

MONTANA DIVISION

P. C. Keim—Division Superintendent, Havre

W. G. C.	BUSH	Asst. Supt. Transportation	Havre
A. A. R.	ROSE	Asst. Supt. Administration	Havre
A. J. A.	RAPLEY	Asst. Supt. Maintenance	Havre
D. B. W.	CRAWFORD	Asst. Supt. Mech.	Havre
A. W. F.	BOEN	General Road Foreman	Havre
D. W. R.	DUNAWAY	General Roadmaster	Havre
W. L. L.	WALTERS	Trainmaster	Havre
W. L. L.	HENCZ	Trainmaster	Havre
L. D. L.	ANDERSON	Trainmaster-Road Foreman	Havre
D. L. L.	WHITMYER	Agent-Asst. Trainmaster	Great Falls
L. L. L.	KEELER	Trainmaster	Great Falls
F. L. L.	SCHECH	Trainmaster-Road Foreman	Shelby
F. L. L.	WHITE	Road Foreman	Williston
D. L. L.	HUNTER	Trainmaster	Glasgow

SPOKANE DIVISION

J. W. ISENBERG—Division Superintendent, Spokane

D. D. D.	L. MAZE	Asst. Supt. Transportation	Spokane
R. R. R.	OLSEN	Asst. Supt. Administration	Spokane
W. W. W.	ROGERS	Asst. Supt. Maintenance	Spokane
E. E. E.	HICKMAN	Asst. Supt. Mech.	Spokane
F. F. F.	MOLITOR	General Road Foreman	Spokane
L. L. L.	KNUTSON	General Roadmaster	Spokane
R. R. R.	WILKERSON	Trainmaster-Road Foreman	Spokane
S. S. S.	MALING	Trainmaster-Road Foreman	Spokane
G. G. G.	LYMAN	Asst. Trainmaster	Kettle Falls
O. O. O.	D. ALLEN	Trainmaster-Road Foreman	Whitefish
I. I. I.	KURZ	Trainmaster	Whitefish
D. D. D.	W. HOVE	Trainmaster-Road Foreman	Missoula
N. N. N.	GREWELL	Trainmaster	Missoula
C. C. C.	KOSANDA	Trainmaster-Road Foreman	Helena
L. L. L.	DAVIS	Trainmaster	Livingston
V. V. V.	WEISCH	Road Foreman	Livingston
L. L. L.	PELLETT	Terminal Superintendent	Everett
L. L. L.	PORTSCHE	Asst. Terminal Supt.	Spokane
A. A. A.	REGAN	Trainmaster-Road Foreman	Spokane
M. M. M.	D. McLAUGHLIN	Terminal Trainmaster	Spokane
S. S. S.	ORTIZ	Terminal Trainmaster	Spokane
D. D. D.	A. CARLSON	Terminal Trainmaster	Spokane
E. E. E.	KULT	Asst. Terminal Trainmaster	Spokane

PACIFIC DIVISION

J. K. VADEN—Division Superintendent, Seattle

D. D. D.	R. STIMART	Asst. Supt. Transportation	Seattle
R. R. R.	BROWN	Asst. Supt. Administration	Seattle
T. T. T.	M. McARTHUR	Asst. Supt. Maintenance	Seattle
R. R. R.	LARSON	Asst. Supt. Mech.	Seattle
G. G. G.	NESWICK	General Road Foreman	Seattle
A. A. A.	OHMART	General Roadmaster	Seattle
A. A. A.	GORDON	Trainmaster-Road Foreman	Seattle
J. J. J.	RUTT	Trainmaster-Road Foreman	Centralia
J. J. J.	JOHNSON	Agent-Asst. Trainmaster	Centralia
L. L. L.	LUNAK	Trainmaster	Bellingham
M. M. M.	MORRISON	Agent-Asst. Trainmaster	Bellingham
O. O. O.	McKENNA	Trainmaster-Road Foreman	Everett
C. C. C.	BOSE	Trainmaster—Road Foreman	Wenatchee
D. D. D.	VERITY	Agent-Asst. Trainmaster	Wenatchee
G. G. G.	KAYNE	Asst. Superintendent	New Westminister
K. K. K.	SCHULMANS	Agent-Asst. Trainmaster	New Westminister
J. J. J.	DUFFY	Terminal Superintendent	Seattle
L. L. L.	LEE	Asst. Terminal Superintendent	Seattle
K. K. K.	SMONIS	Asst. Terminal Superintendent	Tacoma
W. W. W.	WICK	Terminal Trainmaster	Seattle
D. D. D.	WOVCHA	Terminal Trainmaster	Seattle
L. L. L.	W. KING	Terminal Trainmaster	Seattle
L. L. L.	KIME	Terminal Trainmaster	Seattle
M. M. M.	W. MELINE	Terminal Trainmaster	Seattle
P. P. P.	BARKER	Terminal Trainmaster	Seattle
A. A. A.	FRY	Terminal Trainmaster	Tacoma
G. G. G.	BOESPFLUG	Terminal Trainmaster	Tacoma
S. S. S.	MELONAS	Asst. Terminal Trainmaster	Tacoma

PORTLAND DIVISION

R. J. SEELEY—Division Superintendent, Portland

K. K. K.	D. TOWNSEND	Asst. Supt. Transportation	Portland
W. W. W.	E. THOMPSON	Asst. Supt. Administration	Portland
T. T. T.	McMURRAY	Asst. Supt. Maintenance	Portland
J. J. J.	A. PARKER	General Roadmaster	Portland
L. L. L.	WARD	Asst. Supt. Mech.	Portland
M. M. M.	RYAN	Trainmaster-Road Foreman	Portland
C. C. C.	ALBINGER	General Road Foreman	Vancouver
H. H. H.	MITCHELL	Trainmaster-Road Foreman	Vancouver
D. D. D.	MEYERS	Trainmaster-Agen	Klamath Falls
J. J. J.	WRIGHT	Trainmaster-Road Foreman	Bend
R. R. R.	CLOTT	Agent-Asst. Trainmaster	Albany
D. D. D.	G. ANDERSON	Terminal Superintendent	Vancouver
J. J. J.	MAHLE	Asst. Terminal Superintendent	Vancouver
D. D. D.	MEAD	Terminal Trainmaster	Vancouver
W. W. W.	BOWMAN	Terminal Trainmaster	Vancouver
C. C. C.	BROOKS	Terminal Trainmaster	Vancouver
F. F. F.	OLSON	Terminal Trainmaster	Vancouver
H. H. H.	ALBRIGHT	Asst. Terminal Trainmaster	Vancouver
D. D. D.	H. SHAFER	Terminal Superintendent	Pasco
A. A. A.	McKAY	Asst. Terminal Superintendent	Pasco
R. R. R.	KOELLNER	Terminal Trainmaster	Pasco
E. E. E.	MEYER	Terminal Trainmaster	Pasco
J. J. J.	ROYAL	Terminal Trainmaster	Pasco
D. D. D.	L. LAMBERSON	Trainmaster	Pasco
N. N. N.	ROWLEY	Trainmaster	Pasco
L. L. L.	SOLEM	Trainmaster-Road Foreman	Pasco
M. M. M.	STOR	Asst. Terminal Trainmaster	Pasco

TRANSPORTATION DEPARTMENT

E. A. BUTLER—Superintendent Transportation, Seattle

E. B. SAVAGE—Superintendent Transportation, Seattle

B. B. B.	R. EDMONDS	Manager Train Operations	Billings
M. M. M.	L. JOHNSON	Manager Train Operations	Seattle
G. G. G.	L. SKILLMAN	Regional Chief Dispatcher	Seattle
J. J. J.	W. MILLER	Chief Dispatcher	Seattle
B. B. B.	G. SHOR	Chief Dispatcher	Seattle
G. G. G.	PORTSMOUTH	Chief Dispatcher	Seattle
C. C. C.	STENGEM	Chief Dispatcher	Billings

BURLINGTON NORTHERN RAILROAD CO. SEATTLE REGION

MONTANA, SPOKANE, PACIFIC AND
PORTLAND DIVISIONS

TIMETABLE NO. 8

IN EFFECT AT 0001

Continental Pacific Standard Time
Continental Mountain Standard Time
Continental Central Standard Time

Sunday, October 26, 1986

Including National Railroad Passenger Corporation (NRP) Trains

Vice President	General Manager
W. W. FRANCIS	L. D. REED
Vice President	
Transportation—System	
J. R. GALASSI	

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

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

	Psg Trains	Fr Trains
0 to 10 degrees F below zero	65 MPH	50 MPH
11 degrees F below zero and colder	60 MPH	45 MPH

	Main Line	Branch Line
Equipment		
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 BN 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 except cars with center bulkheads	45 MPH	45 MPH
Empty flat cars:	45 MPH	45 MPH
CB & Q 92400-92799 NP 66100-66249		
GN 60680-60686 NP 67550-67552		
NP 62300-62949 NP 68011-68023		

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

Maximum Speed of Locomotives—
Refer to Rule 455 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking—

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

Freight 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, 1956-1971, 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:

- 1702-1703, 1706-1707, 1709-1714, 1717, 1719-1721, 1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1738-1742, 1744-1749, 1751-1752, 1758-1760, 1762-1765, 1767, 1769, 1773-1775, 1777, 1779, 1782-1783, 1787, 1791, 1799, 1802-1804, 1807, 1811-1812, 1816, 1819, 1829, 1831-1833, 1835-1836, 1839-1841, 1850-1851, 1854, 1858, 1860-1863, 1868-1869, 1875, 1877-1878, 1881-1882, 1888-1889, 1896-1898, 1900-1901, 1903-1904, 1914-1918, 1920, 1922-1926, 1929-1930, 1942, 1944, 1946, 1951, 1956-1958, 1960-1961, 1964-1965, 1971, 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.

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 general order 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 general order, 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:

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

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

3A. Locomotive Group Chart

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

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3.
B	GP9B*	600-602, 604.
	GP-5	1352, 1355-1360, 1364-1365.
	GP-9	1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1738-1742, 1744-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1888-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1927, 1929-1931, 1934-1936, 1938-1939, 1942, 1944, 1946, 1951, 1954, 1956-1958, 1960-1961, 1963-1964, 1966-1967, 1969, 1971, 1980.
	GP-18	1991, 1993, 1995-1997.
C	SW-7	77-78, 115, 122, 132, 142.
	SW-12	162-166, 170-177, 179-220, 222-228, 230-255, LSTT 105, AMTK 565.
	SW-9	169, 262-266, 268-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 101-104.
D	NW-12	1, 5, 14, 19.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1783, 1786-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1854, 1858, 1860-1863, 1867-1869, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978.
	GP-20	2003, 2005-2006, 2008, 2010, 2012, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2063, 2066-2067.
	GP-30	2217-2219, 2221-2226, 2229, 2232, 2234, 2236, 2241-2242, 2244, 2246.
	GP-39-2	2700-2739.

Group	Model	Locomotive Numbers
E	SW-15	20-65, 300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138, 2155-2189.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253.
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2535, 2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3162.
	B-30-7A*	4000-4050, 4052-4119.
	U-28-B	5450-5451, 5453-5456, 5458-5459.
	U-30-B	5471-5477, 5479-5480, 5483-5484, 5770-5774, 5776, 5778-5780, 5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-400.
F		None.
G	SD-9	6127, 6131-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6172, 6174, 6176-6179, 6181-6185, 6187-6188, 6190-6200, 6202, 6204-6205, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-CB*	4500.
	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5335, 5338-5362, 5364-5394, 5396-5397, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	U-33-C	5725-5765.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6318, 6320-6324, 6335-6341, 6344-6347, 6394-6395, 6397-6399.
	SD-40-2	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.
	SD-45	6400, 6405, 6411, 6417-6418, 6420-6421, 6423-6425, 6428, 6435-6436, 6440, 6442-6443, 6445, 6447, 6493-6527, 6530-6567, 6570-6574, 6593-6594, 6596-6597, 6599, 6653-6656, 6659-6664, 6666-6668, 6671, 6673-6678, 6680-6684, 6686-6687, 6689-6692, 6694-6696.
	F-45	6626-6645.
	SD-40-2B*	7500-7502.
	SD-40-B*	7600.
	SD-60	8300-8302.

* 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 BN 979026

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

- 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

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—

Air repeater units increase the pressure signal received from the head portion of the train approximately 20 percent. To obtain maximum benefit from this system, when air repeater unit is to be operated in train, unit must be placed approximately in the middle of the train.

Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5456, 5458-5459, 5473, 5475-5476, 5479, 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
ALPHA	<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>	GOLF	<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>
BRAVO	<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>	HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
CHARLIE	<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>	INDIA	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
DELTA	<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>	JULIET	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
ECHO	<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>	KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
FOXTROT	<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>	LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.</p>
		OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		QUEBEC	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

CODE	RESTRICTION APPLICABLE
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

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.

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

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

Definition—Restricted Speed—changed to read:

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

Rule G—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 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 2—

Continental Time will be used for operating purposes.

Rule 3—

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

Rule 6(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(C)—change the second paragraph to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

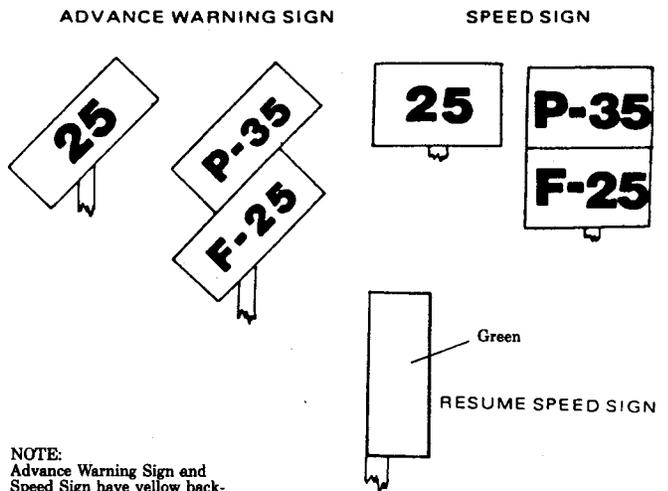
Rule 10(E)—add the following paragraphs:

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.



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

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

- Figures preceded by letter P apply to passenger trains.
- Figures preceded by letter F apply to freight trains.
- Figures not preceded by a letter apply to all train movements.

Rule 11—add the following second paragraph:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

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 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 98(A)—

The second paragraph is cancelled.

Rule 103(E)—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)—change second paragraph to read:

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

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 Item 7 of Timetable, All Subdivision Special Instructions, will govern.

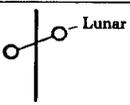
Form Y Train Order, Example (2)—will not be used.

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, 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.

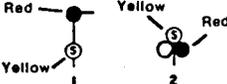
Rule 248(C)—Block Indicator

Aspects	Indication
	Block clear.

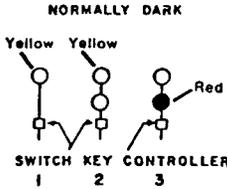
Rule 248(D)—Block Indicator

Aspects	Indication
	Block occupied.

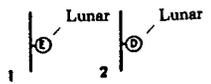
Rule 248(E)—Spring Switch Indicator

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.

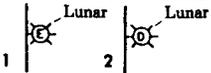
Rule 248(F)—Switch Indicator

Aspects	Indication
	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. If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules. 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. 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.

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 316—change second paragraph to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

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 351(C)—cancel second paragraph reading:

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

Rules 410 and 411—modification:

When an expiration time is specified in Item 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. Rules 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—first paragraph is changed to read:

To void a track bulletin or part of a track bulletin directly to a train crew member, the train dispatcher will issue a track bulletin Form D, or use Item 17 on a track warrant, using the following:

(a) LINE (No) OF TRACK BULLETIN NO _____ IS VOID

Rule 463—last paragraph is changed to read:

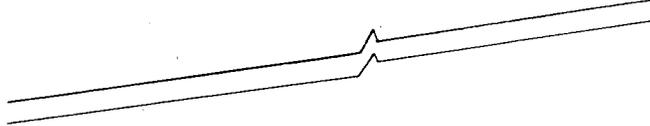
Employees who receive track bulletins for delivery to others must retain copies of the track bulletins voided on file.

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

TRACK BULLETIN FORM D  BURLINGTON NORTHERN RAILROAD

No _____ Date _____ 19____

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



OK _____	COPED BY _____	DISPATCHER _____
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FORM 12880-4-88 Printed in U.S.A.

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.

Rule 627-(5)—change to read:

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

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, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee 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 employees 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—

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

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

Definition—Restricted Speed—changed to read:

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

Rule G—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 2—

Continental Time will be used for operating purposes.

Rule 3—

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in 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 9(A)—change first paragraph to read:

PLACEMENT OF FLAGS: Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

Rule 10(C)—change second paragraph to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

Rule 11—add the following second paragraph:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

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 351C—cancel second paragraph reading:

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

Rules 410 and 411—modification:

When an expiration time is specified in Item 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. Rules 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—first paragraph is changed to read:

To void a track bulletin or part of a track bulletin directly to a train crew member, the train dispatcher will issue a track bulletin Form D, or use Item 17 on a track warrant, using the following:

(a) LINE (No) OF TRACK BULLETIN NO _____ IS VOID

Rule 463—last paragraph is changed to read:

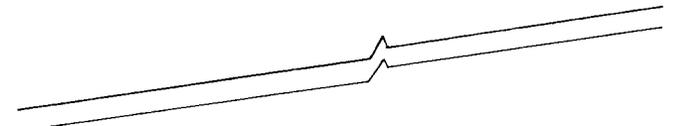
Employes who receive track bulletins for delivery to others must retain copies of the track bulletins voided on file.

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

TRACK BULLETIN FORM D  BURLINGTON NORTHERN RAILROAD

No _____ Date _____ 19__

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



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

FORM 1390-4-86 Printed in U. S. A.

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:

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 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. 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.

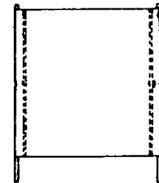
19. Roadway Signs—

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

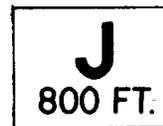


Track Flag

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



Track Flag



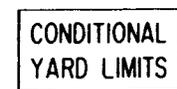
Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



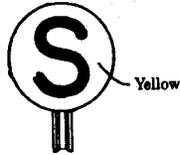
Conditional Yard Limits
Rule 93



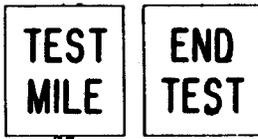
End Double Track



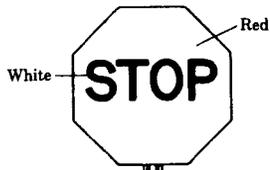
No Engine Beyond This Point



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



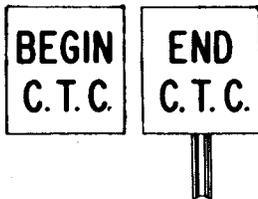
Stop
Rules 98 and 98(B)



One Mile Switch



Begin and End ABS



Begin and End CTC



Signal Overlap



End of Overlap

Rule 303



Crossing Whistle
Rule 15(I)

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



Derail
Rule 104(L)



Westward Siding or
Eastward Siding
Rule 105(A)



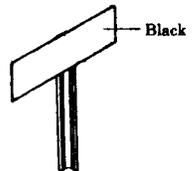
No Clearance



Rule 303



Fouling Point



Flanger



One Mile Draw Span
Rule 98

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance From Williston	EASTWARD
					Office Calls	Rule 6(A)		
		01036		121.1	WT WILLISTON	BKRT		
	20,215				WT WILLISTON		0.0	
	15,021	01049		133.2	TRENTON		12.0	
	12,267	01063		147.2	SNOWDEN	JT	25.9	
	8,552	01075		159.2	BAINVILLE	J	37.9	
	8,437	01089		173.5	CU CULBERTSON		52.2	
	8,430	01095		179.1	BLAIR		57.7	
	12,990	01108		192.8	BROCKTON		71.4	
	8,422	01122		206.8	POPLAR		85.4	
	8,424	01138		222.1	MACON		100.8	
	14,025	01144		227.3	WO WOLF POINT		106.6	
	8,422	01155		239.2	OSWEGO		117.9	
	8,495	01167	35	251.8	KINTYRE		130.3	
	8,431	01179		263.2	NASHUA		141.7	
	11,700	01192		277.5	GS GLASGOW	BKR	156.2	CTC
	8,431	01205		289.4	TAMPICO		168.0	
	13,183	01219		303.5	HINSDALE		182.1	
	10,169	01232		316.2	SACO		194.8	
	8,000	01245		330.7	BOWDOIN		208.5	
	8,418	01259		343.3	MF MALTA		221.8	
	10,389	01268		352.8	WAGNER		231.4	
	7,264	01276		360.7	DODSON		239.3	
	8,456	01291		376.0	SAVOY		254.6	
	7,463	01303		387.8	HM HARLEM		266.4	
	10,302	01315		399.6	ZURICH		278.2	
	7,525	01324		408.8	CK CHINOOK		287.5	
	10,109	01332		416.7	LOHMAN		295.6	
		01345		430.4	HA HAVRE	BKRTX(2)	309.2	

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

Dispatcher Radio call-in code 81 or 82 in service on this Subdivision.

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Williston and Havre.....	79 MPH.	

The following head end restrictions are in effect:

Head end of westward trains:	
Signal 430.1	30 MPH.
Signal 431.0	30 MPH.
Signal 431.82	30 MPH.
Signal 433.1	40 MPH.
Head end of Eastward Trains	
Signal 433.4	40 MPH.

Trains or engines through No. 20 turnouts at following locations: 35 MPH.

Trenton	Macon	Glasgow	Malta
Snowden	Wolf Point	Tampico	Dodson
Bainville	Oswego	Hinsdale	Harlem
Brockton	Kintyre	Saco	Lohman
Poplar	Nashua	Bowdoin	

West siding switch at Williston.
West siding switch at Blair.
East siding switch at Savoy and Culbertson.
Trains leaving sidings on a proceed signal indication may increase speed to 35 MPH. after engine has passed signal at the following locations:

Harlem	Bowdoin	Hinsdale	Kintyre
Dodson	Saco	Nashua	Oswego
Wolf Point (Westward trains or engines at west signal only)			
Brockton			
Blair (Westward trains or engines at west signal only)			

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

3. Train Register Exceptions—

Glasgow—NRPC trains need not register.
Williston—Through freight trains need not register.

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

Dakota Division clearance and train orders will govern between Williston and Bainville.

Dakota Division clearance received at Havre will apply at Bainville.

Montana Division freight trains which do not change crews at Williston and passenger carrying trains will obtain their Montana Division clearance at Soo Tower which will apply at Bainville.

Dakota Division clearance received at Soo Tower will clear the train at Williston.

Incoming engineers and conductors on passenger crews at Williston must deliver all train orders, clearances and messages personally to relieving engineers and conductors.

Montana Division freight trains originating at Williston will obtain their Montana Division clearance at Williston which will apply at Bainville.

Unless otherwise provided all trains arriving at Glasgow must deliver all clearances, train orders and messages to relieving conductor, engineer or both.

Glasgow—If a connecting crew is not rested, conductor and engineer will turn their clearances, orders and messages over to an operator who will be on call under these conditions. These orders will then be delivered by the operator to the outgoing train and engine crew when called.

