

MONTANA DIVISION

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D. A. CRAWFORD	Asst. Supt. Mechanical	Havre
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W. R. WALTERS	Trainmaster	Havre
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J. D. WHITMYER	Agent-Asst. Trainmaster	Great Falls
C. E. KEELER	Trainmaster-Road Foreman	Great Falls
E. L. HENCZ	Trainmaster-Road Foreman	Shelby
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K. E. ROBERTSON	Terminal Trainmaster	Seattle
L. D. HUNTER	Terminal Trainmaster	Tacoma
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J. D. WRIGHT	Trainmaster-Road Foreman	Bend
R. B. CLOTT	Agent-Asst. Trainmaster	Albany
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G. L. SKILLMAN	Manager Train Operations	Seattle
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D. L. BURNS	Chief Dispatcher	Seattle
B. G. PORTSMOUTH	Chief Dispatcher	Seattle
C. C. STENGEM	Chief Dispatcher	Billings

Printed in U.S.A.



SEATTLE REGION

MONTANA, SPOKANE and PACIFIC
DIVISIONS

TIMETABLE NO. 9

IN EFFECT AT 0001

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

Sunday, October 25, 1987

Including National Railroad Passenger Corporation (NRP) Trains

Vice President
W. W. FRANCIS

General Manager
L. E. MUELLER

Asst. Vice President
Transportation-System
A. J. Thompson

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions

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.

	Maximum Speeds Permitted
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.

Maximum speeds permitted unless otherwise provided

Movements on:

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

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

12 MPH

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99799	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and 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:		
CBQ 92400-92799 NP 66100-66249		
GN 60680-60696 NP 67550-67552		
NP 62300-62949 NP 68011-68023	45 MPH	45 MPH

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

Maximum Speed of Locomotives

Refer to Rule 455 of the Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 MPH and 21 MPH 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 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

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:

5-585, 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, 1709-1713, 1717, 1721, 1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1739, 1741-1742, 1744-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1831-1834, 1835-1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1902-1904, 1910, 1913-1914, 1916-1918, 1920, 1922, 1927, 1929-1931, 1934-1935, 1938, 1942, 1944, 1946, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 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.

SPECIAL INSTRUCTIONS

Not more than 24 powered axles can be used in helper services 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.

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

BN 513903-513997
BN 514108-514193
BN 514301-514494
BN 520016-520595
BN 522000-522399

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 1-2.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358-1360, 1364-1365.
	GP-9	1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1739, 1741-1742, 1744-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902-1904, 1910, 1913-1914, 1916-1918, 1920, 1922-1927, 1929-1931, 1934-1935, 1938, 1942, 1944, 1946, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	1991, 1993, 1995-1997.
C	SW-7	142.
	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 203, 205-216, 218, 220, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169, 269.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14, 19.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709-1713, 1717, 1721, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1831-1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2006, 2008, 2010, 2012, 2030-2031, 2034-2037, 2041-2042, 2044, 2048-2049, 2054, 2058-2059, 2063.
	GP-30	2217-2219, 2221-2226, 2232, 2236, 2241-2242, 2246.
	GP-39-2	2700-2739.
E	SW-15	20-65, 300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369, HL 2018, HL 2021-2022, HL 2025, HL 2035, HL 2039-2040, HL 2042, HL 2045, HL 2052, MP 2019, MP 2037.
	GP-30	2200, 2203-2207, 2210, 2212-2216, 2249-2251, 2253.
	GP-35	2501, 2503-2504, 2507, 2509, 2511, 2513-2514, 2516-2518, 2521-2526, 2528-2535, 2537, 2540-2543, 2545, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3002, 3004-3012, 3015-3017, 3019, 3022-3030, 3032-3035, 3037-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3162.
	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.

Group	Model	Locomotive Numbers
E	B-30-7 B-32-8 F-40-PH	5485-5492. 5497-5499. AMTK 200-400.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9 E-9	6100-6103, 6107-6110, 6113-6123, 6125-6127, 9900-9908, 9910-9925.
I	C-30-7 U-30-C	5000-5135, 5137-5141, 5500-5599. 5300-5306, 5318, 5320-5322, 5325-5326, 5330-5331, 5333-5335, 5338-5362, 5364-5394, 5803, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6313, 6315-6318, 6320-6324, 6335-6337, 6339, 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	DRGW 5315, DRGW 5317, DRGW 5319-5326, DRGW 5329, DRGW 5332-5340.
	SD-40-2B*	7500-7502.
	SD-60	8300-8302.
		OWY 9000-9099.
		*Cableless.

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 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

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

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 and wings must be properly secured.

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

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

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

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.

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.

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

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.

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, 20-29 and 30-35.

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 of the General Code of Operating Rules.

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

SPECIAL INSTRUCTIONS

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
CHARLIE	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>	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>
DELTA	<p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>	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>
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>	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>
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>	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>
GOLF	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</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>	NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</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>	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>
		ROMEO	<p>Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.</p>
		SANDWICH	<p>The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.</p>
		TANGO	<p>Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.</p>
		UNIFORM	<p>Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.</p>
		VICTOR	<p>This shipment must not be detoured or rerouted without further clearances.</p>

SPECIAL INSTRUCTIONS

CODE	RESTRICTION APPLICABLE
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, including when **Detector Status Message** is "... Integrity failure", 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.

Detector Status Message

Train Crew Response

"... (No message or incomplete message)"

Stop and inspect entire train.

"... Excessive Alarms"

Stop and inspect entire train.

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 head end of train, including locomotives, 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.

Conductor must report to the train dispatcher when **Detector Status Message** is "Integrity failure".

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, track warrant or track bulletin. 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., 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 Changes and Additions

The General Code of Operating Rules is in effect on Burlington Northern Railroad.

The following 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-is 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-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

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.

SPECIAL INSTRUCTIONS

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)-the second paragraph is changed 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)-following paragraphs are added:

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

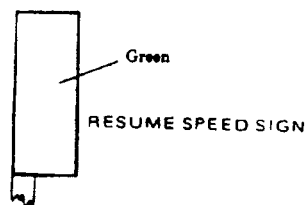
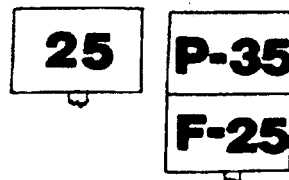
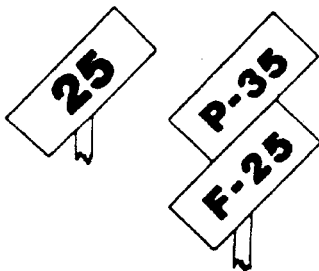
The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed.

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

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

ADVANCE WARNING SIGN

SPEED SIGN



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-following second paragraph is added:

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 19-is changed to read:

19. MARKERS: A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

19(A). HIGHLY VISIBLE MARKER: A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

NOTE: A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

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

When a highly visible marker is required, it must be inspected by a qualified employe at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.

19(B). ALTERNATIVE MARKERS: A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employe positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employe making this inspection must personally contact the employe at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

- (7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;

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- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main 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-following two paragraphs are added:

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 102, paragraph (2) - is changed to read:

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102-the following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 103(E)-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)-second paragraph is changed 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)-fifth paragraph is changed 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-following paragraph is added:

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 D-S Train Order Example (1)-is changed to read:

(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE
TRACK BETWEEN WEST CROSSOVER AT
FAYE AND EAST CROSSOVER AT GLEN
ALL TRAINS MUST STOP BEFORE FOULING
TRACK BETWEEN THESE POINTS UNLESS
AUTHORIZED TO PROCEED BY EMPLOYEE IN CHARGE OF
SWITCHES OR TRAIN DISPATCHER

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

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

GENERAL DESCRIPTION OF SIGNALS, Page 124-the following two paragraphs are added:

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Rule 234

INDICATION is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

Rule 241

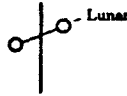
NAME is changed to: RESTRICTED PROCEED.

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

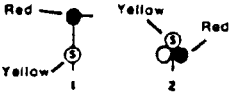
Aspects	Indication
	Block clear.

Rule 248(D)-Block Indicator

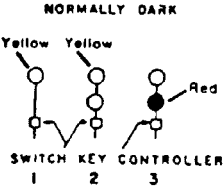
Aspects	Indication
	Block occupied.

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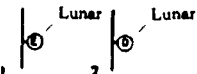
Rule 248(E)-Spring Switch Indicator

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

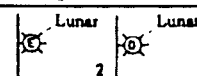
Rule 248(F)-Switch Indicator

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


Rule 248(G)-Failed Equipment Indicator

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


Rule 248(H)-Failed Equipment Indicator

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


Rule 248(I)-Slide Fence Indicator

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

Rule 248(J)-Slide Fence Indicator

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

Rule 248(K)-Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 312(2)(b)

The waiting time is 10 minutes.

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

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

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

If a train 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 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 on the conflicting route.

Rule 315(A)-is changed to read:

315(A). DUAL CONTROL SWITCHES AND DERAILS: Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

Rule 316-second paragraph is changed 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).

The two paragraphs previously added to Rule 351 reading:

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

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.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "**WORK BETWEEN**" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

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-following paragraph is added:

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-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:**

(a) LINE (number) OF TRACK BULLETIN NO _____ OF (date) _____
READING (quote line to be made void) IS VOID.

