palouse, within corporate limits ..... 8 MPH.

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

- Item 5d not permitted.
- Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

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

**4. Clearance Provisions and Exceptions—Rule 82(A)—**Rule 82(A) does not apply to trains originating Ninth Subdivision.

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

**6. Rule 93—**Yard limits in effect between—Bovill and Palouse.

**7. Bovill—**Siding east of crossover must be kept clear.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Oroville	8th Subdiv BRANCH LINE STATIONS		
					Office Calls	Rule 6(A)	
2,876	66836	135.7	387	0.0	OROVILLE	Y	
3,386	66795	95.7		40.8	OMAK	Y	
2,857	66791	91.5		45.0	OKANOGAN		
2,549	66764	65.0		71.5	BREWSTER		
5,710	66758	58.9		77.7	PATEROS		
3,114	66738	38.9		97.7	CHELAN		
3,224	66720	20.4		116.2	ENTIAT		
	66702	3.3		133.3	OLDS	Y	
	02044	0.0		136.6	3.3	WENATCHEE	BJKRXY ABS

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

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

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

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

- Item 5d not permitted.
- Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

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

**4. Clearance Provisions and Exceptions Rule 82(A)—**Oroville—Rule 82(A) 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. Control Point not otherwise listed—**Olds Jct.—MP 2.55.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Stryker	10th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
4,946	01631	1248.5	389	0.0	STRYKER	JTY
2,867	61663	1260.6		11.5	FORTINE	
3,370	61675	1273.0		23.2	EUREKA	Y

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

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

- Stryker and Eureka ..... 25 MPH.
- MP 1271-end of track ..... 12 MPH.
- MP 1251.4-MP 1251.6 ..... 12 MPH.
- MP 1256.1-MP 1256.4 ..... 12 MPH.
- Eureka, Gwynn Lumber Industry Track ..... 5 MPH.
- Item 1a. All Subdivisions, applies.

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

- Items 5b, c and d not permitted.

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

**4. Clearance Provisions and Exceptions 82(A)** Stryker—Rule 82(A) 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. Eureka—**West switch on Gwynn Lumber Company track must be lined and locked for Gwynn Lumber Company industry track.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Nelson	11th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	62185	200.0 137.8	391	0.0	BC NELSON 5.5	BRTY

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

Station	Mile Post	Line Segment	Distance From Nelson	Station
62180	132.3 194.5	391	5.5	TROUP JCT. JT
62151	164.8		35.2	SI SALMO 24.4 Y
62128	140.4 139.7		59.6	WANETA, B.C. 2.1
62124	138.3	376	61.7	BOUNDARY, U.S. 8.8
3,009	62115 129.5		70.5	NP NORTHPORT 9.5
2,224	62105 120.0		80.0	DOLOMITE 14.1
1,844	62092 105.6		94.1	EVANS 9.9 Y
62081	95.7		104.0	MF KETTLE FALLS BJKRTY

BN Radio Channel No. 2 in service between Nelson, B.C. and Salmo, B.C.  
BN Radio Channel No. 1 in service elsewhere on this Subdivision.

- 1. Speed Restrictions—**  
**Zone—Between**                      **Maximum Speeds Permitted**
- Kettle Falls to Waneta ..... 10 MPH.  
 Waneta to Nelson, B.C. .... 12 MPH.  
 Northport-Wye track ..... 8 MPH.  
 Item 1A, All Subdivisions, applies.

- 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 82(A)—None.**

**5. Rule 99—**Unless otherwise provided, protection against following trains is not required except Canadian Uniform Code of Operating Rules is in effect for Canadian operation. When flagging is required in U.S., distance will be 1 mile.

**6. Operations—**Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada with the exception of UCOR Rules 281 through 293 inclusive. Rules 228 through 242, inclusive, as shown in the General Code of Operating Rules, remain in effect on Burlington Northern track-age only.

Employees are governed thereby and, in addition, by superintendent's general orders, 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 241 is modified as follows for operations in Canada:

Rule 241—NAME—Stop and Proceed  
 —INDICATION—Stop, then proceed at restricted speed.

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

**7. Northport to Waneta—**

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

**8. Mountain Grade Operation—**

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

Ruling Grade Descending East: 2.5%.

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

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

**10. Rule 93—Yard limits in effect between—**

MP 96.0 and MP 107.0 between Kettle Falls and Dolomite.

**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
673	Highland
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
388	Columbia Falls-Somers	1211.7 to 1236.9

## 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>				62381	Govan	15	Both
61605	Lasalle	40	Both	62390	Hanson	15	West
61610	Assoc Seed Growers .on spur	6	East	62397	Hartline	17	Both
61611	Mont Saw Service Co. spur	5	East	62404	Cement	48	Both
61612	C & C Plywood Corp.on spur	27	Both	62406	Odair	86	West
61613	Northwestern Lbr. Co. Spur	47	East	<b>6th Subdivision</b>			
61614	Carter Oil Co. Spur .on spur	9	East	62625	Alpine Sales Spur	5	East
61617	Kalispell .on spur	14.4	Both	62626	Huetter	15	Both
61619	Monarch Lbr. Co. .on spur	19.6	East	62629	Atlas	37	Both
61622	Balls Crossing .on spur	20.1	East	62630	Gibbs	7	Both
61625	Somers .on spur	24.9	Yard	<b>7th Subdivision</b>			
01596	Half Moon (E. Trk)	46	West	63211	Spangle	55	Both
01618	Olney	75	Both	63212	Harris Pine Mill	2	East
01644	Swamp Creek (3 Trks)	83	East	63220	Plaza	9	Both
01713	Zonolite Spur	49	East	63644	Spring Valley .on spur	Yard	Both
01756	Katka Spur	18	East	63232	McCoy	10	Both
01772	Moravia	21	East	63235	Flaig	7	East
01790	Samuels (Cedapine Veneer)	9	East	63243	Belmont	56	Both
01791	Emerson Spur	15	West	63244	Farmington	20	East
01792	W.I. Forest Prods. Spur	15	West	63247	Eden	47	Both
01858	Velox	20	West	63266	Fallon	32	Both
01860	Trentwood	30	Both	63267	Madson	5	West
62607	Millwood	9	Both	63271	Whelan	11	Both
<b>2nd Subdivision</b>				<b>8th Subdivision</b>			
01879	Highland Spur	Yard	West	66832	Cordell Pit	53	Both
01889	Fairchild Storage Track	100	Both	66825	Ellisforde	34	Both
01896	Geiger Field .on spur	Yard	West	66819	Tonasket	48	Both
01899	Waukon	55	Both	66815	Janis	32	Both
01909	Canby	29	Both	66809	Barker	31	Both
01928	Mohler	55	Both	66804	Riverside	32	Both
01932	Downs	49	Both	66782	Malott	31	Both
01942	Nemo	12	East	66767	Chief Joseph	34	Both
01956	Irby	25	Both	66763	Braker	5	Both
01963	Marlin	39	Both	66750	Wells Dam Spur	40	East
01978	Stratford	60	Both	66737	Chelan Falls	36	Both
01991	Air Base	Yard	East	66725	Winesap	40	Both
02003	Winchester	175	Both	66707	Rocky Reach	46	West
02023	Trinidad Gravel Spur	31	West	66704	Welch	25	Both
02033	Voltage	53	Both	<b>9th Subdivision</b>			
02036	Alcoa Spur .on spur	Yard	West	70035	Deary	12	Both
<b>3rd Subdivision</b>				70032	Vassar	36	Both
61906	Dover (SI Conn)	19	East	70026	Yale	38	Both
61921	Thama	120	Both	70021	Harvard	21	Both
61924	Hedlund Lumber Co. Spur	16	West	70015	Princeton	8	Both
61928	Albeni Falls .on spur	21	East	70008	Kennedy Ford	31	Both
<b>4th Subdivision</b>				<b>10th Subdivision</b>			
61966	Davies Spur	34	East	61669	Tobacco .on spur	60	Both
62067	Arden	47	Both	<b>11th Subdivision</b>			
62063	Metallurgical Chip Spur	14	West	62176	South Nelson .on spur	24	Both
62059	Addy	17	Both	62165	Hall .on spur	14	Both
62042	Lane Mtn. Silica Spur	29	Both	62158	Ymir .on spur	9	East
62041	Valley Lbr. Spur	9	West	62156	Hardy Lbr. Co. Ltd. Spur	16	West
62040	Nanome	4	West	62155	Louisiana Pacific Chip Track	13	Both
62034	Cline	18	Both	62154	Boulder Hill .on spur	9	Both
62033	Allied Mineral	8	East	62148	Erie .on spur	11	Both
62032	Springdale	20	West	62145	Meadows .on spur	20	Both
62018	Clayton	9	East	62140	Parks	8	Both
62207	Plumb Creek Spur	10	Both	62136	ATCO Spur	3	West
62208	Brauner Lbr. Co. Spur	4	East	62135	Fruitvale	27	Both
62211	Portland Cement Spur	6	East	62132	Equipment Spur	3	East
62272	Pollard	10	West	62130	Columbia Gardens	11	Both
62278	Gold Stake	13	West	62129	Quirk	20	Both
<b>5th Subdivision</b>				62112	Janni Spur	11	East
62310	Medical Lake	15	East	62110	Cameron Spur	17	West
62321	Hite	21	Both	62107	Marble	37	Both
62334	Mondovi	25	Both				
62347	Rocklyn	21	Both				

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Wenatchee	1st Subdiv MAIN LINE STATIONS			FIRST CLASS	EASTWARD
			1007				Office Calls	Rule 6(A)		1008	
			NRPC Daily						NRPC Daily		
		02044	4:20AM	1650.2	37	0.0	WC WENATCHEE	BKRTY	ABS	s 8:50PM	
			1652.9	2.7		OL OLDS JCT.	JY	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					
6,729	02087		1692.4	42.1		CK MERRITT	T				
12,323	02094		1698.5	49.1		BR BERNE					
			1708.5								
9,259	02103		1719.5	58.1		SN SCENIC					
8,949	02116		1732.3	70.9		KY SKYKOMISH	T				
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					
	02159		1775.2	112.5		SE SNOHOMISH JCT. EAST	JT				
	02159		1776.2	113.5		SH SNOHOMISH JCT. WEST	JT				
	02164		1781.2	118.5		W LOWELL		CTC			
12,517	02165		1782.7	120.0		PJ PA JCT.	J				
			1783.2	120.5		2MT PA PACIFIC AVE.					
	02166	s 7:30	1783.9	121.4		JN EVERETT		s 5:45			
			1784.7								
	02169		32.1	122.2	EJ EVERETT JCT.	JX					
	02172		28.3	126.0	2MT MU MUKILTEO	X					
			27.8	126.5	MP MP 28						
			27.1	128.2	PM MP 27						
			17.8	136.6	2MT EE EAST EDMONDS						
	02182	s 8:05	17.6	136.8	DR EDMONDS		s 5:21				
			15.9	138.5	WE WEST EDMONDS						
			7.9	146.7	2MT ME MP 7.9	Y					
			7.1	147.3	MA MP 7	Y					
	02193	8:20	6.4	148.0	2MT BD BALLARD	IY					
			6.2	148.2	DB DRAWBRIDGE 4	IY					
			5.1	149.3	RD 23rd STREET	IY	APB				
	02195	8:25	4.9	149.6	RB INTERBAY (Balmer Yard)	BIKRTY	5:00				
			3.3	150.7	GS GARFIELD STREET	IY					
			1.4	152.8	2MT J NORTH PORTAL	IXY					
	02200	s 9:15AM	0.0	154.2	CF SEATTLE (King St. Station)	BIKRTX(2)Y	4:50PM				

EXCEPT IN CTC OR APB TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
 BN Radio Channel No. 1 in service on this Subdivision.  
 Train Dispatcher Calls—Wenatchee-28, Cashmere-29, Merritt-30, Skykomish-31, Monroe-32, Everett-34, Mukilteo-35, Richmond Beach-36

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Wenatchee and Everett .....	79 MPH.	50 MPH.
Everett and Seattle .....	60 MPH.	50 MPH.
Light helper engines without operative dynamic brakes .....		35 MPH.
Seattle—Over public crossings .....	20 MPH.	20 MPH.
Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront .....	10 MPH.	10 MPH.
Seattle King St. Station—Through turnouts .....	10 MPH.	10 MPH.
Seattle—trains handling Amtrak Superliner bi-level cars while passing umbrella sheds at King St. Station .....	5 MPH.	5 MPH.
Trains or engines between North Portal and King St. Station, Seattle		
With the current of traffic .....	20 MPH.	20 MPH.
Against the current of traffic .....	10 MPH.	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.	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		
Cashmere           Berne		
Leavenworth       Scenic		
Winton             Baring		
Merritt            Goldbar .....	35 MPH.	35 MPH.
End of single track Mukilteo and Edmonds .....	35 MPH.	35 MPH.
Trains or engines through No. 15 turnouts at the following locations		
East and West Switch Monroe		
East and West Switch Skykomish		
Turnout Olds Jct. ....	20 MPH.	20 MPH.
Turnouts PA Jct., Lowell Jct., Snohomish Jct. West .....	15 MPH.	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 (King St. Station)—Trains originating or terminating will register at Relay Office.		
4. Clearance Provisions and Exceptions Rule 82(A)— Clearance issued at Delta Jct. to trains destined First Subdivision applies at PA Jct. and Everett Jct.		
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 protec- tion 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— 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.		

**Madison and Yesler Streets**—Train movements operating over waterfront trackage must protect movement in either direction over street crossings from ground position when required to stop within 200 feet of Madison or Yesler Streets.

**Grade Crossing Ordinances**

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

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

8. **Between Seattle and MP 7.9**—APB in effect. All trains or engines must secure authority from Seattle Terminal train dispatcher before entering, or making movements within, this territory.
9. **Everett Jct.**—Westward trains setting out must clear junction crossover switches unless train dispatcher authorizes otherwise.
10. **Rule 350(B)**—Following switches not equipped with electric locks: Standard Oil spur, east switch, 2.2 miles west of Edmonds. McKinnon spur, 2.4 miles west of Monroe.
11. **Rule 93**—Yard limits in effect between—Seattle and MP 7.9
12. **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.
13. **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		
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, Trainmaster-Road Foreman Wenatchee, 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.