5. Rule 99—When flagging is required, flagging distance is 2.0 miles.

6. Test Mile Locations—

Trenton—	MP 139.4 and 140.4
Nashua—	MP 259.0 and 260.0
Glasgow—	MP 269.6 and 270.6
Glasgow—	MP 283.1 and 284.1
Chinook—	MP 411.6 and 412.6

7. Rule 350(B)—

Following switches are not equipped with electric locks:

Lakeside
Culbertson—Safflower Spur
Sprole
Bowdoin

8. Account electronic scales, do not exceed 5 MPH over scales on industry track at Macon and Oswego.

MONTANA DIVISION

- 9. **Havre**—Westward trains must not pass signals at Havre East MP 427.4 and eastward trains must not pass signals at Havre West MP 432.0 without permission of Havre Yardmaster.
- 10. **Track Bulletins**—Authorized on this subdivision.
- 11. **The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—**
 - Culbertson— MP 175.5
 - Hinsdale— MP 307.5
 - Blair— MP 182.1
 - Saco— MP 313.2
 - Poplar— MP 203.7
 - Malta— MP 340.9
 - Poplar— MP 210.8
 - Malta— MP 346.1
 - Glasgow— MP 282.2

Other Track Side Warning Detector Locations—

- Trenton— MP 142.8
- Vandalia— MP 293.0
- Culbertson— MP 166.1
- Saco— MP 323.0
- Sprole— MP 202.5
- Malta— MP 347.0
- Wolf Point— MP 234.2
- Dodson— MP 364.0
- Kintyre— MP 248.0
- Harlem— MP 383.5
- Nashua— MP 269.0
- Chinook— MP 404.0

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance From Havre	E A S T W A R D	
					Office Calls	Rule 6(A)				
		01345	35	430.4	2MT	HA HAVRE	BKRTX(2)	0.0		
				434.0						
		01350		964.0			PACIFIC JCT.	J	4.0	
	8,431	01356		970.9			BURNHAM		9.7	
	8,574	01365		980.1			KREMLIN		19.3	
	8,577	01375		990.7			GILDFORD		29.4	
				996.8			HINGHAM		35.3	
	8,579	01387		1002.7		RU	RUDYARD		41.3	
		01394		1009.0			INVERNESS		47.5	
		01397		1012.8			JOPLIN		51.3	
	7,221	01400	1015.8			BUELOW		54.3		
	8,552	01407	1022.9		CH	CHESTER		61.4		
	8,585	01420	1035.6			LOTHAIR		74.5		
	8,556	01432	1047.6			DEVON		86.5		
	9,062	01441	1056.3			DUNKIRK		95.1		
		01451	1065.4		SL	SHELBY	BJKRTX	104.6		
			1068.4		2MT	TETON	X(2)	107.3		
		01464	1078.7			ETHRIDGE		117.6		
		01475	1090.1		CT	CUT BANK	BKRX	128.8		
		01491	1106.5		2MT	PIEGAN	X(2)	145.2	CTC	
		01501	1116.2			BLACKFOOT	T	154.9		
	12,183	01508	1123.9		BG	BROWNING		162.2		
		01517	1131.8			SPOTTED ROBE		170.1		
					2MT	GRIZZLEY		174.4		
	4,631	01522	1138.1		MD	GLACIER PARK		176.4		
	9,536	01525	1144.0			BISON		181.7		
		01534	1149.8			SUMMIT		188.0		
		01540	1152.2		2MT	MARIAS	TX(2)	190.4		
		01548	1157.6			BLACKTAIL	X	195.0		
			1165.2			JAVA EAST		202.3		
			1166.1			JAVA WEST		203.2		
		01552	1170.2		2MT	ESSEX	TX(2)	207.3		
		01558	1173.2			PINNACLE		210.3		
			1177.6			PAOLA		214.6		
		01568	1185.2		2MT	RED EAGLE	TX	222.1		
			1188.0			NYACK		225.0		
	10,232	01578	1196.1		BE	BELTON		232.7		
	11,157	01586	1204.9			CORAM		240.6		
		01590	1208.3			CONKELLY		245.0		

BN Radio Channel No. 1 in service on this Subdivision.
 Dispatcher Radio call-in code 91 or 92 in service on this Subdivision.
 See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Havre and Conkelley	79 MPH.	45 MPH.
End of Two Main tracks at Nyack ..	45 MPH.	45 MPH.
The following head end restrictions are in effect:	Up to 100 tons/OB	Over 100 Tons/OB
Head end of Westward Trains		
Signal 430.1	30 MPH.	
Signal 431.0	30 MPH.	
Signal 431.82	30 MPH.	
Signal 433.1	40 MPH.	
Signal 1189.5	40 MPH.	
Head end of Eastward Trains		
Signal 433.4	40 MPH.	
Trains or engines through No. 20 turnouts at following locations:.....	35 MPH.	35 MPH.
Pacific Jct. switch and end of two main tracks.		
End of two main tracks at Shelby. Through crossovers at Teton. Through crossovers Cut Bank.		
End of two main tracks at Cut Bank. Through crossovers at Piegan.		
End of two main tracks at Blackfoot. End of two main tracks at Spotted Robe. End of two main tracks at Grizzley. End of two main tracks at Summit. Through crossovers Essex.		
End of two main tracks at Pinnacle. End of two main tracks at Paola. Through crossover at Red Eagle. End of double track at Conkelley. East and west siding switches at:		
Burnham Chester Dunkirk Belton Gildford Lothair Browning Coram Buelow Devon Bison		
Shelby—Engine or leading cars over footwalk to depot and over crossing east of depot.....	45 MPH.	
Cut Bank—MP 1088.0 to West end Bridge 1090.8	30 MPH.	
Through Crossover Marias.....	25 MPH.	
End of two main tracks Java East and Java West	25 MPH.	

- 2. Bridge, Engine and Heavy Car Restrictions—None.**
- 3. Train Register Exceptions—**
Cut Bank, Shelby—Trains originating or terminating will register.
- 4. Clearance Provisions and Exceptions Rule 82(A)—**
Conkelley—Montana Division clearance obtained at Whitefish will apply at Conkelley.
- 5. Rule 99—**When flagging is required, flagging distance is as follows:
Flagging against westbound trains is 2.0 miles.
Flagging against eastbound trains:
MP 1208.2 to MP 1164.0 2.0 miles
MP 1164.0 to MP 1150.0 1.0 miles
MP 1150.0 to MP 430.2 (Summit to Havre)..... 2.0 miles
- 6. Test Mile Locations—**
Burnham—MP 973.0 and MP 974.0
Ethridge—MP 1077.0 and MP 1078.0
Spotted Robe—MP 1130.0 and MP 1131.0
- 7. When track and time limits granted between Teton and end of two main tracks Shelby and the absolute holding signals between these two points indicate stop, such indication may be considered as restricted proceed during the time that "Track and Time" limits are in effect.**

- 8. Rule 350(B)—**Following switches are not equipped with electric locks:
Fresno Industry track spur
Joplin Elevator spur north of main track
Ethridge Industry track south of No. 2 main track
Union Oil Spur South of No. 2 main track
Cut Bank Farmers Elevator track north of No. 1 main track
Sundance Industry track south of No. 2 main track
Pardue Elevator track spur south of No. 2 main track
Meriwether Elevator spur south of No. 2 main track
Blacktail Industry track south of No. 2 main track
Spotted Robe Industry track south of No. 2 main track
Java East Industry track south of No. 2 main track

- 9. Havre—**Westward trains must not pass signals at Havre east MP 427.4 and eastward trains must not pass signals at Havre west MP 432.0 without permission of Havre Yardmaster.
- 10. Mountain Grade Operation—**
Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Summit and Java East MP 1151.0-MP 1165.2.
Ruling grade descending westward is 1.8
Ruling grade descending eastward between MP 1146.0 and MP 1141.0 (Bison) is 1.2.
- 11. Manned Helper Operation—**
(See All Subdivisions, Item 3.)
Between Whitefish and Browning—
Locomotives equipped with bolster stops may be coupled to cars in manned helper service between Whitefish and Browning.

- 12. Handling 80 Feet or Longer Cars—**
(See All Subdivisions, Items 3 and 4A.)
Java East to Summit—
Trains of greater than 4250 trailing tons must handle empty cars 80 feet and longer in the rear 4250 tons.
Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.
When helper locomotives of twelve powered axles are used at rear of train, a buffer of at least 900 tons must be provided to separate helper from the rearmost empty car, 80 feet or longer.
When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.
Helper locomotives up to 18 powered axles may be cut into train with less than the rated tonnage of the helper locomotives behind the helpers, provided that following restrictions are observed:

Helper Powered Axles	Tonnage Behind Helper	Buffer Required*
12-14	0-1,000	900 tons
	1,001-2,000	450 tons
	Above 2,000	None
16	0-1,000	2,250 tons
	1,001-2,500	1,250 tons
	Above 2,500	None
18	0-1,000	Prohibited
	1,001-2,000	2,100 tons
	2,001-3,500	1,100 tons
	Above 3,500	None

*Buffer to separate helper from next empty car, 80 feet or longer, ahead of the helper.
Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

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 cut in ahead of caboose on such trains.

- 13. Account electronic scales, do not exceed 5 MPH over scales at NFO spur at Inverness.
- 14. **Track Bulletins**—Authorized on this Subdivision.
- 15. **The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—**

Burnham—	MP 969.7	Java East—	MP 1162.1
Cut Bank—	MP 1086.3	Essex—	MP 1170.3
Spotted Robe—	MP 1131.8	Red Eagle—	MP 1182.9
Bison	MP 1142.5	Nyack—	MP 1188.0
Blacktail—	MP 1156.9	Conkelley	MP 1208.3

Other Track Side Warning Detector Locations—

Kremlin—	MP 981.7	Blackfoot—	MP 1119.1
Inverness—	MP 1009.3	Bison—	MP 1145.5
Lothair—	MP 1030.8	Pinnacle—	MP 1175.1
Dunkirk—	MP 1059.3	Belton—	MP 1198.9
Sundance—	1099.0 Main 1 and 2		

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv BRANCH LINE STATIONS		Distance From Pacific Jct.	
				Office Calls	Rule 6(A)		
	01350	353	0.0	PACIFIC JCT.	J	0.0	
	11011		10.8	LAREDO	S-227	10.9	
	11021		20.6	BOX ELDER		20.7	
	11032		31.2	BS	BIG SANDY		31.5

End of Branch Line is MP 33 1.8 miles west of Big Sandy.

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

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance From Great Falls	
				Office Calls	Rule 6(A)		
	32777	354	0.9	GR	GREAT FALLS BJKRTY	0.0	
8,541	32788		12.3		VAUGHN	11.3	
6,455	32802		26.6	PO	POWER JRTY	25.3	
6,358	32813		37.3		DUTTON	35.9	
	32820		45.3		COLLINS	43.3	
5,115	32830		55.2		BRADY	53.3	
8,970	32843		68.6	RD	CONRAD TY	66.7	
	32847		71.8		VALIER JCT.	69.9	
6,890	32854		79.5		LEDGER	77.5	
	32859		84.1		FOWLER	82.2	
6,387	32866		90.8		NAISMITH	88.7	
	01451		100.0	2MT	SL	SHELBY BJKRTXY CTC	98.0
2,818	61217		120.1		KEVIN	117.7	
	61228		130.6		SUNBURST	128.1	
6,600	61236		138.9	G	SWEET GRASS KRTY	136.5	

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

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance From Mossman
				Office Calls	Rule 6(A)	
	30853	362	0.0		MOSSMAIN JTY	0.0
	32557		4.2		HESPER	4.0
6,400	32590		36.5		BROADVIEW	36.3
6,442	32609		56.1		CUSHMAN	55.9
6,399	32635		81.8		HEDGESVILLE	81.6
6,654	32655		102.1		JUDITH GAP	101.9
	32668		114.4		BUFFALO	114.2
	32683		129.8		HOBSON	129.6
6,196	32688		135.1		MOCCASIN JRTY	135.0
3,182	32707		153.9		SD STANFORD	153.7
2,571	32724		170.7		GEYSER	170.6
2,670	32736		183.1		RAYNESFORD	183.0
6,743	32748		194.4		ARMINGTON	194.2
	32750		196.3		BELT	196.2
2,618	32766		212.8		GERBER	212.7
	32777		224.5		GR GREAT FALLS BJKRTY	222.7

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

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdiv BRANCH LINE STATIONS		Distance From Bainville
				Office Calls	Rule 6(A)	
	01075	355	0.7	B	BAINVILLE JKR	0.0
	59018		19.1		FROID	19.3
	59024		25.9		HOMESTEAD	25.6
	59030		32.0		MEDICINE LAKE	31.6
	59038		39.7		RESERVE	39.1
	59044		46.2		ANTELOPE	45.4
2,097	59052		54.4		PLENTYWOOD KRY	53.4
	59072		74.5		REDSTONE	73.4
	59084		86.4		FLAXVILLE	85.4
1,947	59097		99.0		SCOBEY KY	98.0
	59105		107.5		FOUR BUTTES	106.5
	59117		119.1		PEERLESS	118.0
	59128		130.6		RICHLAND	129.5
	59138		140.4		GLENTANA	139.4
	59145		148.0		OPHEIM BKRT	146.6

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS			Distance From Fort Benton	EAST WARD
					Office Calls	Rule 6(A)			
		11075	353	74.6	BN FORT BENTON	Y	0.0		
		11090			90.3	CARTER		15.7	
		11103			102.9	PORTAGE	S-227	28.3	
		11109			108.1	SHEFFELS		33.9	
		32777			119.4	GR GREAT FALLS	BJKRTY	44.6	

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS			Distance From Eastern Jct.	EAST WARD
					Office Calls	Rule 6(A)			
		61521	369	244.4	EASTHAM JCT.	JR	0.0		
		61585			233.6	FAIRFIELD	S-227	10.8	

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS			Distance From Power	EAST WARD
					Office Calls	Rule 6(A)			
		32802	360	0.0	PO POWER	JRTY	0.0		
					21.1				
		61521	369	244.4	EASTHAM JCT.	JR	21.2		
					251.2		S-227		
		61529	360	28.5	CO CHOTEAU		28.7		

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS			Distance From Valier Jct.	EAST WARD
					Office Calls	Rule 6(A)			
		32847	361	0.0	VALIER JCT.	JR	0.0		
		61717			17.2	VALIER	S-227	17.3	

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS			Distance From Heath	EAST WARD
					Office Calls	Rule 6(A)			
		61340	370	10.4	HEATH		0.0		
		61338			8.5	DUNLAP		1.9	
					0.8			9.6	
		61331	368	63.0	WN LEWISTOWN	JRTY	10.5		
		61322			70.0	HANOVER	Y	18.5	
					71.0	SPRING CREEK		19.7	
		61321			21.4	JCT.	Y		
		61308	364	7.3	KOLIN		33.8		
		32688			0.0	MOCCASIN	JRTY	41.3	

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS			Distance From Moore	EAST WARD
					Office Calls	Rule 6(A)			
		61368	368	43.4	MOORE		0.0		
		61358			53.0	GLENGARRY		9.6	
		61331			63.0	WN LEWISTOWN	JRTY	17.6	

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS			Distance From Great Falls	EAST WARD
					Office Calls	Rule 6(A)			
		32777	336	115.6	GR GREAT FALLS	BJKRTY	0.0		
	2,213	11133			129.8	ULM		14.2	
	2,271	11148			144.3	CASCADE		28.7	
	6,100	11171			167.2	CRAIG		51.6	
	2,488	11179			175.1	WOLF CREEK		59.7	
	2,276	11188			184.4	SIEBEN		68.8	
	5,112	11200			196.5	SILVER CITY		80.9	
		31082		42	211.0	HELENA JCT.	J	95.4	
						2.7		ABS	
	2,160	31079			0.0	HY HELENA	BJKRTY	98.1	

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

Dispatcher Radio Call-In Code 51 or 52 in service on this Subdivision.

1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted
- Pacific Jct. and Big Sandy Third Subdivision 40 MPH.
 - Great Falls and Sweet Grass Fourth Subdivision 49 MPH.
 - Great Falls and Mossmain Fifth Subdivision 49 MPH.
 - Bainville and Opheim Sixth Subdivision 35 MPH.
 - Fort Benton and Great Falls Seventh Subdivision 25 MPH.
 - Eastham Jct. and Fairfield Eighth Subdivision..... 25 MPH.
 - Power and Choteau Ninth Subdivision 25 MPH.
 - Valier and Valier Jct. Tenth Subdivision 25 MPH.
 - Lewistown and Moccasin Eleventh Subdivision 25 MPH.
 - Heath and Lewistown Eleventh Subdivision 10 MPH.

- | | | |
|---|---------|--|
| Moore and Lewistown Twelfth Subdivision | 25 MPH. | |
| Great Falls and Helena Thirteenth Subdivision | 35 MPH. | |
| Lewistown City Limits | 8 MPH. | |
| All sidings and industry tracks, Eleventh and Twelfth Subdivisions | 5 MPH. | |
| Engine or leading car between absolute signals on turnout for Thirteenth Subdivision at Helena Junction CTC control point | 12 MPH. | |
| All sidings Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth and Thirteenth Subdivisions Item 1A, All Subdivisions, applies on Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh and Twelfth Subdivisions. | 10 MPH. | |
| Item 1A, All Subdivisions, applies on Fourth Subdivision from MP 100.0 to MP 138.9. | | |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 263,000 lbs. not permitted.
Items 5c and 5d not permitted on Thirteenth Subdivision.
Except on Third Subdivision between Pacific Jct. and Big Sandy and Fourth Subdivision between Great Falls and Shelby and Seventh Subdivision between Fort Benton and Great Falls cars 52.5 feet and longer and heavier than 315,000 lbs. not permitted.
250-ton wrecking cranes not permitted on Sixth, Ninth, Eleventh and Twelfth Subdivisions.
Locomotives in Groups E, G, H and I not permitted on Sixth, Eleventh and Twelfth Subdivisions.
Locomotives in Groups G, H and I not permitted on Ninth Subdivision.
- 3. Train Register Exceptions—**
Bainville, Plentywood, Scobey, Eastham Jct., Power, Sweetgrass, Heath, Moore, Valier, Valier Jct., and Moccasin—Register when directed by train order.
- 4. Clearance Provisions and Exceptions Rule 82(A)—**
Bainville, Pacific Jct., Power, Moccasin, Eastham Jct., and Valier Jct.—Rule 82(A) does not apply.
Between Bainville and Opheim—Dakota Division clearance and train orders will govern.
Mossmain—Rule 82(A) does not apply, obtain Montana Division clearance at Billings or Laurel Yard.
Shelby—Fourth Subdivision trains require a clearance.
- 5. Rule 99—**Unless otherwise instructed, protection against following trains is not required on following subdivisions; Third, Fourth between Shelby and Sweetgrass, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh and Twelfth. When flagging is required, flagging distance is as follows:
Third Subdivision—Flagging distance is 1.5 miles.
Fourth Subdivision—Flagging distance is as follows:
MP 0.0 to MP 99.8 2.0 miles
MP 102.4 to MP 138.9 1.0 miles
Fifth Subdivision—Flagging distance is 2.0 miles.
Sixth Subdivision—Flagging distance is 1.5 miles.
Seventh Subdivision—Flagging distance is 1.5 miles.
Eighth Subdivision—Flagging distance is 1.0 miles.
Ninth Subdivision—Flagging distance is 1.0 miles.
Tenth Subdivision—Flagging distance is 1.0 miles.
Eleventh Subdivision—Flagging distance is 1.0 miles.
Twelfth Subdivision—Flagging distance is 1.0 miles.
Thirteenth Subdivision—Flagging distance is 1.5 miles.
- 6. Test Mile Locations—**
Laredo— MP 5.1 and MP 6.1
Sheffels— MP 106.0 and MP 107.0
Vaughn— MP 9.1 and MP 10.1
Gerber— MP 216.8 and MP 215.8
Hesper— MP 3.5 and MP 4.5
Shelby— MP 96.3 and MP 97.3
- 7. Sixth Subdivision—**Crews on all eastward trains handling 10 or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release them at Redstone.
- 8. Fourth Subdivision—**Electric locks on both switches to Exxon Yard industry tracks.
- 9. Handling 80 Feet or Longer Cars—**
(See All Subdivisions, Items 3 and 4A.)
Between Wolf Creek and Helena—
Trains of 6500 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 6500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.
Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.
- 10. Track Bulletins—**Authorized on these subdivisions.
- 11. Rule S-227—**Absolute block register territory in effect between: Pacific Jct. and Big Sandy Third Subdivision. Register located in telephone booth Pacific Jct.
Great Falls and Fort Benton Seventh Subdivision. Register located in register booth at MP 118.
Eastham Jct. and Fairfield Eighth Subdivision. Register located in register booth Eastham Jct.
Power and Choteau Ninth Subdivision. Register located at east wye switch Power.
Valier Jct. and Valier Tenth Subdivision. Register located in telephone booth Valier Jct.

MONTANA DIVISION

Base Stations	Channel	Hours in Operation
Billings Disprs. Office	1, 2	Continuous
Minneapolis Disprs. Office	1	Continuous
Wayside Stations		
Williston	1	Continuous
Snowden	1	Continuous
Bainville	1	Continuous
Plentywood	1	0800-1600
Scobey	1	Mon. thru Fri. 0700-0900 1130-1600
Opheim	1	Mon. thru Fri. 0700-1430
Culbertson	1	Mon. thru Fri. Continuous
Poplar	1	Continuous
Wolf Point	1	Continuous
Frazer	1	Continuous
Glasgow	1	Continuous
Hinsdale	1	Continuous
Saco	1	Continuous
Malta	1	Continuous
Dodson	1	Continuous
Harlem	1	Continuous
Chinook	1	Continuous
Havre	1	Continuous
Broadview	1	Continuous
Judith Gap	1	Continuous
Stanford	1	Continuous
Big Sandy	1	Continuous
Fort Benton	1	Continuous
Great Falls	1	Continuous
Dutton	1	Continuous
Conrad	1	Continuous
Shelby	1	Continuous
Kremlin	1	Continuous
Rudyard	1	0700-0830 1300-1600
Chester	1	Mon. thru Fri. 0700-1600
Tiber	1	Mon. thru Fri. Continuous
Devon	1	Continuous
Cut Bank	1	Unattended
Browning	1	Continuous
Glacier Park	1	Continuous
Summit	1	Continuous
Blacktail	1	Continuous
Essex	1	Continuous
Red Eagle	1	Continuous
Belton	1	Continuous
Helena	2	Continuous

INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
01047 Koch	2.5 east of Trenton	Yard	Both
01068 Lakeside	5.7 west of Snowden	10	West
01162 Frazer	5.1 east of Kintyre	70	East
01116 Sprole	6.5 east of Poplar	10	West
01210 Vandalia (2 Tracks)	8.7 east of Hinsdale	100	Both
01257 Malta Stock Yards	2.0 east of Malta	46	Both
01286 Coburg	4.9 east of Savoy	165	Both
01304 Harlem Beet Track	0.7 west of Harlem	36	East
2nd Subdivision			
01361 Fresno	5.2 west of Burnham	15	West
01413 Tiber (2 Tracks)	5.5 west of Chester	135-32	Both
01426 Galata	6.0 east of Devon	25	East
01470 Union Oil Spur (3 Tracks)	4.6 east of Cut Bank	8-11-17	East
01484 Sundance Storage Track	9.6 west of Cut Bank	30	Main 2
01486 Pardue Sammons Spur	10.4 west of Cut Bank	11	Main 2
01495 Meriwether—storage track	5.9 east of Blackfoot	34	Main 2
01555 Essex Pit	2.9 west of Essex	50	Main 1
4th Subdivision			
32817 Acme	3.9 west of Dutton	9	East
32825 Exxon Yard	4.5 west of Collins	17	Both
5th Subdivision			
32568 Rimrock	5.3 west of Hesper	10	East
32575 Acton	17.3 west of Hesper	18	West
32581 Comanche	8.5 east of Broadview	30	East
32587 New Montana Spur	3.1 east of Broadview	30	East
32622 Franklin	12.6 east of Hedgesville	18	Both
32700 Windham	7.1 east of Stanford	38	East
32754 Wayne	4.9 west of Belt	27	West
32758 Fife	7.0 west of Belt	19	East
32763 Bovey's Elevator Spur	13.1 west of Belt	15	East
6th Subdivision			
59009 McCabe	8.7 east of Froid	18	West
59050 Merc	2.2 East of Plentywood	78	Both
59079 Navajo	6.5 west of Redstone	18	Both
59089 Madoc	7.4 east of Scobey	24	Both
7th Subdivision			
11080 Kershaw	5.0 west of Fort Benton	104	Both
11085 Tunis	5.6 east of Carter	8	West
11095 Floweree	7.5 east of Portage	37	Both
9th Subdivision			
61506 Cordova	5.7 west of Power	9	East
61512 Cleiv	17.3 west of Power	23	East
61520 Flume Spur	0.4 east of Eastham Jct.	13	East
11th Subdivision			
61320 Kingston	1.1 west of Spring Creek Jct.	2	Both
61314 Rossfork	6.1 west of Spring Creek Jct.	34	Both
13th Subdivision			
11156 Hardy	8.2 west of Cascade	29	East

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-256-4457	Asst. Chief	(406) 256-4457
8-256-4436	1st & 3rd Sub.	(406) 256-4436
8-256-4437	2nd Sub.	(406) 256-4437
8-256-4447	Branch Line	(406) 256-4447

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
700	Williston	
701	Havre	
702	Havre Diesel Shop	
703	Great Falls	
704	Lewistown Yard	

BALLAST PITS

Line Segment	Yard	Limits
706	Essex	

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS			Distance From Spurling	EASTWARD
					Office Calls	Rule 6(A)			
		30859		17.7	SPURLING			0.0	
	9,247	30872		32.3	RAPIDS			13.1	
	9,376	30880		40.3	CO COLUMBUS			21.2	
	8,587	30889	41	47.4	CRAVER		CTC	29.6	
	9,679	30897		56.8	REED POINT			37.9	
	9,191	30902		62.0	QUEBEC			42.9	
	9,411	30910		71.2	GREYCLIFF			51.2	
	9,425	30921		80.9	BD BIG TIMBER			61.8	
	9,494	30931		90.7	CARNEY			71.8	
	10,387	30942		102.3	ELTON			83.2	
	10,466	30956		115.3	VS LIVINGSTON	BKRTY	ABS	96.3	

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

Dispatcher Radio Call-In Code 31 or 32 in service on this Subdivision.