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) TRACK BULLETIN NO _____ OF (date) IS VOID.

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) LINE (number) OF TRACK BULLETIN NO OF (date)
IS VOID.

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) THAT PART OF TRACK BULLETIN NO _____ OF (date) _____
READING (quote line to be made void) IS VOID.

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) TRACK BULLETIN NO _____ OF (date) IS VOID.

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.

Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

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

TRACK BULLETIN FORM D			BURLINGTON NORTHERN RAILROAD								
No. _____	Date _____	19 ____									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> </table>					<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="height: 20px;">AT</td></tr> <tr><td style="height: 20px;">AT</td></tr> <tr><td style="height: 20px;">AT</td></tr> <tr><td style="height: 20px;">AT</td></tr> </table>	AT	AT	AT	AT		
AT											
AT											
AT											
AT											

OK _____	CORRECTOR _____	DISPATCHER _____
----------	-----------------	------------------

Rule 620-is changed 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)-is changed 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, employes in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employes will be governed by instructions of agents or other designated employe in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other 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 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-is 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-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

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 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)-first paragraph is changed 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)-second paragraph is changed 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-following second paragraph is added:

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 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main 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 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"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."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

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.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

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-following paragraph is added:

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-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) READING** (quote line to be made void) **IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO _____ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO _____ OF (date) READING** (quote line to be made void) **IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.

(c) **TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.

Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

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

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No _____		Date _____		10
TO	AT	TO	AT	
	AT		AT	
	AT		AT	
	AT		AT	

OR	COPIES BY	DISPATCHER
----	-----------	------------

13. Safety Rules and General Rules Changes and Additions

Rule 181-is modified as follows:

181. This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

WORKMEN:

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

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 is added:

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

Rule 565-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 566-is cancelled.

Rule 572-is 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-is 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-is 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 Railroad except on suburban equipment on Chicago Division, 1st 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.

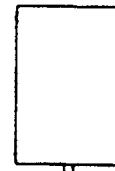
"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"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.

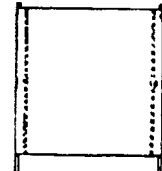
19. Roadway Signs

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)



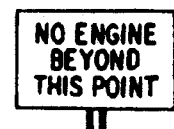
Yard Limit
Rule 93



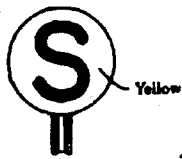
Conditional Yard Limits
Rule 93



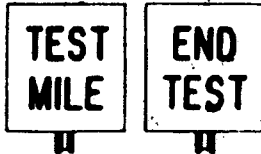
End Double Track



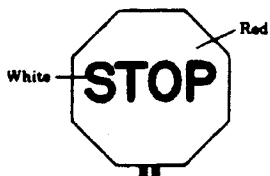
No Engine Beyond This Point



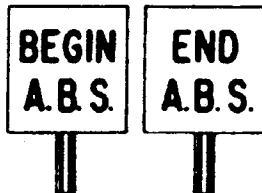
Spring Switch



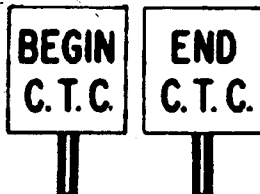
Begin Test Mile and End Test Mile

Stop
Rules 98 and 98(B)

One Mile Switch



Begin and End ABS



Begin and End CTC

Signal Overlap
Rule 303End of Overlap
Rule 303

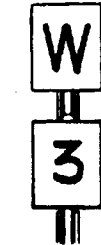
Rule 303

Crossing Whistle
Rule 15(I)

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

Derail
Rule 104(L)Westward Siding or
Eastward Siding
Rule 105(A)

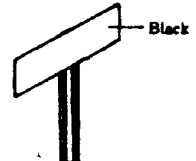
No Clearance



Rule 303



Fouling Point



Flanger

One Mile Draw Span
Rule 98

20. Tonnage Chart Profile

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

a. ***SPEED RESTRICTION EXISTS ON THIS TRAIN***

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

150
140
130
120
110
100 EEEE
90 NNNN
80 GGGG
70
60
50
40
30
20
LEN
SPH

X
X
X
X
X X
X X
X XX
X XX
X XX
XXXXXXX
S S SS
D

150
140
130
120
110
100
90 X
80 X
70 X
60 X
50 X
40 X
30
20
LEN
SPH

C
A
B

e. LEN
f. SPH

C=CAU D=DAN E=EXP F=FCG H=HWI P=POG R=RM # =ALL OTHER SPHDLG CODES

NOTES:

- ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

Special Handling Codes shown on wheel report.

FCG Flammable Compressed Gas
EXP Explosive
POG Poison Gas
RM Radioactive Material
DAN Dangerous
IRM Incentive Rate Movement
RE Rear Ender
HWI High Wide
CAU Caution
EW Excessive Weight
DNH Do Not Hump
SPD Speed Restriction
DNS Do Not Separate

UOS Unload From One Side Only
MRE Mechanical Refrigeration
DEV Loading Devices
HFR Home For Repairs
NPR No Special Entrainment Required
HTR Heater(s) in Car
MIC Messenger in Charge
WI Waive Inspection
HIV High Value
PBC Perishable in Box Car
ZIP Expeditor Trains Only
L01-L09 BN Local Yard Use Only
RII Rejected in Interchange

21. Procedures For State Drug and Alcohol Testing**BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

In the event that an employee is required to submit to urine testing under BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

1. The employee will provide a urine sample at a BN-designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
2. At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
3. Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

American Institute for Drug Detection, Inc.
9665 Allen Avenue
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the BN Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

American Institute for Drug Detection, Inc.
9665 Allen Avenue
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

MONTANA DIVISION

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS	Office Calls	Rule 6(A)	Distance from Williston
	01036		121.1	WT WILLISTON CST	BKRT		
20,215				WT WILLISTON			0.0
15,021	01049		133.2	12.0 TRENTON			12.0
12,287	01063		147.2	13.9 SNOWDEN	JT		25.9
8,552	01075		159.2	12.0 BAINVILLE	J		37.9
8,437	01089		173.5	14.3 CULBERTSON			52.2
8,430	01095		179.1	5.5 BLAIR			57.7
12,990	01108		192.8	13.7 BROCKTON			71.4
8,422	01122		206.8	14.0 POPLAR			85.4
8,424	01138		222.1	15.4 MACON			100.8
14,025	01144		227.3	5.8 WOLF POINT			106.6
8,422	01155		239.2	11.3 OSWEGO			117.9
8,495	01167	35	251.8	12.4 KINTYRE			130.3
8,431	01179		263.2	11.4 NASHUA			141.7
11,700	01192		277.5	14.5 GLASGOW	BKR	CTC	156.2
8,431	01205		289.4	11.8 TAMPICO			168.0
13,183	01219		303.5	14.1 HINSDALE			182.1
10,169	01232		316.2	12.7 SACO			194.8
8,000	01245		330.7	13.7 BOWDOIN			208.5
8,418	01259		343.3	13.3 MALTA	MF		221.8
10,389	01268		352.8	9.6 WAGNER			231.4
7,264	01276		360.7	7.9 DODSON			239.3
8,456	01291		376.0	15.3 SAVOY			254.6
7,463	01303		387.8	11.8 HARLEM	HM		266.4
10,302	01315		399.6	11.8 ZURICH			278.2
7,525	01324		408.8	9.3 CHINOOK	CK		287.5
10,109	01332		416.7	8.1 LOHMAN			295.6
	01345		430.4	13.6 HAVRE	HA	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 back cover for routes, times and station stops for NRPC trains.

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

MP 118.3 and MP 120.8	55 MPH.	55 MPH.
MP 120.8 and MP 121.1	30 MPH.	30 MPH.
MP 121.1 and MP 128.8	55 MPH.	55 MPH.
MP 133.2 and MP 133.6	65 MPH.	60 MPH.
MP 160.8 and MP 161.5	75 MPH.	60 MPH.
MP 176.1 and MP 178.5	65 MPH.	60 MPH.
MP 184.5 and MP 184.6	65 MPH.	60 MPH.
MP 186.2 and MP 187.5	65 MPH.	60 MPH.
MP 213.1 and MP 213.5	65 MPH.	60 MPH.
MP 272.9 and MP 275.8	65 MPH.	55 MPH.

MP 275.8 and MP 278.2	50 MPH.	50 MPH.
MP 279.35 and MP 279.55	65 MPH.	60 MPH.
MP 296.3 and MP 300.7	60 MPH.	50 MPH.
MP 311.75 and MP 312.5	60 MPH.	50 MPH.
MP 428.0 and MP 429.1	50 MPH.	50 MPH.
MP 429.1 and MP 429.8	40 MPH.	40 MPH.
MP 429.8 and MP 431.0	25 MPH.	25 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.
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Trains or engines through No. 20 turnouts at following

locations:	35 MPH.
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West siding switch at Williston.

Trenton	Poplar	Glasgow	Wagner
Snowden	Macon	Tampico	Dodson
Bainville	Wolf Point	Hinsdale	Savoy
Culbertson	Oswego	Saco	Harlem
Blair	Kintyre	Bowdoin	Zurich
Brockton	Nashua	Malta	Lohman
			Havre East

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			

Chinook- South Milk River factory tracks 5 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Locomotives in groups E, G, H, and I and 250 ton wrecking derricks not permitted on South Milk River factory tracks Chinook.