**14. Handling 80 Feet 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.

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

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

**16. The following Track Side Warning 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
Berne—	MP 1695.2	Baring—	MP 1742.0
Cashmere—	MP 1661.6	Monroe—	MP 1773.1
		MP 8—	MP 8.0

**Other Track Side Warning Detector Locations—**

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

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Vancouver	2nd Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	N O R T H W A R D
		15129	156.0	56	0.0	VN VANCOUVER B.C. (CN Station)			KY	
							0.7			
BETWEEN VANCOUVER AND VANCOUVER JCT. CANADIAN NATIONAL TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.										
		15129	155.8		0.7	VB VANCOUVER JCT. B.C.				
					1.2	CT CN JCT.				
		15126	155.3				1.5			ABS Rules 261- 262
		15125	153.8		2.7	SK STILL CREEK				ABS Rules 251- 257
							2.1			
		15123	151.8		4.8	WN WILLINGDON JCT.			X	
							2.0			
			149.8		6.8	SL SPERLING			X(2)	
							1.8			
			148.0		8.6	PR PIPER			X(2)	
							1.1			
		15118	146.9		9.7	BY BURNABY			X	
							.5			
			146.4		10.2	LC LAKE CITY			X(2)	
							.3			
			146.1		10.5	NR NORTH ROAD			X(2)	
							.7			
			145.4		11.2	BT BRUNETTE			X(2)	
							.1			
			145.3		11.3	CP CP JCT				
							.2			
			145.0		11.5	BD BRAID			X(2)	CTC
							.1			
		15114	144.8		11.6	MN NEW WESTMINSTER			KY	
							0.3			
			144.5		11.9	SC SPRUCE				
							1.6			
		15110	141.3		13.5	FA FRASER RIVER JCT.				
							1.4			
		5,908	15109	139.5	14.9	BL BROWNSVILLE				
							2.6			
			15105	136.9	17.5	TD TOWNSEND To Tibury 4.1				ABS
							6.5			
		2,422	15100	131.1	24.0	GX COLEBROOK To Roberts Bank BCR 15.5			R	CTC
							10.8			
			120.4							
		15091	119.5		34.8	WR WHITE ROCK, B.C.			Z	
							1.0			
		6,060	15088	119.4	50	BN BLAINE, WA.			RY	ABS

(Continued on Next Page)

S O U T H W A R D	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Vancouver	2nd Subdiv, Cont. MAIN LINE STATIONS		I N O R T H W A R D	
						Office Calls	Rule 6(A)		
	6,060	15088	119.4	50	35.8	BN	BLAINE, WA.	RY	ABS
		15081	112.1		43.1	IN	INTALCO	JTY	
	6,600	15075	106.3		49.0	FD	FERDALE	BRY	
		15067	97.0		58.0	HM	BELLINGHAM	BKRY	
	6,347	15062	92.9		61.2	FN	SOUTH BELLINGHAM	Y	
	3,013	15053	83.1		70.8	SA	SAMISH		
	6,384	15049	79.7		74.6	BO	BOW		
	4,635	15042	71.9		82.0	BU	BURLINGTON To Anacortes 16.6	J	
	6,075	15038	66.8		85.9	MT	MT. VERNON	BR	
	6,381	15025	55.5		98.3	BX	STANWOOD		
	6,846	15016	45.5	108.0	GL	ENGLISH		CTC	
		15012	42.2	111.6	KR	KRUSE JCT. To Darrington 34.5			
	2,557	15009	38.8	115.0	MS	MARYSVILLE			
			37.0						
		15008	10.9	117.7		DELTA JCT. To Bayside 2.4	Y		
		15005	9.1	119.5	PG	DELTA	Y		
		02165	0.0	121.4	PJ	PA JCT.	JY		
			34.6	120.1		To Delta Jct. 2.4 BAYSIDE	Y		
		02167	32.1	122.6	EJ	EVERETT JCT.	JY		

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, Blaine-01

(Canadian Operation)

1. Speed Restrictions—  
Zone—Between Maximum Speeds Permitted

Vancouver and CP Jct. Passenger Trains.....	50 MPH.
Vancouver and Blaine .....	40 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 turnout, at the following CTC Control points:	
Willington Jct. MP 151.80	
Sperling MP 149.80	
Piper MP 148.00	
Burnaby MP 146.90	
Lake City MP 146.40.....	30 MPH.
Trains or engines through turnout, at the following CTC Control points:	
Spruce MP 144.50	
Braid MP 144.90	
Brunette MP 145.40	
North Road MP 146.10	
Lake City MP 146.40.....	15 MPH.
(Lead switch from East Main only)	
Colebrook—Trains or engines through turnout.....	35 MPH.
Roberts Bank, B.C.—within fenced area of west shore terminals .....	10 MPH.

Between Vancouver, 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—

New Westminster—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.

Willington 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 or CN Boston Bar 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. Rules 228 through 242, inclusive, as shown in the General Code of Operating Rules, remain in effect on Burlington Northern Trackage only.

Employees are governed thereby and, in addition, by superintendent's general orders, 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 241—Rule 241 is modified as follows for operations in Canada:

Rule 241—NAME—Stop and Proceed

—INDICATION—Stop, then proceed at restricted speed.

**7. Train Inspection—Between Vancouver MP 156.00 and Brownsville MP 139.50—**

Southward trains/transfers must, without exception, be given a pull-by, or standing, inspection as follows: At MP 156.00 if handling one or more full carloads of hazardous materials. At points between MP 156.00 and MP 139.50 where one or more full carloads of hazardous materials are entrained.

Northward trains/transfers must, without exception, be given a pull-by, or standing, inspection as follows: At MP 139.50 if handling one or more full carloads of hazardous materials. At points between MP 139.50 and MP 156.00 where one or more full carloads of hazardous materials are entrained.

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—**

**SOUTHWARD**

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

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

The door to the Canada Customs office in the White Rock depot is equipped with a mail slot for filing of customs reports should customs so direct (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.

**NORTHWARD**

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

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

Accompanying customs officer on train inspection.

In-transit forms (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.** Burlington Northern northward trains, before leaving Blaine, Wa. and Burlington Northern southward trains before leaving New Westminster, B.C., must have current B.C. Rail Operating Bulletin in possession.

**10.** 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.

**11. 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.

**12. 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.

**13. 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.

**14. 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.

**15. 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.

**16. 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.

**17. 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.

**18. Rule 93—Yard limits in effect between—**

White Rock and Blaine

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

**19. 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.

**20. 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.

**Between Vancouver Jct. and CN Jct.—**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.

**Between North Absolute Signal CN Jct. and South Absolute Signal Still Creek—**Rules 261-262 inclusive are in effect. 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.

**Between Still Creek and Willingdon Jct.—**Rules 251-257 inclusive are in effect. 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.

**21. 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.

**22. 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.

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

**24. 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 possession of crew handling any full carload and/or full trailer loads of hazardous material for movement in Canada. Agent, Blaine, Washington, will ensure that all hazardous northbound loads that require an Emergency Response form are accompanied by two (2) Emergency Response forms. Conductor will drop the duplicate copy off with the waybills at New Westminster, B.C. and ensure that the remaining copy is placed in the Emergency Response form box in the locker room upon arrival at Vancouver, B.C.

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.

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

26. **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.

27. **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.

28. **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 Occupancy Permits, 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 Occupancy Permit, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, Track Occupancy Permit number and time cleared.

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

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

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

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

- (a) All other Track Occupancy Permits within the limits must be cancelled.
- (b) The Track Occupancy Permit to the foreman must contain the words: "Joint authority granted with (train or engine)." The foreman only may authorize this train or engine to enter the protected limits.
- (c) A Uniform Code of Operating Rules 264 or 266 authority to the train or engine must contain the words: "Joint authority granted with foreman (name) between (location) and (location). (train or engine) must not proceed until instructions have been received from foreman (name)." Telephone, radio or personal contact may be used.
- (d) Other Track Occupancy Permits must not be issued within the limits after Joint Authority is issued.

29. **The following Track Side Warning Detectors protect bridges, tunnels or other structures**—None.

**Other Track Side Warning 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.
Anacortes and Burlington .....	25 MPH.
Kruse Jct. and Darrington.....	25 MPH.
Through turnouts at:	
English      Bow	
Stanwood      South Bellingham	
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.

**Bellingham-Ferndale**—Trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

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

**Bayside-Delta-Everett Jct-PA Jct.-Kruse Jct.-Delta Jct.**—Rule 82(A) 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 350(B)**—Following switches not equipped with electric locks:

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

**11. 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. Rule 93**—Yard limits in effect between—

Bellingham and South Bellingham

Everett Jct.—Bayside—Delta Jct.

PA Jct.—Delta—Delta Jct.

Delta to Lowell

**14. Train dispatchers**—Territory between Everett Jct. and North switch Blaine is under jurisdiction of train dispatcher at Seattle.

**15. Rule S-227**—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 Track Side Warning Detectors protect bridges, tunnels or other structures—None.**

**Other Track Side Warning Detector Locations—**

English—	MP 46.1	Burlington—	MP 73.6
Stanwood—	MP 58.9	Bow—	MP 81.9
Mt. Vernon—	MP 67.5		

SOUTHWARD ↓

Length of Siding in Feet	Station Numbers	FIRST CLASS			Mile Post Location	Line Segment	Distance From Seattle	3rd Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)
		1797	1011	1795							
		NRPC Sun., Thure., Fri., Sat.	NRPC Daily	NRPC 26 Daily							
	02200 02201	5:30PM	11:05AM	6:30AM	0.0	0.0	CF	SEATTLE (King St. Station)	BIKRTX(2)Y		
	02203	5:37	11:12	6:37	3.3	3.3	G	ARGO	IX(2)Y		
	16001				7.9	7.9	SS	SOUTH SEATTLE	BX(2)Y		
	16004	5:44	11:19	6:44	9.5	9.5	BI	BLACK RIVER	IJXY		
C5,236	16006				12.2	12.2	OR	ORILLIA	X(2)Y		
	16010	5:51	11:26	6:51	16.3	16.3	KN	KENT	X(2)Y		
	16014	5:58	11:33	6:58	21.5	21.5	AY	AUBURN	BJKTX(2)Y		
	16021	6:05	11:39	7:05	29.0	29.0	SR	SUMNER	Y		ABS Rule 251
	16022				30.5	30.5	MK	MEEKER To Cascade Jct. 17.1	TXY		
S3,187	16023	6:10	11:45	7:10	31.9	31.9	PY	PUYALLUP	Y		
	16029	6:18	11:53	7:18	38.2	38.2	RN	RESERVATION	IX(2)Y		
	16031	s 6:24	s 11:59	s 7:24	39.6	39.6	TA	TACOMA	BKRTXY		
					40.1	40.1		21st STREET	IX(2)Y		
					0.0	0.0					
					0.6	0.6		11th STREET	JY		ABS
	16038				5.1	5.1	RU	RUSTON	XY		CTC
	16040				6.7	6.7	NB	NELSON BENNETT	X		
	16043	6:39	12:14PM	7:39	10.0	10.0	SX	TITLOW	X		
	16046				13.2	13.2		PIONEER	XY		
	16048				14.4	14.4		WEST TACOMA	X(2)Y		
	16049	6:46	12:21	7:46	15.6	15.6	UO	STELACOOM	Y		
S 455	16057	6:54	12:29	7:54	24.4	24.4	NU	NISQUALLY	JX(2)Y		
	16061	6:58	12:33	7:58	28.2	28.2	SC	SAINT CLAIR	JXY		ABS Rule 251
	16063				29.8	29.8	KO	KYRO			
	16068	s 7:06	s 12:38	s 8:06	34.9	34.9	EO	EAST OLYMPIA	X(2)Y		
	16077	7:14	12:45	8:14	43.5	43.5	TN	TENINO JCT.			
	16080	7:17	12:48	8:17	46.7	46.7	BC	BUCODA			
	16084				49.5	49.5	WB	WABASH	X(2)		CTC

(Continued on next page.)



# 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:

- a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- b. 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.
- c. 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.
- d. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- e. 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

- f. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- g. 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:

- (1) Rail cars containing any amount of hazardous material.
- (2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- (3) 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:

- (1) Hazardous substance or,
- (2) 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:
  - (1) The shipping description consisting of—
    - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
    - (ii) The hazard class specified for the material in the same table;
    - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
    - (iv) 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 "RO" 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

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS	TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Empty placarded tank cars:	Cars placarded:	
				<b>POSITION IN TRAIN RESTRICTIONS</b>						
				Must not be separable from the stock car from the engine occupied caboose or passenger car						
				When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car						
				Engine, occupied caboose or passenger car						
				Car occupied by grand or escort						
				Loaded plain flat car						
				Backhead flat car or open top car with shiftable load						
				Loaded TOFC/COFC flat car						
				Car loaded with vehicles						
				Car with internal combustion engine in operation						
				Car with any heating apparatus or any lighted stove, heater or lantern						
				Car placarded EXPLOSIVES A						
				Car placarded POISON GAS						
				Car placarded RADIOACTIVE						
				Any loaded placarded car (other than COMBUSTIBLE) in same placard						
				<b>SWITCHING RESTRICTIONS</b>						
				Must not be cut off in motion, be inspected by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling						
				Must be restrained from engine by at least one non-placarded car						
				When use of handbrakes is necessary, must not be cut off in motion until preceding car is clear of lead, plus, restricted car must be clear of lead before another car is allowed to follow						

**NON-FLAMMABLE GAS (toxic)**  
1005

**FLAMMABLE GAS (toxic)**  
1075

**FLAMMABLE (toxic)**  
1090

**COMBUSTIBLE (toxic)**  
1993

PLACARDS ARE IDENTIFIED BY:  
BACKGROUND COLOR  
SYMBOL  
U.N. HAZARD CLASS NUMBER

**U.N. HAZARD CLASS NUMBERS**

1. EXPLOSIVES	6. POISONOUS AND INFECTIOUS
2. GASES	7. RADIOACTIVE
3. FLAMMABLE LIQUIDS	8. CORROSIVE
4. FLAMMABLE SOLIDS	9. MISCELLANEOUS
5. OXIDIZING MATERIALS	(other regulated material)

**4-DIGIT ID. NUMBER**

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

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

**NOTES**

Cars with same placards may be placed next to each other.