1. Speed Restrictions—Maximum Speeds Permitted
Zone—Between Up to 100 Over 100
Tons/OB Tons/OB

Columbus—Between Pratten Street and crossing just west of depot 45 MPH. 45 MPH.
 MP 81.2 to MP 80.8 (Highway Crossing, Big Timber)..... 45 MPH.

The following head end restrictions are in effect:

Head end of Westward Trains:

- Signal 21.1 55 MPH.
- Signal 29.5 55 MPH.
- Signal 36.9 55 MPH.
- Signal 43.5 55 MPH.
- Signal 45.1 55 MPH.
- Signal 53.3 55 MPH.
- Signal 60.1 55 MPH.
- Signal 88.7 55 MPH.
- Signal 108.7 55 MPH.

Head end of Eastward Trains:

- Signal end CTC (MP 116.1)..... 30 MPH. 20 MPH.
- Signal 92.0 (Carney West) 55 MPH.
- Signal 84.4 55 MPH.
- Signal 73.0 55 MPH.
- Signal 64.8 50 MPH.
- Signal 58.4 50 MPH. 40 MPH.
- Signal 53.4 55 MPH.
- Signal 50.0 55 MPH.
- Signal 43.4 55 MPH.
- Signal 41.8 55 MPH.
- Signal 34.4 50 MPH. 40 MPH.
- Signal 25.4 55 MPH.
- Signal 21.2 55 MPH.
- Signal 19.4 55 MPH.

Through turnouts of controlled sidings ... 30 MPH. 30 MPH.
 Through following sidings..... 10 MPH. 10 MPH.

Reed Point

Greycliff

The following sidings only are authorized for use by trains over 100 tons O/B.....

- Columbus
 - Craver
 - Quebec
 - Big Timber
 - Carney
 - Elton
- 10 MPH.

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.

Track warrant received at Laurel Yard will apply at Spurling.

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

6. Track Bulletins—Authorized on this subdivision.

7. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—None.

Other Track Side Warning Detector Locations—

- Rapids—MP 36.1
- Quebec—MP 66.6
- Carney—MP 86.8

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance From Livingston	EASTWARD
					Office Calls	Rule 6(A)			
	8,632	30956		115.3	VS LIVINGSTON	BKRTY	ABS	0.0	
	8,920	30968		127.1	MUIR			11.9	
	9,443	30970		128.5	WEST END			13.1	
	10,166	30981		140.4	BZ BOZEMAN		T	24.8	
	6,899	30991		149.8	BR BELGRADE			34.3	
	3,653	31000		159.3	MANHATTAN			43.7	
	7,757	31005	41	164.8	LOGAN		J	49.0	CTC
	4,943	31011		170.5	RT TRIDENT			54.9	
	6,894	31020		178.9	CLARKSTON			63.2	
	5,419	31035		194.2	TOSTON			78.5	
	7,086	31046		205.2	TN TOWNSEND		T	89.6	
	7,028	31059		218.1	WINSTON			102.6	
	7,958	31068		227.4	LOUISVILLE			111.8	
		31075		234.0	JN EAST HELENA		J	118.3	
				238.4					
	6,660	31079		0.0	HY HELENA		BJKRTY	122.7	ABS
		31084		5.0	2MT TOBIN			127.9	
	6,825	31092		13.0	AUSTIN			135.7	
		31098		18.4	SKYLINE			141.4	
	7,951	31100		20.5	BLOSSBURG		T	143.4	
	9,468	31108	42	28.9	ELLISTON			151.8	CTC
	6,213	31117		37.7	AVON			160.5	
	7,749	31130		50.5	GR GARRISON		K	173.7	
	14,660	31134		54.7	PHOSPHATE			177.5	
	10,669	31142		62.6	JENS			185.4	
	10,638	31150		70.7	D DRUMMOND		JT	193.5	
	14,103	31160		81.1	BEARMOUTH			203.9	
	9,358	31168		88.7	NIMROD			211.5	
	11,114	31182		102.5	CLINTON			225.4	
	14,250	31192		113.2	BN BONNER			236.0	
		31198		119.3	2MT MA MISSOULA		BJKRTXY	242.1	ABS

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

Dispatcher Radio Call-In Code 31 or 32 Livingston to Helena, 51 or 52 Helena to Missoula.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
Livingston and Muir		
Ascending	35 MPH.	35 MPH.
Descending	35 MPH.	20 MPH.
Muir and West End	30 MPH.	20 MPH.
West End and 1400 feet West of MP 135.0		
Ascending	30 MPH.	30 MPH.
Descending	30 MPH.	20 MPH.
MP 7.1 and MP 10.0 between Tobin and Austin		
Ascending	35 MPH.	35 MPH.
Descending	35 MPH.	35 MPH.
Austin and Blossburg		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.
Livingston and Helena the following head end restrictions are in effect:		
Head End of Westward Trains:		
Signal 139-L (Muir West)	30 MPH.	25 MPH.
Signal 135-L (West End, East)	25 MPH.	25 MPH.
Signal 137.1	45 MPH.	35 MPH.
Signal 161.7	45 MPH.	40 MPH.
Signal 176.9	55 MPH.	
Signal 105-L (Clarkston East)	50 MPH.	40 MPH.
Signal 183.5	50 MPH.	
Signal 101-L (Lombard East)	50 MPH.	40 MPH.
Signal 192.7	55 MPH.	
Signal 97-L (Toston East)	45 MPH.	40 MPH.
Signal 202.5	55 MPH.	
Signal 93-L (Townsend East)	55 MPH.	
Signal 89-L (Winston East)	55 MPH.	
Signal 224.7	50 MPH.	40 MPH.
Signal 85-L (Louisville East)	50 MPH.	40 MPH.
Signal 231.5	50 MPH.	
Signal 234.5	45 MPH.	40 MPH.
Head End of Eastward Trains:		
Signal 237.0	45 MPH.	40 MPH.
Signal 229.4	55 MPH.	
Signal 87-R (Winston West)	50 MPH.	40 MPH.
Signal 91-R (Townsend West)	50 MPH.	40 MPH.
Signal 196.8	55 MPH.	
Signal 95-R (Toston West)	40 MPH.	35 MPH.
Signal 187.4	45 MPH.	40 MPH.
Signal 99-R (Lombard West)	50 MPH.	
Signal 181.2	50 MPH.	40 MPH.
Signal 103-R (Clarkston West)	55 MPH.	
Signal 123.6	35 MPH.	30 MPH.
Signal 119.4	35 MPH.	30 MPH.
Helena and Missoula the following head end restrictions are in effect:		
Head end of Westward Trains:		
Signal 67.3	55 MPH.	
Head end of Eastward Trains:		
Signal 19.6	20 MPH.	15 MPH.
Signal 17.0	20 MPH.	20 MPH.
Signal 14.6	25 MPH.	15 MPH.
Signal 59-R (Austin West)	25 MPH.	20 MPH.
Signal 10.6	25 MPH.	20 MPH.
Through Mullan tunnel	25 MPH.	20 MPH.
Trains descending mountain grades		20 MPH.
Westward trains between Blossburg and Elliston		30 MPH.
Missoula—Within city limits,		
Over public crossings	30 MPH.	30 MPH.
Helena—MP 2.2 and MP 236.7	45 MPH.	
Except between Benton Street and Roberts Street	25 MPH.	25 MPH.

Through turnouts of controlled sidings, except east switch Muir and east switch Garrison	30 MPH.	30 MPH.
East and west switches of the following controlled sidings: Belgrade, Manhattan, Logan, Clarkston, Toston, Winston, Louisville, Austin, Blossburg, Avon, east switch Muir, and east switch Garrison ..	12 MPH.	12 MPH.
The following sidings only are authorized for use by trains over 100 tons O/B		10 MPH.
Livingston	Blossburg	
Muir	Elliston	
West End	Avon	
Bozeman	Garrison	
Logan	Phosphate	
Clarkston	Jens	
Townsend	Drummond	
Winston	Bearmouth	
Louisville	Nimrod	
Helena	Clinton	
Tobin	Bonner	
Austin		

- 2. Bridge, Engine and Heavy Car Restrictions—**
Fort Harrison—Locomotives in Groups G, H and I not permitted.
Phosphate—Locomotives in Groups G, H and I not permitted on lower yard tracks.
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 82(A)**—Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.
- 5. Rule 99**—When flagging is required, distance against westward trains is:

MP 115.3 to MP 128.0 (Livingston)	1.5 miles
MP 128.0 to MP 138.0	2.2 miles
MP 138.0 to MP 238.0	2.0 miles
MP 0.0 to MP 5.0 (Helena West)	2.0 miles
MP 5.0 to MP 20.5	1.0 miles
MP 20.5 to MP 32.0	2.5 miles
MP 32.0 to MP 119.3 (Missoula)	2.0 miles

 Flagging distance against eastward trains is:

MP 119.3 to MP 27.0 (Missoula East)	2.0 miles
MP 27.0 to MP 20.5	1.5 miles
MP 20.5 to MP 0.0 (Helena)	2.0 miles
MP 239.0 to MP 133.5 (Helena East)	2.0 miles
MP 133.5 to MP 128.0	1.5 miles
MP 128.0 to MP 115.3 (Livingston)	2.0 miles
- 6. Restricted Clearances—**
East Helena—Overhead bridge at cinder track just east of American Smelting and Refining Company ore bins will not clear Locomotives or cars of greater height than 9 feet, 6 inches from top of rail.
McQuarrie Gravel Pit—Hopper will not clear man on side of car.
 Locomotives in groups A through I are permitted to operate on the Loading Track from the siding switch to but not under the loading tipple.
 Locomotives in groups A through E may operate entire length of Loading Track.
Phosphate Lower Yard—No clearance at loading dock.
- 7. Rule 350(B)**—
 Following switches are not equipped with electric locks:

Stanley Spur—	800 feet west of MP 183.0
Gold Creek Spur—	1,200 feet west of MP 58.0
Bonita Spur—	2,200 feet west of MP 95.0
Avon House Track—	4,250 feet west of MP 37.0

8. **Helena**—Eastward freight trains use lead extension when moving from yard.

On Crossover between South Main and old GN Main at Benton Avenue engine must stop before occupying crossing and movement protected by man on crossing.

9. **Mountain Grade Operation**—Air Brake and Train Handling Rules for mountain grade operations apply on:

Mountain grade between Livingston and 1400 feet west of MP 135.0. Ruling grade descending east 1.8, west 1.9.

Mountain grade between Blossburg and Tobin. Ruling grade descending: east 2.2.

Ruling grade descending westbound between Blossburg and Elliston is 1.4.

When shoving cars on descending grade a trainman must ride the leading car and sufficient hand brakes must be set on low end of cut to control slack.

Manned Helper Operation

Mixed Freight Operation

Not more than 24 powered axles can be used in helper service, or, in head consist when helpers are being used. When more than 12 powered axles are being used in helper service, helpers must be cut in train ahead of trailing tonnage.

Unit Coal Train Operation

Unit coal trains equipped entirely with type E or F couplers cast in Grade E steel, may have head end consist of 36 powered axles maximum. Helpers will be cut in train in accordance with tonnage ratings.

Unit Grain Train Operation

Unit grain trains may have head end consist of 30 powered axles maximum. Helpers will be cut in train in accordance with tonnage ratings.

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.

Trailing tonnage restrictions are as follows:

Between Livingston and Bozeman—When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 6200, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 9500 trailing tons.

Between Helena and Elliston—Westward—When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 4500, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8150 tons.

Between Elliston and Helena—Eastward—When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 7500, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 12,000 trailing tons.

10. **West End**—Holding signals are located approximately 2000 feet east of west switch of siding.

Muir—Holding signals are located approximately 2000 feet west of east switch of siding. A descending freight or mixed train may pass the upper switch of the siding at West End and Muir and proceed to the holding signals, being governed by the signal aspects at these holding signals.

Livingston—Run-away track at east end of Livingston yard will normally have switch lined for this track. The Run-away track switch will automatically restore to normal 45 seconds after the track between the control signals is unoccupied, unless signals are flashing red or unless a route has been established and a clear signal indication is displayed.

When necessary to switch over dual control switches at east end of Livingston yard, authority must be obtained from the Billings train

dispatcher. He will position and lock dual control switches and display an aspect per Rule 241 on signals involved. Switching operations can be carried on continuously while signals are displaying an aspect per Rule 241. A member of the crew must promptly inform the train dispatcher at Billings when switching operations have been completed. When an aspect per Rule 242 is displayed the track between the interlocking signals must be cleared immediately and the Billings train dispatcher contacted for further instructions.

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

(See All Subdivisions, Items 3 and 4A.)

Between Bozeman and West End—Eastward—

Trains of greater than 4250 trailing tons must handle empty cars, 80 feet and longer, in the rear 4250 tons.

Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 900 tons must be provided to separate helper from the rear most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

Between Helena and Blossburg—Westward—

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

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

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

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

12. **Between Livingston and West End—Westward**—

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose without any restrictions. Item 3, All Subdivisions does not apply.

13. **Track Bulletins**—Authorized on this subdivision.

14. **The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures**—None.

Other Track Side Warning Detector Locations—

Belgrade— MP 154.0
Trident— MP 174.5
Toston— MP 199.8

Elliston— MP 33.0
Jens— MP 64.6
Nimrod— MP 94.3

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance From DeSmet	EASTWARD
					Office Calls	Rule 6(A)			
	934	31205	43	0.0	2MT	DE SMET	JY	0.0	
	2,161	31216		10.6		EVARO		10.6	
		31226		21.1		ARLEE		21.1	
		31236		30.8		RAVALLI	TWC	30.8	
	4,489	31243		37.9		DIXON	JT	37.9	
		31257		51.6		PERMA		51.6	
		31269		64.2	PD	PARADISE	BJKTY	64.2	TWC ABS

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

Dispatcher Radio Call-In Code 51 or 52.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
DeSmet and Paradise.....	40 MPH.	40 MPH.
One mile West of DeSmet and Evaro		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
Evaro and MP 19.0 (East of Arlee)		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
Trains descending mountain grades.....		20 MPH.
250-ton wrecking cranes over Bridge 55		
Flathead River (3.6 miles west of Perma)	20 MPH.	20 MPH.
Through turnouts of controlled sidings except East switch Paradise.....	30 MPH.	30 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, flagging distance is 2.0 miles.

6. Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operations apply between one mile west of DeSmet and two miles east of Arlee. Ruling grade descending: East 2.2, West 2.2.

7. Handling 80 Feet or Longer Cars—

(See All Subdivisions, Items 3 and 4A.)

Between DeSmet and Arlee—Westward only.

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

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

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

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts. A buffer of at least 2300 tons must be provided to separate the lead locomotive from the first empty car 80 feet and longer.

8. TWC—In effect between MP 1.0 and MP 63.0.

- Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.
- Dixon**—Normal position of the west siding switch is lined for the siding and the normal position of the west leg of the wye is lined for the 18th Subdivision.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS			Distance From Logan	EASTWARD
					Office Calls	Rule 6(A)			
	7,757	31005	326	0.0		LOGAN	JRY	0.0	
	3,531	86906		6.8		KS THREE FORKS		6.6	
	3,533	86913		12.6		WILLOW CREEK		12.5	
	3,562	86919		19.4		SAPPINGTON	J	19.2	
	6,001	86938		38.5		WH WHITEHALL	JTY	38.3	TWC
	2,837	86945		45.0		PIPESTONE		45.1	
	2,650	86950		50.3		SPIRE ROCK		50.2	
	2,554	86960		60.7		HOMESTAKE		60.5	
				69.6		END OF TRACK MP 69.6		69.5	

BN Radio Channel No.1 and No. 2 in service on this Subdivision.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
Logan and MP 40.0.....	49 MPH.	40 MPH.
MP 40.0 and MP 69.6	10 MPH.	10 MPH.

has been identified as excepted track under FRA Track Safety Standards Rule 213.4 which restricts maximum speed to 10 MPH, prohibits revenue passenger trains and provides that no freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172). Track cannot be used without inspection prior to use.

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, flagging distance is 2.0 miles.

6. Whitehall—The west switch of the crossover at the depot is the west end of the siding.

7. Mountain Grade Operations—

Air Brake and Train Handling Rules apply for mountain grade operations between four (4) miles west of Whitehall and MP 68.9. Ruling grade descending: east 2.2, west 2.2.

8. Handling 80 Feet or Longer Cars—

(See All Subdivisions, Items 3 and 4A.)

Between Whitehall and MP 69.6—

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

Trains of greater than 3750 trailing tons must handle loaded cars, 80 feet and longer, in the rear 3750 tons.

When helper locomotives are used at rear of train, empty cars 80 feet or longer may not be handled.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 2450 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2450 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

- 9. TWC—In effect between MP 0.5 and MP 69.6.
- 10. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance From Missoula			
				Office Calls	Rule 6(A)					
	31198	42	119.3	2MT	MA	MISSOULA	BJKRTXY	ABS	0.0	
	31205		125.9			6.6				
5,025	87606		132.2			5.2	DE SMET	J	6.6	
11,895	87610		136.6			4.5	SCHILLING		11.8	
9,250	87624		150.8			14.2	FRENCHTOWN		16.3	
4,812	87634		161.2			10.4	LOTHROP		30.5	
8,649	87641		167.6			6.4	CYR		40.9	
6,548	87649		176.2			8.5	RIVULET		47.3	
8,698	87657		183.6			7.5	WESTFALL		55.8	
4,184	87662		188.8		QN	5.2	SUPERIOR		63.3	
4,105	87670		197.2			8.4	SPRING GULCH		68.5	
5,408	87675		201.9			4.7	ST. REGIS		76.9	
6,197	87687		214.2			12.3	TOOLE		81.6	
			219.2			5.0	QUINNS		93.9	
	31269		0.0		PD	6.0	PARADISE	BJKRTY		98.9
11,440	31275		44	6.0		14.5	PLAINS		104.9	
11,355	31290			20.5		11.0	EDDY		119.4	
11,665	31301			31.5	FN	14.9	THOMPSON FALLS		130.4	
8,022	31316			46.4		7.5	CHILDS		145.3	
	31323	54.0			7.6	TROUT CREEK		152.8		
9,801	31331	61.6			10.9	TUSCOR		160.4		
11,121	31342	72.5			7.6	NOXON		171.3		
11,321	31349	80.1			10.9	HERON		178.9		
12,347	31360	91.1			12.2	COLBY		189.8		
8,900	31372	103.5			13.8	HOPE		202.0		
8,425	31386	115.9				KOOTENAI				
		45	0.0		0.9	KOOTENAI		215.8		
7,176	01803		2.1		0.6	SANDPOINT SIDING		216.7		
	01798		2.9				SANDPOINT JCT.	J	217.3	

BN Radio Channel No. 1 and No. 2 In service on this Subdivision.

Dispatcher Radio Call-in Code 51 or 52.

1. Speed Restrictions— Maximum Speeds Permitted
Zone—Between Up to 100 Over 100
Tons/OB Tons/OB

The following head end restrictions are in effect:

Head End of Westward Trains:		
Signal 170.1.....	50 MPH.	40 MPH.
Signal 190.5.....	50 MPH.	
Signal 29.5.....	55 MPH.	
Signal 114.1.....	50 MPH.	40 MPH.
Head end of eastward trains:		
Signal 106.0.....	55 MPH.	
Signal 49.2.....	55 MPH.	
Signal 23.8.....	55 MPH.	
Signal 190.0.....	35 MPH.	30 MPH.
Signal 171.4.....	55 MPH.	
Signal 169.2.....	35 MPH.	30 MPH.

- Missoula—Over public crossings within corporate limits 30 MPH. 30 MPH.
- Entering or departing yard, between crossover at MP 120.0 and East switch No. 9 track 10 MPH. 10 MPH.
- Thompson Falls—Over public crossings within corporate limits 30 MPH. 30 MPH.
- Plains—Over public crossings within corporate limits 35 MPH. 35 MPH.
- Through turnouts of controlled sidings except East switch Paradise 30 MPH. 30 MPH.
- The following sidings only are authorized for use by trains over 100 Tons O/B 10 MPH.

 - Schilling Eddy
 - Frenchtown Thompson Falls
 - Lothrop Childs
 - Rivulet Tuscor
 - Superior Noxon
 - Paradise Heron
 - Plains Colby

- 2. Bridge, Engine and Heavy Car Restrictions—
 Missoula—Locomotives in Groups G, H and I not permitted on coach tracks 1 and 2 east of Depot.
- 3. Train Register Exceptions—
 Paradise—Trains originating or terminating will register.
- 4. Clearance Provisions and Exceptions Rule 82(A)—Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.
 Trains departing Yardley destined to Fifth Subdivision will obtain their track warrant at Yardley which will apply at Sandpoint Jct.
- 5. Rule 99—When flagging is required, distance will be 2.0 miles except between MP 0.0 to MP 2.9 Kootenai and Sandpoint Jct. is 2.5 miles.
- 6. Missoula—Main 2 (South Main) is designated as yard track between MP 118.9 and MP 120.8.
 Main 1 (North Main) is designated as yard track between MP 118.9 and MP 121.4.
 ABS in effect on Main 2 (South Main) between MP 120.8 and MP 122.6.
 Main 2 (South Main) is designated as single main track between MP 121.4 and MP 122.8.
 Two main tracks with CTC in effect between MP 122.8 and DeSmet.
 CTC in effect on single main track, Main 2 (South Main) between MP 122.6 and MP 122.8.
- 7. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—None.