3. Train Register Exceptions-

Havre-NRPC trains will register by ticket.

Glasgow-NRPC trains need not register.

Williston-Through freight trains need not register.

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

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

Dakota Division track warrant or 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 track warrant or clearance at Soo Tower which will apply at Bainville.

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

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

Glasgow-Unless otherwise provided all train crews relieved at Glasgow must deliver all track warrants, clearances, train orders and messages to relieving conductor, engineer or both. If the relieving crew cannot personally confer with the crew being relieved, all track warrants, track bulletins and other pertinent information must be compared by the relieving conductor and engineer; and with the train dispatcher, before proceeding.

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.

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 347.0
Glasgow-	MP 282.2		

Other Track Side Warning Detector Locations-

Trenton-	MP 142.8	Vandalia-	MP 293.9
Culbertson-	MP 167.1	Saco-	MP 322.8
Sprole-	MP 202.5	Malta-	MP 347.0
Wolf Point-	MP 234.2	Dodson-	MP 364.0
Frazer-	MP 248.0	Harlem-	MP 383.5
Nashua-	MP 269.0	Chinook-	MP 404.0

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance from Havre	
					Office Calls	Rule 6(A)			
		01345	35	430.4	HA	HAVRE	BKRTX(2)		0.0
				434.0	2MT	4.0			
		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
	01381			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	36		1106.5	2MT	PIEGAN	X(2)	CTC	145.2
	01501			1116.2		BLACKFOOT	T		154.9
12,183	01508			1123.9	BG	BROWNING			162.2
	01517			1131.8		SPOTTED ROBE			170.1
				1136.1	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
				1152.2		MARIAS	TX(2)		190.4
	01540			1157.6	2MT	BLACKTAIL	X		195.0
	01548			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
	01566			1185.2	2MT	RED EAGLE	TX		222.1
				1188.0		NYACK			225.0
10,232	01576			1196.1	BE	BELTON			232.7
11,157	01586			1204.9		CORAM			240.6
	01590			1208.3		CONKELLEY			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.	
MP 431.0 and MP 431.8 (Sgl trk)	40 MPH.	40 MPH.
MP 431.8 and MP 434.0 (#1&2 trks)	50 MPH.	50 MPH.
MP 964.0 and MP 967.3 (Sgl trk)	50 MPH.	50 MPH.
MP 967.3 and MP 992.8 (Sgl trk)	70 MPH.	60 MPH.
MP 993.3 and MP 1022.4 (Sgl trk)	55 MPH.	55 MPH.
MP 1022.4 and MP 1024.0 (Sgl trk)	55 MPH.	55 MPH.
MP 1040.3 and MP 1046.2 (Sgl trk)	65 MPH.	60 MPH.
MP 1062.6 and MP 1064.2 (Sgl trk)	60 MPH.	60 MPH.
MP 1065.4 and MP 1069.9 (#1&2 trks)	65 MPH.	45 MPH.
MP 1069.9 and MP 1075.1 (#1&2 trks)	55 MPH.	45 MPH.
MP 1075.1 and MP 1080.4 (#1&2 trks)	79 MPH.	50 MPH.
MP 1080.4 and MP 1082.4 (#1&2 trks)	65 MPH.	50 MPH.
MP 1082.4 and MP 1083.1 (#1&2 trks)	55 MPH.	45 MPH.
MP 1083.1 and MP 1086.5 (#2 trk)	65 MPH.	50 MPH.
MP 1086.5 and MP 1088.0 (#1 trk)	65 MPH.	45 MPH.
MP 1086.5 and MP 1088.0 (#2 trk)	65 MPH.	50 MPH.
MP 1088.0 and MP 1091.0 (#1&2 trks)	30 MPH.	30 MPH.
MP 1091.0 and MP 1094.1 (#1&2 trks)	50 MPH.	40 MPH.
MP 1094.1 and MP 1095.3 (#1&2 trks)	65 MPH.	50 MPH.
MP 1111.4 and MP 1112.7 (#1&2 trks)	55 MPH.	55 MPH.
MP 1116.45 and MP 1121.90 (Sgl trk)	65 MPH.	50 MPH.
MP 1121.90 and MP 1124.15 (Sgl trk)	55 MPH.	50 MPH.
MP 1124.15 and MP 1125.30 (Sgl trk)	45 MPH.	35 MPH.
MP 1125.30 and MP 1126.70 (Sgl trk)	60 MPH.	50 MPH.
MP 1126.70 and MP 1126.90 (Sgl trk)	55 MPH.	50 MPH.
MP 1126.90 and MP 1131.90 (Sgl trk)	60 MPH.	50 MPH.
MP 1131.90 and MP 1136.10 (#1 trk)	60 MPH.	50 MPH.
MP 1131.90 and MP 1136.10 (#2 trk)	35 MPH.	35 MPH.
MP 1136.10 and MP 1136.80 (Sgl trk)	60 MPH.	50 MPH.
MP 1136.80 and MP 1138.20 (Sgl trk)	35 MPH.	30 MPH.
MP 1138.20 and MP 1140.75 (Sgl trk)	25 MPH.	25 MPH.
MP 1140.75 and MP 1145.65 (Sgl trk)	50 MPH.	35 MPH.
MP 1145.65 and MP 1149.80 (Sgl trk)	35 MPH.	35 MPH.
MP 1149.8 and MP 1165.2 (#1&2 trks)	25 MPH.	25 MPH.
MP 1165.20 and MP 1166.10 (Sgl trk)	25 MPH.	25 MPH.
MP 1166.1 and MP 1169.1 (#1&2 trks)	25 MPH.	25 MPH.
MP 1169.1 and MP 1173.25 (#1&2 trks)	45 MPH.	40 MPH.
MP 1173.25 and MP 1174.90 (Sgl trk)	35 MPH.	30 MPH.
MP 1174.90 and MP 1177.25 (Sgl trk)	50 MPH.	40 MPH.
MP 1177.25 and MP 1177.50 (Sgl trk)	35 MPH.	35 MPH.
MP 1177.5 and MP 1180.75 (#1&2 trks)	50 MPH.	40 MPH.
MP 1180.75 and MP 1184.1 (#1&2 trks)	35 MPH.	30 MPH.
MP 1184.1 and MP 1185.1 (#1&2 trks)	45 MPH.	45 MPH.
End of Two Main tracks at Nyack	45 MPH.	45 MPH.
MP 1188.00 and MP 1190.30 (Sgl trk)	45 MPH.	45 MPH.
MP 1190.30 and MP 1194.90 (Sgl trk)	40 MPH.	35 MPH.
MP 1194.90 and MP 1196.40 (Sgl trk)	45 MPH.	35 MPH.
MP 1196.40 and MP 1206.00 (Sgl trk)	55 MPH.	50 MPH.
MP 1206.00 and MP 1208.67 (Sgl trk)	40 MPH.	30 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

Signal 431.0

Signal 431.82

Signal 433.1

Head end of Eastward Trains

Signal 433.4

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 Grizzly.

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

Buelow

Devon

Bison

Kremlin

Chester

Dunkirk

Belton

Gildford

Lothair

Browning

Coram

Rudyard

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-**

Havre-NRPC trains register by ticket.

Cut Bank, Shelby-Trains originating or terminating will register.

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

Cutbank-When changing train crews, if the relieving crew cannot personally confer with the crew being relieved, all track warrants, track bulletins and other pertinent information must be compared by the relieving conductor and engineer; and with the train dispatcher, before proceeding.

Conkelley-Montana Division track warrant or 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
16	Above 2,000	None
	0-1,000	2,250 tons
18	1,001-2,500	1,250 tons
	Above 2,500	None
	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.

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		
Sundance-	1099.0 Main 1 and 2		

Length of Siding In Feet	Station Nos.	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	10.9 LAREDO	TWC	10.9
	11021		20.6	9.8 BOX ELDER		20.7
	11032		31.2	10.8 BS BIG SANDY		31.5

End of Branch Line is MP 32.5 1.3 miles west of Big Sandy.
BN Radio Channel No. 1 in service on this Subdivision.