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

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

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

### SWITCHING AND TRAIN PLACEMENT

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

#### § 174.8 INSPECTION

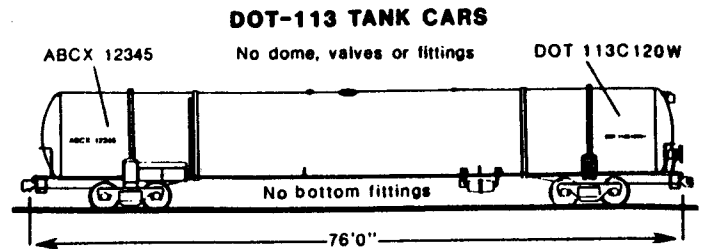
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and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

#### § 174.9 Inspection of tank cars.

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

#### § 174.10 Inspection of cars at interchange.

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



DOT 113 TANK CARS MAY BE IDENTIFIED BY:

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

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

### CANADIAN POISON GAS 2.3 PLACARDS



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

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



Length of Siding in Feet	3rd Subdiv MAIN LINE STATIONS			FIRST CLASS			
				1796	1014	1798	
				NRPC Sun., Mon. Fri., Sat.	NRPC Daily	NRPC 25 Daily	
	Office Calls	SEATTLE (King St. Station)	BIKRTX(2)Y	Rule 6(A)	s 11:50AM	s 6:00PM	s 9:15PM
		G ARGO	IX(2)Y		11:37	5:35	8:58
		SS SOUTH SEATTLE	BX(2)Y				
		BI BLACK RIVER	IJXY		11:29	5:25	8:50
		OR ORILLIA	X(2)Y				
N1,635		KN KENT	X(2)Y		11:22	5:18	8:43
	DT	AY AUBURN	BJKTX(2)Y	ABS Rule 251	11:15	5:11	8:36
		SR SUMNER	Y		11:07	5:04	8:28
		MK MEEKER To Cascade Jct. 17.1	TXY				
N10,047		PY PUYALLUP	Y		11:02	4:59	8:23
		RN RESERVATION	IX(2)Y		10:54	4:52	8:15
		TA TACOMA	BKRTXY		s 10:50	s 4:50	s 8:11
		21st STREET	IX(2)Y				
	2MT	11th STREET	JY	ABS			
		RU RUSTON	XY	CTC			
		NB NELSON BENNETT	X				
N5,047		SX TITLOW	X		10:29	4:28	7:51
		PIONEER	XY				
		WEST TACOMA	X(2)Y				
		UO STEILACOOM	Y		10:23	4:22	7:44
	DT	NU NISQUALLY	JX(2)Y	ABS Rule 251	10:15	4:13	7:36
		SC SAINT CLAIR	JXY		10:12	4:09	7:33
		KO KYRO					
		EO EAST OLYMPIA	X(2)Y		s 10:05	s 4:03	s 7:26
N3,136		TN TENINO JCT.			9:55	3:56	7:16
N5,109		BC BUCODA			9:52	3:53	7:13
	2MT	WB WABASH	X(2)	CTC	9:49	3:50	7:10

NORTHWARD

(This Subdivision continued on next page)



Length of Siding in Feet	3rd Subdiv, Cont. MAIN LINE STATIONS				FIRST CLASS			
					1796	1014	1798	
					NRPC Sun., Mon. Fri., Sat.	NRPC Daily	NRPC 25 Daily	
	DT	WB	WABASH	X(2)	ABS Rule 251	9:49	3:50	7:10
			3.0 CENTRALIA NORTH					
(2)7,250		CN	CENTRALIA	BJKRTX		s 9:45	s 3:46	s 7:06
			1.3 CENTRALIA SOUTH	X(2)				
(2)2,620		CS	CHEHALIS					
			2.4 CHEHALIS JCT.	JTX(2)				
			1.0 NAPAVINE					
		NA	NAPAVINE					
			1.2 NAPAVINE SOUTH	X(2)				
		WK	WINLOCK					
			5.1 VADER	X(2)				
(2)4,999		VA	VADER	X(2)				
			8.0 MP 85	X(2)				
			2.3 CASTLE ROCK					
		CA	CASTLE ROCK					
			6.1 OSTRANDER	X(2)	CTC			
(2)2,800	2MT	RP	ROCKY POINT					
			2.4 KELSO			s 9:00	s 3:00	s 6:23
		KS	KELSO					
			1.5 KELSO SOUTH	X(2)				
		JC	LONGVIEW JCT.	BJTX				
			2.2 LONGVIEW JCT. SOUTH	X(2)				
(2)2,600		KA	KALAMA	X(2)				
			4.9 MP 111	X(2)				
		WD	WOODLAND					
			3.4 RIDGEFIELD	X				
(2)4,700		RG	RIDGEFIELD	X				
			1.6 RIDGEFIELD SOUTH	X(2)				
			8.9 VANCOUVER JCT. NORTH	X(2)				
		VJ	RYE JCT. To Rye 3.5			8:25	2:25	5:50
	DT	MX	VANCOUVER	BJKRTX(2)	ABS Rule 251	s 8:21AM	s 2:21PM	s 5:46PM

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 General 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.

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.		
Rye Jct. and Vancouver	70 MPH.	50 MPH.		
Seattle—King Street station, over switches.....	10 MPH.	10 MPH.		
Seattle—King St. Station— Trains handling Amtrak Superliner bilevel cars while passing umbrella sheds.....	5 MPH.	5 MPH.		
Seattle—All street crossings in corporate limits.....	20 MPH.	20 MPH.		
Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront.....	10 MPH.	10 MPH.		
Except over Military Road South at MP 5.3 between Argo and South Seattle.....	40 MPH.	40 MPH.		
Argo interlocking.....	40 MPH.	30 MPH.		
Black River 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.	50 MPH.		
Trains or engines through dual control switch turnouts at following locations: Centralia Centralia North Chehalis Jct. to Twelfth Subdivision Longview Jct. South to Main 1 Siding.....	15 MPH.	15 MPH.		
Trains or engines through turnouts at Black River.....	20 MPH.	20 MPH.		
Trains or engines through turnouts at following locations: Crossover north end Ruston Tunnel. Crossover south end Nelson- Bennet Tunnel.....	30 MPH.	30 MPH.		
Trains or engines on sidings and/or through dual control switch turnouts at following locations: Wabash Longview Jct. Centralia South South Chehalis Jct. MP 111.0 Napavine South Ridgefield Vader South MP 85.0 Vancouver Jct. Ostrander North Kelso South.....	35 MPH.	35 MPH.		
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line.....		10 MPH.		
Vancouver, over 39th Street crossing.....	40 MPH.	40 MPH.		
Empty bulkhead flat cars in the following number series must operate in secondary trains SP 508400 - 508999.....		45 MPH.		

	Up to 100 tons O/B	Over 100 tons O/B
Seattle and Tacoma—Engine Southward freight train passing signals: 8.9.....	45 MPH.	35 MPH.
23.9.....		35 MPH.
35.7.....		40 MPH.
Reservation Interlocking and signal 38.9.....		20 MPH.
Engine Northward freight train passing signals: 39.0.....	20 MPH.	15 MPH.
38.4.....		25 MPH.
24.0.....		35 MPH.
11.4.....		40 MPH.
Vancouver and Tacoma—Engine Northward freight train passing signals: 108.4.....	40 MPH.	35 MPH.
103.8.....		40 MPH.
103.6.....		40 MPH.

- 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.
- 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.  
Tacoma and Centralia—Register stations for extra trains only and will register by register ticket.
- Clearance Provisions and Exceptions Rule 82(A)—**  
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, Tacoma 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 82(A) 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 Tacoma will clear trains originating at Reservation or Tacoma.  
Vancouver—Rule 82(A) does not apply. Trains will proceed on authority of clearance under which they arrive.  
Between Ruston and Reservation and between Puyallup and Sumner and between yard limit signs Auburn and between Thomas (MP 18.5) and Seattle—Trains and engines must not enter the main track or cross over the main track without permission of the train dispatcher. When authorized by the train dispatcher, train and engine movements may be made against the current of traffic without train order authority.

**Between 21st Street and Ruston**—Movements in either direction on both tracks are governed by block signals whose indications will supersede the superiority of trains.

**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 Rule 312(2), operating dual control derails in accordance with Rule 315.

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 dispatcher Albina.

10. **Rule 93**—Yard limits in effect between—

Rye and Rye Jct.  
Yard Limit sign south of Kent, MP 18.5 (Thomas), and Seattle.  
Yard Limit signs north of Sumner and south of Puyallup.  
Yard Limit signs north of Reservation and Ruston.  
Yard Limit signs north of Pioneer and South of Steilacoom.  
Yard Limit signs north of Nisqually and Saint Clair.

11. **Seattle**—

All trains and engines using southward or northward main tracks between the diagonal wye and King Street station move at restricted 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**—

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. **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.
13. **Auburn**—Highway signals at Main Street crossing are not connected with team track lead and operate only with train movements on main tracks.
14. **Puyallup**—Southward movements on third main may not activate crossing signal at Fifth Street. Flag by hand if necessary.
15. **Tacoma**—Switching movements along or over public crossings must be preceded by flagmen who are required to give proper warning for safety of persons approaching crossing, except when locomotive is equipped with flashing amber light and precedes other units of train, or when crossing is protected by automatic crossing signals in operation.

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

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

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

- |                   |                      |
|-------------------|----------------------|
| 1. Canal Street   | 12. East 11th Street |
| 2. Lincoln Avenue | 13. East 15th Street |





- 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 Martin and Stampede**—Trains handling loaded TOFC cars must not exceed 10 MPH through tunnel 4 between MP 49 and MP 50.
- 11. **Between Martin and Cabin Creek**—Trains handling loaded C-6 covered hoppers or exceeding 100 tons per operative brake must not exceed 12 MPH.
- 12. **Between Palmer Jct. and Cle Elum**—Main track out of service between MP 81.0 Palmer Jct. and MP 24.9 Cle Elum.
- 13. **Between East Auburn and Cle Elum**—All crossing signals out of service account rusty rail. Trains must stop and protect movement.
- 14. **Handling 80 Feet or Longer Cars**—  
**Between Easton and Lester**—  
 Trains of greater than 2900 trailing tons must handle empty cars, 80 feet and longer, in the rear 2900 tons.  
 Eighty feet or longer loaded cars weighing less than 50 tons gross weight must be regarded the same as an 80 feet or longer empty cars.

- 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 11th Street and Lakeview and between Lakeview and Nisqually**—All train, engine and yard movements must be authorized by Train Dispatcher.
- 9. **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.
- 10. **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.

- 11. **Between Yelm and Tenino Jct.**—Expect to find cars stored on main track.
- 12. **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
- 13. **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.
- 14. **Rule S-227**—Absolute Block Register Territory in effect between Lakeview and Tenino Jct. Register is located in Register box at Lakeview.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From 11th Street	5th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
		0.6	400	0.0	11th STREET	JY
	67305	5.5		4.5	SU SOUTH TACOMA	Y
1,726	67309	8.9		7.9	LV LAKEVIEW	Y
	67313	12.4		11.4	To Nisqually 11.7	
2,660	67320	20.2		19.2	OB MOBASE	
	67326	25.5		24.5	RY ROY	
	67332	32.9		31.9	YM YELM	
				31.9	WT WETICO	
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**  
 11th Street and Tenino Jct. .... 25 MPH.  
 Between 11th Street and South Tacoma—  
 Between 15th Street and Commerce St. .... 5 MPH.  
 Between Wilkeson Street and Commerce Street on descending grade..... 15 MPH.  
 Between MP 1.8 and MP 2.3 ..... 10 MPH.  
 Over 35th Street..... 20 MPH.  
 DuPont—Within corporate limits ..... 20 MPH.  
 Item 1A, All Subdivisions, applies.
- 2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
**McChord Field**—Locomotives must not go beyond derail of McChord Field track connection.
- 3. **Train Register Exceptions—**
- 4. **Clearance Provisions and Exceptions Rule 82(A)**—None.  
 Nisqually—Rule 82(A) does not apply.
- 5. **Rule 99**—When flagging is required, distance will be 1 mile.
- 6. **Rule 93**—Yard limits in effect between—  
 11th Street and Lakeview  
 Lakeview and Nisqually

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From St. Clair	6th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
2,101	16061	0.0	402	0.0	SC SAINT CLAIR	J
	67503	3.1		3.1	QK QUADLOK	
1,322	67504	4.6		4.5	LC LACEY	
	67510	9.6		9.5	OY OLYMPIA	T S-227
1,286	67515	14.9		14.8	BE BELMORE	
1,376	67521	21.4		21.4	LR LITTLE ROCK	
	67614	28.4		28.7	HK GATE	J

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



Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Intalco	8th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	15081	0.0	418	0.0	INTALCO	JTY
	66604	5.1		5.1	ARC0	
	66608	8.9		8.9	CHERRY PT.	

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 82(A)—**  
Intalco—Rule 82(A) does not apply.
- Rule 99—**When flagging is required, distance will be 1.5 miles.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Sumas	9th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
6,420	66089	127.2	403	0.0	SM SUMAS To Lynden 11.0	BKRY
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	
		86.8	409	40.5	WL SEDRO WOOLLEY To Concrete 23.4	Y
	66305	21.3		45.3	BU BURLINGTON	JY
	15042	16.6				

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Sumas to Sedro Woolley ..... 40 MPH.  
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Group I and 250-ton wrecking derricks not permitted except locomotives in Group E GP 30, 35, 38, 38-2 and Group D GP 39-2 are permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**  
Burlington and Sedro Woolley—Rule 82(A) does not apply.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Between Strandell and Everson—**  
MP 17.0 to MP 18.0, track out of service.
- Rule 93—**Yard limits in effect between—  
Burlington and Sedro Woolley.

8. **Rule S-227—**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.

10. **Train Order Form F Example (3)—**May be used on this Subdivision.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Centralia	10th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	16085	0.6	421	0.0	CN CENTRALIA	BJKRTY
	67602	2.2		1.6	BJ BLAKESLEE JCT.	AY
2,636	67606	6.8		5.8	GM GRAND MOUND	
2,281	67611	10.7		10.1	RH ROCHESTER	
		13.3				
3,376	67614	28.4	402	13.0	HK GATE	JT
	67619	33.2		17.9	OX OAKVILLE	
	67631	46.7		30.4	VE VENTRON	Y
1,170	67633	48.7		32.4	EF ELMA	BJRTY
	67643	57.0		42.1	MO MONTESANO	
					AB ABERDEEN	
	67654	69.0		53.3	To Markham 10.5 To Cosmopolis 2.7 To Hoquiam 3.5	BJRY

BETWEEN ABERDEEN AND EAST COSMOPOLIS, UNION PACIFIC RULES AND TIMETABLE GOVERN.