Other Track Side Warning Detector Locations—

Lothrop—MP 150.2	Woodlin—MP 28.5
Rivulet—MP 172.0	Trout Creek—MP 54.0

SPOKANE DIVISION

St. Regis—MP 193.2 Heron—MP 76.6
 Kootenai—MP 111.8

- 8. **Track Bulletins**—Authorized on this subdivision.
- 9. **TWC**—In effect between CTC Frenchtown and MP 218.0.
- 10. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS			Distance From Conkellely	EASTWARD
					Office Calls	Rule 6(A)			
		01590		1208.3		CONKELLEY		0.0	
	W4,015	01593		1211.6	DT	CF	COLUMBIA FALLS To Kellspeil 14.4 TX(2Y)	2.9	ABS Rule 251
		01601		1219.2		WF	WHITEFISH BIKRTX(2Y)	10.5	
	7,060	01607		1224.6			VISTA	15.9	
	9,325	01613		1231.1			LUPFER	22.3	
	9,711	01624		1243.3			RADNOR	33.5	
		01631		1249.3			STRYKER JT	40.6	
	9,722	01636		1252.8			BRIMSTONE	44.0	
	9,763	01646		1263.5			TWIN MEADOWS	54.7	
	9,760	01656		1273.2			ROCK CREEK	64.3	
	9,730	01665		1282.2			WOLF PRAIRIE	73.3	
	10,344	01672		1290.0			TAMARACK	81.2	
	9,769	01683	36	1298.0			FISHER RIVER	89.1	
	10,799	01692		1306.9			RIVERVIEW	98.0	
	9,568	01710		1312.2			RIPLEY	105.0	
	10,510	01718		1319.6		CK	LIBBY BK	112.2	
	8,641	01729		1331.3			KOOTENAI FALLS	123.2	
	14,286	01736		1337.9		UX	TROY BRT	130.4	
	14,286	01736		1337.9		UX	TROY BRT	130.4	
	6,982	01742		1343.3			YAKT	137.1	
	9,552	01749		1350.3			LEONIA	143.9	CTC
	8,394	01763		1364.3			CROSSPORT	157.4	
	9,742	01767	1368.4			BONNERS FERRY	161.7		
	9,577	01778	1379.8			NAPLES	173.1		
	9,912	01786	1387.4			ELMIRA	180.5		
	7,439	01793	1394.1			COLBURN	187.2		
	10,363	01803	1401.3			BOYER JM	194.4		
		01798	1403.3			SANDPOINT JCT. To Kootenai 1.5	196.4	J	
		01803	3.0		SA	SANDPOINT BR	196.5		
		01810	10.1	2MT		ALGOMA	203.7		
	10,828	01817	17.6			COCOLALLA	210.4		
	13,247	01830	31.5			ATHOL	223.0		
	10,600	01837	37.7			RAMSEY	230.3		
	9,156	01843	45.5	45		RATHDRUM	236.0		
		01845	47.0				HAUSER	237.4	
		01850	51.5				HAUSER JCT. J	243.0	
	10,095	01855	57.9				OTIS ORCHARDS	248.8	
		01861	63.3				IRVIN	254.7	
		01865	66.6		2MT		PARKWATER XY	258.0	
		01866	68.1				YARDLEY BKRTXY	259.5	
			69.7		DT	CG	UP TOWER IJXY	261.1	ABS Rule 251
			71.5						
		01870	0.0		46		SF	SPOKANE BKRXY	263.0
		01877	1.1				SUNSET JCT. JX(2)	264.0	
		01878	1481.6	37			LATAH JCT.	264.8	CTC

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.

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Conkelley and Latah 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

Irvin and Parkwater on north main track	25 MPH.	25 MPH.
Columbia Falls and Kalispell		40 MPH.
Kalispell, over Main Street crossing		5 MPH.

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

Athol and Ramsey, engine westward freight trains passing Signal 35.1	55 MPH.	45 MPH.
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 Kalispell—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.

All trains between Whitefish and Conkelley and between Columbia Falls and Kalispell 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.

Passenger trains must secure a clearance at Spokane.

Trains departing Spokane Fifth Subdivision destined to Spokane Sixth Subdivision will obtain a 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.

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

6. Rule 93—Yard limits in effect between—

Sunset Jct. and Parkwater.
Columbia Falls and Kalispell.

7. Columbia Falls—Trains from Somers spur must not enter main track on Sixth 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, instructions and emergency push buttons for operating the tunnel door are located inside the air lock door at east end south side 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 Algoma Main 1

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

- 16. **Track Bulletins**—Authorized on this Subdivision.

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

Swamp Creek—MP 1259.1 Leonia— MP 1354.0
 Rock Creek—MP 1276.4 Naples— MP 1381.9
 Libby—MP 1316.1 Spokane— MP 69.8

Other Track Side Warning Detector Locations—

Olney—MP 1236.6 Crossport—MP 1366.7
 Fisher River—MP 1296.1 Boyer—MP 1398.4
 Libby—MP 1317.2 Granite—MP 22.6
 Yakt—MP 1341.6 Ramsey—MP 39.5

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.

7. Track Bulletins—Authorized on this Subdivision.

8. Rule S-227—Absolute block register territory in effect between Stryker and Eureka. Register located at west siding switch at Stryker.

W E S T W A R D I	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS		Distance From Boyer	T E A S T W A R D	
					Office Calls	Rule 6(A)			
		01803	37	1401.2	BOYER	JTY	0.0		
		01803		1401.9	NORTH SANDPOINT	TY	TWC ABS	1.3	
6,209	61917			1415.7	LACLEDE			14.7	
	61925			1424.2	PRIEST RIVER		TWC	22.9	
6,765	61931			1431.3	NEWPORT	JY		29.5	

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. TWC—In effect on this Subdivision.

8. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

9. Slide Fence Indicator—

Westward Signal—MP 1428.3
 Eastward Signal—MP 1429.7.

W E S T W A R D I	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS		Distance From Stryker	T E A S T W A R D	
					Office Calls	Rule 6(A)			
	4,946	01631	389	1248.5	STRYKER	JTY	0.0		
	2,867	61663		1260.6	FORTINE		S-227	11.5	
	3,370	61675		1273.0	EUREKA		Y	23.2	

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

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

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

- Speed Restrictions—Zone—Between** Maximum Speeds Permitted
 Bovill and Palouse 10 MPH.
 Palouse, within corporate limits 8 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.
- Train Register Exceptions—**Ninth Subdivision trains will register at Potlatch.
- Clearance Provisions and Exceptions—Rule 82(A)—**
 Rule 82(A) does not apply to trains originating Ninth Subdivision.
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 0.5 mile.
- Rule 93—**Yard limits in effect between—
 Bovill and Palouse.
- Bovill—**Siding east of crossover must be kept clear.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance From Marshall	EASTWARD
					Office Calls	Rule 6(A)		
		63007	384	0.0	MARSHALL	JTY	0.0	
	2,502	63227		26.7	ROSALIA		26.9	
	1,643	63238		37.6	OAKESDALE	U	37.8	
	2,668	63250		49.4	GARFIELD	U	49.7	
	1,368	63259		59.1	PALOUSE	JY	59.3	
	3,845	63276		75.7	PULLMAN	U	75.9	
		63277		77.1	PULLMAN JCT.	JTY	77.4	
		63286		85.9	MOSCOW	Y	86.0	

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

- 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.

- 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.
- Train Register Exceptions—**None.
- Clearance Provisions and Exceptions Rule 82(A)—**None.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- TWC—**In effect on this subdivision.
- Train location lineup** will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance From UP Tower	EASTWARD
					Office Calls	Rule 6(A)		
			37	1476.7	CG	UP TOWER	IJXY	0.0
		61972		1473.0	HILLYARD	AY	ABS	3.7
		61968		1468.1	MEAD	Y		8.6
		61963	376	13.8	DEAN	Y		12.8
	2,573	62012		26.4	DEER PARK			25.4
	2,062	62025	38.4	LOON LAKE			37.4	
	4,080	62043	56.5	VALLEY			55.5	
	3,990	62050	64.2	CHEWELAH			63.2	
		62073	87.1	COLVILLE			86.1	
				95.6				
		62081	377	0.0	KETTLE FALLS	BKRTY		94.6
		62204		4.4	WEST KETTLE FALLS	Y		99.3
	1,320	62212	11.8	BOYDS		TWC	106.7	
	1,800	62217	17.2	BARSTOW			112.1	
	2,100	62222	22.3	DULWICH			117.2	
				34.4				
	600	62234	34.4	LAURIER, WA.			129.3	
		62246	392	47.0	GRAND FORKS, B.C.	JTY	141.9	
				48.8				
	600	62249	48.8	DANVILLE, WA.			143.7	
	900	62259	377	59.0	CURLEW		153.9	
	2,040	62276	75.0	TORBOY			169.9	
		62277	75.9	SAN POIL			170.8	

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

- 1. Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 UP Tower and Danville 40 MPH.
 Danville and San Poil 30 MPH.
 Mead, over switches and frogs on curves Aluminum
 Plant 5 MPH.
 Item 1A, All Subdivisions, applies.

- 2. Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

- 3. Train Register Exceptions—None.**
4. Clearance Provisions and Exceptions Rule 82(A)—None.

- 5. 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.

- 6. 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.

- 7. 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).

- 8. Between Hillyard and UP Tower—**Eastward trains must obtain authority from control operator at UP Tower before departing Hillyard.

- 9. Between Valley and Dean—**Eastward trains are restricted to a maximum of eighty cars excluding engine consist and caboose. Trains operating on descending grade, either eastward or westward, will not use dynamic brakes to control train speed. On descending grade, train speed will be slowed or controlled using the power braking method as outlined in Rule 527(B), paragraph 6, sections a, b and c of the Air Brake and Train Handling Rules, Form 15338.

- 10. Between Kettle Falls and Dean—**Eastward trains required to have all woodchip loads, including those picked up on line, blocked in group immediately behind locomotive consist.

- 11. Operations—**Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada with the exception of UCOR Rules 281 through 293 inclusive. 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.

- 12. Laurier to Danville—**
 Trains must not pass international border without permission of customs and immigration inspectors.

- 13. Grand Forks, B.C.—**Canadian Transport Commission requires all train movements over Carson Road crossing on wye tracks shall be flagged by member of crew and do not occupy Carson Spur between BN main track and CP main track between the hours of 7:01 AM and 10:01 AM daily.

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

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

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

- 15. 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. Track Bulletins—**Authorized on this Subdivision.

- 18. TWC—**In effect between Dean and San Poil.

- 19. Train location lineup** will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance From Nelson	I E A S T W A R D
					Office Calls	Rule 6(A)		
		62185	391	200.0 137.8	BC	NELSON 5.5	BRYZ	0.0

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

	62180	391	132.3					
	62151		194.5		TROUP JCT.	JZ		5.5
			164.8		SI SALMO	Z		35.2
	62128		140.4					
			139.7		WANETA, B.C.	Z		59.6
			138.3					
	62124		138.3					
	3,009	62115	129.5		BOUNDARY, U.S.	Y	61.7	
	2,224	62105	120.0		NP NORTHPORT	Y	70.5	
	1,844	62092	105.6		DOLomite	Y	80.0	
					EVANS	Y	94.1	
	62081		95.7		MF KETTLE FALLS	BJKRTY	104.0	

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

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

Nelson and Waneta	12 MPH.
Waneta and Kettle Falls	10 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)—
 Troup Jct. and Kettle Falls—Rule 82(A) does not apply.**

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.

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

10. Rule 93—Yard limits in effect between Kettle Falls and Troup Jct.

11. Track Bulletins—Authorized on this Subdivision.

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

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

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

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

WEST WARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance From Cheney	EAST WARD
					Office Calls	Rule 6(A)		
		63014		0.0	CHENEY	JTY	0.0	
	1,420	62327	378	26.8	REARDAN		26.8	
	1,136	62341		41.7	DAVENPORT	T	41.7	
	1,252	62364		64.4	CRESTON		64.4	TWC
	1,293	62374		74.4	WILBUR		74.4	
	1,442	62387		87.7	ALMIRA		87.7	
	552	62408		108.8	COULEE CITY	T	108.8	

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

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

6. Sidings—Are also used as industrial tracks.

7. TWC—In effect on this subdivision.

8. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance From Hauser Jct.	EASTWARD
					Office Calls	Rule 6(A)		
		01850		0.0	HAUSER JCT.	JTY	0.0	
		62702	381	2.3	GRAND JCT.	UY	2.3	
				4.9				
		62705	382	17.5	POST FALLS	Y	4.6	
				20.4				
				22.8				
			382	23.2				
				27.3				
		62713	375	25.8	COEUR d'ALENE	TY	12.5	
				26.0				
			382	32.6				
				33.3				

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

- Speed Restrictions—Zone—Between** Maximum Speeds Permitted
 Hauser Jct. and Post Falls 25 MPH.
 Post Falls and Coeur d'Alene 12 MPH.
 Item 1A, All Subdivisions, applies.

- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

- Train Register Exceptions—None.**

- Clearance Provisions and Exceptions Rule 82(A)—**
 Hauser Jct.—Rule 82(A) does not apply.

- Rule 99—**When flagging is required, distance will be 0.5 mile.

- Rule 93—**Yard limits in effect between—
 Hauser Jct. and Coeur d'Alene.

- Coeur d'Alene—**11th Street and Mullan Avenue, 15th Street and Mullan Avenue crossings: Train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.

Switching movement from east leg of wye will only be made to main track.

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

- 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.

- Track Bulletins—**Authorized on this Subdivision.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS		Distance From Sappington	EASTWARD
					Office Calls	Rule 6(A)		
	3,562	86919	338	0.0	SAPPINGTON	JY	0.0	
		87110		10.1	HARRISON	Y	9.5	

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

- Speed Restrictions—Zone—Between** Maximum Speeds Permitted
 Sappington and Harrison 10 MPH.

This subdivision has been identified as excepted track under FRA Track Safety Standards Rule 213.4 which restricts maximum speed to 10 MPH, prohibits revenue passenger trains and provides that no freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172). Track cannot be used without inspection prior to use.

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

Trains and locomotives not permitted beyond MP 10. Locomotives in Groups E, G, H and I not permitted.

- Train Register Exceptions—None.**

- Clearance Provisions and Exceptions Rule 82(A)—**
 Sappington and Harrison—Rule 82(A) does not apply.

- Rule 99—**When flagging is required, distance will be 0.5 mile for westward trains and 1 mile for eastward trains.

- Mountain Grade Operation—**

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Sappington and Harrison MP 2.0-MP 8.0, ruling grade descending east 2.2%.

- Track Bulletins—**Authorized on this subdivision.

- Rule 93—**Yard limits in effect between Sappington and Harrison.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance From Drummond	EASTWARD
					Office Calls	Rule 6(A)		
	10,638	31150		0.0	D DRUMMOND	JT	0.0	
	835	87406	340	6.1	HALL		6.1	
		87410		10.3	ELEPHANT	TWC	10.4	
	450	87415		15.2	MAXVILLE		15.2	
		87426		26.0	PHILIPSBURG	T	26.0	

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

- Speed Restrictions—Zone—Between** Maximum Speeds Permitted
 Drummond and Philipsburg 10 MPH.

This subdivision has been identified as excepted track under FRA Track Safety Standards Rule 213.4 which restricts maximum speed to 10 MPH, prohibits revenue passenger trains and provides that no freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172). Track cannot be used without inspection prior to use.

- Bridge, Engine and Heavy Car Restrictions—**
 Items 5c and 5d not permitted.
 Locomotives in Group I not permitted.

- Train Register Exceptions—None.**

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

- Rule 99—**When flagging is required, distance will be 0.5 mile for westward trains and 2.0 miles for eastward trains.

- Mountain Grade Operation—**

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Drummond and Philipsburg MP 10.0-MP 26.0, ruling grade descending east 2.2%.

7. Derail Switches—

Philipsburg—Derail located 650 feet east of station on main track.
Drummond—Derail located 50 feet west of MP 1.0.

8. TWC—In effect on this subdivision.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS		Distance From Missoula	
				Office Calls	Rule 8(A)		
	31198	333	0.0	MA MISSOULA	BJKRTXY	0.0	
				11.5			
592	87511		11.0	LOLO		11.5	
	87530		29.2	STEVENSVILLE		29.6	
	87536		35.6	6.4	VICTOR	36.0	
388	87549		47.4	HA HAMILTON	12.5	48.5	
2,530	87565		64.7	DA DARBY	17.4	65.9	
					T		

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

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

Maximum Speeds Permitted

Missoula and Darby 25 MPH.
 Stevensville—over highway crossing 1817 feet east of depot 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Group I not permitted. 250-ton wrecking derrick not permitted. Over bridges 0, 4, and 16, cars less than 40 feet long weighing between 177,000 lbs. and 220,000 lbs., and over Bridges 0.1 and 16, cars weighing between 220,000 lbs. and 263,000 lbs., must be preceded and followed by a car weighing under 177,000 lbs.

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 1.5 miles.

6. Rule S-227—Absolute block register territory in effect between Missoula and Darby. Register located in register box at MP 4.4.

7. Track Bulletins—Authorized on this subdivision.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance From Dixon
				Office Calls	Rule 8(A)	
4,489	31243	334	0.0	DIXON	JT	0.0
			13.0	CHARLO		13.0
2,382	87813		19.9	RN RONAN	5.1	19.9
1,875	87820		25.0	PABLO	0.6	25.0
1,495	87825		25.6	DUNHAM	7.8	25.6
	87826		33.4	S POLSON		33.4
	87833					T

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

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

Dixon and Polson 25 MPH.
 Trains over 100 tons/OB descending mountain grades 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.
 Locomotives in Group I 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:

Against westward trains:
 MP 33.0 to MP 30.05 miles
 MP 30.0 to MP 0.0 1.0 miles
 Against eastward trains:
 MP 0.0 to MP 30.0 1.0 miles
 MP 30.0 to MP 33.5 2.0 miles

6. Mountain Grade Operation—

Air Brake and Train Handling Rules for mountain grade operations apply on mountain grade between Dixon and Polson MP 30.0-MP 33.0, ruling grade descending west 2.0%.

7. TWC—In effect on this subdivision.

8. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS		Distance From Whitehall
				Office Calls	Rule 8(A)	
6,001	86938	339	0.0	WH WHITEHALL	JT	0.0
			26.1	TWIN BRIDGES		26.1
1,131	87226		26.1	SHERIDAN		35.3
1,442	87235		35.3	AD ALDER	T	45.6
861	87245		45.6			

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

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

Whitehall and MP 24.0 40 MPH.
 MP 24.0 and Alder 10 MPH.
 MP 25 and MP 45 Twin Bridges and Alder 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Items 5c and 5d not permitted.
 Locomotives in Groups G, H and I 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. Derail Switches—

Alder—Derail located 200 feet east of east wool house track switch.

7. TWC—In effect on this subdivision.

8. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Spokane	1	Continuous
Seattle Disprs. Office	1	Continuous
Havre	1	Continuous
Billings Disprs. Office	2	Continuous
Wayside Stations		
Columbus	2	Continuous
Reed Point	2	Continuous
Greycliff	2	Continuous
Big Timber	2	Continuous
Springdale	2	Continuous
Livingston	2	Continuous
Bozeman	2	Continuous
Trident	2	Continuous
Clarkston	2	Continuous
Lombard	2	Continuous
Brewer Dam	2	Continuous
Townsend	2	Continuous
Helena	2	Continuous
Bloesburg	2	Continuous
Garrison	2	Continuous
Drummond	2	Continuous
Bonita	2	Continuous
Clinton	2	Continuous
Bonner	2	0900-1800
Missoula	2	Mon. thru Fri. Continuous
Superior	2	Continuous
Paradise	2	Continuous
Weeksville	2	Continuous
Thompson Falls	2	Continuous
Noxon	2	Continuous
Colby	2	Continuous
Columbia Falls	1	0730-1630
Whitefish	1	Mon. thru Fri. Continuous
Eureka	1	0730-1630
Twin Meadows	1	Mon. thru Sat. Unmanned
Flathead Tunnel	1	Unmanned
Rock Creek	1	Unmanned
Libby	1	0600-2200
Troy	1	Mon. thru Fri. Unmanned
Bonnars Ferry	1	Unmanned
Sandpoint	1, 2	0600-2200
Hauser	1, 2	Mon. thru Fri. Unmanned
Parkwater	1, 2	Continuous
Yardley	1, 2	Continuous
Erie Street	1, 2	Unmanned
Spokane	1, 2	Continuous
Newport	1, 2	Unmanned
Kettle Falls	1, 2	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-256-4433	Asst. Chief Billings	(406) 256-4433
8-625-6623	Asst. Chief Seattle	(206) 625-6623
8-625-6176	Boyer East	(206) 625-6176
8-625-6175	Boyer West	(206) 625-6175
8-256-4438	1st, 2nd Sub (Liv-Helena)	(406) 256-4438
8-256-4442	2nd, (Helena-Missoula), 3rd, 5th	(406) 256-4442
8-256-4447	Branch Line	(406) 256-4447

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
469	Missoula Yard	
650	Whitefish	
651	Spokane	
652	Spokane Psgr.	Tracks 5 and 6 and crossovers to main line
710	Livingston	
711	Livingston Shop	
712	East Helena	
713	Helena	
714	Butte	
715	Bonner Industry Track	
716	Missoula	
724	Deer Lodge	
728	Bonner	