Length of Siding In Feet	Station Nos.	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
	4,453		12.3	11.3 VAUGHN		11.3
	6,455		26.6	14.0 PO POWER	JRT	25.3
	6,358		37.3	10.6 DUTTON	TWC	35.9
	32820		45.3	7.4 COLLINS		43.3
	5,115		55.2	10.0 BRADY		53.3
	8,970		68.6	13.4 RD CONRAD	TY	66.7
	32847		71.8	3.2 VALIER JCT.	JR	69.9
	6,890		79.5	7.6 LEDGER		77.5
	32859		84.1	4.7 FOWLER		82.2
	6,387		90.8	6.5 NAISMITH		88.7
	01451		100.0	9.3 SL SHELBY	BJKRTXY	98.0
2,818	61217		120.1	19.7 KEVIN	TWC	117.7
	61228		130.6	10.4 SUNBURST		128.1
6,600	61236		138.9	8.4 G SWEET GRASS	KRTY	136.5

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

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	Belton-	MP 1198.9
Bison	MP 1142.5	Nyack-	MP 1188.0
Blacktail-	MP 1156.9	Conkelley	MP 1208.3

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Moss- main	EAST WARD ↑
					Office Calls	Rule 6(A)		
		30853		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	362	114.4	BUFFALO		114.2	
				122.4	SIPPLE	J		
		32683		129.8	HOBSON		129.6	
	6,196	32688		135.1	MOCCASIN	JRT	135.0	
	3,182	32707		153.9	SD STANFORD		153.7	
	2,671	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.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Bainvil- le	EAST WARD ↑
					Office Calls	Rule 6(A)		
		01075		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	355	54.4	PLENTYWOOD	KR	53.4	
		59072		74.5	REDSTONE		73.4	
		59084		86.4	FLAXVILLE		85.4	
	1,947	59097		99.0	SCOBEY	K	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 Nos.	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS		Distance from Fort Benton	EAST WARD ↑
					Office Calls	Rule 6(A)		
		11075		74.6	BN FORT BENTON		0.0	
		11090		90.3	CARTER		15.7	
		11103	353	102.9	PORTAGE	TWC	26.3	
		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 Nos.	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS		Distance from Eastham Jct	EAST WARD ↑
					Office Calls	Rule 6(A)		
		61521		0.0	EASTHAM JCT.	JR	0.0	
		61585	369	10.8	FAIRFIELD	TWC	10.8	

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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS		Distance from Power	EAST WARD ↑
					Office Calls	Rule 6(A)		
		32802		0.0	P0 POWER	JRT	0.0	
				21.1				
		61521			EASTHAM JCT.	JR	21.2	
		61529	360	28.5	C0 CHOTEAU	TWC	28.7	

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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance from Valier Jct.	EAST WARD ↑
					Office Calls	Rule 6(A)		
		32847		0.0	VALIER JCT.	JR	0.0	
		61717	361	17.2	VALIER	TWC	17.3	

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

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

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance from Sipple
				Office Calls	Rule 6(A)	
		368	0.0	SIPPLE	J	
	61368		7.4	MOORE		7.4
	61358		17.0	GLENGARRY		
			8.0			
	61331		27.0	WN LEWISTOWN	JRT	17.0
						27.0

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance from Great Falls
				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		75.1	WOLF CREEK		59.7
2,276	11188		184.4	SIEBEN		68.8
5,112	11200		196.5	SILVER CITY		80.9
			211.0			
	31082		2.7	HELENA JCT.	J	95.4
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.

MP 7.15 and MP 7.90 10 MPH.
MP 11.20 and MP 13.80 25 MPH.
MP 43.50 and MP 46.25 30 MPH.
MP 48.85 and MP 49.50 30 MPH.
MP 63.50 and MP 64.10 35 MPH.
MP 66.15 and MP 71.85 20 MPH.
MP 71.85 and MP 72.70 35 MPH.
MP 74.85 and MP 75.85 35 MPH.
Great Falls and Mossmain Fifth Subdivision 49 MPH.
MP 0 and MP 0.8 10 MPH.
MP 11.4 and MP 13.1 10 MPH.
MP 16.0 and MP 22.3 40 MPH.
MP 44.1 and MP 44.7 25 MPH.
MP 51.7 and MP 51.75 40 MPH.
MP 54.4 and MP 54.5 25 MPH.
MP 149.0 and MP 149.5 10 MPH.
MP 158.9 and MP 161.0 40 MPH.
MP 161.0 and MP 161.5 25 MPH.
MP 161.5 and MP 200.4 40 MPH.
MP 200.4 and MP 200.8 25 MPH.
MP 200.8 and MP 210.1 40 MPH.
MP 210.1 and MP 210.2 25 MPH.
MP 210.2 and MP 219.1 40 MPH.
MP 219.1 and MP 222.9 30 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.
Sipple 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 10 MPH.
Item 1A, All Subdivisions, applies on Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh and Twelfth Subdivisions.
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, Sipple, Moore, Valier Jct., and Moccasin-Register when directed by train order.

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

Sipple, Bainville, Pacific Jct., Power, Moccasin, Eastham Jct., and Valier Jct.- Rule 82(A) does not apply.

Between Bainville and Opheim-Dakota Division track warrant, clearance or train orders will govern.

Mossmain-Rule 82(A) does not apply, obtain Montana Division track warrant or clearance at Billings or Laurel Yard.

Shelby-Fourth Subdivision trains require a track warrant or 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. TWC in effect on Third, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth and Thirteenth Subdivisions in entirety and between Great Falls and Shelby and Kevin and Sweetgrass on Fourth Subdivision.**

- 11. Track Bulletins are authorized on Fourth Subdivision.**

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
		Mon. thru Fri.
Scobey	1	0700-0900
		1130-1600
		Mon. thru Fri.
Opheim	1	0700-1430
		Mon. thru Fri.
Culbertson	1	Continuous
Poplar	1	Continuous
Wolf Point	1	Continuous
Frazier	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
		Mon. thru Fri.
Chester	1	0700-1600
		Mon. thru Fri.
Tiber	1	Continuous
Devon	1	Unattended
Cut Bank	1	Continuous
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

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	

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	40	East
01116 Sprole	6.5 east of Poplar	10	West
01210 Vandalia (2 Tracks)	8.7 east of Hinsdale	100	West
01257 Malta Stock Yards	2.0 east of Malta	46	Both
01286 Coburg	4.9 east of Savoy	110	Both
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	10	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			
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	West
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 Fiume 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

SPOKANE DIVISION

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Con-kelley
				Office Calls	Rule 6(A)	
	01590		1208.3	CONKELLEY		0.0
				DT		
W4,015	01593		1211.6	CF COLUMBIA FALLS To Kalispell 14.4	TX(2)Y	2.9
	01601		1219.2	WF WHITEFISH	BIKRTX(2)Y	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		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
9,152	01749		1350.3	LEONIA		143.9
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
			1403.3	SANDPOINT JCT. To Kootenai 1.5	J	196.4
	01798		2.9	SA SANDPOINT	BR	196.5
	01803		3.0	ALGOMA		203.7
10,828	01817		17.6	COCOLALLA		210.4
13,247	01830		31.5	ATHOL		223.0
10,500	01837		37.7	RAMSEY		230.3
9,156	01843		45.5	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	PARKWATER	XY	258.0
	01866		68.1	YARDLEY	BKRTXY	259.5
			69.7	NAPA ST.	IJXY	261.1
			71.5	SF SPOKANE	BKRTXY	263.0
	01870		0.0	SUNSET JCT.	JX(2)	264.0
	01877		1.1	LATAH JCT.	J	264.8
	01878		1481.6		CTC	

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont'd. 1st Subdiv MAIN LINE STATIONS		Distance from Con-kelley
				Office Calls	Rule 6(A)	
11537	12005		97.7	OVERLOOK		268.2
4027	12008	47	109.7	SCRIBNER	CTC	272.4
	12009		114.9	UP JCT. To Fish Lake 0.7	J	274.4

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

Train Dispatcher Calls-Whitefish-41, East Portal Flathead Tunnel-42, Flathead Tunnel-43, West Portal Flathead Tunnel-45, Blue Mountain-46, Moyie Springs-47, Sand Point East-48, Sand Point West-49.

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.	
MP 1208.20 and MP 1208.70	40 MPH.	35 MPH.
MP 1208.70 and MP 1208.90	35 MPH.	35 MPH.
MP 1208.90 and MP 1210.08	70 MPH.	
MP 1210.80 and MP 1212.80	50 MPH.	45 MPH.
MP 1212.80 and MP 1217.80	70 MPH.	
MP 1217.80 and MP 1220.10	35 MPH.	35 MPH.
MP 1220.10 and MP 1227.20	50 MPH.	45 MPH.
MP 1227.20 and MP 1230.20	60 MPH.	55 MPH.
MP 1230.20 and MP 1242.30	65 MPH.	55 MPH.
MP 1230.30 and MP 1264.60	70 MPH.	
MP 1264.60 and MP 1271.60	50 MPH.	50 MPH.
MP 1304.90 and MP 1307.50	70 MPH.	
MP 1307.50 and MP 1327.60	60 MPH.	55 MPH.
MP 1327.60 and MP 1330.30	50 MPH.	45 MPH.
MP 1330.30 and MP 1333.50	40 MPH.	40 MPH.
MP 1333.50 and MP 1340.00	55 MPH.	45 MPH.
MP 1340.10 and MP	55 MPH.	45 MPH.
MP 1340.10 and MP 1344.10	50 MPH.	45 MPH.
MP 1344.10 and MP 1346.70	40 MPH.	35 MPH.
MP 1346.70 and MP 1363.20	35 MPH.	30 MPH.
MP 1363.20 and MP 1367.70	60 MPH.	55 MPH.
MP 1367.70 and MP 1376.50	45 MPH.	40 MPH.
MP 1376.50 and MP 1382.10	65 MPH.	55 MPH.
MP 1382.10 and MP 1384.20	50 MPH.	45 MPH.
MP 1400.30 and MP 5.1	35 MPH.	35 MPH.
MP 5.1 and MP 7.5	50 MPH.	45 MPH.
MP 9.1 and MP 10.3	70 MPH.	
MP 12.6 and MP 14.6	50 MPH.	50 MPH.
MP 14.6 and MP 16.5	40 MPH.	40 MPH.
MP 44.3 and MP 44.5	60 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.
West Whitefish-Trains or Engines through turnout end of double track	35 MPH.	35 MPH.
Whitefish-No. 9 Yard Track		5 MPH.
Whitefish-Crossovers east of yard MP 1217.5 and MP 1217.7	35 MPH.	35 MPH.
Hauser-Dual control turnouts, leads and through yard track No. 4	20 MPH.	20 MPH.
Algoma-trains or engines through dual control switch turnouts	35 MPH.	35 MPH.
Trains or engines through turnouts at following locations:	35 MPH.	35 MPH.