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

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

Centralia and Aberdeen.....	40 MPH.
Blakeslee Jct. over Reynolds Ave.....	10 MPH.
Oakville over street crossings.....	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 82(A)—None.**

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

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

**10. Between Hoquiam and Aberdeen—Trains operating westward on the U.P. Main must stop and flag crossings at West Heron Street and Ontario Street before occupying the crossings.**

**11. Cosmopolis—On Weyerhaeuser tracks both chlorine spurs have derricks 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. Rule 93—Yard limits in effect between—**

Centralia and Blakeslee Jct.  
Ventron and Elma  
MP 66.1 and Aberdeen  
Aberdeen and Hoquiam.

**13. Train Order Form F Example (3)—May be used on this Subdivision.**

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Bangor	11th Subdiv BRANCH LINE STATIONS			
					Office Calls	Rule 6(A)		
	67768	43.8	426	0.0	BG BANGOR	TY		
					3.4	SU SILVERDALE		
2,618	67765	39.7			7.8	RJ BREMERTON JCT.		
		0.0			11.2	To Bremerton 4.6		
2,924	67757	32.1			14.3	BF BELFAIR		
2,623	67754	28.8			26.9	AN ALLYN		S-227
2,622	67741	16.3			40.0	BS BAYSHORE	Y	
		0.1						
	67725	25.2		425	43.2	NS SHELTON	TUY	
2,710	67715	14.6				53.9	MC MARMAC	
1,029	67710	10.1			58.3	TI STIMSON		
	67708	7.5			60.9	ML McCLEARY	T	
	67633	0.0			68.4	EF ELMA	BJRTY	

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

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

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

Bangor and Elma .....	25 MPH.
Cars under 38 feet long and weighing over 177,000 lbs. when coupled in groups of two or more:	
Over Bridges 1 and 17 .....	20 MPH.
Item 1A, All Subdivisions, applies.	

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

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

**4. Clearance Provisions and Exceptions Rule 82(A)—None.**

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

**6. Railroad Crossings not Indicated at Station—**

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

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

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

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

**9. Rule S-227—Absolute block register territory in effect between Elma-Bangor-Bremerton. Register located in telephone booth Elma.**

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Chehalis Jct.	12th Subdiv BRANCH LINE STATIONS		
						Office Calls	Rule 6(A)	
		16091	0.0	420	0.0	JO	CHEHALIS JCT.	JRTY
		68002	1.5		1.5	CE	CME JCT.	AY
		68005	4.9		4.9		ADNA	Y
		68007	6.6		6.6	MI	MILLBURN	Y
		68022	22.2		22.2	PL	PE ELL	
2,335		68029	28.7		28.7	PV	PLUVIUS	
		68038	37.9		37.9	LB	LEBAM	S-227
		68051	50.5		50.5	WP	WILLAPA	
		68053	53.0		53.0	ND	RAYMOND	
		68057	56.7		56.1	SB	SOUTH BEND	T

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

1. **Speed Restrictions—**  
**Zone—Between**                      **Maximum Speeds Permitted**  
 Chehalis Jct. and South Bend..... 25 MPH.  
 Cars over 44 feet long weighing over 220,000 lbs.:  
   Over Bridges 0, 2, 5, and 37 ..... 10 MPH.  
 Cars over 38 feet long weighing over 177,000 lbs. when  
 coupled in groups of two or more:  
   Over Bridge 38..... 20 MPH.  
   Over Bridges 0, 2, 5 and 37 ..... 10 MPH.  
 Item 1A, All Subdivisions, applies except where  
 authorized speed is between 13 MPH and 21 MPH
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Groups E, G, H and I and 250-ton wrecking derricks  
 not permitted. Except locomotives in Group E GP 30, 35, 38, 38-2  
 and Group D GP 39-2 are permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rules 82(A)—**  
 Chehalis Jct.—Rule 82(A) does not apply.
5. **Rule 99—**When flagging is required, distance will be 1.5 miles,  
 except 0.5 mile between Raymond and South Bend.
6. **Handling 80 Feet or Longer Cars—**  
 All cars 80 feet or longer must be handled on rear of train.
7. **Rule S-227—**Absolute block register territory in effect between  
 Millburn and South Bend. Register is located in register box at  
 Millburn.
8. **Rule 93—**Yard limits in effect between—  
 Chehalis Jct. and Millburn.

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

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>5th Subdivision</b>			
02053	Monitor	3.6 east of Cashmere	30 West	67306	Weston	2.0 west of South Tacoma	26 East
02061	Dryden	3.1 east of Peshastin	10 West	67308	Hull Hardwood	1.1 east of Lakeview	2 East
02064	Peshastin	3 miles east of Leavenworth	10 East	67311	McChord Field	1.7 west of Lakeview	Yard West
02144	Sultan	5.4 west of Goldbar	10 East	67312	Metreco	2.9 west of Lakeview	25 East
02155	McKinnon Spur	2.4 west of Monroe	4 East	67314	Spanaway Spur	4.3 west of Lakeview	Conn. Both
02174	Boeing Plant	1.8 from Mukilteo	Yard West	67340	West Tenino	0.2 east of Tenino Jct.	23 Both
02185	Standard Oil Co.'s Trks.	2.2 west of Edmonds	81 West	67404	Camp Murray	4.4 west of Lakeview	15 East
02186	Richmond Beach	3.6 west of Edmonds	65 Both	67407	Fort Lewis	7.8 west of Lakeview	
<b>2nd Subdivision</b>				<b>6th Subdivision</b>			
15108	Delta-Alaska Terminal	0.8 south of Brownsville	Yard North	67514	Ohm Spur	0.8 east of Belmore	Yard West
15106	Tilbury Line Jct.	0.4 north of Townsend	Conn. North	67512	Graystone Spur	2.7 west of Olympia	8 West
66503	Dow Chemical	3.0 from Tilbury Line Jct.	10 North		Golden West Dist. Spur	2.0 west of Olympia	7 West
66504	Tilbury Island Dock	4.1 from Tilbury Line Jct.	Yard Both		Georgia Pacific Spur	1.9 west of Lacey	10 West
15104	Southern Peat Moss Ltd.	0.4 south of Townsend	11 Both	<b>7th Subdivision</b>			
66565	Robert Bank on BCR	15.5 south of Colebrook	Yard Both	02158	Snohomish	1.1 from Bromart	45 Both
15080	Custer	5.5 north of Ferndale	49 Both	66009	Hartford	9.4 from Bromart	11 Both
15069	Noranda	4.1 south of Ferndale	11 South		Spectrum Glass Spur	2.0 east of Woodinville	8 East
	Ferrymans Spur	3.1 north of Samish	2 South	65805	Douglas Palmer	5.3 east of Woodinville	14 East
15046	Belleville Pit	5.3 north of Burlington	102 North	65807	Redmond	6.5 east of Woodinville	10 Both
15041	MVB Station	1.4 north of Mt. Vernon	2 North	65817	St. Regis	17.1 east of Woodinville	13 West
15032	Fir	5.3 south of Mt. Vernon	20 South	65819	Issaquah	18.9 east of Woodinville	8 Both
15025	Twin City Foods	2.4 south of Stanwood	Yard South	65922	Maple Valley	10.2 east of Renton	
15020	Silvana	5.5 south of Stanwood	20 Both	65931	Trude	18.5 east of Renton	118 Both
15013	Pacific Grinding Wheel	1.0 north of Kruse Jct.	15 North	65939	Cedar Falls	27.2 east of Renton	132 Both
66020	Edgcomb	3.8 north of Kruse Jct.	44 Both	65838	Tanner	33.1 east of Renton	3 West
66023	Arlington	6.9 north of Kruse Jct.	Yard Both	65835	North Bend	35.2 east of Renton	
66111	Cascade Pole Spur	9.4 north of Kruse Jct.	12 South	65832	Snoqualmie Falls	38.4 east of Renton	Yard Both
66120	Oso	18.9 north of Kruse Jct.	10 Both	<b>9th Subdivision</b>			
66135	Andron	34.5 north of Kruse Jct.	Wye Both	66060	Wickersham	4.9 west of Acme	Conn. West
66136	Darrington	35.5 west of Kruse Jct.	Yard Both	66077	Lawrence	4.2 east of Deming	6 West
66207	Whitney	6.9 west of Burlington		66308	Cokedale Spur	3.1 east of Sedro Woolley	5 West
66210	Whitmarsh	10.2 west of Burlington		66320	Supreme Cedar Prods	15.6 east of Sedro Woolley	7 East
66212	Fidalgo	12.3 west of Burlington	24 Both	66317	Hamilton	11.7 east of Sedro Woolley	26 Both
66216	Anacortes	16.2 west of Burlington	Yard Both	66322	Birdsvie	16.9 east of Sedro Woolley	34 Both
<b>3rd Subdivision</b>				66326	Grassmere	22.2 east of Sedro Woolley	70 Both
02207	Rhodes	3.6 south of Argo	40 South	66328	Concrete	23.4 east of Sedro Woolley	Yard Both
16005	Glacier Park	1.0 north of Orillia	42 Both	66405	Hampton (MP 19.3)	6.0 from Sumas	Wye Both
16012	Thomas	1.9 south of Kent	8 South	66431	Everson (MP 18.0)	7.3 from Sumas	8 Both
16046	Pioneer	2.4 north of Steilacoom	60 North	66410	Lynden (MP 5.3)	11.3 from Sumas	Yard Both
16047	Gravel Center	2.0 north of Steilacoom	30 North	<b>10th Subdivision</b>			
16048	West Tacoma (Cascade Paper)	1.2 north of Steilacoom	16 North	67609	Briarwood	3.0 west of Grand Mound	5 West
16051	Ketron	2.1 from Steilacoom	20 South	67613	Wolfkill Spur	0.4 west of Rochester	9 East
68104	Longview	1.5 from Longview Jct.	Yard Both	67658	Hoquiam	3.5 from Aberdeen	Yard Both
16142	North Pacific Grain Growers	1.5 south of Kalama	38 North	67901	South Aberdeen Jct.	0.6 from Aberdeen via UP	25 Both
67005	McMillin	8.0 from Meeker	Yard Both	67902	South Aberdeen	0.7 east of So. Aberdeen Jct.	20 Both
68152	Ampere	2.4 from Rye Jct.	20 North	67903	Cosmopolis	2.7 east of So. Aberdeen Jct.	8 Both
68154	Rye	3.5 from Rye Jct.	57 Both	67913	Markham	10.5 west of So. Aberdeen Jct.	30 Both
<b>4th Subdivision</b>				<b>11th Subdivision</b>			
13154	Bullfrog	4.1 west of Cle Elum	20 Both	67805	Bremerton	4.6 east of Bremerton Jct.	Yard Both
13175	Sam Spur	0.7 east of Stampede	30 West	67802	Gorst	2.3 west of Bremerton	10 West
65504	Roslyn	3.5 from Cle Elum	Yard West	67801	Wesco	3.2 west of Bremerton	9 East
67027	Veazey	6.0 from Palmer Jct.	Yard West	67761	Pro-Gas	2.9 west of Silverdale	4 West
				67752	South Belfair	2.6 west of Belfair	36 Both
				67724	Olympia Plywood	1.0 west of Shelton	10 West
				67721	Cole Road Bldrs. Supply	3.7 west of Shelton	3 East
				67707	McCleary	0.7 from McCleary Jct.	Yard Both
				67704	Whites	3.5 west of McCleary Jct.	10 West

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	Auburn Yard	
608	Tacoma	
609	Olympia	
610	Aberdeen—Hoquiam —Cosmopolis	
611	Centralia	
612	Longview Jct.	East of Bridge 0.59
613	Longview Yard	Br. 0.59 to Longview
470	Balmer Hump Yard	
620	Balmer Yard	
622	King Street	Duwamish Avenue to Royal Brougham Way all track east of Occidental Avenue South. North of Royal Brougham Way all depot tracks to South Portal Galer Street to Argo Interlocking
623	Stacy Street	

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
401	Lakeview—Nisqually	0.0 to 11.6
403	Seattle (So. Jackson St.)—Stacy St.—(Via Waterfront)	0.0 to 1.0
403	Ballard—Fremont	5.6 to 7.9
403	Bromart—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	Orting—Meeker	28.1 to 33.3
417	Tilbury Line Jct.—Tilbury Island Dock	0.0 to 4.1
422	South Aberdeen Jct.—Markham	2.3 to 13.3
423	South Aberdeen Jct.—Cosmopolis	0.0 to 2.8
429	Stanwood—Twin City 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
<b>Wayside Stations</b>		
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		Continuous
Stacy Street Yard	1, 2	7:00 am-3:00 pm daily
King St. Yard	1, 3	Continuous
South Seattle	1, 2	Continuous
Auburn	1, 3	Unattended
Tacoma Yard	1, 3	Continuous
Centralia	1, 2	Continuous
Chehalis	1, 2-UP	Unattended
Longview Jct.	1, 2	Continuous
Longview	1, 2	Continuous
Kalama	1, 2-UP	Unattended
Olympia (Centralia)	1	Unattended
Renton (Stacy Street)	1	Unattended
Sumas	1, 2	7:00 am-9:00 pm daily
Aberdeen (Tacoma)	1, 2	Unattended
Elma (Centralia)	1	Unattended

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-721-6165	Aast. Chief	(206) 625-6165
8-721-6620	Seattle East	(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



PORTLAND DIVISION

WESTWARD ↓	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Sunset Jct.	1st Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	FIRST CLASS	EASTWARD ↑
			1027				1028					
			NRPC Daily				NRPC Daily					
		01877	1:13AM	1.1		0.0		SUNSET JCT.	J		11:20PM	
12,641	63002			2.6		1.6		EMPIRE		CTC		
	63007	1:23		9.3		8.0		MARSHALL	JTY	APB	11:12	
5,711	63014	1:35		16.6		15.3		CHENEY	JTY		11:04	
4,558	63019	1:40		21.5		20.2		BABB			10:58	
6,289	63028	1:49		31.0		29.7		FISHTRAP			10:50	
6,373	63039	1:59		41.3		40.0		SPRAGUE			10:40	
6,277	63048	2:09		51.1		49.8		KEYSTONE			10:28	
2,535	63054	2:15		56.7		55.3		TOKIO			10:24	
5,658	63062	2:24		64.9		63.6	RV	RITZVILLE			10:18	
6,326	63072	2:34		74.3	46	73.0		PAHA			10:09	
6,441	63079	2:42		82.0		80.7	LD	LIND			10:03	
5,753	63087	2:53		89.9		88.6		PROVIDENCE		ABS	9:51	
2,619	63090	2:57		93.0		91.7		BEATRICE			9:45	
5,763	63095	3:03		97.9		96.6		CUNNINGHAM			9:40	
W4,820 E5,097	63108	3:18		110.2		108.9	CN	CONNELL	BJKY		9:23	
2,576	63113	3:24		115.5		114.2		CACTUS			9:16	
6,784	63117	3:29		119.7		118.4		MESA			9:13	
2,281	63126	3:38		128.4		127.1		To End of Track 11.2			9:06	
4,824	63131	3:43		133.4		132.1		ELTOPIA			9:02	
6,231	63135	3:48		138.0		136.8		SAGEMOOR			8:59	
	12143	4:00AM		145.6		144.4	RN	PASCO	BIJKRTY	APB	8:50PM	

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

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

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

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight

Sunset Jct. and Pasco.....	79 MPH.	
Trains or engines through: Crossover Marshall to Scribner and Spokane Division Seventh Subdivision Switch at Marshall.	25 MPH.	25 MPH.
Trains or engines on sidings .....	12 MPH.	12 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains.....		45 MPH.
SP 508400-508999		
	<b>Up to 100 tons O/B</b>	<b>Over 100 tons O/B</b>

Providence and Beatrice—  
Westward freight trains passing  
signal: 90.9.....  
Item 1A, All Subdivisions, applies to  
Westward freight trains between  
MP 84.0 and MP 90.0

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

**Mesa and End of Track—**  
Item 5d not permitted.  
Locomotives in Groups G, H and I and 250-ton wrecking derrick  
not permitted.