BALLAST PITS

Line Segment	Limits
670	Cordell
719	McQuarrie
720	Warren

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
336	East Helena—Montana City	218.1 to 222.3
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
1st Subdivision				10th Subdivision			
30863	Park City	25	East	63211	Spangle	55	Both
30880	Columbus—Non Controlled Siding, South Side	118	Both	63212	Harris Pine Mill	2	East
30921	Big Timber—Non Controlled Siding, North Side	99	Both	63220	Plaza	9	Both
30953	Downer	16	East	63644	Spring Valley	5.8	Both
30953	Burkland Lbr. Co. Spur	3	East	63232	McCoy	10	Both
2nd Subdivision				11th Subdivision			
31024	Stanley	6	East	63235	Flaig	7	East
11225	Montana City	75	Both	63243	Belmont	5.3	Both
31083	Fort Harrison	4	East	63244	Farmington	26	East
31138	Gold Creek	20	East	63247	Eden	10.3	Both
87300	Phosphate Lower Dock	48	Both	63266	Fallon	32	Both
31174	Bonita	20	East	63267	Madson	5	West
31186	McQuarrie	150	Both	63271	Whelan	11	Both
4th Subdivision				12th Subdivision			
86955	Welch	18	West	61966	Davies Spur	34	East
86965	Skones	18	East	62067	Arden	47	Both
5th Subdivision				13th Subdivision			
87605	Stone Container	Lead	West	62063	Metallurgical Chip Spur	14	West
87619	Nine Mile	10	East	62059	Addy	17	Both
87653	Cedars	35	West	62042	Lane Mtn. Silica Spur	29	Both
87672	Royal Logging	36	East	62041	Valley Lbr. Spur	9	West
31282	Weeksville	20	West	62040	Nanome	4	West
31296	Woodlin Pit	58	West	62034	Cline	18	Both
31297	Woodlin	66	Both	62033	Allied Mineral	8	East
31300	Brownman	30	West	62032	Springdale	20	West
31362	Clark Fork	47	Both	62018	Clayton	9	East
6th Subdivision				14th Subdivision			
61605	Lasalle	40	Both	62176	South Nelson	24	Both
61610	Assoc Seed Growers .. on spur	6	East	62165	Hall	14	Both
61611	Mont Saw Service Co. spur ..	5	East	62158	Ymir	9	East
61612	C & C Plywood Corp. on spur	27	Both	62156	Hardy Lbr. Co. Ltd. Spur ..	16	West
61613	Northwestern Lbr. Co. Spur	47	East	62155	Louisiana Pacific Chip Track ..	13	Both
61614	Carter Oil Co. Spur .. on spur	9	East	62154	Boulder Hill	9	Both
61617	Kalispell	Yard	Both	62148	Erie	11	Both
61619	Monarch Lbr. Co. on spur	8	East	62145	Meadows	20	Both
61622	Balls Crossing	11	East	62140	Parks	8	Both
61625	Somers	Yard	Both	62136	ATCO Spur	3	West
01596	Half Moon	46	West	62135	Fruitvale	7	Both
01618	Olney	75	Both	62132	Equipment Spur	3	East
01644	Swamp Creek (3 Trks)	83	East	62130	Columbia Gardens	11	Both
01713	Zonolite Spur	49	East	62129	Quirk	20	Both
01756	Katka Spur	18	East	62112	Janni Spur	11	East
01772	Moravia	21	East	62110	Cameron Spur	17	West
01790	Samuels (Cedapine Veneer) ..	9	East	62107	Marble	37	Both
01791	Emerson Spur	15	West	15th Subdivision			
01792	W.I. Forest Prods. Spur	15	West	62310	Medical Lake	15	East
01858	Velox	20	West	62321	Hite	21	Both
01860	Trentwood	30	Both	62334	Mondovi	25	Both
62607	Millwood	9	Both	62347	Rocklyn	21	Both
7th Subdivision				16th Subdivision			
61669	Tobacco	60	Both	62381	Govan	15	Both
8th Subdivision				17th Subdivision			
61906	Dover	19	East	62390	Hanson	15	West
61921	Thama	120	Both	62397	Hartline	17	Both
61924	Hedlund Lumber Co. Spur ..	16	West	62404	Cement	48	Both
61928	Albeni Falls	21	East	62406	Odair	86	West
9th Subdivision				18th Subdivision			
70035	Deary	12	Both	87831	Dupuis	16	East
70032	Vassar	36	Both	14th Subdivision			
70026	Yale	38	Both	62625	Alpine Sales Spur	5	East
70021	Harvard	21	Both	62626	Huetter	15	Both
70015	Princeton	8	Both	62629	Atlas	37	Both
70008	Kennedy Ford	31	Both	62630	Gibbs	7	Both

WESTWARD	Length of Skidding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance From Latah Jct.	EASTWARD
					Office Calls	Rule 6(A)		
		01878		1481.6	LATAH JCT.	J	0.0	
	7,442	01883		1489.8	LYONS	CTC	7.8	
	6,930	01893		1499.3	ESPANOLA		17.3	
	7,532	01905		1510.8	EDWALL		29.5	
		01914		1520.2	BLUESTEM		38.6	
		01922		1527.7	HARRINGTON	X	46.1	ABS Rule 251
		01937		1542.9	LAMONA		61.2	
	9,232	01947		1553.2	ODESSA		71.4	
	9,552	01959	37	1565.6	GIBSON		83.9	
	8,794	01970		1577.0	WILSON CREEK		94.3	
	10,794	01983		1588.8	ADRIAN		107.4	
		01993		1599.3	EPHRATA	CTC	117.4	
	10,360	01998		1603.8	NAYLOR		122.5	
	10,536	02009		1615.5	QUINCY		133.7	
	7,856	02020		1628.3	TRINIDAD		144.5	
	8,154	02030		1635.0	COLUMBIA RIVER		153.8	
		02035		1640.1	ROCK ISLAND		159.4	
	5,000	02038		1643.3	MALAGA		162.7	
		02044		1650.2	WENATCHEE	BJKRY	169.6	ABS

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

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

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Latah Jct. and Wenatchee	79 MPH.	
Lamona and Bluestem against current of traffic	49 MPH.	40 MPH.
Latah Jct., turnout to Portland Fifth Subdivision.....	35 MPH.	35 MPH.
Trains or engines through turnouts and on sidings at following locations:		
Edwall Adrian		
Odessa Columbia River		
Gibson Malaga		
Wilson Creek Espanola		
End of double track Lamona and Bluestem.		
Wenatchee #1 crossover MP 1646.7	35 MPH.	35 MPH.
Trains or engines through turnouts and on sidings at following locations:		
Lyons Quincy		
Naylor Trinidad	30 MPH.	30 MPH.
Wenatchee—MP 1652.7 and MP 1650 on W.O. main yard track		25 MPH.
	Up to 100 Tons O/B	Over 100 Tons O/B
Wenatchee and Appleyard Engines of eastward freight trains passing signal 1649.4		30 MPH.

Engines of westward freight trains passing signal: 1601.1	55 MPH.	50 MPH.
Trinidad Absolute Signal 46W MP 1627.0		40 MPH.
Trinidad and Columbia River: 1629.9		40 MPH.
1631.7		45 MPH.
Malaga Absolute Signal 42W at MP 1643.7		45 MPH.
Appleyard Absolute Signal 41W at MP 1646.7	40 MPH.	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—None.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 82(A)—

Track warrant received at Spokane or Yardley applies at Latah Jct. Westward trains departing Spokane or Yardley enroute Lamona, and Eastward trains departing Wenatchee enroute Lamona, will secure a second track warrant which applies 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 (Latah Jct.) and Lamona is under jurisdiction of Boyer West train dispatcher, Seattle.

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

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. Track Bulletins—Authorized on this Subdivision.

13. 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

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance From Wenatchee	EASTWARD
					Office Calls	Rule 6(A)			
		02044		1650.2	WC	WENATCHEE	BKRTY	ABS	0.0
				1652.9	OL	OLDS JCT.	JY		2.7
	8,049	02056		1661.2	OM	CASHMERE			11.0
	7,905	02067		1672.2	CH	LEAVENWORTH			22.0
	10,978	02081		1686.9	WI	WINTON			35.5
	6,729	02087		1692.4	CK	MERRITT	T		42.1
	12,323	02094		1698.5	BR	BERNE			49.1
				1708.5					
	9,259	02103		1719.5	SN	SCENIC			58.1
	8,949	02116		1732.3	KY	SKYKOMISH	T		70.9
	10,099	02124	37	1739.5	BA	BARING			78.5
	10,244	02139		1755.7	GB	GOLD BAR			93.0
	11,988	02152		1768.6	RO	MONROE			105.9
		02159		1775.2	SE	SNOHOMISH JCT. EAST	JT		112.5
		02159		1776.2	SH	SNOHOMISH JCT. WEST	JT	CTC	113.5
		02164		1781.2	W	LOWELL			118.5
	12,517	02165		1782.7	PJ	PA JCT.	J		120.0
				1783.2	PA	PACIFIC AVE.			120.5
		02166		1783.9	JN	EVERETT			121.4
		02169		1784.7					
				32.1	EJ	EVERETT JCT.	JX		122.2
		02172		28.3	MU	MUKILTEO	X		126.0
				27.8		MP 28			126.5
				27.1		MP 27			128.2
				17.8		MP 18			136.6
		02182		17.6	DR	EDMONDS			136.8
				15.9		MP 16			138.5
				7.9		MP 8.0	Y		146.7
				7.1		MP 7	Y		147.3
		02193		6.4	BD	BALLARD	IY		148.0
				6.2	DB	DRAWBRIDGE 4	IY		148.2
				5.1	RD	23rd STREET	IY	APB	149.3
		02195		4.9	RB	INTERBAY (Balmer Yard)	BIKRTY		149.6
				3.3	GS	GARFIELD STREET	IY		150.7
				1.4	J	NORTH PORTAL	IXY		152.8
		02200		0.0	CF	SEATTLE (King St. Station)	BIKRTX(2)Y		154.2

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls—Wenatchee-28, Cashmere-29, Merritt-30, Cascade Tunnel-57, Skykomish-31, Monroe-32, Everett-34, Mukilteo-35, Richmond Beach-36

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

1. 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	20 MPH.	20 MPH.
No. 20 turnout Garfield St.	20 MPH.	20 MPH.
Balmer Yard—Tracks A and B		15 MPH.
Ballard—Over Bridge 4		20 MPH.
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 turnouts and on sidings at the following locations		
Cashmere	Berne	
Leavenworth	Scenic	
Winton	Baring	
Merritt	Goldbar	35 MPH.
Edmonds	Mukilteo and	35 MPH.
Edmonds	Edmonds	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.

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)—
Track warrant 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 protection when signal indicates proceed. When signal indicates Stop a member of the crew will immediately contact Seattle Terminal train dispatcher and be governed by his instructions.

7. Seattle—Grade Crossing Ordinances—
Trains over 3500 feet long or handling hazardous material loads must not use waterfront line between Stacy Street Yard and North Portal between 8:00 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 Alaskan Way, Broad Street and Galer Street except to prevent accidents not otherwise avoidable.

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

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

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

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

8. **Between Seattle and MP 8.0**—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 8.0.
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. Merritt, light helper locomotives or other light locomotives left unattended will be placed on West leg of wye complying with Air Brake and Train Handling Rules.
 - c. Helper locomotive will cut in ahead of full rate tonnage.

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.

d. 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.

e. Scenic—Two white lights flashing alternately, are mounted in a vertical position on a bracket attached to the power pole just east of east switch on south side of main track to indicate ventilating system functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless directed by train dispatcher. 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.

f. 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.

g. 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.

h. 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.

i. 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.

j. 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.

k. Location of additional emergency material and emergency exits:

LOCATION	DISPATCHER PHONE AIR HOSE, WRENCH & KNICKLES 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		
Bay 15	X	XXX		X
Bay 14	X	XXX		X
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 Everett. If material not returned to bay from which taken, advise where left.

l. 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.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000-E (for 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.

DOCUMENTATION

§ 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 "RQ" entered either before or after the basic description.

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

§ 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.

(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.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

(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.

§ 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.

PLACARDING

§ 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.

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.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety – generally upwind and to higher ground – and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fuses. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

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. **Track Bulletins**—Authorized on this Subdivision.

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
Skykomish—	MP 1735.0		

SOUTHWARD	FIRST CLASS			Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance From Seattle	FIRST CLASS			NORTHWARD
	1797	1011	1795					1796	1014	1798					
	NRPC Daily	NRPC Daily	NRPC 26 Sun., Tues. and Fri.					NRPC Daily	NRPC Daily	NRPC 25 Sun., Wed. and Fri.					
	1730	1105	0700		02200 02201		0.0	CF SEATTLE (King St. Station)	BKR TX(2)Y	0.0	1150	1800	2120		
	1737	1112	0707		02203		3.3	G ARGO	IX(2)Y	3.3	1137	1735	2103		
					16001		7.9	SS SOUTH SEATTLE	BX(2)Y	7.9					
	1744	1119	0714		16004		9.5	BI BLACK RIVER	LJY	9.5	1129	1725	2055		
					16006		12.2	OR ORILLIA	X(2)Y	12.2					
	1751	1126	0721		16010	51	16.3	KN KENT	X(2)Y	16.3	1122	1718	2048		
	1758	1133	0728		16014		21.5	AY AUBURN	BJKT(2)Y	21.5	1115	1711	2041		
	1805	1139	0735		16021		29.0	SR SUMNER	Y	29.0	1107	1704	2033		
					16022		30.5	MK MEEKER	TXY	30.5					
	1810	1145	0740		16023		31.9	PY PUYALLUP	Y	31.9	1102	1659	2028		
	1818	1153	0748		16029		38.2	RN RESERVATION	IX(2)Y	38.2	1054	1652	2020		
	1824	1159	0754		16031		39.6	TA TACOMA	BKRTY	39.6	1050	1650	2016		
							0.6	2MT 11th STREET	JY	40.7					
					16038		5.1	RU RUSTON	XY	45.2					
					16040		6.7	NB NELSON BENNETT	X	46.8					
	1839	1214	0809	N 1,608	16043		10.0	SX TITLOW	X	50.1	1029	1628	1956		
					16046		13.2	PIONEER	XY	53.3					
					16048		14.4	DT WEST TACOMA	X(2)Y	54.5					
	1854	1229	0824		16057		24.4	NU NISQUALLY	JX(2)Y	64.5	1015	1612	1941		
	1858	1233	0828		16061		28.2	SC SAINT CLAIR	JY	68.3	1012	1609	1938		
	1906	1238	0836		16068		34.9	EO EAST OLYMPIA	X(2)Y	75.0	1005	1603	1931		
					16084		49.5	WB WARASH	X(2)	89.6	0949	1550	1915		
							52.5	CENTRALIA NORTH	X	92.6					
	1926	1300	0856		16085		54.0	CN CENTRALIA	BJKRTX	94.1	0945	1546	1911		
							55.8	CENTRALIA SOUTH	X(2)	95.4					
					16090	52	57.7	CS CHEHALIS		97.8					
					16091		58.7	JO CHEHALIS JCT.	JTX(2)	98.8					
							66.2	NAPAVINE SOUTH	X(2)	106.3					
							77.0	VA VADER	X(2)	117.1					
							85.0	MP 85	X(2)	125.1					
							93.4	OSTRANDER	X(2)	133.5					
					16128		95.8	RP ROCKY POINT		135.9					
	2013	1349	0943		16130		97.3	KS KELSO		137.4	0900	1500	1828		
							98.9	KELSO SOUTH	X(2)	139.0					
					16134		101.1	2MT JC LONGVIEW JCT.	BJTX(2)	141.2					
							102.6	LONGVIEW JCT. SO.	X(2)	142.7					
					16140		107.5	KA KALAMA	X(2)	147.6					
							110.9	MP 111	X(2)	151.0					
					16155		122.0	RG RIDGEFIELD	X	162.1					
							123.6	RIDGEFIELD SOUTH	X(2)	163.7					
				(2)4,700			132.5	VANCOUVER JCT. NORTH	X(2)	172.8					
	2047	1425	1017		16166		133.0	VJ RYE JCT.		173.3	0825	1425	1755		
	2051	1429	1021		12365		136.5	DT MX VANCOUVER	BJKR TX(2)	176.4	0821	1421	1751		

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted		Vancouver, over 39th Street crossing.....	40 MPH.	40 MPH.
	Passenger	Freight			
Seattle and Rye Jct.....	75 MPH.	50 MPH.	Over road crossings:		
Rye Jct. and Vancouver	70 MPH.	50 MPH.	MP 25.4 between Auburn and Sumner		
Seattle—King Street station, through turnouts.....	10 MPH.	10 MPH.	MP 34.1 between Puyallup and Reservation		
Seattle—King St. Station—Trains handling Amtrak Superliner bilevel cars while passing umbrella sheds.....	5 MPH.	5 MPH.	MP 34.8 at East Olympia		
Seattle—All street crossings in corporate limits.....	20 MPH.	20 MPH.	MP 41.7 between East Olympia and Tenino Jct.		
Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront.....	10 MPH.	10 MPH.	MP 49.1 between Bucoda and Wabash		
Except over Military Road South at MP 5.3 between Argo and South Seattle.....	40 MPH.	40 MPH.	MP 51.3 between Wabash and Centralia North		
Argo interlocking.....	40 MPH.	30 MPH.	MP 66.1 between Chehalis Jct. and Napavine		
Black River and Wabash against the current of traffic.....	59 MPH.	49 MPH.	MP 67.2 between Napavine South and Winlock		
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.	MP 74.6 between Winlock and Vader		
Black River interlocking.....	60 MPH.	50 MPH.	MP 130.4 between Ridgefield South and Vancouver Jct. North	65 MPH.	
Trains or engines through dual control switch turnouts at following locations:			Trains handling multiple level platform equipment with top platform loaded must not exceed 10 MPH. through Nelson Bennett and Ruston Tunnels and must operate on Main 1 only.		
Centralia North				Up to 100 tons O/B	Over 100 tons O/B
Centralia			Seattle and Tacoma—Engine Southward freight train, passing signals:		
Chehalis Jct. to Twelfth Subdivision			8.9.....	45 MPH.	35 MPH.
Longview Jct. South to Main 1 Siding.....	15 MPH.	15 MPH.	23.9.....		35 MPH.
Trains or engines through turnouts at Black River.....	20 MPH.	20 MPH.	35.7.....		40 MPH.
Trains or engines through turnouts at following locations:			Reservation Interlocking and signal 38.9.....		20 MPH.
Crossover north end Ruston Tunnel.			Engine Northward freight train passing signals:		
Crossover south end Nelson-Bennet Tunnel.....	30 MPH.	30 MPH.	39.0.....	20 MPH.	15 MPH.
Trains or engines through dual control switch turnouts at following locations:			38.4.....		25 MPH.
Wabash Longview Jct. South			24.0.....		35 MPH.
Centralia South			11.4.....		40 MPH.
Chehalis Jct. MP 111.0			Vancouver and Tacoma—Engine Northward freight train passing signals:		
Napavine South Ridgefield			108.4.....	40 MPH.	35 MPH.
Vader South			103.8.....		40 MPH.
MP 85.0 Vancouver Jct.			103.6.....		40 MPH.
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.			

2. Bridge, Engine and Heavy Car Restrictions—
Between Seattle and West Seattle and between Meeker and McMillin—Item 5d not permitted.
West Seattle Line—Locomotives in Groups E and I and 250-ton wrecking derricks not permitted.
3. Train Register Exceptions—
Seattle—King St. Station—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.
4. 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 enroute Portland Division will secure a separate Portland Division track warrant and will not require a track warrant at Vancouver.

Trains originating will secure clearance and register at Stacy Street and clearance received at Stacy Street will clear trains entering 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, 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.

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

Centralia—Northward trains secure clearance.

Vancouver—Rule 82(A) does not apply. Northward trains secure track warrant before departing.

Between Nisqually and St. Claire, Ruston and Reservation, Puyallup and Sumner, yard limit signs Auburn and 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 Reservation 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 Reservation and 11th Street—

River Street MP 38.8

D Street MP 39.8

21st Street MP 40.1

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 details 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 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 fuseses 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, Broad Street and Galer Street except to prevent accidents not otherwise avoidable.

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

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

Section 11.66.030 of Chapter 11.66 of the Seattle 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. **Tacoma**—Switching movements along or over public crossings must be preceded by flagmen who are required to give proper warning for safety of persons approaching crossing, except when locomotive is equipped with flashing amber light and precedes other units of train, or when crossing is protected by automatic crossing signals in operation.

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

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

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

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

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

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

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

- 15. **Between Nelson Bennett and West Tacoma**—Trains and engines moving against current of traffic after passing lunar indication governing crossover movement at end of CTC Nelson Bennett or lunar indication governing movement over Bridge 14 may proceed as prescribed by Item 1 of this Subdivision.

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

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

When doing station work at Tacoma southward trains cut their train north of the train order stands.

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

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

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

- Main 1—MP 58.1—Chehalis—Darigold spur
- Main 2—MP 95.5—Rocky Point—North & South end of storage tracks.
- Main 2—MP 107.5—Kalama—House track
- Main 2—MP 115.7—Woodland—Down River Forest Products
- Main 1—MP 116.4—Woodland—Columbia River Carbonated.
- Main 2—MP 116.5—Woodland—House track

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

- 20. **Tacoma**—Time of NRPC trains applies at passenger station.

- 21. **Track Bulletins**—Authorized Centralia to Vancouver.

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

Steilacoom— MP 11.2 Steilacoom— MP 17.5

Other Track Side Warning Detector Locations—

Auburn—	MP 26.4	Castle Rock—	MP 86.1
Kyro—	MP 30.0	Woodland—	MP 113.5
Chehalis—	MP 56.9		

SOUTHWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance From Vancouver	TOWARD NORTH
					Office Calls	Rule 6(A)		
		15129	56	156.0	VN VANCOUVER (CN Station)	KY	0.0	

BETWEEN VANCOUVER AND VANCOUVER JCT. CANADIAN NATIONAL TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	15129		155.8	VB VANCOUVER JCT.			0.7	
	15126		155.3	CT CN JCT.		ABS Rules 261-262	1.2	
	15125		153.8	SK STILL CREEK		ABS Rules 251-257	2.7	
	15123		151.8	WN WILLINGDON JCT.	X		4.8	
			149.8	SL SPERLING	X(2)		6.8	
			148.0	PR PIPER	X(2)		8.6	
	15118		146.9	BY BURNABY	X		9.7	
		56	146.4	LC LAKE CITY	X(2)		10.2	
			146.1	NR NORTH ROAD	X(2)		10.5	
			145.4	BT BRUNETTE	X(2)	CTC	11.2	
			145.3	CP CP JCT			11.3	
			145.0	BD BRAID	X(2)		11.5	
	15114		144.8	MN NEW WESTMINSTER	KY		11.6	
			144.5	SC SPRUCE			11.9	
	15110		141.3	FA FRASER RIVER JCT.			13.5	
5,908	15109		139.5	BL BROWNSVILLE			14.9	
	15105		136.9	TD TOWNSEND To Tibury 4.1		ABS	17.5	
2,422	15100		131.1	GX COLEBROOK To Roberts Bank BCR 15.5	R	CTC	24.0	
	15091		120.4	WR WHITE ROCK, B.C.	Z	ABS	34.8	
6,060	15088		119.4	BN BLAINE, WA.	RY		35.8	
	15081		112.1	IN INTALCO	JTY	TWC	43.1	
6,600	15075		106.3	FD FERNDALE	BRY	ABS	49.0	
	15067		97.0	HM BELLINGHAM	BKRY		58.0	
6,347	15062	50	92.9	FN SO. BELLINGHAM	Y	ABS	61.2	
6,384	15049		79.7	BO BOW			74.6	
4,635	15042		71.9	BU BURLINGTON To Anacortes 16.6	JR		82.0	
6,075	15038		66.8	MT MT. VERNON	BR		85.9	
6,381	15025		55.5	BX STANWOOD		CTC	98.3	
6,846	15016		45.5	GL ENGLISH			108.0	
	15012		42.2	KR KRUSE JCT. To Darrington 34.5	R		111.6	
2,557	15009		38.8	MS MARYSVILLE			115.0	
			37.0					
	15008	408	10.9	DELTA JCT. To Bayside 2.4	Y		117.7	
	15005		9.1	PG DELTA	Y		119.5	
	02165	407	0.0	PJ PA JCT.	JY	ABS	121.4	
		50	34.6	TW BAYSIDE	Y		120.1	
	02167		32.1	EJ EVERETT JCT.	JY		122.6	

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

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

New Westminster Train Dispatcher Call—Blaine-01

(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:

Willingdon 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—Burlington Northern trains will register by register ticket.

Roberts Bank—All trains will register.

Blaine—All trains will register by register ticket.

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

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

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

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

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

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

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 beginning at MP 119.9 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 241.
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 Slocan/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 Spruce Control—

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.

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

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

Between North Absolute Signal CN Jct. and South Absolute Signal Still Creek—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.

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.

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. 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 between 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
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.

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—Rule 82(A) does not apply. Trains originating must obtain track warrant showings track bulletins in effect.

Bayside-Delta-Everett Jct.-PA Jct.-Kruse Jct.-Delta Jct.—Rule 82(A) does not apply. Trains originating must obtain a track warrant at Delta Jct. showing track bulletins in effect.