Vista	Tamarack	Yakt	Boyer
Lupfer	Fisher River	Leonias	Cocolalla
Radnor	Riverview	Crossport	Athol
Brimstone	Ripley	Bonnors Ferry	Ramsey
Twin Meadows	Libby	Naples	Rathdrum
Rock Creek	Kootenai Falls	Elmira	Otis Orchards
Wolf Prairie	Troy	Colburn	Overlook

Irvin and Parkwater through turnouts and on North Main	25 MPH.	25 MPH.
Kalispell, over Main Street crossing		5 MPH.
Train or engines through turnouts Latah Jct. and UP Jct.	35 MPH.	35 MPH.
Train or engines through crossover Scribner to Marshall	25 MPH.	25 MPH.
	Up to 100 Tons/OB	Over 100 Tons/OB
Athol and Ramsey, engines westward freight trains passing signal 35.1	55 MPH.	45 MPH.
Ramsey and Rathdrum, engines west- ward freight trains passing signal 42.9	55 MPH.	45 MPH.
Spokane-- engine westward freight train passing signal 70.2	20 MPH.	15 MPH.

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 8 and 9 at east end of passenger station.

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

Bonnars 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)-

Rule 82(A) does not apply at Conkelley, Columbia Falls, Stryker, Boyer, Kootenai, Hauser Jct., Sunset Jct., Latah Jct. and UP Jct.

Spokane Division track warrant or clearance received by UP trains at Hinkle will apply at Fishlake.

All trains between Whitefish and Conkelley will operate on Montana Division track warrants and track bulletins. At Conkelley, Montana Division track warrant will apply for westward trains. At Whitefish, all trains must obtain a track warrant or clearance.

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

Passenger trains must secure a track warrant or clearance at Spokane.

Trains departing Spokane Fifteenth Subdivision destined to Spokane First Subdivision will obtain a track warrant or clearance at Missoula, which will apply at Kootenai.

Westward trains destined Second Subdivision will secure a second track warrant or clearance at Yardley or Spokane endorsed "Second Subdivision". Eastward trains destined First Subdivision will secure a second track warrant or clearance at Pasco endorsed "First Subdivision".

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 track warrant or 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 Kalispell spur must not enter main track on First Subdivision until permission is received from Montana Division train dispatcher.

All trains must stop and flag truck route crossing at Columbia Falls on the Kalispell 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. **Yardley-** Yard tracks Hell Hole 42 through 59 and industrial trackage on SCP line between UP Crossover east of Long Lake Lumber and Argonne Road 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.

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, or to communicate with a flagman.

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

MP 1215.0 between Columbia Falls and Whitefish

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

Cocolalla	Ramsey	Otis Orchards
Athol	Rathdrum	Algoma Main 1

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

SPOKANE DIVISION

15. **TWC**-In effect on this subdivision between Conkelley and Whitefish. Between Conkelley and Whitefish, running authority is not required for extra trains moving with the current of traffic.

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

17. Between Conkelley and Whitefish train location lineup will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

18. 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
Latah Bridge east-	MP 371.4		

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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Sunset Jct.
				Office Calls	Rule 6(A)	
	01877		1.1	SUNSET JCT.	J	0.0
				1.6		
12,641	63002		2.6	EMPIRE		1.6
				6.4		
	63007		9.3	MARSHALL	JT	8.0
				2.6		
	63009		11.8	LAKESIDE JCT.	J	10.6
				4.8		
5,711	63014		16.6	CHENEY	JT	15.3
				3.2		
8100	63019		19.8	BABB		18.5
				9.9		
8,100	63028		29.7	FISHTRAP		28.4
				12.5		
8,100	63040		42.4	SPRAGUE		40.9
				8.9		
6,277	63048		51.1	KEYSTONE		49.8
				6.7		
8,100	63054		57.8	TOKIO		56.5
				7.1		
5,658	63062	46	64.9	RITZVILLE		63.6
				7.6		
8,100	63072		72.5	PAHA		71.2
				9.5	CTC	
6,441	63079		80.5	LIND		80.7
				5.0		
8,100	63082		84.9	SAND		85.7
				3.0		
5,753	63087		88.6	PROVIDENCE		88.7
				3.1		
2,619	63090		92.4	BEATRICE		91.8
				4.2		
8,100	63096		97.7	CUNNINGHAM		96.0
				12.0		
W4,820 E5,097	63108		109.7	CONNELL	BJR	108.0
				4.3		
8,100	63113		114.9	CACTUS		112.3
				5.2		
				MESA		
6,784	63117		118.2	To End of Track 10.0		117.5
				8.4		
8,100	63124		126.3	ELTOPIA		125.9
				6.8		
4,824	63131		133.9	SAGEMOOR		132.7
				3.1		
8,100	63135		137.0	GLADE		135.8
				8.6		
	12143		145.6	RN PASCO	BIJKPTY APB ABS	144.4

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Hill-61, Lind-62, Connell-63, Richland-64.
See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted Passenger Freight

Sunset Jct. and Pasco	79 MPH.	
MP 22.6 and MP 26.2	75 MPH.	
MP 26.2 and MP 27.5	70 MPH.	
MP 27.5 and MP 27.8	65 MPH.	
MP 27.8 and MP 28.4	50 MPH.	45 MPH.
MP 31.9 and MP 41.0	75 MPH.	
MP 41.0 and MP 42.4	45 MPH.	45 MPH.
MP 42.4 and MP 43.7	60 MPH.	45 MPH.
MP 43.7 and MP 44.6	40 MPH.	40 MPH.
MP 44.6 and MP 48.5	50 MPH.	
MP 61.1 and MP 61.3	70 MPH.	
MP 64.4 and MP 65.2	50 MPH.	40 MPH.
MP 65.2 and MP 67.1	75 MPH.	
MP 67.1 and MP 68.2	70 MPH.	
MP 68.2 and MP 69.2	65 MPH.	
MP 69.2 and MP 70.6	55 MPH.	55 MPH.
MP 70.6 and MP 79.8	75 MPH.	55 MPH.
MP 75.4 and MP 77.6	70 MPH.	
MP 79.8 and MP 86.6	45 MPH.	40 MPH.
MP 86.6 and MP 90.4	35 MPH.	35 MPH.
MP 90.4 and MP 92.4	50 MPH.	45 MPH.
MP 92.4 and MP 94.9	60 MPH.	45 MPH.
MP 94.9 and MP 96.7	40 MPH.	35 MPH.
MP 96.7 and MP 101.3	60 MPH.	
MP 101.3 and MP 104.4	35 MPH.	35 MPH.
MP 104.4 and MP 108.0	40 MPH.	35 MPH.
MP 108.0 and MP 111.2	45 MPH.	45 MPH.
MP 111.2 and MP 112.9	50 MPH.	45 MPH.
MP 112.9 and MP 114.6	60 MPH.	55 MPH.
MP 114.5 and MP 114.8	55 MPH.	55 MPH.
MP 116.0 and MP 116.4	75 MPH.	
MP 131.0 and MP 131.3	70 MPH.	
MP 138.0 and MP 145.5	65 MPH.	50 MPH.
MP 145.5 and MP 145.6	10 MPH.	10 MPH.

Trains or engines through:

Crossover Marshall to Scribner and Seventh Subdivision

Switch at Marshall.

Trains or engines on sidings and/or through dual control switch turn-outs at the following locations:

Lakeside Jct.	Paha	
Babb	Sand	
Fishtrap	Cunningham	
Sprague	Eltopia	
Tokio	Glade	35 MPH. 35 MPH.

Trains and Engines on other

sidings

12 MPH.	12 MPH.
Up to 100 tons O/B	Over 100 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.

Connell-Originating and terminating trains will register.

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

Sunset Jct., Marshall, Lakeside Jct., Cheney-Rule 82(A) does not apply.

Eastward trains destined First Subdivision will secure a second Track Warrant or Clearance at Pasco endorsed "First Subdivision".

Westward trains destined Second Subdivision will secure a second Track Warrant or Clearance at Yardley or Spokane endorsed "Second Subdivision".