**Ritzville—**Six axle locomotives not permitted on east 500 feet of  
Greens Track.

**3. Train Register Exceptions—**

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

**4. Clearance Provisions and Exceptions Rule 82(A)—**

**Sunset Jct.—**Rule 82(A) does not apply.  
Rule 82(A) 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.

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

All trains or engines before entering APB territory between CTC  
Marshall and absolute block signal, Cheney, must secure authority  
from operator on duty at Spokane Relay, before entering this terri-  
tory. 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 APB in effect. Controlled signals are under jurisdiction of  
operator at Pasco. Train order or numbered clearance authority not  
required for extra trains.

- 7. **Rule 93—**Yard limits 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. **Sunset Jct. to Cheney—**Under jurisdiction of Spokane Division  
Superintendent.
- 10. **The following Track Side Warning Detectors protect  
bridges, tunnels or other structures—None.**  
**Other Track Side Warning Detector Locations—**  
Babb—MP 25.7  
Mesa—MP 122.3

WESTWARD ↓	Length of Siding in Feet	Station Numbers	FIRST CLASS				Mile Post Location	Line Segment	Distance From Pasco	2nd Subdiv MAIN LINE STATIONS			Office Calls	Rule 6(A)
			1797	1011	1795	1027								
			NRPC Sun., Thurs., Fri., Sat.	NRPC Daily	NRPC 26 Daily	NRPC Daily								
		12143				4:02AM	0.0	46	0.0	RN	PASCO 1.7	BIJKRTY		
		12146				4:08	1.7		1.7		SP&S JCT. 1.1	IJ	APB	
	7,932	12147				4:11	228.5		2.8		HOVER 5.7			
	3,632	12151				4:14	223.9		8.5	FN	FINLEY 7.3			
	9,352	12159				4:21	215.8		15.8		YELLEPIT 12.6			
	7,015	12172				4:32	203.3		28.4		BERRIAN 11.2			
	9,351	12183				4:40	192.0		39.6	MO	PLYMOUTH 13.6			
	7,052	12195				4:50	179.8		53.2		PATERSON 9.4			
	9,128	12205				4:58	170.4		62.6		WHITCOMB 11.3			
	7,103	12218				5:09	157.7		73.9		McCREDIE 10.9			
	8,459	12228				5:17	147.8		84.8	RE	ROOSEVELT 12.3			
	7,099	12240				5:26	135.9		97.1		BATES 10.9			
	9,136	12250				5:35	125.0		108.0		TOWAL 10.0			CTC
	7,092	12261				5:45	113.6		118.0		MARYHILL 8.2			
		12269				5:58	106.1		126.2	X	WISHRAM 2.1	BJKRT		
		12272					103.2		128.3		AVERY 9.7			
	9,935	12282					93.3	47	138.0		NORTH DALLES 8.8			
	4,079	12290					85.3		146.8	YA	LYLE 9.7	BJKR		
	11,115	12299				6:32	75.9		156.5		BINGEN 9.8			
	9,888	12309					65.8		166.3		COOKS 12.0			
	11,085	12321					54.8		178.3		STEVENSON 11.0			
	9,958	12333					42.5		189.3		SKAMANIA 15.4			
	9,910	12347					28.9		204.7		WASHOUGAL 3.0			
		12351					23.8		207.7	MA	CAMAS 10.4			
		12361					14.5		218.1		McLOUGHLIN 1.8			
		12363					12.1		219.9	2MT	EAVAN 2.4	X		
		12365	8:53PM	2:32PM	9:53AM	7:50	9.9		222.3		MX VANCOUVER 1.9	BJKRTXY		
		12368	8:57	2:36	9:57	7:59	8.1		224.2		KD NORTH PORTLAND JCT. 1.1	IJXY		
E3,039		12369					7.0		225.3		EAST ST. JOHNS 2.7	BXY		
		12372	9:02	2:41	10:02	8:04	4.3		228.0	DT	BR WILLBRIDGE 2.3	BIJKTY		ABS Rule 251
		12373					2.0		230.3		LAKE YARD 2.0	KTY		
		12375	9:20PM	3:05PM	10:20AM	8:35AM	0.0		232.3		VC PORTLAND (Union Station)	BKRTXY		

EXCEPT ON DOUBLE TRACK OR IN CTC OR APB 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-79, Stevenson-80, Camas-81.

2nd Subdiv MAIN LINE STATIONS				FIRST CLASS			
				1796	1014	1028	1798
				NPRC Sun., Mon., Fri., Sat.	NRPC Daily	NRPC Daily	NRPC 25 Daily
Office Calls	Rule 6(A)						
RN PASCO - BIJKRTY				s 8:47PM			
1.7							
APB SP&S JCT. IJ				8:40			
1.1							
HOVER				8:39			
5.7							
FN FINLEY				8:35			
7.3							
YELLEPIT				8:29			
12.6							
BERRIAN				8:18			
11.2							
MO PLYMOUTH				8:10			
13.6							
PATERSON				8:01			
9.4							
WHITCOMB				7:53			
11.3							
McCREIDIE				7:43			
10.9							
RE ROOSEVELT				7:35			
12.3							
BATES				7:26			
10.9							
TOWAL				7:17			
10.0							
MARYHILL				7:09			
8.2							
X WISHRAM BJKRT				s 7:00			
2.1							
AVERY							
9.7							
NORTH DALLES							
8.8							
YA LYLE BJKR							
9.7							
BINGEN				s 6:25			
9.8							
COOKS							
12.0							
STEVENSON							
11.0							
SKAMANIA							
15.4							
WASHOUGAL							
3.0							
MA CAMAS							
10.4							
McLOUGHLIN							
1.8							
2MT EAVAN X							
2.4							
MX VANCOUVER BJKRTXY				s 8:19AM	s 2:18PM	s 5:13	s 5:44PM
1.9							
KD NORTH PORTLAND JCT. IJXY				8:13	2:13	5:02	5:38
1.1							
EAST ST. JOHNS BXY							
2.7							
DT BR WILLBRIDGE BIJKTXY				8:06	2:07	4:57	5:32
2.3							
LAKE YARD KTXY							
2.0							
VC PORTLAND (Union Station) BKRTXY				8:00AM	2:00PM	4:50PM	5:25PM

EASTWARD

EXCEPT ON DOUBLE TRACK OR IN CTC OR APB 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.	35 MPH.
On Willbridge Wye track .....		15 MPH.
Portland on PTRR Co. tracks including yard tracks at Lake Yard Trains or engines on sidings and/or through dual control switch turnouts at the following locations:		10 MPH.
Yellepat           Bates		
Berrian           Towal		
Plymouth         Maryhill		
Paterson         North Dalles		
Whitcomb        Bingen		
McCredie        Cooks		
Roosevelt       Skamania ..	35 MPH.	35 MPH.
Trains or engines on sidings and/or through dual control switch turnouts at the following locations:		
Pasco (End DT MP 1.2)		
Hover (West)     Stevenson		
Wishram         Washougal	25 MPH.	25 MPH.
Trains or engines through the following dual control switch turnouts:		
McLoughlin .....	25 MPH.	25 MPH.
Trains or engines on other sidings ...	12 MPH.	12 MPH.
Trains through the following dual control switch turnouts:		
Columbia River Bridge		
Interlocking to 2nd Subdivision	10 MPH.	10 MPH.
Willbridge Interlocking .....	15 MPH.	15 MPH.
North Portland Interlocking ....	10 MPH.	10 MPH.
Vancouver main track crossover and yard lead, Eavan, and SP & S Jct. ....	25 MPH.	25 MPH.
Vancouver MP 9.85 to MP 10.4 both main tracks .....	10 MPH.	10 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains.....		45 MPH.
SP 508400-508999		
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:		25 MPH.
1.2 .....		25 MPH.
2.8 .....		35 MPH.
6.2 .....	40 MPH.	

## 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 and run through crews will register by register ticket. Conductors of run through crews operating between Bend and Vancouver will register with operator at Wishram by radio.

## 4. Clearance Provisions and Exceptions Rule 82(A)—

SP&S Jct.—Rule 82(A) does not apply.

Wishram—All trains secure clearance except run through crews.

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—Rule 82(A) does not apply to trains originating Portland or between Portland and Vancouver. Clearance needed prior to departing Vancouver on Eastward trains. Portland Division clearance received on Pacific Division clears trains at Vancouver.

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

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

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

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

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 71.2 Hood—Flat track  
MP 75.1 Underwood—Fruit spur  
MP 76.3 Bingen—Mt. Adams Lumber Co. spur  
MP 96.6 Dallesport—West switch  
MP 96.9 Dallesport—East switch

8. Vancouver—When signal displays aspects per Rule 240 Example 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 242 (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 312(2).

**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.

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

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

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

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 SP Rules and Timetable.**

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

**14. 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.

**15. Bingen—**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 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.

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

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

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

**19. Between Pasco and East Switch Hover—**  
APB is 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.

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

**21. Manual Interlocking not Indicated at Stations—**  
**Vancouver—**Located at Hill Street, governs movement over double track to Cannery Lead.

**22. The following Track Side Warning Detectors protect bridges, tunnels or other structures—None.**

**Other Track Side Warning Detector Locations—**

Prindle—	MP 37.6	Roosevelt—	MP 152.2
Home Valley—	MP 61.0	Paterson—	MP 177.2
Bingen—	MP 81.7	Berrian—	MP 207.8
Towal—	MP 128.0		

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From SP&S Jct.	3rd Subdiv MAIN LINE STATIONS		EASTWARD	
						Office Calls	Rule 6(A)		
		12146	1.7	48	0.0	SP&S JCT.	II	APB	
	4,324	12147	2.8		1.1	KENNEWICK	JY		
	5,685	13007	7.3		5.6	VISTA			
	6,217	13017	16.8		15.0	BADGER			
	6,776	13024	23.6		21.8	KIONA			
	9,567	13034	34.4		32.1	GIBBON	JRTY		
	3,549	13040	40.0		38.2	PROSSER	Y		
	6,204	13046	45.5		43.7	BYRON			ABS
	2,523	13052	52.0		49.8	MABTON			
	6,118	13060	60.4		58.2	SATUS			
	E7,171 W6,311	13070	70.9		68.7	TOPPENISH	JY		
	E5,138 W4,750	13078	78.3		76.1	WAPATO			
	3,757	13082	82.7		80.5	PARKER			
		13089	90.0		87.8	YAKIMA To Moxee City 8.7 To Naches 13.1	BJKRTY		
	3,538	13093	93.8		91.6	SELAH	Y		
	E3,154 W6,103	13096	97.2		95.0	POMONA			
	6,230	13109	110.4		108.2	WYMER			
	3,869	13121	121.8	119.6	THRALL				
			127.0						
	9,900	13126	0.0	124.4	ELLENSBURG	Y			
	4,885	13133	7.3	132.0	THORP				
	6,238	13143	17.1	141.6	BRISTOL				
	14,620	13150	24.9	149.3	CLE ELUM To Ronald 6.0	JT			

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

Train Dispatcher Calls—Prosser-65, Yakima-58.

- Speed Restrictions—**  
**Zone—Between**  

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.
Trains or engines on sidings .....	12 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 separated from each other by a car weighing under 177,000 lbs. Locomotives are restricted to one unit and must be separated from loads by an empty car.

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

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

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

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

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

**3. Train Register Exceptions—**

Gibbon—Trains will register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

SP & S Jct., Toppenish—Rule 82(A) 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 APB is in effect. Controlled signals are under jurisdiction of operator at Pasco.

**7. Between Kennewick and North Richland—**

a. Between UP Connection Kennewick and Richland Jct. UP Rules and Timetable govern. Track warrants authorizing movement will be secured from the UP train dispatcher at Albina.

b. Movements on Government trackage between Richland Jct. and yard limit sign on Government trackage MP 43.8 are governed by staff system and the following will apply.

Authority to use staff must be obtained from the Union Pacific train dispatcher.

Trains or engines must not occupy government railroad without staff, which must be secured by the conductor and delivered to the engineer, who must retain the staff until all movements are completed.

Possession of staff will authorize train to move in either direction without timetable, train order, or clearance authority; and protection of train in accordance with Rule 99 is not required.

After movements are completed, staff must be returned to staff box, box must be locked, and Union Pacific train dispatcher notified.