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

17. TWC—In effect between Blaine MP 118.6 and Bellingham MP 98.9.

18. Track Bulletins—Authorized Blaine to Everett Jct.

19. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the maintenance of way department for track occupancy not protected by track warrant authority.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance From Cle Elum	EASTWARD
					Office Calls	Rule 9(A)			
	14,620	13150	49	24.9	CL CLE ELUM	TY		0.0	
					12.6	EA EASTON	IT		12.6
	5,356	13163		38.1	3.0	CB CABIN CREEK			15.6
		13166		41.1	1.0	UP UPHAM			16.6
		13167		42.1	4.4	MR MARTIN			21.0
		13172		46.5	3.2				
	10,664	13175		50.0		SI STAMPEDE			24.2
	6,994	13185		59.7	10.0	DM LESTER	T		34.2
	6,220	13192		67.1	7.2	MY MAYWOOD			41.4
	6,501	13199		73.8	7.5	BG EAGLE GORGE			48.9
		13206	81.3	6.7	PC PALMER JCT.	T		55.6	
				6.0	To Veazey				
	6,217	13207	82.3	1.2	GV KANASKAT			56.8	
	6,281	13213	88.2	5.9	AR RAVENSDALE			62.7	
	6,232	13220	94.3	6.9	CO COVINGTON			69.6	
	4,822	13228	102.0	7.4	GR EAST AUBURN	Y		77.0	
		16014	102.9	0.9	AY AUBURN	BJTY		77.9	

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

- 1. Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
- Cle Elum and Auburn 49 MPH.
 - Cle Elum over crossing west of Depot 25 MPH.
 - Easton and Lester 20 MPH.
 - Lester—Movements over Loop Track..... 5 MPH.
 - Between MP 60.5 and MP 63.8 between Lester and Maywood 35 MPH.

- 2. Bridge, Engine and Heavy Car Restrictions—**
Between Palmer Jct. and Veazey—
 Item 5d not permitted.
 Locomotives in Groups G, H and I not permitted on Loop Track at Lester and Wye track at Easton.
 Cabin Creek—Locomotives switching industrial spur are limited to 2 units.

- 3. Train Register Exceptions—None.**
4. Clearance Provisions and Exceptions Rule 82(A)—
 Auburn—Rule 82(A) does not apply. Trains must receive authority from train dispatcher before entering Fourth Subdivision.
5. Rule 99—When flagging is required, distance will be 2.0 miles.

- 6. Mountain Grade Operation—**
 Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Lester and Stampede, ruling grade ascending east 2.2 and between Martin and Easton ruling grade descending east 2.2.

- 7. Auburn—**Normal position of Wye/Jct. switch is lined and locked for Auburn Yard.
 Third Subdivision instructions govern.

- 8. Ravensdale—**When cars are set out on siding spur, west switch must be lined for spur to serve as derail.

- 9. Kanaskat—**West car set out on Tracks 2, 3 and 4 must have metal chocks placed under wheels. Chocks must be replaced after switching is done on these tracks.

- 10. Between 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.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	6th Subdiv BRANCH LINE STATIONS		Distance From Oroville	T/A/R/D	
					Office Calls	Rule 8(A)			
	2,876	66836	387	135.7	OROVILLE	Y	0.0		
					40.8				
	3,386	66795		95.7	OMAK	Y	40.8		
					4.2				
	2,857	66791		91.5	OKANOAGAN		45.0		
					26.5				
	2,549	66764		65.0	BREWSTER		71.5	TWC	
					6.2				
	5,710	66758		58.9	PATEROS		77.7		
					20.0				
	3,114	66738	38.9	CHELAN		97.7			
				18.5					
	3,224	66720	20.4	ENTIAT		116.2			
				17.1					
		66702	3.3	OLDS	Y	133.3			
				3.3					
		02044	0.0	WC WENATCHEE	BJKRY	ABS	136.6		

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

- 1. Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
- Oroville and Wenatchee 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.
- 7. TWC—**in effect between Wenatchee and Oroville.
- 8. Track Bulletins—**Authorized on this Subdivision.
- 9. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the maintenance of way department for track occupancy not protected by track warrant authority.**

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS		Distance From Snohomish Jct. West	EASTWARD
					Office Calls	Rule 6(A)		
		02159	408	1.2	SH SNOHOMISH JCT. WEST	JTY	0.0	
		65601		0.0	BT BROMART	Y	1.2	
	2,855	65608	403	37.6	MB MALTBY		8.6	
				29.9	CJ WOODINVILLE	RTUY		
		65614		24.7	To Issaquah 18.9		14.1	
	2,495	65622	405	24.1	KL KIRKLAND		21.2	
	3,413	65626		17.0	BV BELLEVUE		25.6	
		65627		12.7	WU WILBURTON		26.4	
		65634		12.0	SO SCOPA	Y	33.7	
				4.3	RT RENTON	RY		
	3,660	65637	410	2.2	To Snoqualmie Falls 38.4		35.8	
		16004		12.2	BI BLACK RIVER	IJY	38.0	
				9.5				

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

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

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

- Snohomish Jct. West and Black River 25 MPH.
- Renton and Cedar Falls 25 MPH.
- Cedar Falls and Snoqualmie Falls 10 MPH.
- Item 1A, All Subdivisions, applies, except between MP 25.0 (Woodinville) and MP 37.0 (Bromart.)

**2. Bridge, Engine and Heavy Car Restrictions—
Item 5d and 250-Ton wrecking derricks not permitted.**

Locomotives in Group I not permitted at Renton, and between Renton and Snohomish Jct. West.

Between Woodinville and Issaquah—Item 5c and locomotives in Group E not permitted, except Group E GP30, 35, 38 and 38-2 are permitted. Locomotives in Groups G and H restricted to one locomotive only.

Between Renton and Snoqualmie Falls—Locomotives in Groups E, G, H and I not permitted, except Group E GP 30, 35, 38 and 38-2 are permitted.

3. Train Register Exceptions—

Stacy Street—Trains enroute Seventh Subdivision will register.

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

Black River and Trains entering from 1st Subdiv— Rule 82(A) does not apply.

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

6. Rule 93—Yard limit in effect between—

Yard limit signs east of Scopa and Black River.

7. Bellevue—Do not leave cars between main track and gate at Safeway spur account descending track.

No switching is permitted on or across N.E. 8th between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. except on Sundays and legal holidays.
No side clearance to doors 1 and 2 at Safeway Warehouse.

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

- 9. Cedar Falls—Normal position of crossover is for siding.
- 10. Rule S-227—Absolute block register territory in effect on the Industrial Spur between Woodinville and Issaquah. Register is located at Jct. Woodinville.
- 11. Rule S-227—Absolute block register territory in effect between Renton and Snoqualmie Falls. Register is located in telephone booth at Renton Station.

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

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

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

- Intalco and Cherry Pt 25 MPH.
- Item 1A, All Subdivisions, applies.

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

3. Train Register Exceptions—None.

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

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

6. TWC—In effect between Intalco and Cherry Point.

7. Track Bulletins—Authorized on this Subdivision.

8. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the maintenance of way department for track occupancy not protected by track warrant authority.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS		Distance From Sumas	EASTWARD
					Office Calls	Rule 6(A)		
	6,420	66089	403	127.2	SM SUMAS	BKRY	0.0	
				120.9	NK NOOKBACK		6.4	
	1,537	66073		111.4	DG DEMING		15.8	
		66065		103.5	AE ACME		23.7	
	1,850			94.1	TD THORNWOOD		33.2	
		66305		86.8	WL SEDRO WOOLLEY		40.5	
			409	21.3	To Concrete 23.4	RY		
		15042		16.6	BU BURLINGTON	JY	45.3	

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

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

- Sumas and Burlington 40 MPH.
- Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

- 3. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 82(A)**—
Burlington and Sedro Woolley—Rule 82(A) does not apply.
- 5. **Rule 99**—When flagging is required, distance will be 1.5 miles.
- 6. **Between Strandell and Everson**—
MP 17.0 to MP 18.0, track out of service.
- 7. **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. **TWC**—In effect between Sumas and Sedro Woolley.
- 11. **Track Bulletins**—Authorized on this Subdivision.
- 12. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the maintenance of way department for track occupancy not protected by track warrant authority.

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

**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 derails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.
- 12. **Rule 93**—Yard limits in effect between—
Centralia and Blakeslee Jct.
Ventron and Elma
MP 66.1 and Aberdeen
Aberdeen and Hoquiam.
- 13. **Track Bulletins**—Authorized on this Subdivision.
- 14. **TWC**—In effect between Centralia and Aberdeen.
- 15. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the maintenance of way department for track occupancy not protected by track warrant authority.

- 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. **Track Bulletins**—Authorized on this Subdivision.
- 10. **TWC**—In effect on this Subdivision.
- 11. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance From Bangor	
				Office Calls	Rule 6(A)		
	67768	426	43.8	BG BANGOR	TY	0.0	
2,618	67765		39.7	SU SILVERDALE		3.4	
			0.0	RJ BREMERTON JCT.			
2,924	67757		32.1	To Bremerton 4.6		11.2	
2,623	67754		28.8	BF BELFAIR		14.3	
2,622	67741		16.3	AN ALLYN	TWC	26.9	
2,627	67728		3.2	BS BAYSHORE	Y	40.0	
			0.1				
	67725		425	25.2	NS SHELTON	TUY	43.2
2,710	67715			14.6	MC MARMAC		53.9
1,029	67710			10.1	TI STIMSON		58.3
	67708			7.5	ML McCLEARY	T	60.9
	67633	0.0		EF ELMA	BJRTY	68.4	

The track between Shelton-Bangor-Bremerton is owned by the United States Government and its maintenance and operation by the BNRR is covered by contract with the Government.
BN Radio Channel No. 1 in service on this Subdivision.

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

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

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.
MP 23.3 and MP 35.0 10 MPH.
Cars over 44 feet long weighing over 220,000 lbs.:
Over Bridges 0, 2, 5, and 37 10 MPH.
Cars over 38 feet long weighing over 177,000 lbs. when coupled in groups of two or more:
Over Bridge 38 20 MPH.
Over Bridges 0, 2, 5 and 37 10 MPH.
Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH
- 2. **Bridge, 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.
- 9. **Track Bulletins—**Authorized on this Subdivision.

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

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

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

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

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

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

- 7. **Between Little Rock and Gate—**Track out of service between MP 23.0 and MP 28.0.
- 8. **Rule S-227—**Absolute block register territory in effect between Saint Clair and Little Rock. Register is located in phone booth Saint Clair.

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance From St. Clair	EASTWARD
					Office Calls	Rule 6(A)		
	2,101	16061	402	0.0	SC SAINT CLAIR	JR	0.0	
		67503		3.1	QK QUADLOK		3.1	
	1,322	67504		4.6	LC LACEY		4.5	
		67510		9.6	OY OLYMPIA	T S-227	9.5	
	1,286	67515		14.9	BE BELMORE		14.8	
	1,376	67521		21.4	LR LITTLE ROCK		21.4	
		67614		28.4	HK GATE	J	28.7	

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

- 1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Saint Clair and Olympia 25 MPH.
Olympia and Gate 10 MPH.
Item 1A, All Subdivisions, applies.
- 2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Olympia—250-ton wrecking derricks not permitted over Bridge 9.1, Tumwater Branch. Single locomotive only may be used on industry tracks.
- 3. **Train Register Exceptions—**None.
- 4. **Clearance Provisions and Exceptions Rule 82(A)—**
Saint Clair—Rule 82(A) does not apply.
- 5. **Rule 99—**When flagging is required, distance will be 1.5 miles.

- 6. **Olympia—**Trains or yard engines moving to or from Jefferson Street spur must protect themselves and make certain that no UP trains are moving on either main track or siding while movement is being made.

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

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

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

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

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

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance From 11th Street	EASTWARD
					Office Calls	Rule 6(A)		
			400	0.6	11th STREET	JY	0.0	
		67305		5.5	SU SOUTH TACOMA	Y	4.5	
	1,726	67309		8.9	LV LAKEVIEW		7.9	
		67313		12.4	To Nisqually 11.7	RY		
	2,660	67320		20.2	OB MOBASE		11.4	
		67326		25.5	RY ROY	S-227	19.2	
		67332		32.9	YM YELM		24.5	
				40.2	WT WETICO		31.9	
	1,481	16077			TN TENINO		39.2	

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

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 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

12. 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.

13. Rule S-227—Absolute Block Register Territory in effect between Lakeview and Tenino. Register is located in Register box at Lakeview.

RADIO INFORMATION

PACIFIC DIVISION

Base Stations	Channel	Hours in Operation
Seattle Disprs. Office	1	Continuous
New Westminster, B.C. Disprs. Office	1	Continuous
Wayside Stations		
Newport	1, 2	Unmanned
Edwall	1	Unmanned
Harrington	1	Unmanned
Odessa	1	Unmanned
Wilson Creek	1	Unmanned
Ephrata	1	Unmanned
Wenatchee	1, 2	Continuous
Wenatchee West (Round Mtn)	1	Unattended
Cashmere	1	Unattended
Merritt	1	Unattended
Berne	1	Unattended
Cascade Tunnel	1	Unattended
Scenic	1	Unattended
Skykomish	1	Unattended
Monroe	1	Unattended
Everett		Continuous
Delta Yard	1, 2	Continuous
Bridge 10 (Delta Jct.)	1, 2	Continuous
Depot	1, 2	Continuous
Bayside Yard	1, 2	Continuous
Mukilteo	1	Unattended
Richmond Beach	1	Unattended
Interbay	1, 4	Continuous
Vancouver, B.C.	1	Unattended
New Westminster, B.C.	1, 2	Continuous
Blaine	1	Continuous
Bellingham	1	Continuous
Burlington	1	Unattended
Seattle		
Stacy Street Yard	1, 2	Continuous
King St. Yard	1, 3	0700-1500 daily
South Seattle	1, 2	Continuous
Auburn	1, 3	Unattended
Tacoma Yard	1, 3	Continuous
Centralia	1, 2	Continuous
Chehalis	1, 2-UP	Unattended
Longview Jct.	1, 2	Continuous
Longview	1, 2	Continuous
Kalama	1, 2-UP	Unattended
Olympia (Centralia)	1	Unattended
Renton (Stacy Street)	1	Unattended
Sumas	1, 2	0700-2100 daily
Aberdeen (Tacoma)	1, 2	Unattended
Elma (Centralia)	1	Unattended

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-625-6165	Asst. Chief	(206) 625-6165
8-625-6620	Seattle East	(206) 625-6620
8-625-6621	Seattle Terminal	(206) 625-6621
8-625-6169	Centralia North	(206) 625-6169
8-625-6167	Centralia South	(206) 625-6167
8-723-5203	Blaine North	(604) 524-6355
8-625-6175	Boyer West	(206) 625-6175
8-723-5203	New Westminster B.C.	(604) 524-6355

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	
656	Wenatchee	
656	Appleyard	

BALLAST PITS

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

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—Mecker	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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				6th Subdivision			
01879 Highland Spur	2.7 east of Lyons	Yard	West	66832 Cordell Pit	4.3 west of Oroville		
01889 Fairchild Storage Track	4.1 east of Espanola	100	Both	66825 Ellisforde	11.0 west of Oroville	53	Both
01896 Geiger Field	4.7 from Fairchild	Yard	West	66819 Tonasket	16.9 west of Oroville	34	Both
01899 Waukon	5.7 east of Edwall	55	Both	66815 Janis	21.7 west of Oroville	48	Both
01909 Canby	3.7 west of Edwall	29	Both	66809 Barker	31.9 west of Oroville	32	Both
01928 Mohler	6.7 west of Harrington	55	Both	66804 Riverside	9.0 west of Omak	32	Both
01932 Downs	4.7 east of Lamona	49	Both	66782 Malott	8.9 west of Okanogan	31	Both
01942 Nemo	4.8 east of Odessa	12	East	66767 Chief Joseph	2.7 east of Brewster	34	Both
01956 Irby	8.9 west of Odessa	25	Both	66763 Braker	1.2 west of Brewster	5	Both
01963 Marlin	6.6 east of Wilson Creek	39	Both	66750 Wells Dam Spur	8.0 west of Pateros	40	East
01978 Stratford	7.8 west of Wilson Creek	60	Both	66737 Chelan Falls	1.2 west of Chelan	36	Both
01991 Air Base	2.2 east of Ephrata	Yard	East	66725 Winesap	5.8 east of Entiat	40	Both
02003 Winchester	5.1 west of Naylor	175	Both	66707 Rocky Reach	4.2 east of Olds	46	West
02023 Trinidad Gravel Spur	3.1 west of Trinidad	53	West	66704 Welch	2.0 east of Olds	25	Both
02033 Voltage	2.5 east of Rock Island	32	Both	7th Subdivision			
02036 Alcoa Spur	1.2 west of Rock Island	Yard	West	02158 Snohomish	1.1 from Bromart	45	Both
2nd Subdivision				66009 Hartford	9.4 from Bromart	11	Both
02053 Monitor	3.6 east of Cashmere	10	West	Spectrum Glass Spur	2.0 east of Woodinville	8	East
02061 Dryden	3.1 east of Peshastin	10	West	65805 Douglas Palmer	5.3 east of Woodinville	14	East
02064 Peshastin	3 miles east of Leavenworth	10	East	65807 Redmond	6.5 east of Woodinville	10	Both
02144 Sultan	5.4 west of Goldbar	10	East	65817 St. Regis	17.1 east of Woodinville	13	West
02155 McKinnon Spur	2.4 west of Monroe	4	East	65819 Issaquah	18.9 east of Woodinville	8	Both
02174 Boeing Plant	1.8 from Mukilteo	Yard	East	65922 Maple Valley	10.2 east of Renton		
02185 Standard Oil Co.'s Trks.	2.2 west of Edmonds	81	West	65931 Trude	18.5 east of Renton	118	Both
02186 Richmond Beach	3.6 west of Edmonds	65	Both	65939 Cedar Falls	27.2 east of Renton	132	Both
3rd Subdivision				65838 Tanner	33.1 east of Renton	3	West
02207 Rhodes	3.6 south of Argo	40	South	65835 North Bend	35.2 east of Renton		
16005 Glacier Park	1.0 north of Orillia	42	Both	65832 Snoqualmie Falls	38.4 east of Renton	Yard	Both
16012 Thomas	1.9 south of Kent	8	South	9th Subdivision			
16046 Pioneer	1.2 north of West Tacoma	60	North	66060 Wickersham	4.9 west of Acme	Conn.	West
16047 Gravel Center	0.8 north of West Tacoma	30	North	66077 Lawrence	4.2 east of Deming	6	West
16049 Steilacoom	1.2 south of West Tacoma	8	North	66308 Cokedale Spur	3.1 east of Sedro Woolley	5	West
16051 Ketron	3.3 south of West Tacoma	20	South	66320 Supreme Cedar Prods on spur	15.6 east of Sedro Woolley	7	East
16077 Tenino	8.6 south of East Olympia	52	Both	66317 Hamilton	11.7 east of Sedro Woolley	26	Both
16080 Bucoda	2.8 north of Wabash	85	Both	66322 Birdsvie	16.9 east of Sedro Woolley	34	Both
16097 Napavine	1.2 north of Napavine			66326 Grassmere	22.2 east of Sedro Woolley	70	Both
	South	84	Both	66328 Concrete	23.4 east of Sedro Woolley	Yard	Both
16104 Winlock	5.7 north of Vader	41	Both	66405 Hampton (MP 19.3)	6.0 from Sumas	Wye	Both
16120 Castle Rock	2.3 south of MP 85	68	Both	66431 Everson (MP 18.0)	7.3 from Sumas	8	Both
16150 Woodland	5.7 south of MP 111			66410 Lynden (MP 5.3)	11.3 from Sumas	Yard	Both
68104 Longview	1.5 from Longview Jct.	Yard	Both	10th Subdivision			
16142 North Pacific Grain Growers	1.5 south of Kalama	38	North	67609 Briarwood	3.0 west of Grand Mound	5	West
67005 McMillin	8.0 from Meeker	Yard	Both	67613 Wolfkill Spur	0.4 west of Rochester	9	East
68152 Ampere	2.4 from Rye Jct.	20	North	67658 Hoquiam	3.5 from Aberdeen	Yard	Both
68154 Rye	3.5 from Rye Jct.	57	Both	67901 South Aberdeen Jct.	0.6 from Aberdeen via UP	25	Both
4th Subdivision				67902 South Aberdeen	0.7 east of So. Aberdeen Jct.	20	Both
15108 Delta-Alaska Terminal	0.8 south of Brownsville	Yard	North	67903 Cosmopolis	2.7 east of So. Aberdeen Jct.	8	Both
15106 Tilbury Line Jct.	0.4 north of Townsend	Conn.	North	67913 Markham	10.5 west of So. Aberdeen Jct.	30	Both
66503 Dow Chemical	3.0 from Tilbury Line Jct.	10	North	11th Subdivision			
66504 Tilbury Island Dock	4.1 from Tilbury Line Jct.	Yard	Both	67805 Bremerton	4.6 east of Bremerton Jct.	Yard	Both
15104 Southern Peat Moss Ltd.	0.4 south of Townsend	11	Both	67802 Gorst	2.3 west of Bremerton	10	West
66565 Robert Bank on BCR	15.5 south of Colebrook	Yard	Both	67801 Wesco	3.2 west of Bremerton	9	East
15080 Custer	5.5 north of Ferndale	49	Both	67761 Pro-Gas	2.9 west of Silverdale	4	West
15069 Noranda	4.1 south of Ferndale	11	South	67752 South Belfair	2.6 west of Belfair	36	Both
15053 Samish	3.8 north of Bow	55	Both	67724 Olympia Plywood	1.0 west of Shelton	10	West
15046 Belleville Pit	5.3 north of Burlington	102	North	67721 Cole Road Bldrs. Supply	3.7 west of Shelton	3	East
15041 MVB Station	1.4 north of Mt. Vernon	2	North	67707 McCleary	0.7 from McCleary Jct.	Yard	Both
15032 Fir	5.3 south of Mt. Vernon	20	South	67704 Whites	3.5 west of McCleary Jct.	10	West
15025 Twin City Foods	2.4 south of Stanwood	Yard	South	13th Subdivision			
15020 Silvana	5.5 south of Stanwood	20	Both	67514 Ohm Spur	0.8 east of Belmore	Yard	West
15013 Pacific Grinding Wheel	1.0 north of Kruse Jct.	15	North	67512 Graystone Spur	2.7 west of Olympia	8	West
66020 Edgecomb	3.8 north of Kruse Jct.	44	Both		2.0 west of Olympia	7	West
66023 Arlington	6.9 north of Kruse Jct.	Yard	Both		1.9 west of Lacey	10	West
66111 Cascade Pole Spur	9.4 north of Kruse Jct.	12	South	14th Subdivision			
66120 Oso	18.9 north of Kruse Jct.	10	Both	67306 Weston	2.0 west of South Tacoma	26	East
66135 Andron	34.5 north of Kruse Jct.	Wye	Both	67308 Hull Hardwood	1.1 east of Lakeview	2	East
66136 Darrington	35.5 west of Kruse Jct.	Yard	Both	67311 McChord Field	1.7 west of Lakeview	Yard	West
66207 Whitney	6.9 west of Burlington			67312 Metreco	2.9 west of Lakeview	25	East
66210 Whitmarsh	10.2 west of Burlington			67314 Spanaway Spur	4.3 west of Lakeview	Conn.	Both
66212 Fidalgo	12.3 west of Burlington	24	Both	67340 West Tenino	0.2 east of Tenino Jct.	23	Both
66216 Anacortes	16.2 west of Burlington	Yard	Both	67404 Camp Murray	4.4 west of Lakeview	15	East
5th Subdivision				67407 Fort Lewis	7.8 west of Lakeview		
13154 Bullfrog	4.1 west of Cle Elum	20	Both				
13175 Sam Spur	0.7 east of Stampede	30	West				
65504 Roslyn	3.5 from Cle Elum	Yard	West				
67027 Veazey	6.0 from Palmer Jct.	Yard	West				