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

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

MP 31.1 Fishtrap-Spur track
 MP 40.8 Sprague-East switch of Old Siding
 MP 42.0 Sprague-West switch of Old Siding
 MP 54.8 C&F Ind.-East switch to industry
 MP 55.1 C&F Ind.-West switch to industry
 MP 96.9 Cunningham-East switch to Storage track
 MP 97.5 Cunningham-West switch to Storage track
 MP 97.6 Cunningham-Switch to Elevator
 MP 128.8 Eltopia-West switch to Elevator
 MP 133.1 Sagamore-East switch to siding
 MP 134.1 Sagamore-West switch to siding
 MP 137.8 Glade-Glade Produce and Cenex Ind.
 MP 138.4 Glade-East switch to Beet Spur
 MP 138.7 Glade-West switch to Beet Spur
 MP 139.3 Glade-Switch to Pure Grow

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

10. **Between East Switch Pasco and East Switch Hover**-APB in effect. Controlled signals are under jurisdiction of operator at Pasco. Train order or numbered clearance not required.

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

Other Track Side Warning Detector Locations-

Babb-MP 25.7
 Keystone-MP 47.8
 Ritzville-MP 68.6
 Beatrice-MP 94.2
 Mesa-MP 122.3

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Pasco
				Office Calls	Rule 6(A)	
	12143	48	231.3	RN PASCO	BIJKRTY	0.0
	12146		229.7	SP&S JCT.	IJY	1.7
7,932	12147		228.5	1.1 HOVER		2.8
3,632	12151		223.9	FN FINLEY		8.5
9,352	12159		215.8	7.3 YELLEPIT		15.8
7,015	12172		203.3	12.6 BERRIAN		28.4
9,351	12183		192.0	11.2 MO PLYMOUTH		39.6
7,052	12195		179.8	13.6 PATERSON		53.2
9,126	12205		170.4	9.4 WHITCOMB	CTC	62.6
7,103	12218		157.7	11.3 McCREDIE		73.9
8,459	12228	47	147.8	10.9 RE ROOSEVELT		84.8
7,099	12240		135.9	12.3 BATES		97.1
9,136	12250		125.0	10.9 TOWAL		108.0
7,092	12261		113.6	10.0 MARYHILL		118.0
	12269		106.1	8.2 X WISHRAM	BJKRT	126.2

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

Train Dispatcher Calls: Yellepit-70, MP 208-71, Plymouth-72, Whitcomb-73, Roosevelt-59, Towal-75, Wishram-76

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.	
Pasco Wye Track	10 MPH.	10 MPH.
Over Switch No. 9 from Walla Walla		
Main to Eastward Freight Main.	5 MPH.	5 MPH.
MP 231.3 and MP 230.9	10 MPH.	10 MPH.
MP 230.9 and MP 229.1	25 MPH.	25 MPH.
MP 215.1 and MP 208.9	60 MPH.	50 MPH.
MP 187.5 and MP 182.4	70 MPH.	
MP 174.6 and MP 174.3	60 MPH.	50 MPH.
MP 174.2 and MP 154.2	70 MPH.	
MP 150.2 and MP 142.5	70 MPH.	
MP 138.6 and MP 137.7	70 MPH.	
MP 132.9 and MP 131.3	70 MPH.	
MP 121.4 and MP 112.7	70 MPH.	
MP 112.7 and MP 107.7	50 MPH.	50 MPH.
MP 107.7 and MP 106.1	60 MPH.	
Trains or engines on sidings and/or through dual control switch turnouts at the following locations:		
Yellepit	McCredie	
Berrian	Roosevelt	
Plymouth	Bates	
Paterson	Towal	
Whitcomb	Maryhill	35 MPH.
Trains or engines on sidings and/or through dual control switch turnouts at the following locations:		
Pasco (MP 230.2)		
Hover (West)		
Wishram	25 MPH.	25 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 2.5 miles between Pasco and Wishram.

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

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

MP 113.6 Maryhill-Spur track
MP 125.0 Towal-Spur track
MP 135.9 Bates-Spur track
MP 147.8 Roosevelt-Industry switches
MP 157.7 McCredie-Spur track
MP 170.4 Whitcomb- Industry 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. Cliffs-Due to extreme grade, air will be cut in and operative on all cars being handled to and from Aluminum Plant.

9. Between Pasco and East Switch Hover- APB is in effect.

10. Track Bulletins-Authorized on this subdivision.

11. MP 112.0 to Wishram-Under jurisdiction of Pacific Division Superintendent.

12. The following Track Side Warning Detectors protect bridges, tunnels or other structures-None.

Other Track Side Warning Detector Locations-

Berrian-MP 207.8
Paterson-MP 177.2
Roosevelt-MP 152.2
Towal-MP 128.0

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6(A)	Distance from Stryker
4,946	01631	389	1248.5	STRYKER	JTY	0.0
2,867	61663		1260.6	FORTINE	TWC	11.5
3,370	61675		1273.0	EUREKA	Y	23.2

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

1. Speed Restrictions-

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

2. Bridge, Engine and Heavy Car Restrictions-

Items 5b, c and d not permitted.

3. Train Register Exceptions- None.

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

5. Rule 99- 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. TWC-In effect on this Subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6(A)	Distance from Boyer
	01803	37	1401.2	BOYER	JTY	0.0
	01803		1401.9	NORTH SANDPOINT	TY	1.3
6,209	61917		1415.7	LACLEDE	TWC	14.7
	61925		1424.2	PRIEST RIVER		22.9
6,765	61931		1434.3	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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6(A)	Distance from Hauser Jct.
	01850	381	0.0	HAUSER JCT.	JTY	0.0
	62702		2.3	GRAND JCT.	UY	2.3
			4.9			
	62705	382	17.5	POST FALLS	Y	4.6
		375	20.4	COEUR D'ALENE	TY	12.5
			22.8			
			23.2			
	62713	382	27.3			
		375	25.8			
			26.0			
			32.6			
		382	33.3			

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

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

Hauser Jct. and Coeur d'Alene 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.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

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

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)- Hauser Jct.-Rule 82(A) does not apply.****5. Rule 99- When flagging is required, distance will be 0.5 mile.****6. Rule 93- Yard limits in effect between-**

Hauser Jct. and Coeur d'Alene.

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

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

8. Interlockings and Railroad Crossings not Indicated at Station- Coeur d'Alene-SI Crossing MP 31.6**9. Gibbs- Do not use the Flat Track as a switching lead for the UP Transfer Track. Switch the UP Transfer Track from the west end.****10. Track Bulletins- Authorized on this Subdivision.**

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS		Distance from Marshall
				Office Calls	Rule 6(A)	
	63007		0.0	MARSHALL	JTY	0.0
2,502	63227		26.7	ROSAIA		26.9
1,643	63238		37.6	OAKESDALE	U	37.8
2,668	63250	384	49.4	GARFIELD	U TWC	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.

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

Marshall and Moscow 40 MPH.

Within corporate limits:

Spangle, Rosalia, Oakesdale, Palouse 25 MPH.

Pullman and Moscow 12 MPH.

Garfield 10 MPH.

Cars between 38 ft. long and 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs., with speed over all bridges restricted to 10 MPH.

Cars over 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. over Bridges 28 and 58 25 MPH.

Cars over 44 feet long and weighing between 220,000 lbs. and 263,000 lbs. over Bridges 28 and 58 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

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

Wrecking derricks, locomotive cranes and cars weighing over 177,000 lbs. must be separated from locomotives.

Palouse-Grain Growers spur restricted to one locomotive.

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. TWC- In effect on this subdivision.****7. 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 Nos.	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS		Distance from Cheney
				Office Calls	Rule 6(A)	
	63014		0.0	CHENEY	JTY	0.0
1,420	62327		26.8	REARDAN		26.8
1,136	62341		41.7	DAVENPORT	T	41.7
1,252	62364	378	64.4	CRESTON	TWC	64.4
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 Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS		Distance from Napa St.	EASTWARD
					Office Calls	Rule 6(A)		
				1476.7	CG NAPA ST.	IJXY	0.0	
		61972	37	1473.0	3.7 HILLYARD		3.7	
		61968		1468.1	4.9 MEAD		8.6	
		61963		13.8	4.2 DEAN		12.8	
	1,350	62012		26.4	12.6 DEER PARK		25.4	
	2,062	62025		38.4	12.0 LOON LAKE		37.4	
	4,080	62043	376	56.5	18.1 VALLEY		55.5	
	3,990	62050		64.2	7.7 CHEWELAH		63.2	
		62073		87.1	22.9 COLVILLE		86.1	
		62081		95.6	8.5 KETTLE FALLS	BJKRTY	94.6	
		62204		4.4	4.7 WEST KETTLE FALLS	Y	99.3	
	1,320	62212	377	11.8	7.4 BOYDS	TWC	106.7	
	1,800	62217		17.2	5.4 BARSTOW		112.1	
	2,100	62222		22.3	5.1 DULWICH		117.2	
	600	62234		34.4	12.1 LAURIER, WA.		129.3	
		62246	392	47.0	12.6 GRAND FORKS, B.C.	JTY	141.9	
	600	62249		48.8	1.8 DANVILLE, WA.		143.7	
	900	62259	377	59.0	10.2 CURLEW		153.9	
	2,040	62276		75.0	16.0 TORBOY	Y	169.9	
		62277		75.9	0.9 SAN POIL	Y	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

Napa St. and Kettle Falls 40 MPH.
Kettle Falls and San Poil..... 30 MPH.
Mead, over switches and frogs
on curves at Aluminum Plant..... 5 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

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

3. Train Register Exceptions- 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-

Napa St. and MP 1475.4 (Mission St.)
Colville and West Kettle Falls between MP 94 and MP 95.6
and between MP 0.0 and MP 5.0.
Torboy and end of track between MP 75 and MP 77.4.