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. Rule 93—**Yard limits in effect between—

- SP & S Jct. and Kennewick
- MP 85.5 Union Gap and MP 94.5 Selah
- Yakima and Moxee City
- Yakima and Naches
- 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 extension at east end of Yakima yard is for siding extension. Switch to spur track leading off this extension must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.

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

At "G" and "H" Street crossings, city ordinance provides trains and engines must protect movements by flagman and engine whistle or bell must not be sounded except to prevent an accident not otherwise avoidable.

11. **Handling 80 Feet 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.

12. **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.

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

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

14. **Between Yakima and Ronald**—

Train movements over crossings at Desmond Road MP 2.5 Ellensburg, Thorp Hwy. MP 9.2 Thorp, Oaks Ave. MP 24.8 Cle Elum, 1st Ave. MP 0.5 Ronald Line and 2nd Street MP 0.9 Ronald Line must be protected by crew member flagging crossing due to rusty rail.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Wishram	4th Subdiv MAIN LINE STATIONS		EASTWARD
						Office Calls	Rule 6(A)	
		12269	0.0	53	0.0	X	WISHRAM	BKRTY
		14002	1.0		1.5		O. T. JCT.	AJY
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	
2,474	14105	104.7	105.2				MD MADRAS	RY
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	
4,202	14132	131.8	132.3			PRINEVILLE JCT.	JY	
5,122	14135	134.1	135.0			RD REDMOND	RY	
6,336	14144	143.3	144.1			DESCHUTES		
		152.0						
	14152	0.0	151.5	54		D BEND	BKRTY	
8,725	14165	12.6	164.6				LAVA	
7,836	14183	31.6	183.0				LAPINE	
7,816	14203	50.7	203.2				CRESCENT	
8,229	14220	67.8	220.1				CHEMULT	JY

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

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

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.
Trains or engines on sidings .....	12 MPH.

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

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

**3. Train Register Exceptions—**Conductors of run-through crews operating from Bend to Vancouver will register with operator at Wishram via radio.

**Madras and Redmond**—Trains will register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

**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 82(A) 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 MPT. 1.3 is controlled by automatic interlocking. Eastward trains must stop at first eastward absolute signal at OT Jct. and be governed by instruction posted in box. Westward trains must not enter draw span 75 foot approach circuits, or bridge must not be lowered by maintenance personnel or be occupied by hi-rail inspection vehicles or motorcars until permission is obtained from Wishram operator. After instructions received from operator have been fulfilled and signals fail to clear, be governed by instructions posted in control box. Trains from UP trackage must not enter track release section at O.T. Jct. if restricted by opposing train movement until movement clears O.T. Jct.

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

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

**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. Rule 93—**Yard limits in effect between—

Prineville Jct. and Redmond  
Bend and Cascan  
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.

**11. Moody—**Siding must not be blocked between East Switch and Industry track.

**12. Train Order Form F Example (3)—**May be used on this Subdivision.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Latah Jct.	5th Subdiv MAIN LINE STATIONS	
					Office Calls	Rule 8(A)
	01878	375.1		0.0	LATAH JCT.	J
					3.4	
11,537	12005	370.3		3.4	OVERLOOK	CTC
					4.2	
4,027	12008	367.1		7.6	SCRIBNER	J
					2.1	
	12010	365.0		9.7	FISH LAKE	J
					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	47	51.6	MACALL	
					12.1	
6,292	12064	310.8		63.7	BENGE	
					11.6	
6,276	12076	299.2		75.3	HOOPER	ABS
					8.4	
6,459	12084	291.0		83.7	WASHTUCNA	
					14.1	
6,230	12097	277.6		97.3	KAHLOTUS	
					8.1	
4,462	12107	268.3		105.9	FARRINGTON	
					12.4	
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	LEVY	
					6.6	
3,543	12137	237.8		136.8	MARTINDALE	
					4.6	
	12142	233.2		141.4	AINSWORTH JCT.	LIY
					2.8	APB
	12143	231.3		144.2	RN PASCO	BIJKRTXY

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**

Fish Lake and Pasco .....	50 MPH.
Trains or engines through crossover	
Scribner to Marshall .....	25 MPH.
Pasco—trains or engines over .....	
Switch No. 3 from MT to Walla Walla Main .....	10 MPH.
Crossover switch No. 9 from eastward to westward track .....	10 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.
Trains or engines on other sidings .....	12 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains .....	45 MPH.
Fish Lake and Pasco—Head end of Engine Westward freight train passing signals:	
340.7 .....	40 MPH.
327.3 .....	40 MPH.
314.9 .....	40 MPH.
310.1 .....	40 MPH.
301.7 .....	40 MPH.
Head end of Engine Eastward freight trains passing signals:	
236.1 .....	40 MPH.
238.2 .....	40 MPH.
242.4 .....	40 MPH.
246.6 .....	40 MPH.
321.4 .....	40 MPH.
Loaded unit grain trains—with G symbol .....	40 MPH.

2. **Bridge, Engine and Heavy Car Restrictions**—None.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 82(A)**—  
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 82(A) does not apply.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **Pasco**—All outbound trains after securing clearance 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. **Rule 93**—Yard limits in effect between—  
MP 235.5 and begin APB territory Ainsworth Jct.
8. **Between MP 231.0 Pasco and Ainsworth Jct.**—APB is 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**—Under jurisdiction of Spokane Division Superintendent.
10. **The following Track Side Warning Detectors protect bridges, tunnels or other structures**—  
Latah Bridge Eastward—MP 371.4  
**Other Track Side Warning Detector Locations**—  
Votaw— MP 253.4                      Fish Lake— MP 365.6  
Kahlotus— MP 281.0

6. **Handling 80 Feet or Longer Cars**—  
Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
7. **Rule S-227**—Absolute Block Register Territory in effect on this subdivision. Register is located in depot at Lyle.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Willbridge	7th Subdiv BRANCH LINE STATIONS		
					Office Calls	Rule 6(A)	
	12372	4.3	440	0.0	BR	WILLBRIDGE	BIJKTY
	68203	7.3		3.0		LINNTON	Y
4,945	68204	8.9		4.6		HARBOR SIDING	Y
	68206	10.0		5.7		UNITED JCT.	JY
1,440	68208	12.8		8.5		HOLBROOK	
1,653	68216	19.9		15.6		SCAPPOOSE	Y
2,385	68223	27.6		23.3		H ST. HELENS	BKY
2,278	68227	31.3		27.0		REICHOLD	
1,121	68235	39.5		35.0		GOBLE	
2,595	68243	46.8		42.5		AVON	
2,574	68252	56.1		51.5		MAYGER	
2,304	68258	62.2		57.9		CLATSKANIE	Y
1,426	68267	71.1		66.9		WESTPORT	
	68269	73.5		69.2		WAUNA	
2,113	68274	78.7		74.1		CLIFTON	
1,122	68282	86.7	82.2		KNAPPA		
	68296	99.7	95.4		RO ASTORIA	BRTY	

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Goldendale	6th Subdiv BRANCH LINE STATIONS		
					Office Calls	Rule 6(A)	
	64742	42.1	439	0.0	GOLDENDALE		T
1,841	64713	13.4		28.7	KLICKITAT		S-227
	12290	0.0		42.2	YA	LYLE	BJKR

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.  
Trains or engines on sidings..... 12 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 82(A)**—None.
5. **Rule 99**—When flagging is required, distance will be 1.0 mile, except 0.5 mile between MP 30.0 and Lyle.

1. **Speed Restrictions—Zone—Between**                      **Maximum Speeds Permitted**  
Willbridge and Astoria ..... 30 MPH.  
Astoria within corporate limits..... 20 MPH.  
Ranier within corporate limits ..... 10 MPH.  
Trains or engines on sidings..... 12 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 not permitted on dock portion of any of the three tracks located on Pier No. 2.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 82(A)**—  
Willbridge—Rule 82(A) does not apply. Clearance issued at Vancouver applies at Willbridge.
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. **Rule 93**—Yard limits in effect between—  
Willbridge and United Jct.
8. **Between Willbridge and United Jct.**—Movement of trains will be governed by instructions of the train dispatcher. Instructions must be repeated back to the train dispatcher.

**9. Interlockings and Drawbridges not Indicated at Station—**

John Day River, MP 94.8. Clatskanie River, MP 62.7.  
Blind Slough, MP 84.8.

**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.

**11. Astoria—**Stop signs installed on both sides of 3rd Street. All railroad movements must stop and not proceed until crossing is properly protected. Train movements over crossings at MP 100.1, MP 100.2, MP 100.3, MP 100.4 and MP 100.5 must be protected by crew member flagging crossing due to rusty rail.

**12. Train Order Form F Example (3)—**May be used on this Subdivision.

Eugene, over Garfield Street and to end of track ..... 5 MPH.  
Six-axle locomotives between United Jct. and Albany 25 MPH.  
Sweet Home over 18th Avenue ..... 15 MPH.  
Over Santiam Highway crossing ..... 10 MPH.  
Trains or engines on sidings ..... 12 MPH.  
Item 1A, all subdivisions, applies between Bowers Jct. and Banks.

**2. Bridge, Engine and Heavy Car Restrictions—**  
**Between United Jct. and Eugene:**

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

**Between Bowers Jct. and Forest Grove:**

Item 5d not permitted.  
Locomotives in Groups G and H not permitted.

**Banks—**Item 5c not permitted. Cars weighing over 220,000 pounds not permitted on bridge MP 28.0.

**Between Albany and Foster:**

Item 5d not permitted.  
Locomotives in Groups E, F, G and H restricted to 2 units.  
Salem—Bridge SP719.7, Item 5c not permitted.

**3. Train Register Exceptions—**

**Beaverton—**Trains will register when directed by train order.

**4. Clearance Provisions and Exceptions Rule 82(A)—**

**United Jct.—**Rule 82(A) does not apply. Clearance issued at Vancouver applies at United Jct.

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

**6. 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 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 Drive Crossing, Industrial spur serving Capital 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.

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. Rule 93—**Yard limits in effect between—

Bowers Jct. and Banks  
Hillsboro (BN Jct.) and Forest Grove  
Lebanon and Foster.

**13. Between Albany and Lebanon and between Banks and Hillsboro (BN Jct.)—**

Southern Pacific Transportation Company rules and timetable govern.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From United Jct.	8th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	68206	10.0	442	0.0	UNITED JCT.	JY
	68705	14.6		4.5	TUNNEL SPUR	
	68707	17.1		7.0	BOWERS JCT.	
2,191	68404	20.8		10.9	To Forest Grove 26.0	Y
6,336	68410	26.4		16.4	MERLE	
	68411	26.8		16.8	VO BEAVERTON	BRY
					ST. MARYS	J

**BETWEEN ST. MARYS AND GRETON SOUTHERN PACIFIC TRANSPORTATION COMPANY RULES AND TIMETABLE GOVERN.**

	68414	31.3	442	21.2	GRETON	J
3,803	68415	32.1		21.9	TIGARD	Y
1,166	68426	42.8		32.9	WILSONVILLE	
3,664	68428	45.6		35.9	CURTIS	
3,647	68437	54.4		44.5	WEST WOODBURN	
3,554	68452	68.6		58.6	BUSH	Y
	68454	69.0		59.0	SA SALEM	BKY
5,668	68456	72.6		62.8	MINTO	Y
3,546	68468	84.6		74.8	SIDNEY	
	68479	96.5		86.7	ALBANY	
1,500	68500	117.1		107.5	YD To Foster 31.9	BJKRTY
	68512	128.8		118.5	AMERICAN	
	68526	141.8		132.3	JUNCTION CITY	
					G EUGENE	BKRTUY

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 Albany ..... 35 MPH.  
Albany and Eugene ..... 25 MPH.  
Hillsboro and Forest Grove ..... 10 MPH.  
Within city limits of Albany, Harrisburg, Junction City and Eugene ..... 20 MPH.  
Within city limits of Salem ..... 15 MPH.  
Tualatin, over Tualatin-Sherwood highway ..... 25 MPH.  
Salem, passing Boise Cascade Inc. .... 5 MPH.  
Through Norris Paint Company .? ..... 15 MPH.

- 14. **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.
- 15. **Junction City**—Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.
- 16. **Handling 80 Feet or Longer Cars**—  
Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.  
**Between United Jct. and Tunnel Spur**—  
Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.

- 17. **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.
- 18. **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.
- 19. **The following Track Side Warning Detectors protect bridges, tunnels, or other structures**—  
Tonquin—MP 39.1 Donald—MP 46.9  
**Other Track Side Warning Detector Locations**—None.
- 20. **Train Order Form F Example (3)**—May be used on this Subdivision.

- 2. **Bridge, Engine and Heavy Car Restrictions**—  
Item 5d not permitted.
- 3. **Train Register Exceptions**—Warden Jct.—Trains will register when directed by train order.
- 4. **Clearance Provisions and Exceptions Rule 82(A)**—None.
- 5. **Rule 99**—When flagging is required, distance will be 1 mile.
- 6. **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.
- 7. **Rule S-227**—Absolute Block Register Territory in effect on this subdivision. Register is located in register box at Warden Jct.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Toppenish	10th Subdiv BRANCH LINE STATIONS		
					Office Calls	Rule 6(A)	
	13070	0.0	<b>447</b>	0.0	TOPPENISH	JRY	
750	65106	5.2		6.1	6.1	ASHUE	
500	65108	7.3		8.2	2.1	VENNER	
1,080	65111	9.6		10.5	2.3	HARRAH	
450	65120	18.9		20.0	9.5	WHITE SWAN	

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

- 1. **Speed Restrictions**—  
**Zone—Between** **Maximum Speeds Permitted**  
Toppenish and White Swan ..... 25 MPH.  
Trains or engines on sidings ..... 12 MPH.  
Item 1A, All Subdivisions, applies.
- 2. **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.
- 3. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 82(A)**—None.
- 5. **Rule 99**—When flagging is required, distance will be 1 mile.
- 6. **Rule S-227**—Absolute Block Register Territory in effect on this subdivision. Register is located in register box at Jct. switch Toppenish.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Warden Jct.	9th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
2,334	62824	1976.0	<b>394</b>	0.0	WARDEN JCT.	JRY
	62941	1989.0		13.0	OTHELLO	Y
6,127	62950	1997.0		21.0	TAUNTON	
	62963	2009.1		33.1	ASHER	
	62968	2014.0		38.0	ROYAL CITY	

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

- 1. **Speed Restrictions**—  
**Zone—Between** **Maximum Speeds Permitted**  
Warden Jct. and Othello ..... 20 MPH.  
Othello and Royal City ..... 25 MPH.  
Trains or engines on sidings ..... 12 MPH.  
Item 1A, All Subdivisions, applies between Othello and Royal City.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Gibbon	11th Subdiv BRANCH LINE STATIONS		
					Office Calls	Rule 6(A)	
9,567	13034	34.3	<b>448</b>	0.0	GIBBON	JRT	
3,850	65012	45.8		12.2	12.2	GRANDVIEW	Y
3,195	65020	54.4		19.8	7.6	SUNNYSIDE	
2,029	65024	58.0		23.7	3.9	OUTLOOK	
3,875	65029	62.6		28.6	4.9	GRANGER	

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

- 1. Speed Restrictions—  
Zone—Between                      Maximum Speeds Permitted**  
Gibbon and Granger..... 25 MPH.  
Trains or engines on sidings..... 12 MPH.  
Item 1A, All Subdivisions, applies.
- 2. Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 82(A)—None.**
- 5. Rule 99—When flagging is required, distance will be 1 mile.**
- 6. Rule S-227—Absolute Block Register Territory in effect on this subdivision. Register is located in register box at Gibbon.**

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Ainsworth Jct.	13th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	12142	2.7	450	0.0	AINSWORTH JCT. J	
	64104	4.0		1.2	BUSBANK APB	
3,538	64106	5.7		3.3	VILLARD JCT. J	

BETWEEN VILLARD JCT. AND ATTALIA UNION PACIFIC RULES AND TIMETABLE GOVERN.