WESTWARD	FIRST CLASS	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance From Sunset Jct.	FIRST CLASS	EASTWARD	
	1027					Office Calls	Rule 6(A)		1028		
	NRPC Daily								NRPC Daily		
	0113		01877	46	1.1	SUNSET JCT.	J	CTC	0.0	2320	
		12,641	63002		2.6	EMPIRE				1.6	
	0123		63007		9.3	MARSHALL	JTY		APB ABS	8.0	2312
	0135	5,711	63014		16.6	CHENEY	JTY			15.3	2304
	0140	4,558	63019		21.5	BABB				20.2	2258
	0149	6,289	63028		31.0	FISHTRAP				29.7	2250
	0159	6,373	63039		41.3	SPRAGUE				40.0	2240
	0209	6,277	63048		51.1	KEYSTONE				49.8	2228
	0215	2,535	63054		56.7	TOKIO				55.3	2224
	0224	5,658	63062		64.9	RV RITZVILLE				63.6	2218
	0234	6,326	63072		74.3	PAHA				73.0	2209
	0242	6,441	63079		82.0	LD LIND				80.7	2203
	0253	5,753	63087		89.9	PROVIDENCE			ABS	88.6	2151
	0257	2,619	63090		93.0	BEATRICE				91.7	2145
	0303	5,763	63095		97.9	CUNNINGHAM				96.6	2140
	0318	W4,820 E5,097	63108		110.2	CN CONNELL			BJKY	108.9	2123
	0324	2,576	63113		115.5	CACTUS				114.2	2116
	0329	6,784	63117		119.7	MESA To End of Track 11.2				118.4	2113
	0338	2,281	63126		128.4	ELTOPIA				127.1	2106
	0343	4,824	63131	133.4	SAGEMOOR				132.1	2102	
	0348	6,231	63135	138.0	GLADE				136.8	2059	
	0400		12143	145.6	RN PASCO			APB ABS	144.4	2050	

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

Sunset Jct. and Pasco.....	79 MPH.	
Trains or engines through:		
Crossover Marshall to Scribner		
and Spokane Division Tenth	25 MPH.	25 MPH.
Subdivision Switch at Marshall.	12 MPH.	12 MPH.
Trains or engines on sidings	Up to 100	Over 100
	tons O/B	tons O/B

Providence and Beatrice—
Westward freight trains passing
signal: 90.9..... 40 MPH.
Item 1A, All Subdivisions, applies to
Westward freight trains between
MP 84.0 and MP 90.0

2. Bridge, 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. Track warrant not
required.

Track warrant not required for 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 track
warrant 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. 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. **Track Bulletins**—Authorized on this Subdivision.
- 11. **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

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance From Pasco	T E A S T W A R D
					Office Calls	Rule 6(A)		
		12143	46	0.0	RN PASCO	BIJKRTY	0.0	
				1.7				APB ABS
		12146		229.7	SP&S JCT.	LJY	1.7	
	7,932	12147		228.5	HOVER		2.8	
	3,632	12151		223.9	FN FINLEY		8.5	
	9,352	12159		215.8	YELLEPIT		15.8	
	7,015	12172		203.3	BERRIAN		28.4	
	9,351	12183		192.0	MO PLYMOUTH		39.6	
	7,052	12195		179.8	PATERSON		53.2	
	9,128	12205		170.4	WHITCOMB		62.6	
	7,103	12218		157.7	McCREIDIE		73.9	
	8,459	12228		147.8	RE ROOSEVELT		84.8	
	7,099	12240		135.9	BATES		97.1	
	9,136	12250		125.0	TOWAL		108.0	
	7,092	12261		113.6	MARYHILL		118.0	CTC
		12269		106.1	X WISHRAM	BJKRT	126.2	
		12272		103.2	AVERY		128.3	
	9,935	12282	47	93.3	NORTH DALLES		138.0	
	4,079	12290		85.3	YA LYLE	BJKR	146.8	
	11,115	12299		75.9	BINGEN		156.5	
	9,888	12309		65.8	COOKS		166.3	
	11,085	12321		54.8	STEVENSON		178.3	
	9,958	12333		42.5	SKAMANIA		189.3	
	9,910	12347		28.9	WASHOUGAL		204.7	
		12351		23.8	MA CAMAS		207.7	
		12361		14.5	McLOUGHLIN		218.1	
		12363		12.1	2MT EAVAN	X	219.9	
		12365		9.9	MX VANCOUVER	BJKRTXY	222.3	
		12368		8.1	KD NORTH PORTLAND JCT.	LJXY	224.2	
	E3,039	12369		7.0	DT EAST ST. JOHNS	BJXY	225.3	
		12372		4.3	BR WILLBRIDGE	BIJKTY	228.0	ABS Rule 251
		12373		2.0	LAKE YARD	KTYX	230.3	
		12375		0.0	VC PORTLAND (Union Station)	BKRTXY	232.3	

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.

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

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		10 MPH.
Trains or engines on sidings and/or through dual control switch turnouts at the following locations:		
Yellepit 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.
Portland and Vancouver— Engine Westward freight trains passing signals:	Up to 100	Over 100
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)—Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.
Willbridge—Track warrant issued at Albany will apply at Willbridge.

Track warrants received at Vancouver or Pasco apply at Wishram for Second Subdivision trains.

Albina—U.P. trains destined Pacific Division secure Pacific Division and Portland Division track warrant and will not require track warrants 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—Track warrant needed prior to departing Vancouver on Eastward trains. Portland Division track warrant received on Pacific Division applies 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.

Cabooseless Operation—Westward cabooseless trains will receive roll by inspection at Vancouver. If roll by inspection is not performed at Vancouver, trains over 2500 feet must not exceed 20 MPH.

Train speed must not exceed 20 MPH when train has continuous loss of telemetry between rear of train device and locomotive for over 15 minutes when train is underway.

Train speed must not exceed 20 MPH if telemetry fails at any point where stopped and train then proceeds. Normal speed may only be resumed if telemetry continuity resumes operation.

Loss of telemetry is when you lose either information regarding the level of air pressure at rear of train or information regarding status of the train's rear end marker light continuously for over 15 minutes. Loss of other functions of the train link system is not considered telemetry failure but should be reported on Engineers Notation Sheet.

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
- MP 113.6 Maryhill—Spur track
- MP 125.0 Towal—Spur track
- MP 135.9 Bates—Spur track
- MP 140.4 Sundale—Spur track
- MP 147.8 Roosevelt—Industry switches
- MP 157.7 McCredie—Spur track
- MP 170.4 Whitcomb—Back Track switches
- MP 179.8 Paterson—Spur track
- MP 192.0 Plymouth—All switches off siding

MP 202.6 Berrian—Spur track
 MP 215.4 Yellepit—Spur track
 MP 228.7 Hover—Pacific Hide & Fur Spur

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 Seattle. 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 eastward 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. **Track Bulletins**—Authorized on this subdivision.

23. 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
Towel—	MP 128.0		

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.

Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance From Latah Jct.	
				Office Calls	Rule 6(A)		
	01878	47	375.1	LATAH JCT.	J	0.0	
11,537	12005		370.3	OVERLOOK		CTC	3.4
4,027	12008		367.1	SCRIBNER	J		7.6
	12010		365.0	FISH LAKE	J		9.7
4,004	12014		360.4	SOUTH CHENEY			14.7
5,817	12021		354.3	MOCK			19.9
6,241	12032		343.0	ROONA			31.1
6,652	12040		335.0	LAMONT			39.7
6,244	12051		323.4	MACALL			51.6
6,292	12064		310.8	BENGE			63.7
6,276	12076		299.2	HOOPER		ABS	75.3
6,459	12084		291.0	WASHTUCNA			83.7
6,230	12097		277.6	KAHLOTUS			97.8
4,462	12107		268.3	FARRINGTON			105.9
4,083	12119		256.4	SNAKE RIVER			118.3
6,238	12121		253.7	VOTAW			121.2
6,266	12130		244.5	LEVEY			130.2
3,543	12137		237.8	MARTINDALE			136.8
	12142		233.2	AINSWORTH JCT.	LJY	APB ABS	141.4
	12143		231.3	RN PASCO BIJKRTXY			144.2

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.
Fish Lake and Pasco—Head end of Engine Westward freight train passing signals:	
340.7	Over 100 tons O/B
327.3	40 MPH.
314.9	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 track warrant at Pasco.
Spokane Division track warrant received by U.P. Trains at Wallula will apply at Fish Lake.
Latah Jct.—Rule 82(A) does not apply. Track warrant not required.
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. Track Bulletins—Authorized on this Subdivision.
11. 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

WESTWARD	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance From Wishram	EASTWARD
					Office Calls	Rule 6(A)		
		12269		0.0	X WISHRAM	BJKRTY	0.0	
		14002		1.0	1.5 O. T. JCT.	AJY	1.5	
4,399	14006		5.4	4.0 MOODY		5.5		
5,449	14018		17.8	12.7 LOCKIT		18.2		
2,544	14026		25.9	8.1 DIKE		26.3		
2,539	14030		29.9	4.2 SINAMOX		30.5		
6,292	14040		39.2	9.6 OAKBROOK		40.1		
	14055		54.2	14.6 AU MAUPIN		54.7		
4,526	14056		55.1	0.8 CAMBRAI		55.5		
2,557	14064		63.3	8.3 NENA		63.8		
5,533	14071		70.6	6.9 DIXON		70.7		
5,294	14080	53	79.6	9.7 KASKELA		80.4		
5,386	14086		85.3	5.5 SOUTH JCT.	ABS	85.9		
1,746	14094		93.5	8.2 GATEWAY		94.1		
5,579	14100		99.3	5.8 PAXTON		99.9		
2,474	14105		104.7	5.3 MD MADRAS	RY	105.2		
4,865	14110		109.7	5.0 METOLIUS		110.2		
2,677	14115		114.5	4.7 CULVER		114.9		
5,570	14122		121.1	7.1 OPAL CITY		122.0		
2,548	14130		129.0	7.5 TERREBONNE		129.5		
4,202	14132		131.8	2.8 PRINEVILLE JCT.	JY	132.3		
5,122	14135		134.1	2.7 RD REDMOND	RY	135.0		
6,336	14144		143.3	9.1 DESCHUTES		144.1		
	14152		152.0	7.4 D BEND	BKRTY	151.5		
8,725	14165	54	12.6	13.1 LAVA		164.6		
7,836	14183		31.6	18.4 LAPINE	TWC	183.0		
7,816	14203		50.7	20.2 CRESCENT		203.2		
8,229	14220		67.8	16.9 CHEMULT	JY	220.1		
				75.4				

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

	14295		0.0	BIEBER LINE JCT.	JY	295.5
	14296		1.0	1.0 K KLAMATH FALLS	BKRTY	296.5
2,620	14311		15.4	14.1 MERRILL		310.6
7,830	14320		24.5	9.4 MALIN		320.0
2,487	14327	55	31.6	7.2 STRONGHOLD	A TWC	327.2
5,073	14340		44.7	12.7 MAMMOTH		339.9
6,751	14350		54.2	10.3 KEPHART		350.2
5,036	14362		66.5	11.9 SCARFACE		362.1
6,820	14374		78.3	11.8 LOOKOUT	J	373.9
8,024	14385		91.0	11.2 BIEBER	JTY	385.1

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

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

- Speed Restrictions—Zone—Between**

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

Bend—On Standard Oil, Haines, Drill and Mill Spurs, six axle locomotives not permitted.
- Train Register Exceptions—**Conductors of run-through crews operating from Bend to Vancouver will register with operator at Wishram via radio.

Madras and Redmond—Trains will register when directed by train order.
- 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.
- Rule 99—**When flagging is required, distance will be 1 mile between Wishram and Metolius and 2 miles between Metolius and Bieber.
- Interlockings and Drawbridges not Indicated at Stations—**

Columbia River—Drawbridge 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.
- 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.
- Bend—**City of Bend Ordinance requires that horns/whistles not be sounded at Wilson Avenue Crossing except to prevent accidents not otherwise avoidable.
- Rule 93—**Yard limits in effect between—
Prineville Jct. and Redmond
Bend and Cascan
Bieber Line Jct. and Klamath Falls
- Train Inspection—**Bend and Bieber, Roll-by inspection of both sides of all freight trains at speed of 8 MPH-10 MPH must be made by train crews.
- Moody—**Siding must not be blocked between East Switch and Industry track.
- Train Order Form F Example (3)—**May be used on this Subdivision between Wishram and Bend.
- Track Bulletins—**Authorized on this Subdivision.
- TWC—**In effect between Bend and Chemult and Bieber Line Jct. and Bieber.

15. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the maintenance of way department for track occupancy not protected by track warrant authority.

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	5th Subdiv BRANCH LINE STATIONS		Distance From Ainsworth Jct.	T E A S T W A R D
					Office Calls	Rule 6(A)		
		12142	450	2.7	AINSWORTH JCT.	J	0.0	
		64104		4.0	BURBANK		1.2	
	3,538	64106		5.7	VILLARD JCT.	J	3.3	
BETWEEN VILLARD JCT. AND WALLA WALLA UNION PACIFIC RULES AND TIMETABLE GOVERN.								
		64331	450	63.8	WALLA WALLA	UY	40.5	
	825	64334		67.7	WALAIR	Y	44.4	

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.
Walla Walla and Walair	25 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 Walla Walla 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—None.

**4. Clearance Provisions and Exceptions Rule 82(A)—
Ainsworth Jct. and Villard Jct.—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 Walla Walla 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.

7. Handling 80 Feet or Longer Cars—

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

8. **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.

On State Penitentiary Track not more than three loads may be handled at any one time.

9. **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.

10. Track Bulletins—Authorized on this Subdivision.

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

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

WESTWARD	Station Numbers	Line Segment	Mile Post Location	ZANGAR JCT.		Distance From Zangar Jct.
				Office Calls	Rule 6(A)	
	64119		4.2	ZANGAR JCT.	J	0.0
	64134	451	19.5	SMELTZ	T	15.4
	1,277	64138	23.4	HELIX		19.3
	64153		39.5	U.P. CONNECTION	J	35.4
				2.1		

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

WESTWARD	Station Numbers	Line Segment	Mile Post Location	PENDLETON		Distance From Zangar Jct.
				Office Calls	Rule 6(A)	
	64155	649	40.5	ND	JRTY	37.5

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.

8. Track Bulletins—Authorized on this subdivision.

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

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

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)—Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.

Willbridge—Track warrant 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. Track Bulletins—Authorized on this Subdivision.

13. TWC—In effect between United Jct. and Astoria.

14. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

Within city limits of Salem..... 15 MPH.
Tualatin, over Tualatin-Sherwood highway 25 MPH.
Salem, passing Boise Cascade Inc..... 5 MPH.
Through Norris Paint Company 15 MPH.
Eugene, over Garfield Street and to end of track 5 MPH.
Six-axle locomotives between United Jct. and Albany 25 MPH.
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—None.

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

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 Gerton—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.

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

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

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

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.

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

Southern Pacific Transportation Company rules and timetable govern.

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

15. Handling 80 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.

16. Between Tigard and West Woodburn—

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

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

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

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

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

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

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

17. Greton—Eastward trains must stop at Tiedeman Road Crossing to determine if way is clear prior to occupying crossing assuring that any vehicles approaching from the west side have been stopped by SP Crossing gates and are not fouling Eighth Subdivision.

18. TWC—In effect between United Jct. and St. Marys and Greton and Eugene.

19. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

20. 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.

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.

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. TWC—In effect on this subdivision.

8. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

W E S T W A R D	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS		Distance From Goldendale	T E A S T W A R D
					Office Calls	Rule 6(A)		
		64742	439	42.1	GOLDENDALE	T	0.0	
	1,841	64713		13.4	KLICKITAT	TWC	28.7	
		12290		0.0	YA LYLE	BJKR	42.2	

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.

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Vancouver	1	Unmanned
Wayside Stations		
Ritzville	1	Unmanned
Connell	1	0800-0000 Mon.-Sat.
Pasco	1, 2	Continuous
Finley	1	Unmanned
MP 208 (Near Berrian)	1	Unmanned
Plymouth	1	Unmanned
Whitcomb	1	Unmanned
Roosevelt	1	Unmanned
Towal	1	Unmanned
Wishram	1, 2	Continuous
Lyle	1	0800-1600 Mon.-Fri.
Bingen	1	Unmanned
Stevenson	1	Unmanned
Camas	1	0700-1600 Mon.-Fri.
Vancouver	1	Continuous
Col. River Drawbridge	1	Continuous
Yard Office	1, 2	Continuous
Portland		
Willamette Drawbridge	1	Continuous
Portland (GO) Yard	1, 2	Unmanned
Willbridge Yard	1, 2	Continuous
Lake Yard	1, 2	Continuous
Depot Yard	1, 2	Continuous
Wishram (Celilo Bridge)	1	Continuous
Maupin	1	0800-1700 Mon.-Fri.
South Jct.	1	Unmanned
Madras	1	Unmanned
Redmond	1	Unmanned
Bend	1	Continuous
Beal	1	Unmanned
South Klamath Falls	1, 2-WP	Continuous
Malin	1, 2-WP	Unmanned
Bieber	1, 2-WP	Unmanned
St. Helens	1	0700-1600 Mon.-Fri.
Beaverton	1	Unmanned
Salem	1	0700-1700 Mon. thru Fri.
Albany Yard	1	0600-0000 Mon. thru Sat.
Eugene	1	0700-2300 Mon. thru Fri.
Snake River	1	Unmanned
Washtucna	1	Unmanned
Lamont	1	Unmanned

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	
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
438	Vancouver Jct.—Rye	0.0 to 3.7
455	Lookout—Hambone	(BN-MCR) 0.0 to 33.4

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

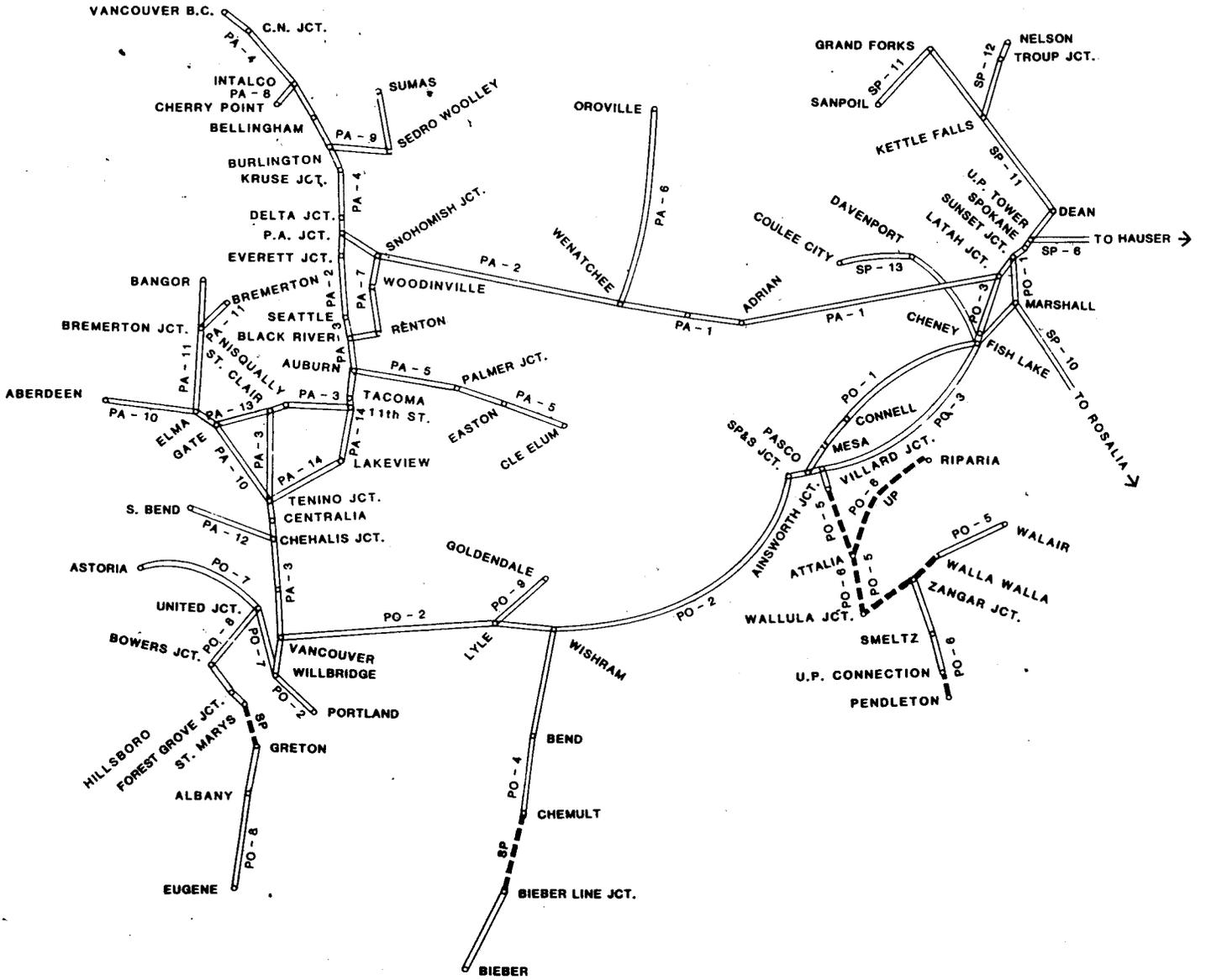
Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				6th Subdivision			
63098 Hatton.....	9.1 east of Connell.....	43	Both	64112 Attalia.....	6.3 west of Villard Jct.	Yard	Both
63115 Mesa Pit.....	2.0 west of Cactus.....	40	Both	64329 Penitentiary..... on spur	1.3 from Walla Walla.....	Conn.	East
63708 Basin City.....	8.6 west of Mesa.....	52	Both	64335 Craik.....	4.0 west of Walla Walla	2	East
End of Track.....	10.4 west of Mesa.....			7th Subdivision			
2nd Subdivision				64147 Fulton.....	5.9 east of U.P. Conn.	28	Both
12200 Ballast Track, MP. 174.....	3.9 east of Whitcomb.....	37	Both	8th Subdivision			
12234 Sundale.....	4.5 east of Bates.....	17	West	68202 Gasco.....	1.3 west of Willbridge.....	25	West
12254 Commonwealth..... on spur	1.6 from Cliffs.....	Yard	West	68205 Harbor Track.....	0.2 east of United Jct.	15	East
12255 Cliffs.....	5.0 east of Maryhill.....	33	West	68222 Multnomah Plywood.....	1.5 east of St. Helens.....	53	East
12256 Hewett.....	4.0 East of Maryhill.....	75	Both	68226 Crown Zellerbach Tracks...	0.8 east of Reichhold.....	93	Both
12278 Dow Chem. Co.....	3.7 east of North Dalles.....	50	East	68237 Trojan.....	1.3 west of Goble.....	10	East
12279 Dallesport Setout.....	3.3 east of North Dalles.....	26	West	68254 Port Westward..... on spur	2.2 west of Mayger.....	Yard	East
12300 Underwood Fruit & Whse.	0.9 west of Bingen.....	11	East	9th Subdivision			
12304 Hood.....	4.3 west of Bingen.....	80	Both	68601 Orenco..... on spur	0.8 from Orenco Jct.	12	Both
12316 Home Valley.....	6.6 west of Cooks.....	55	Both	68402 Bendemeer.....	1.4 west of Bowers Jct.	11	East
12322 Stevenson Plywood Co.....	1.6 west of Stevenson.....	69	East	68419 Tualatin.....	4.0 west of Tigard.....	8	Both
12322 Hegewald Timber Co.....	1.6 west of Stevenson.....	57	West	68420 Albertson-Oregon Culvert...	5.4 west of Tigard.....	4	West
12326 North Bonneville (2 Trks.)	5.0 west of Stevenson.....	118, 3	Both	68421 Tri-County Industrial.....	5.8 west of Tigard.....	6	East
12337 Prindle.....	4.3 west of Skamania.....	12	East	68423 Storstved (Mulloy).....	5.2 east of Curtis.....	6	East
12343 Mt. Pleasant.....	4.0 east of Washougal.....	121	Both	68432 Donald.....	3.7 west of Curtis.....	21	Both
12349 Nu Lam Wood Products.....	2.0 west of Washougal.....	9	East	68436 Loganville.....	0.9 east of West Woodburn	162	West
12350 Camas-Washougal Port.....	2.0 east of Camas.....	15	East	68440 St. Louis.....	2.9 west of West		
12355 Columbia Vista Lbr. Co.....	3.4 west of Camas.....	5	West	Woodburn.....	8	East	
12362 Portco..... (Main 2)	1.0 east of Eavan.....	30	West	68446 Hopmere.....	5.5 east of Bush.....	32	Both
3rd Subdivision				68458 Roberts.....	3.1 west of Minto.....	21	East
12140 East Pasco Permante				68463 Orville.....	4.9 east of Sidney.....	14	Both
Cement Co.....	1.0 east of Ainsworth Jct.	16	West	68471 Talbot.....	3.1 west of Sidney.....	15	Both
12140 East Pasco Tidewater				68474 Dever.....	6.0 west of Sidney.....	2	West
Shaver.....	1.2 east of Ainsworth Jct.	15	West	68487 Ehlen-Van Waters and			
12140 East Pasco Shell Chem.....	1.2 east of Ainsworth Jct.	6	West	Rogers.....	6.2 west of Albany.....	10	East
12140 East Pasco Storage No. 1.....	1.2 east of Ainsworth Jct.	18	West	68489 Verdue.....	8.2 west of Albany.....	4	West
12140 East Pasco Storage No. 2.....	1.2 east of Ainsworth Jct.	18	West	68494 Fayetteville.....	13.2 west of Albany.....	12	East
12112 Burr.....	6.1 east of Snake River	115	East	68497 Potter.....	3.3 east of American.....	3	East
4th Subdivision				68499 Tulsa.....	1.0 east of American.....	5	East
14047 Sherar.....	7.3 east of Maupin.....	34	East	68501 Miller Seed Co.....	10.4 east of Junction City	3	West
14051 Tuscan.....	3.8 east of Maupin.....	10	East	68504 Cartney.....	7.3 east of Junction City	6	East
14068 Dant.....	3.7 west of Nena.....	3	East	68507 Harrisburg.....	5.0 east of Junction City..	8	East
14154 Cascan.....	2.8 west of Bend.....	Yard	Both	68518 Awbrey.....	6.1 east of Eugene.....	8	West
14225 Diamond Lake..... (SPT)	5.3 west of Chemult.....	112	Both	68519 Enid.....	4.1 east of Eugene.....	20	East
14231 Yamsay..... (SPT)	10.7 west of Chemult.....	111	Both	68815 Lebanon (O.E. Siding)....	14.8 west of Albany.....	8	Both
14240 Lenz..... (SPT)	19.9 west of Chemult.....	112	Both	68816 Weldwood.....	15.9 west of Albany.....	30	Both
14249 Fuego..... (SPT)	28.8 west of Chemult.....	112	Both	68821 Bauman Lumber Co.....	20.8 west of Albany.....	13	East
14253 Kirk..... (SPT)	33.0 west of Chemult.....	111	Both	68826 Boise Cascade Plywood.....	26.0 west of Albany.....	8	Both
14258 Calimus..... (SPT)	38.0 west of Chemult.....	130	Both	68829 Sweethome.....	29.0 west of Albany.....	20	Both
14266 Chiloquin..... (SPT)	46.6 west of Chemult.....	113	Both	68832 Foster.....	31.9 west of Albany.....	10	East
14271 Lobert..... (SPT)	50.6 west of Chemult.....	130	East	68712 North Plains.....	4.9 west of Bowers Jct.	8	Both
14276 Modoc Point..... (SPT)	56.1 west of Chemult.....	111	Both	68713 Timco.....	6.3 west of Bowers Jct.	8	Both
14284 Algoma..... (SPT)	64.4 west of Chemult.....	111	Both	68718 Banks.....	11.2 west of Bowers Jct.	15	Both
14289 Wocus..... (SPT)	69.2 west of Chemult.....	111	Both	68605 Hillsboro.....	20.4 west of Bowers Jct.	14	Both
14291 Chelsea..... (SPT)	71.4 west of Chemult.....	113	Both	68611 Forest Grove.....	26.0 west of Bowers Jct.	14	Both
14293 Klamath Falls Depot (SPT)	73.8 west of Chemult.....	Yard	Both	9th Subdivision			
14300 Henley.....	3.4 west of Klamath Falls	20	East	64735 Centerville.....	6.3 west of Goldendale.....	18	Both
14312 Stonebridge.....	1.7 west of Merrill.....	20	East	64730 Warwick.....	11.4 west of Goldendale.....	16	Both
14332 Hannchen.....	4.7 west of Stronghold.....	22	West	64723 Swale.....	18.6 west of Goldendale.....	5	East
14333 Kandra.....	5.4 west of Stronghold.....	42	East	64717 Wahkiakus.....	3.5 east of Klickitat.....	13	Both
14346 Tionesta.....	6.0 west of Mammoth.....	39	Both	64710 Pitt.....	3.7 west of Klickitat.....	6	Both
69034 Hambone..... (MCR)	38.9 from Lookout.....	Conn.	Both	5th Subdivision			
64307 Harsha.....	7.3 west of Eureka.....	9	Both				