7. **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.

8. **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.

9. **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.

10. Laurier to Danville-

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

11. **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.

12. 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.

13. **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.

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

15. TWC- In effect on this subdivision.

16. 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 Nos.	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance from Nelson
				Office Calls	Rule 6(A)	
			200.0			
	62185	391	137.8	BC NELSON	BRYZ	0.0
				5.5		

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

	62180		132.3				
			194.5				
	62151	391	164.8	SI TROUP JCT.	JZ		5.5
				29.7			
				SI SALMO	Z		35.2
			24.4				
	62128		140.4				
			139.7	WANETA, B.C.	Z		59.6
				2.1			
	62124		138.3				
			138.3	BOUNDARY, U.S.	Y		61.7
				8.8			
3,009	62115		129.5	NP NORTHPORT	Y		70.5
				9.5			
2,224	62105	376	120.0	DOLOMITE	Y		80.0
				14.1			
1,844	62092		105.6	EVANS	Y		94.1
				9.9			
	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.

All tracks between MP 95.7 and MP 139.7 between Kettle Falls and Waneta, B. C. have 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 five cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172).

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 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 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.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance from Bovill
				Office Calls	Rule 6(A)	
	70048		48.0			
		396		BOVILL	Y	0.0
				36.7		
	70012		11.2	POTLATCH	BRY	36.7
				10.9		
	63259		0.3	PALOUSE	JY	47.6

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

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

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

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 five 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

Item 5d not permitted.

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

3. Train Register Exceptions- Eleventh Subdivision trains will register at Potlatch.**4. Clearance Provisions and Exceptions-Rule 82(A)-**

Rule 82(A) does not apply to trains originating Eleventh Subdivision.

5. Rule 99- Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 0.5 mile.**6. Rule 93-** Yard limits in effect between-

Bovill and Palouse.

7. Bovill- Siding east of crossover must be kept clear.**7. Between Ainsworth Jct. and Villard Jct.-**

APB is in effect. 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 (Portland).

Eastward 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.

Absolute signal at West End Villard, governs movement over the dual control switch at Villard Jct. Westward trains to Burbank, receiving stop indication at West 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.

Movement between West absolute signal Villard and East absolute signal Villard is governed by Union Pacific Control Operator at Albina.

Movements between Villard Jct. and Ainsworth Jct. must not be made without authority of train dispatcher.

8. Handling 80 Feet or Longer Cars-

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

9. Walla Walla-Crossings at Palouse and Main Streets protected by crossing signals. Trains or engines must operate switch key controller 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.

A split rail derail installed at MP 66.5 between Walla Walla and Walair.

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

Trains must not enter drawspan 75-feet 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-feet 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, and follow instructions posted in case.

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, and follow instructions posted in case.

11. Track Bulletins-Authorized on this Subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance from Walair
				Office Calls	Rule 6(A)	
825	64334	450	67.7	WALAIR	Y	0.0
	64331		63.8	WALLA WALLA	UY	3.9
				37.2		
BETWEEN WALLA WALLA AND VILLARD JCT. UNION PACIFIC RULES AND TIMETABLE GOVERN.						
	64106	450	5.7	VILLARD JCT.	J	41.1
	64104		4.0	BURBANK	APB	43.2
	12142		2.7	AINSWORTH JCT.	J	44.4

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

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

Walair and Walla Walla 25 MPH.
 Villard Jct. and Ainsworth Jct. 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 Walair and Walla Walla-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)-**

Villard Jct. and Ainsworth Jct.-Rule 82(A) does not apply.

5. Rule 99-When flagging is required, distance will be 1.5 miles.**6. Rule 93-**Yard limits in effect between- Walla Walla and END OF TRACK (MP 68)

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance from Pendle- ton	EAST WARD
					Office Calls	Rule 6(A)		
		64155	649	40.5	PENDLETON	JTY	0.0	
					2.1			

BETWEEN 1500 FEET WEST OF BN YARD CONNECTION AT PENDLETON AND U.P. CONNECTION.

UNION PACIFIC RULES AND TIMETABLE GOVERN

	64153	451	39.5	U.P. CONNECTION	J	2.1
1277	64138		23.4	16.1 HELIIX		18.2
	64134		19.5	3.9 SMELTZ		22.1
	64119		4.2	15.4 ZANGAR JCT.	J	37.5
				73.7		

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

	64869	435	65.3	RIPARIA	J	109.1
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BN Radio Channel No. 1 in service on this Subdivision.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

U.P. Connection at Pendleton and Zangar Jct. 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 U.P. Connection and Zangar Jct.- 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 UP connection at Pendleton and Zangar Jct. 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 MP 21.5, ruling grade 2.2 ascending eastward.

8. Track Bulletins-Authorized on this subdivision.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv MAIN LINE STATIONS			Distance from Spur ling	↑ EAST WARD
					Office Calls	Rule 6(A)			
		30859	41	17.7		SPURLING 13.1	CTC	0.0	
9,247	30872	32.3			RAPIDS 8.1	13.1			
9,376	30880	40.3		CO	COLUMBUS 8.4	21.2			
8,587	30889	47.4			CRAVER 8.3	29.6			
9,679	30897	56.8			REED POINT 5.0	37.9			
9,191	30902	62.0			QUEBEC 8.3	42.9			
9,411	30910	71.2			GREYCLIFF 10.6	51.2			
9,425	30921	80.9		80	BIG TIMBER 10.0	61.8			
9,494	30931	90.7			CARNEY 11.4	71.8			
10,387	30942	102.3			ELTON 13.1	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- Zone-Between

Maximum Speeds Permitted

	Up to 100 Tons/OB	Over 100 Tons/OB
MP 42 and MP 42.6	45 MPH.	45 MPH.
MP 50.8 and MP 51.8	50 MPH.	50 MPH.
MP 98 and MP 100.3	55 MPH.	55 MPH.
MP 114 and MP 115.6	30 MPH.	30 MPH.
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

SPOKANE DIVISION

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

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv MAIN LINE STATIONS			Distance from Living- ston	EAST WARD
					Office Calls	Rule 8(A)			
	8,632	30956		115.3	VS LIVINGSTON	8KRTY	ABS	0.0	
					11.9				
	8,920	30968		127.1	MUIR			11.9	
					1.2				
	9,443	30970		128.5	WEST END			13.1	
					11.7				
	10,166	30981		140.4	BZ BOZEMAN	T		24.8	
					9.5				
	6,899	30991		149.8	BR BELGRADE			34.3	
					9.4				
	3,653	31000		159.3	MANHATTAN			43.7	
					5.3				
	7,757	31005	41	164.8	LOGAN	J	CTC	49.0	
					5.9				
	4,943	31011		170.5	RT TRIDENT			54.9	
					8.3				
	6,894	31020		178.9	CLARKSTON			63.2	
					15.3				
	5,419	31035		194.2	TOSTON			78.5	
					11.1				
	7,086	31046		205.2	TN TOWNSEND	T		89.6	
					13.0				
	7,028	31059		218.1	WINSTON			102.6	
					9.2				
	7,958	31068		227.4	LOUISVILLE			111.8	
					6.5				
		31075		234.0	JN EAST HELENA	J		118.3	
					4.4				
	6,660	31079		238.4	HY HELENA	BJKRTY	ABS	122.7	
				0.0	5.2				
		31084		5.0	2MT TOBIN			127.9	
					7.8				
	6,825	31092		13.0	AUSTIN			135.7	
					5.7				
		31098		18.4	SKYLINE			141.4	
					2.0				
	7,951	31100		20.5	BLOSSBURG	T		143.4	
					8.4				
	9,488	31108	42	28.9	ELLISTON		CTC	151.8	
					8.7				
	6,213	31117		37.7	AVON			160.5	
					13.2				
	7,749	31130		50.5	GR GARRISON	K		173.7	
					3.8				
	14,660	31134		54.7	PHOSPHATE			177.5	
					7.9				
	10,669	31142		62.6	JENS			185.4	
					8.1				
	10,638	31150		70.7	D DRUMMOND	JT		193.5	
					10.4				
	14,103	31160		81.1	BEARMOUTH			203.9	
					7.6				
	9,358	31168		88.7	NIMROD			211.5	
					13.9				
	11,114	31182		102.5	CLINTON			225.4	
					10.6				
	14,250	31192		113.2	BN BONNER			236.0	
					6.1				
		31198		119.3	2MT MA MISSOULA	BJKRTY	ABS	242.1	

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

MP 114 and MP 115.6	30 MPH.
MP 115.6 and MP 127.3	35 MPH.
MP 127.3 and MP 132.2	30 MPH.
MP 132.2 and MP 136.6	25 MPH.
MP 136.6 and MP 140.4	40 MPH.
MP 140.4 and MP 140.9	35 MPH.
MP 151.7 and MP 162.5	50 MPH.