3,538	64112	12.0	450	9.6	A	ATTALIA	JRTY	
				30.1		20.5		
2,102	64221	33.2			52.2		EUREKA	
						22.1		
1,761	64322	55.4			60.7		DRY CREEK	
						8.5		
	64331	63.8					WALLA WALLA	UY
					3.9			
825	64334	67.7		64.6		WALAIR	Y	

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

- 1. Speed Restrictions—  
Zone—Between                      Maximum Speeds Permitted**  
Ainsworth Jct. and Villard Jct. .... 25 MPH.  
Attalia and Walair ..... 25 MPH.  
MP 33 and MP 50 handling loaded cars ..... 10 MPH.  
MP 27.9 and Walair Engines or loaded cars on industry and elevator tracks ..... 5 MPH.  
Walla Walla, State Penitentiary Gate and End of Track while handling loaded cars ..... 5 MPH.  
Trains or engines on sidings ..... 12 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—**  
Attalia—Trains will register when directed by train order.
- 4. Clearance Provisions and Exceptions Rule 82(A)—**  
Ainsworth Jct., Villard Jct. and Attalia—Rule 82(A) 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.—**

APB is 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.

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.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Wheeler	12th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
5,310	62839	147.3	379	0.0	WH WHEELER To Moses Lake 15.1 BKRY	
				7.7		
	62832	155.1		7.7	BASSETT JCT. To Schrag 12.5 RT	
				5.3		
2,334	62826	160.4	394	13.0	WARDEN T	
					0.6	
	62824	161.0		13.6	WARDEN JCT. JRY	
				8.7		
2,718	62817	169.7	379	22.3	BRUCE Y	
					17.1	
	63108	186.9		39.4	CN CONNELL BJRY	

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

- 1. Speed Restrictions—  
Zone—Between                      Maximum Speeds Permitted**  
Wheeler and Connell ..... 25 MPH.  
Bruce, within corporate limits ..... 20 MPH.  
Trains or engines on sidings ..... 12 MPH.  
Item 1A, All Subdivisions, applies.
- 2. Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Between Bassett Jct. and Schrag—Locomotives in Groups E (except GP's 38, 38-2, 30 and 35), G, H and I and 250-ton wrecking derricks not permitted.
- 3. Train Register Exceptions—**  
Warden Jct. and Bassett Jct.—Trains will register when directed by train order.
- 4. Clearance Provisions and Exceptions Rule 82(A)—None.**
- 5. Rule 99—When flagging is required, distance will be 1 mile between Wheeler and Connell and .5 mile between Bassett Jct. and Schrag.**
- 6. Warden—60 feet and longer cars are not to be handled on curvature serving Skone and Conners east of highway crossing.**
- 7. Rule 93—Yard limits in effect between—**  
Wheeler and Moses Lake Industrial Park.

7. **Rule 93—Yard limits in effect between—**  
MP 14.0 and begin CTC territory (UP Main Track) at Attalia Walla Walla and Walair.

8. **Handling 80 Feet 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.**

Crossings at Palouse and Main Streets protected by crossing signals. Trains or engines must operate push button located in lock box on either side of crossing to establish signal protection. Signals will time out after movement. Controller box is to be left locked.

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 Control Operator.

After obtaining permission, train crews will do the following:

1. Occupy 75-foot approach circuit with lead engine.
2. Wait twelve (12) minutes.
3. When bridge lowers and absolute signal aspect indicates proceed, cross the bridge.
4. Notify Pasco Control Operator when caboose, last car, or light engine is clear of bridge.

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

1. Unlock case marked Train Crew Case.
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 Control Operator that you had to use key controller.
7. Notify Pasco Control Operator 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 Control Operator.

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 Control Operator you are clear and the bridge is up.**

9. **If bridge fails to lower or raise, notify Pasco Control Operator.**

10. **Hy-rail vehicles, on-track machinery, and motor cars must not follow trains across Snake River Bridge 3.**

11. **Between Eureka and Walla Walla—**

Main track out of service between MP 50 and MP 58.5.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Zangar Jct.	14th Subdiv BRANCH LINE STATIONS		Office Calls	Rule 6(A)	EAST WARD
		64869	65.3	435	73.7		RIPARIA	73.7	J	

BETWEEN RIPARIA AND ZANGAR JCT. UNION PACIFIC RULES AND TIMETABLE GOVERN.

	64119	4.2	451	0.0	ZANGAR JCT.	J
	64134	19.5		15.4	SMELTZ	T
1,277	64138	23.4		19.3	HELIX	
	64153	39.5		35.4	U.P. CONNECTION	J

BETWEEN UP CONNECTION AND 1500 FEET WEST OF BN YARD CONNECTION AT PENDLETON, UNION PACIFIC RULES AND TIMETABLE GOVERN.

	64155	40.5	649	37.5	ND	PENDLETON	JRTY
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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.  
Trains or engines on sidings..... 12 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—None.**

4. **Clearance Provisions and Exceptions Rule 82(A)—**  
**Zangar Jct. and Pendleton—Rule 82(A) does not apply.**

5. **Rule 99—Unless otherwise provided, protection against following trains is not required between Zangar Jct. and UP connection at Pendleton. When flagging is required, distance will be 1.5 miles.**

6. **Handling 80 Feet or Longer Cars—**

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

7. **Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operation apply between MP 7.0 and Apex, ruling grade 2.2% ascending westward.**

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

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>6th Subdivision</b>			
63098 Hatton.....	9.1 east of Connell.....	43	Both	12112 Burr.....	6.1 east of Snake River	115	East
63115 Mesa Pit.....	2.0 west of Cactus.....	40	Both	64735 Centerville.....	6.3 west of Goldendale....	18	Both
63708 Basin City.....	8.6 west of Mesa.....	52	Both	64730 Warwick.....	11.4 west of Goldendale...	16	Both
End of Track.....	10.4 west of Mesa.....			64723 Swale.....	18.6 west of Goldendale...	5	East
<b>2nd Subdivision</b>				<b>7th Subdivision</b>			
12200 Ballast Track, MP. 174.....	3.9 east of Whitcomb.....	37	Both	64717 Wahkiakus.....	3.5 east of Klickitat.....	13	Both
12234 Sundale.....	4.5 east of Bates.....	17	West	64710 Pitt.....	3.7 west of Klickitat.....	6	Both
12254 Commonwealth..... on spur	1.6 from Cliffs.....	Yard	West	<b>8th Subdivision</b>			
12255 Cliffs.....	5.0 east of Maryhill.....	33	West	68202 Gasco.....	1.3 west of Willbridge.....	25	West
12256 Hewett.....	4.0 East of Maryhill*.....	75	Both	68205 Harbor Track.....	0.2 east of United Jct. ....	15	East
12278 Dow Chem. Co.....	3.7 east of North Dalles.....	50	East	68222 Multnomah Plywood.....	1.5 east of St. Helens.....	53	East
12279 Dallesport Setout.....	3.3 east of North Dalles.....	26	West	68226 Crown Zellerbach Tracks...	0.8 east of Reichhold.....	93	Both
12300 Underwood Fruit & Whse. Co.....	0.9 west of Bingen.....	11	East	68237 Trojan.....	1.3 west of Goble.....	10	East
12304 Hood.....	4.3 west of Bingen.....	80	Both	68254 Port Westward..... on spur	2.2 west of Mayger.....	Yard	East
12316 Home Valley.....	6.6 west of Cooks.....	55	Both	<b>8th Subdivision</b>			
12322 Stevenson Plywood Co.....	1.6 west of Stevenson.....	69	East	68601 Orenco..... on spur	0.8 from Orenco Jct.....	12	Both
12322 Hegewald Timber Co.....	1.6 west of Stevenson.....	57	West	68402 Bendemeer.....	1.4 west of Bowers Jct.....	11	East
12326 North Bonneville (2 Trks.)	5.0 west of Stevenson.....	118, 3	Both	68419 Tualatin.....	4.0 west of Tigard.....	8	Both
12337 Prindle.....	4.3 west of Skamania.....	12	East	68420 Albertson-Oregon Culvert Co.....	5.4 west of Tigard.....	4	West
12343 Mt. Pleasant.....	4.0 east of Washougal.....	121	Both	68421 Tri-County Industrial.....	5.8 west of Tigard.....	6	East
12349 Nu Lam Wood Products.....	2.0 west of Washougal.....	9	East	68423 Storwest (Mulloy).....	5.2 east of Curtis.....	6	East
12350 Camas-Washougal Port Dock.....	2.0 east of Camas.....	15	East	68432 Donald.....	3.7 west of Curtis.....	21	Both
12355 Columbia Vista Lbr. Co.....	3.4 west of Camas.....	5	West	68436 Loganville.....	0.9 east of West Woodburn	4	West
12362 Portco..... (Main 2)	1.0 east of Eavan.....	30	West	68440 St. Louis.....	2.9 west of West Woodburn.....	8	East
<b>3rd Subdivision</b>				<b>11th Subdivision</b>			
64915 N. Richland..... (UP-DOE)	18.7 from Kennewick.....	Yard	East	68446 Hopmere.....	5.5 east of Bush.....	32	Both
65201 Blake, Moffit & Towne.....	1.8 west of Yakima.....	8	West	68458 Roberts.....	3.1 west of Minto.....	21	East
65202 Jack Frost Fruit.....	2.4 west of Yakima.....	9	East	68463 Orville.....	4.9 east of Sidney.....	14	Both
65203 Fruitvale.....	2.7 west of Yakima.....	9	Both	68471 Talbot.....	3.1 west of Sidney.....	15	Both
65204 Brace.....	3.4 west of Yakima.....	19	Both	68474 Dever.....	6.0 west of Sidney.....	2	West
65208 Eschbach.....	7.6 west of Yakima.....	10	Both	<b>Ehlen-Van Waters and Rogers.....</b>			
65209 Kershaw.....	8.0 west of Yakima.....	3	East	68489 Verdue.....	6.2 west of Albany.....	10	East
65210 Rowe.....	10.4 west of Yakima.....	5	East	68494 Fayetteville.....	8.2 west of Albany.....	4	West
65211 Bonlow.....	11.7 west of Yakima.....	3	East	68497 Potter.....	13.2 west of Albany.....	12	East
65214 Naches.....	13.1 West of Yakima.....	10	Both	68499 Tulsa.....	3.3 east of American.....	3	East
65402 National Can.....	2.6 west of Yakima.....	9	West	68501 Miller Seed Co.....	1.0 east of American.....	5	East
65403 Terrace Heights.....	3.1 west of Yakima.....	7	Both	68504 Cartney.....	10.4 east of Junction City	3	West
65404 Valley Junk.....	3.7 west of Yakima.....	3	East	68507 Harrisburg.....	7.3 east of Junction City..	6	East
65409 Moxee City.....	8.7 east of Yakima.....	2	West	68507 Harrisburg.....	5.0 east of Junction City..	8	East
65506 Ronald.....	6.0 from Cle Elum.....	Yard	West	68518 Awbrey.....	6.1 east of Eugene.....	8	West
<b>4th Subdivision</b>				<b>12th Subdivision</b>			
14047 Sheran.....	7.3 east of Maupin.....	34	East	68519 Enid.....	4.1 east of Eugene.....	28	East
14051 Tuscan.....	3.8 east of Maupin.....	10	East	68815 Lebanon (O.E. Siding).....	14.8 west of Albany.....	8	Both
14068 Dant.....	3.7 west of Nena.....	3	East	68816 Weldwood.....	15.9 west of Albany.....	30	Both
14154 Cascan.....	2.8 west of Bend.....	Yard	Both	68821 Bauman Lumber Co.....	20.8 west of Albany.....	13	East
14225 Diamond Lake..... (SPT)	5.3 west of Chemult.....	112	Both	68826 Boise Cascade Plywood....	26.0 west of Albany.....	8	Both
14231 Yamsay..... (SPT)	10.7 west of Chemult.....	111	Both	68829 Sweethome.....	29.0 west of Albany.....	20	Both
14240 Lenz..... (SPT)	19.9 west of Chemult.....	112	Both	68832 Foster.....	31.9 west of Albany.....	10	East
14249 Fuego..... (SPT)	28.8 west of Chemult.....	112	Both	68712 North Plains.....	4.9 west of Bowers Jct....	8	Both
14253 Kirk..... (SPT)	33.0 west of Chemult.....	111	Both	68713 Timco.....	6.3 west of Bowers Jct....	8	Both
14258 Calimus..... (SPT)	38.0 west of Chemult.....	130	Both	68718 Banks.....	11.2 west of Bowers Jct....	15	Both
14266 Chilouquin..... (SPT)	46.6 west of Chemult.....	113	Both	68605 Hillsboro.....	20.4 west of Bowers Jct....	14	Both
14271 Lobert..... (SPT)	50.6 west of Chemult.....	130	East	68611 Forest Grove.....	26.0 west of Bowers Jct....	14	Both
14276 Modoc Point..... (SPT)	56.1 west of Chemult.....	111	Both	<b>11th Subdivision</b>			
14284 Algoma..... (SPT)	64.4 west of Chemult.....	111	Both	65003 Whitstran.....	2.4 west of Gibbon.....	53	Both
14289 Wocus..... (SPT)	69.2 west of Chemult.....	111	Both	65006 North Prosser.....	5.8 west of Gibbon.....	8	East
14291 Chelsea..... (SPT)	71.4 west of Chemult.....	113	Both	65016 Sunny Roza.....	1.7 east of Sunnyside.....	4	East
14293 Klamath Falls Depot (SPT)	73.8 west of Chemult.....	Yard	Both	65017 Sugar Spur.....	1.2 east of Sunnyside.....	31	West
14300 Henley.....	3.4 west of Klamath Falls	20	East	65018 Empire Gas.....	0.9 east of Sunnyside.....	2	West
14312 Stonebridge.....	1.7 west of Merrill.....	20	East	65019 East Way.....	0.8 east of Sunnyside.....	5	East
14332 Hannchen.....	4.7 west of Stronghold.....	22	West	65027 Nass.....	2.9 east of Granger.....	28	Both
14333 Kandra.....	5.4 west of Stronghold.....	42	East	<b>12th Subdivision</b>			
14346 Tionesta.....	6.0 west of Mammoth.....	39	Both	62835 Raugust..... MP 151.9	4.6 west of Wheeler.....	28	Both
69034 Hambone..... (MCR)	33.9 from Lookout.....	Conn.	Both	62831 Ritell..... MP 155.6	0.5 west of Bassett Jct....	30	Both
<b>5th Subdivision</b>				<b>13th Subdivision</b>			
12140 East Pasco Permante Cement Co.....	1.0 east of Ainsworth Jct.	16	West	62806 Frischknecht..... MP 180.8	6.1 east of Connell.....	37	Both
12140 East Pasco Tidewater Shaver.....	1.2 east of Ainsworth Jct.	15	West	62912 Schrag..... on spur	12.5 from Bassett Jct....	21	Both
12140 East Pasco Shell Chem. Corp.....	1.2 east of Ainsworth Jct.	6	West	62840 Scalley..... on spur	1.0 from Wheeler.....	Conn.	Both
12140 East Pasco Storage No. 1...	1.2 east of Ainsworth Jct.	18	West	62864 Sieler..... on spur	5.9 from Wheeler.....	58	Both
12140 East Pasco Storage No. 2...	1.2 east of Ainsworth Jct.	18	West	62866 McDonald..... on spur	7.7 from Wheeler.....	24	Both
				62872 Moses Lake..... on spur	15.1 from Wheeler.....	Wye	Both
				62878 Moses-Lake Industrial Park .. on spur	19.9 from Wheeler.....	Yard	Both
				64307 Harsha.....	7.3 west of Eureka.....	9	Both
				64310 Paddock.....	10.0 west of Eureka.....	11	Both