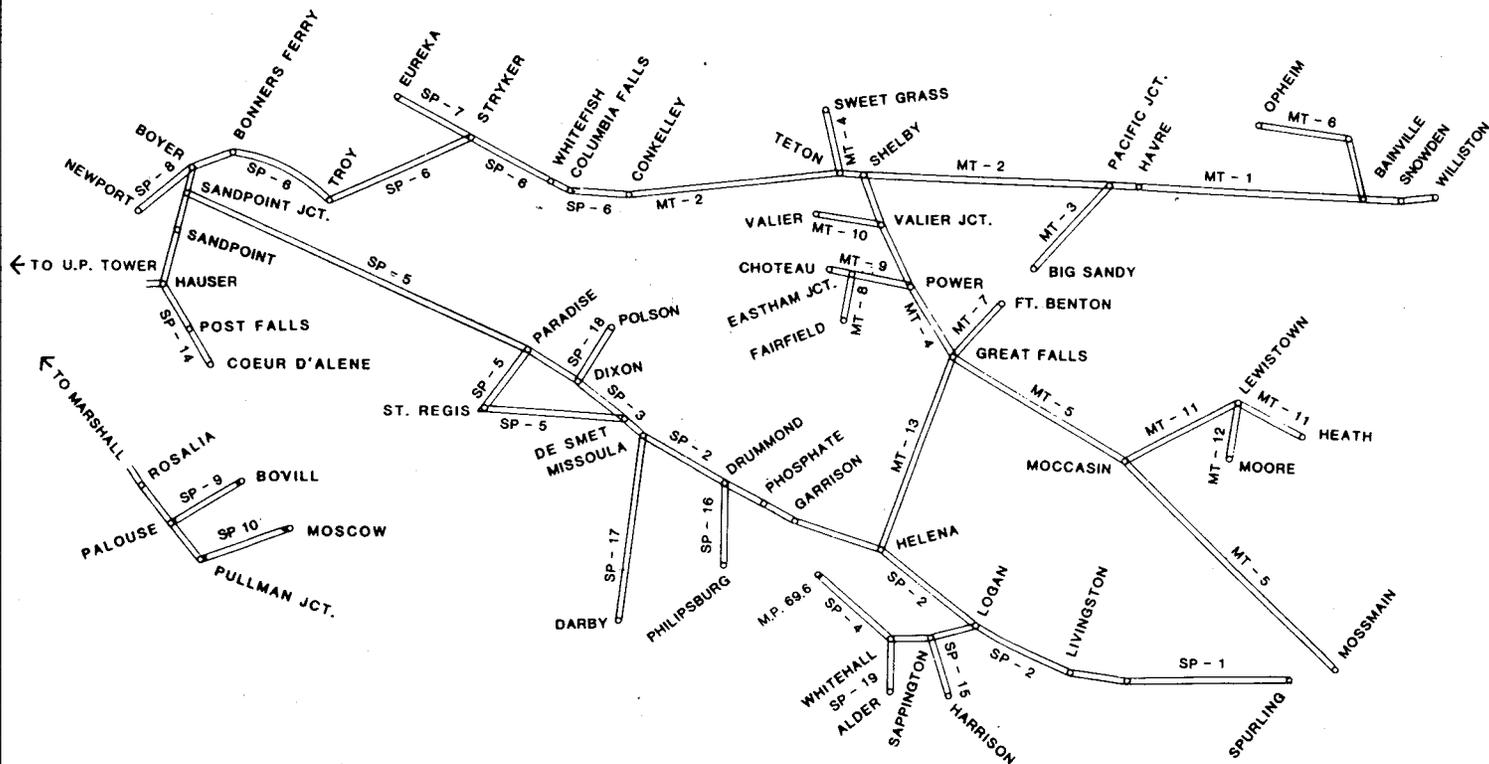
Dr. Thomas V. Mears, Chief Medical Officer Ft. Worth, Texas
 Dr. Hi E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. C. P. Swan.....	Albany	Dr. G. V. Axford	Pasco
Medical Dental Center	Astoria	Dr. R. J. Kramer	Pasco
Doctors Clinic Assoc.....	Auburn	Dr. W. T. Cooper.....	Pasco
Dr. Nicholas J. Riesland	Basin	Dr. Douglas Newton	Pasco
Dr. D. H. Boettner	Bellingham	Dr. E. D. Coriell.....	Polson
Bend Memorial Clinic.....	Bend	Dr. Frank C. Jones	Portland
Dr. C. J. Edwards	Bonnors Ferry	Dr. A. B. Shields	Portland
Dr. D. C. Epler	Bozeman	The Portland Clinic	
Dr. S. L. Shaneyfelt	Bozeman	Dr. Walter M. Arthur	Puyallup
Dr. R. A. McEachren	Burnaby, B.C.	Dr. J. K. Symonds	Puyallup
Dr. R. J. Best	Butte	Dr. O. I. Lowry	Rosalia
Dr. J. E. McGreevey	Butte	Dr. F. E. Marienau	Sandpoint
Dr. George M. Gilboy.....	Butte	Dr. Franz H. Siemsen	Sandpoint
Dr. Bruce Knutsen.....	Butte	Dr. John W. Finley.....	Seattle
Cashmere Medical Center	Cashmere	Dr. H. G. Plut	Seattle
Dr. A. R. Twiss	Chehalis	Dr. Joel C. Konikow	Seattle
Dr. S. Elloway	Chehalis	Polyclinic	Seattle
Dr. Richard Buker, Jr.....	Chester	Seattle Medical Surgical Clinic	Seattle
Dr. P. W. Lambert	Clarkston	Dr. P. J. Suver	Seattle
Cle Elum Family Medicine	Cle Elum	Dr. C. E. Weems.....	Seattle
Dr. Douglas J. Pitman	Columbia Falls	Dr. Dean Dietrich	Sedro Woolley
Colville Medical Center	Colville	Shelby Clinic	Shelby
Dr. D. H. Lindeman	Colville	Snoqualmie Valley Clinic	Snoqualmie
Dr. Robert S. Hamilton	Conrad	Dr. R. H. Eddings	Snoqualmie
Dr. P. B. Shepard.....	Cut Bank	Dr. Robert J. Albi	Spokane
Dr. Francis Bertoglia	Deer Lodge	Dr. J. M. Collins	Spokane
Dr. A. J. Grose	Ellensburg	DeRe Medica	Spokane
Enumclaw Medical Center.....	Enumclaw	Dr. H. M. Kenney	Spokane
Dr. Paul G. Kinney.....	Ephrata	Dr. Wm. L. Gray.....	Spokane
Dr. E. C. Bond	Everett	Southhill Medical Center	Spokane
Dr. I. W. Varley	Everett	Valley Clinic	Spokane
Dr. W. F. Gertson	Fort Benton	Dr. F. James Beckner	Stanwood
Glasgow Clinic	Glasgow	Sumas Family Health Center	Sumas
Dr. T. O. O'Dea	Glasgow	Dr. Jan Holm	Tacoma
Goldendale Medical Clinic.....	Goldendale	Dr. R. D. Rivera	Tacoma
Great Falls Clinic.....	Great Falls	Dr. T. H. Skrinar—Puget Sound Clinic	Tacoma
Dr. John Margaris.....	Great Falls	Dr. C. I. Stevens	Tacoma
Dr. John Ross.....	Great Falls	The Dalles Clinic	The Dalles
Dr. Donald MacLean.....	Hamilton	Rittenour Medical Clinic	Thompson Falls
Havre Clinic	Havre	Dr. R. B. Berthon	Twin Bridges
Dr. James Kelley	Havre	Dr. Ray Shearer	Toppenish
Dr. Stuart Reynolds	Havre	Dr. Victor Bergson	Vancouver, B.C.
Helena Family Physicans	Helena	Dr. A. P. Eng	Vancouver, B.C.
Issaquah Clinic.....	Issaquah	Dr. A. D. VanWart	Vancouver, B.C.
Family Health Care	Kalispell	Dr. V. H. Livingstone	Vancouver, B.C.
Dr. E. C. McKibben, Jr.....	Kirkland		CAN V521H
Dr. W. A. Bartlett	Klamath Falls	Dr. David Ruiz, Family Physicians Group	Vancouver, WA
Dr. David Van Sickle.....	Lake Oswego	Dr. Paul O. Kretchmar, Vancouver Clinic.....	Vancouver, WA
Dr. William T. Matthews	Libby	Dr. S. R. Hevel	Waitsburg
Jardee Clinic	Lind	Dr. G.M. Doornink, Wapato Medical Clinic.....	Wapato
Livingston Clinic.....	Livingston	Dr. K.F. Stefan	Washougal
Park Clinic	Livingston	Dr. James B. Johnson	Wenatchee
Dr. Thomas Rowe	Livingston	Dr. Arthur L. Ludwick	Wenatchee
Dr. Larry Leininger	Longview	Dr. W. B. Zook	Wenatchee
Dr. G. O. Polo	Longview	Dr. Del B. Coolidge.....	(Whitefish Clinic) Whitefish
Dr. J. A. Evert	Missoula	Dr. Jerrold Johnson (Family Physician Clinic)	Whitefish
Dr. J. E. Gouaux	Missoula	Whitehall Clinic	Whitehall
Missoula Medical Plaza.....	Missoula	Dr. J. E. Anderson	Wilbur
Dr. Michael Priddy	Missoula	Craven-Hagan Clinic	Williston
Dr. Richard D. Ratigan	Missoula	Dr. Edmund L. Burke.....	Yakima
Dr. M. C. Lindel	Montesano		
Dr. Nathan Coonrod	Moscow		
Dr. John C. Carpenter	Nelson, B.C.		
Dr. G. A. Sackville	New Westminster, B.C.		
Okanogan Health Center	Okanogan		
Dr. J. F. Kruidentier—Olympia Memorial Clinic.....	Olympia		

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





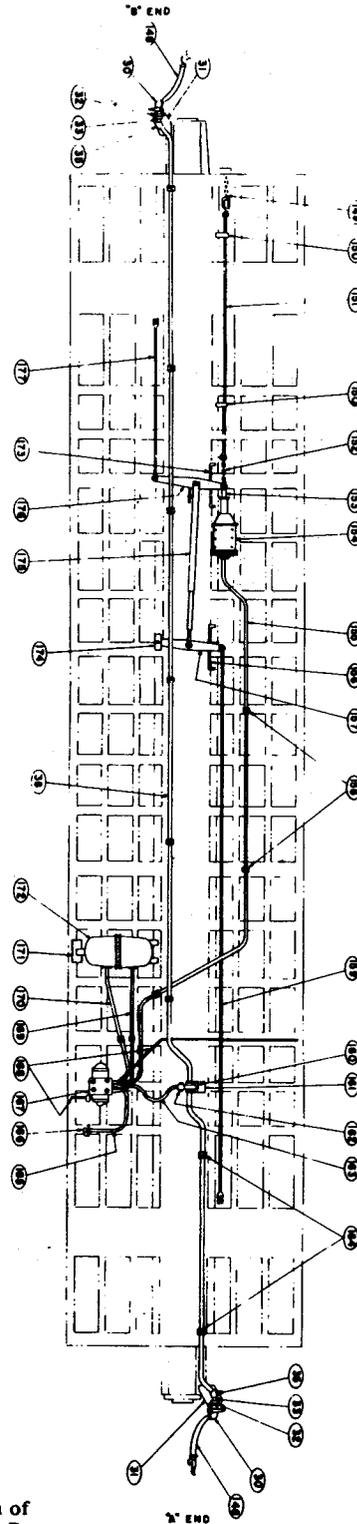
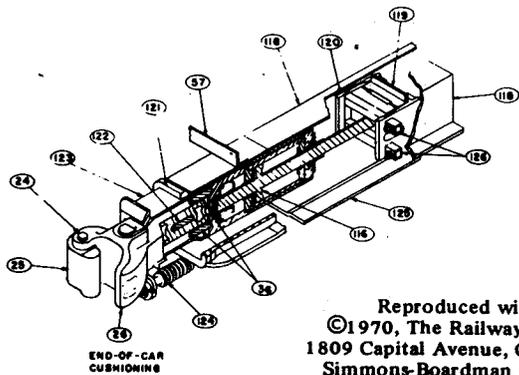
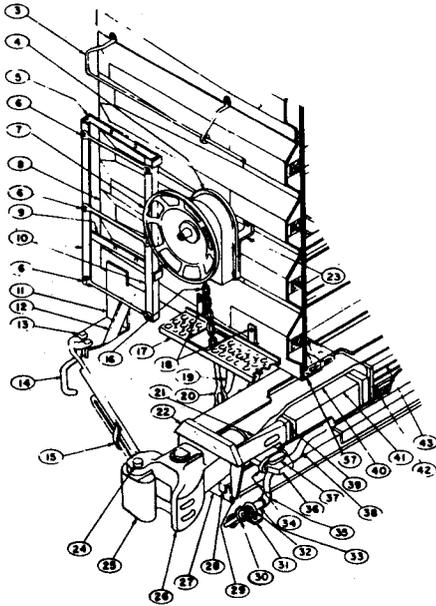
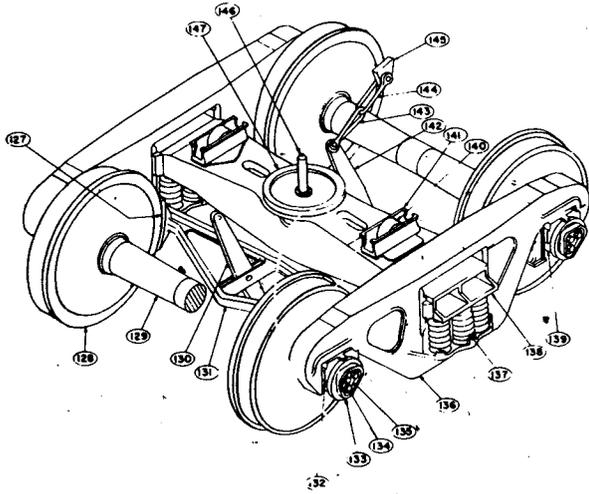
SEATTLE REGION

LEGEND:

- PACIFIC DIVISION SUBDIVISION ——— PA-1
- PORTLAND DIVISION SUBDIVISION ——— PO-1
- SPOKANE DIVISION SUBDIVISION ——— SP-1
- MONTANA DIVISION SUBDIVISION ——— MT-1

FOR INFORMATION PURPOSES ONLY SEPTEMBER 1966

CAR CHART



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

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**SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS
TO BE USED FOR INFORMATION PURPOSES ONLY
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN
In Effect 0001 Sunday October 26, 1986 Continental Pacific Standard Time,
Continental Mountain Standard Time and Continental Central Standard Time**

1007 NRPC Daily	STATION	1008 NRPC Daily
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MONTANA DIVISION 1st SUBDIVISION

s1035 0940	WILLISTON 106.6	1805 s1700
s1110	WOLF POINT 49.6	s1505
s1201	GLASGOW 65.6	s1420
s1300	MALTA 87.4	s1320
s1430	HAYRE	1205

MONTANA DIVISION 2nd SUBDIVISION

1445	HAYRE 104.6	s1150
s1620	SHELBY 24.2	s1010
s1650	CUTBANK 33.4	s0940
1725	BROWNING 14.2	s0900
1745	GLACIER PARK 30.9	0845
r1850	ESSEX 23.4	r0740
s1945	BELTON 12.3	s0705
2000	CONKELLEY	0645

SPOKANE DIVISION 6th SUBDIVISION

2000	CONKELLEY 10.5	0645
s2025	WHITEFISH 101.8	s0635
s2210	LIBBY 18.2	s0430
2232 2132	TROY 66.0	0400 0300
s2305	SANDPOINT 66.5	s0140
s0035 0100	SPOKANE 1.8	0025 s2350
0105	LATAH JCT.	2338

(Continued)

1007 NRPC Daily	STATION	1008 NRPC Daily
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PACIFIC DIVISION 1st SUBDIVISION

0105	LATAH JCT. 117.4	2338
s0310	EPHRATA 52.2	s2152
s0416	WENATCHEE	2053

PACIFIC DIVISION 2nd SUBDIVISION

0420	WENATCHEE 121.4	s2050
s0730	EVERETT 15.4	s1745
s0805	EDMONDS 17.4	s1721
s0915	SEATTLE	1650

1027 NRPC Daily	STATION	1028 NRPC Daily
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SPOKANE DIVISION 6th SUBDIVISION

0110	SPOKANE 1.0	s2340
0113	SUNSET JCT.	2320

PORTLAND DIVISION 1st SUBDIVISION

0113	SUNSET JCT. 144.4	2320
s0400	PASCO	2050

PORTLAND DIVISION 2nd SUBDIVISION

0402	PASCO 106.1	s2047
s0558	WISHRAM 30.3	s1900
s0632	BINGEN 65.8	s1825
s0750	VANCOUVER 10.0	s1713
s0835	PORTLAND	1650

1797 NRPC Daily	1011 NRPC Daily	1795 NRPC 26 Sun., Tues. and Fri.	STATION	1796 NRPC Daily	1014 NRPC Daily	1798 NRPC 25 Sun., Wed. and Fri.
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PACIFIC DIVISION 3rd SUBDIVISION

1730	1105	0700	SEATTLE 39.6	s1150	s1800	s2120
s1824	s1159	s0754	TACOMA 35.4	s1050	s1650	s2016
s1906	s1238	s0836	EAST OLYMPIA 19.1	s1005	s1603	s1931
s1926	s1300	s0856	CENTRALIA 43.3	s0945	s1546	s1911
s2013	s1349	s0943	KELSO 39.0	s0900	s1500	s1828
s2051	s1429	s1021	VANCOUVER	0821	1421	1751

PORTLAND DIVISION 2nd SUBDIVISION

s2053	1432	1023	VANCOUVER 10.0	s0819	s1418	s1749
s2120	s1505	s1050	PORTLAND	0800	1400	1730

**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.