PORTLAND DIVISION

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
64316 Rulo .....	16.2 west of Eureka .....	27	Both	14th Subdivision 64147 · Fulton .....	5.9 east of U.P. Connection.....	28	Both
64329 Penitentiary .....	1.3 from Walla Walla .....	Conn.	East				
64335 Craik .....	4.0 west of Walla Walla	2	East				

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
688	Whitcomb—MP 174.0

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
444	Brace—Naches	0.0 to 13.9
449	Bassett Jct.—Schrag	0.0 to 12.6
455	Lookout—Hambone (BN-MCR)	0.0 to 33.4
456	Wheeler—Sieler	0.0 to 5.6

Base Stations	Channel	Hours in Operation
Vancouver	1	Unmanned
Wayside Stations		
Ritzville	1	Unmanned
Connell	1	8:00 am-12 MN Mon.-Sat.
Pasco	1, 2	Continuous
Prosser	1	Unmanned
Toppenish	1	Unmanned
Yakima Yard	1, 2	6:00 am-10:00 pm Mon.-Sat.
Finley	1	8:00 am-12 MN Mon.-Sat.
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.
Bingen	1	8:00 pm-4:00 am Mon.-Fri.
Stevenson	1	Unmanned
Camas	1	Unmanned
Vancouver	1	7:00 am-4:00 pm Mon.-Fri.
Col. River Drawbridge	1	Continuous
Yard Office	1, 2	Continuous
Portland		
Willamette Drawbridge	1	Continuous
Portland (GO) Yard	1, 2	Unmanned
Willbridge Yard	1, 2	Continuous
Lake Yard	1, 2	Continuous
Depot Yard	1, 2	Continuous
Wishram (Celilo Bridge)	1	Continuous
Maupin	1	8:00 am-5:00 pm 10:00 pm-6:00 am daily
South Jct.	1	Unmanned
Madras	1	8:00 am-5:00 pm Mon.-Fri.
Redmond	1	7:00 am-12 MN Mon.-Fri.
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
Beaverton	1	Unmanned
Salmon	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-4:00 pm Mon. thru Fri.
Snake River	1	Unmanned
Washtucna	1	Unmanned
Lamont	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
	(Portland Division)	
8-625-6622	Asst. Chief	(206) 625-6622
8-625-6476	Vancouver Terminal	(206) 625-6476
8-625-6323	Pasco West	(206) 625-6323
8-625-6327	Pasco East	(206) 625-6327



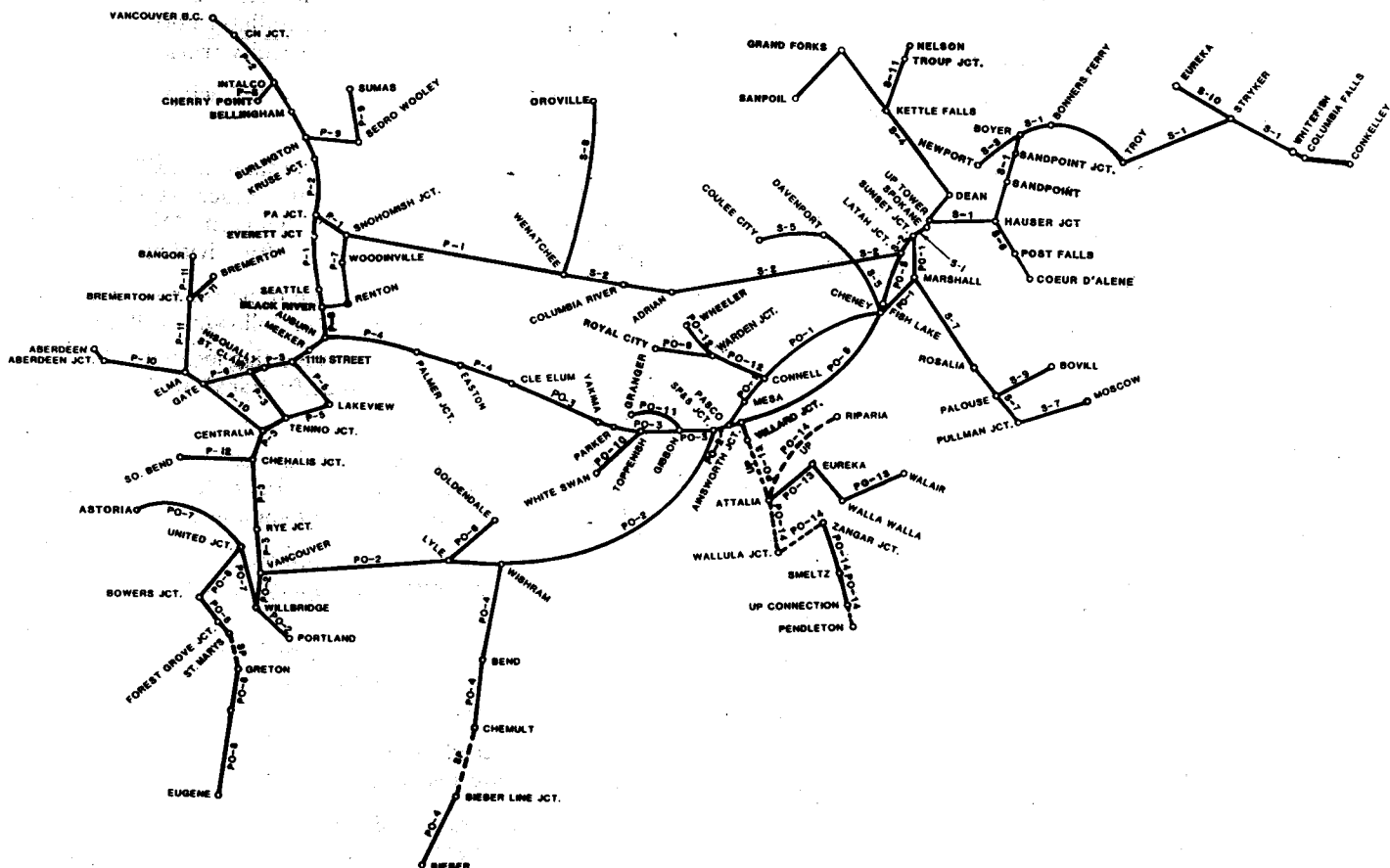
## CHIEF MEDICAL OFFICERS

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. John W. Finley.....	Seattle
Medical Dental Center.....	Astoria	Dr. H. M. Hackedorn.....	Seattle
Doctors Clinic Assoc.....	Auburn	Dr. P. E. Hardy.....	Seattle
Dr. D. H. Boettner.....	Bellingham	Dr. H. G. Plut.....	Seattle
Dr. Patrick L. Conner.....	Bend	Dr. Joel C. Konikow.....	Seattle
Dr. C. J. Edwards.....	Bonners Ferry	Dr. P. J. Suver.....	Seattle
Dr. R. A. McEachren.....	Burnaby, B.C.	Dr. C. E. Weems.....	Seattle
Dr. Edgar A. Meyer.....	Cashmere	Dr. Dean Dietrich.....	Sedro Woolley
Dr. A. R. Twiss.....	Chehalis	Dr. R. T. Andersen.....	Snoqualmie
Dr. S. Elloway.....	Chehalis	Dr. R. H. Eddings.....	Snoqualmie
Dr. P. W. Lambert.....	Clarkston	Dr. F. R. Sutherland.....	Snoqualmie
Dr. John C. Anderson.....	Cle Elum	Dr. Robert J. Albi.....	Spokane
Dr. J. P. Herman.....	Colville	Dr. Edward E. Biever.....	Spokane
Dr. D. H. Lindeman.....	Colville	Dr. J. M. Collins.....	Spokane
Dr. A. J. Grose.....	Ellensburg	Dr. H. M. Kenney.....	Spokane
Dr. A. K. Anderson.....	Enumclaw	Dr. Wm. L. Gray.....	Spokane
Dr. Paul G. Kinney.....	Ephrata	Dr. Craig Olson.....	Spokane
Dr. E. C. Bond.....	Everett	Dr. Robert L. Picken.....	Spokane Opportunity
Dr. I. W. Varley.....	Everett	Dr. F. James Beckner.....	Stanwood
Dr. Elsie Tupper.....	Goldendale	Dr. James B. Johnson.....	Sumas
Issaquah Clinic.....	Issaquah	Dr. Jan Holm.....	Tacoma
Dr. E. C. McKibben, Jr.....	Kirkland	Dr. R. D. Rivera.....	Tacoma
Dr. W. A. Bartlett.....	Klamath Falls	Dr. T. H. Skrinar—Puget Sound Clinic.....	Tacoma
Dr. David Van Sickle.....	Lake Oswego	Dr. C. I. Stevens.....	Tacoma
Dr. William T. Matthews.....	Libby	The Dalles Clinic.....	The Dalles
Jardee Clinic.....	Lind	Dr. Ray Shearer.....	Toppenish
Dr. Domingo Bernardez.....	Longview	Dr. Victor Bergson.....	Vancouver, B.C.
Dr. G. O. Polo.....	Longview	Dr. A. P. Eng.....	Vancouver, B.C.
Dr. M. C. Lindel.....	Montesano	Dr. A. D. VanWart.....	Vancouver, B.C.
Dr. J. M. Ayers.....	Moscow	Dr. V. H. Livingstone.....	Vancouver, B.C.
Dr. John C. Carpenter.....	Nelson, B.C.		CAN V521H
Dr. G. A. Sackville.....	New Westminster, B.C.	Dr. David Ruiz, Family Physicians Group.....	Vancouver, WA
Dr. J. W. Kegley.....	Okanogan	Dr. Paul O. Kretchmar, Vancouver Clinic.....	Vancouver, WA
Dr. J. F. Kruidenier—Olympia Memorial Clinic.....	Olympia	Dr. S. R. Hevel.....	Waitsburg
Dr. G. V. Axford.....	Pasco	Dr. G.M. Doornink, Wapato Medical Clinic.....	Wapato
Dr. R. J. Kramer.....	Pasco	Dr. K.F. Stefan.....	Washougal
Dr. W. T. Cooper.....	Pasco	Dr. Arthur L. Ludwick.....	Wenatchee
Dr. Douglas Newton.....	Pasco	Dr. W. B. Zook.....	Wenatchee
Dr. A. B. Shields.....	Portland	Dr. Del B. Coolidge.....	(Whitefish Clinic) Whitefish
The Portland Clinic.....	Portland	Dr. Jerrold E. Johnson.....	(Whitefish Clinic) Whitefish
Dr. David P. Thompson.....	Portland	Dr. J. E. Anderson.....	Wilbur
Dr. Walter M. Arthur.....	Puyallup	Dr. Edmund L. Burke.....	Yakima
Dr. J. K. Symonds.....	Puyallup		
Dr. O. I. Lowry.....	Rosalia		
Dr. F. E. Marienau.....	Sandpoint		
Dr. Franz H. Siemsen.....	Sandpoint		

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 1988

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

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

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**MAINTENANCE OF WAY  
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern foreman calling Extra 232 East about Order No. (Form Y Train Order No.), over."

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East, over."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (M.P. Location and specify track involved) without stopping, over."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at \_\_\_\_\_ MPH, over," or "Proceed at normal speed, over."

The engineer must repeat back to the foreman the instructions that are given him.