[illegible]

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 240 on signals involved. Switching operations can be carried on continuously while signals are displaying an aspect per Rule 240. 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. Mullan Tunnel Safety Equipment-

Locations for Safety Equipment for Mullan Tunnel are as follows:

Boxes painted white with **Safety Equipment** stenciled on it with hard hat and respirators are located in west end of tunnel on south side mounted on tunnel door and in east end of tunnel on north side in mouth of tunnel.

Signs painted white with black letters reading **Fan Switch** have been placed by switches at east end of tunnel in metal building on north side and at west end of tunnel in section shack by east switch Blossburg.

13. 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.

14. Track Bulletins- Authorized on this subdivision.

15. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures- None.

Other Track Side Warning Detector Locations-

Belgrade-	MP 154.0	Elliston-	MP 33.0
Trident-	MP 174.5	Jens-	MP 64.6
Toston-	MP 199.8	Nimrod-	MP 94.3

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv MAIN LINE STATIONS				Distance from Missoula
				Office Calls	Rule 6(A)			
	31198		119.3	2MT MA	MISSOULA	BJKRTXY	ABS	0.0
	31205		125.9		6.6 DE SMET	J	CTC	6.6
5,025	87606		132.2		5.2 SCHILLING			11.8
11,895	87810		136.6		4.5 FRENCHTOWN			16.3
9,250	87824		150.8		14.2 LOTHROP			30.5
4,812	87634	42	161.2		10.4 CYR			40.9
8,649	87641		167.6		6.4 RIVULET			47.3
6,548	87649		176.2		8.5 WESTFALL			55.8
8,698	87657		183.6	QN	7.5 SUPERIOR		TWC ABS	63.3
4,184	87662		188.8		5.2 SPRING GULCH			68.5
4,105	87670		197.2		8.4 ST. REGIS			78.9
5,408	87675		201.9		4.7 TOOLE			81.6
6,197	87687		214.2		12.3 QUINNS			93.9
	31289		219.2		5.0			
11,440	31275		6.0	PD	6.0 PARADISE	8JKRTY		98.9
11,355	31290		20.5		14.5 PLAINS			104.9
11,665	31301		31.5		11.0 EDDY			119.4
8,022	31316	44	46.4	FN	11.0 THOMPSON FALLS			130.4
	31323		54.0		14.9 CHILDS			145.3
9,801	31331		61.6		7.5 TROUT CREEK			152.8
11,121	31342		72.5		7.6 TUSCOR			160.4
11,321	31349		80.1		10.9 NOXON			171.3
12,347	31360		91.1		7.6 HERON		CTC	178.9
8,900	31372		103.5		10.9 COLBY			189.8
8,425	31386		115.9		12.2 HOPE			202.0
					13.8 KOOTENAI			
		45	0.0		KOOTENAI			215.8
7,176	01803		2.1		0.9 SANDPOINT SIDING			216.7
	01798		2.9		0.6 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- Zone-Between

Maximum Speeds Permitted

MP 122.8 AND 126.4	50 MPH
MP 126.4 AND 126.9	40 MPH.
MP 126.9 AND 129.4	45 MPH.

MP 135.3 AND 141.9	50 MPH.
MP 141.9 AND 143.1	40 MPH.
MP 143.1 AND 143.4	30 MPH.
MP 143.4 AND 147.5	40 MPH.
MP 147.5 AND 149.2	35 MPH.
MP 149.2 AND 152.6	45 MPH.
MP 152.6 AND 152.8	25 MPH.
MP 152.8 AND 153.8	35 MPH.
MP 153.8 AND 158.8	40 MPH.
MP 158.8 AND 159.1	35 MPH.
MP 159.1 AND 164.3	45 MPH.
MP 164.3 AND 165.6	35 MPH.
MP 165.6 AND 169.7	30 MPH.
MP 169.7 AND 169.9	10 MPH.
MP 169.9 AND 170.9	25 MPH.
MP 170.9 AND 178.2	35 MPH.
MP 178.2 AND 185.6	40 MPH.
MP 185.6 AND 185.8	25 MPH.
MP 185.8 AND 190.3	35 MPH.
MP 190.3 AND 195	40 MPH.
MP 195 AND 195.5	30 MPH.
MP 195.5 AND 197.1	40 MPH.
MP 197.1 AND 198.1	50 MPH.
MP 210.7 AND 215	40 MPH.
MP 215 AND 215.7	25 MPH.
MP 215.7 AND 218	40 MPH.
MP 218 AND 5.7	50 MPH.
MP 5.7 AND 6.2	35 MPH.
MP 6.2 AND 9.4	50 MPH.
MP 9.4 AND 10.9	35 MPH.
MP 10.9 AND 17.0	50 MPH.
MP 17 AND 18.7	35 MPH.
MP 18.7 AND 23.5	50 MPH.
MP 23.5 AND 26.4	35 MPH.
MP 26.4 AND 31	50 MPH.
MP 31 AND 31.9	35 MPH.
MP 31.9 AND 56.4	50 MPH.
MP 56.4 AND 70.8	50 MPH.
MP 70.8 AND 78.8	50 MPH.
MP 78.8 AND 79.3	30 MPH.
MP 79.3 AND 84.9	50 MPH.
MP 84.9 AND 87.3	45 MPH.
MP 87.3 AND 88.8	40 MPH.
MP 88.8 AND 89.8	50 MPH.
MP 89.8 AND 93.7	55 MPH.
MP 93.7 AND 97.8	50 MPH.
MP 97.8 AND 98.1	45 MPH.
MP 98.1 AND 106.1	50 MPH.
MP 110 AND 155.4	50 MPH.

	Up to 100 Tons/OB	Over 100 Tons/OB
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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.
Desmet-through turnouts	25 MPH.	25 MPH.
West Missoula-through turnouts on No 5 and NO 6 track	25 MPH.	25 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 20 MPH. 20 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 Sixteenth 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
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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv MAIN LINE STATIONS		Distance from Logan
				Office Calls	Rule 6(A)	
7,757	31005	326	0.0		LOGAN JRY	0.0
3,531	86906		6.6	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
2,837	86945		45.0		PIPESTONE	45.1
2,850	86950		50.3		SPIRE ROCK	50.2
2,554	86980		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 20.0	49 MPH.	40 MPH.
MP 20.0 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 Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance from Sappington
				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.

**1. 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.

2. 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.

3. Train Register Exceptions- None.

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

Sappington and Harrison-Rule 82(A) does not apply.

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

6. 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%.

7. Track Bulletins- Authorized on this subdivision.

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

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

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

**1. Speed Restrictions-
Zone-Between**

Maximum Speed Restrictions

Whitehall and Adler..... 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.

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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv BRANCH LINE STATIONS		Distance from Drummond
				Office Calls	Rule 6(A)	
10,638	31150	340	0.0	D DRUMMOND	JT	0.0
835	87406		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.

**1. 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.

2. Bridge, Engine and Heavy Car Restrictions-

Items 5c and 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 0.5 mile for westward trains and 2.0 miles for eastward trains.

6. 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.

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.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

§ 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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv BRANCH LINE STATIONS		Distance from Missoula
				Office Calls	Rule 6(A)	
	31198		0.0	MA MISSOULA	BJKRTXY	0.0
592	87511		11.0	11.5 LOLO		11.5
	87530		29.2	18.1 STEVENSVILLE		29.6
	87536	333	35.6	6.4 VICTOR	S-227	36.0
388	87549		47.4	12.5 HA HAMILTON		48.5
2,530	87565		64.7	17.4 DA DARBY	T	65.9

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

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
Missoula and Darby 25 MPH.
Stevensville-over highway crossing 1817 feet east of depot 10 MPH.
- 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.
- Train Register Exceptions-** None.
- Clearance Provisions and Exceptions Rule 82(A)-** None.
- Rule 99-** Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.
- Rule S-227-** Absolute block register territory in effect between Missoula and Darby. Register located in register box at MP 4.4.
- Track Bulletins-** Authorized on this subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	22nd Subdiv MAIN LINE STATIONS		Distance from DeSmet
				Office Calls	Rule 6(A)	
934	31205		0.0	ZMT DE SMET	JY	0.0
2,161	31216		10.6	10.6 EVARO		10.6
	31226		21.1	10.5 ARLEE		21.1
	31236	43	30.8	9.7 RAVALLI	TWC	30.8
4,489	31243		37.9	7.1 DIXON	JT	37.9
	31257		51.6	13.7 PERMA		51.6
	31269		64.2	12.6 PD PARADISE	BJKTY ABS	64.2

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

Dispatcher Radio Call-in Code 51 or 52.

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
MP 0.0 and MP 37.0 10 MPH.
MP 37.0 and MP 49.1 40 MPH.
MP 49.1 and MP 51.1 35 MPH.
MP 51.1 and MP 53.5 40 MPH.

MP 53.5 and MP 55.1	35 MPH.
MP 55.1 and MP 60.9	40 MPH.
MP 60.8 and MP 64.2	35 MPH.

Up to 100 Tons/OB Over 100 Tons/OB

250-ton wrecking cranes over Bridge 55	
Flathead River (3.6 miles west of Perma) ..	20 MPH.
Through turnouts at Desmet	25 MPH.

All tracks between MP 0.0 and MP 37.0 between Desmet and Dixon have 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-** None
- Train Register Exceptions-** None
- Clearance Provisions and Exceptions Rule 82(A)-** None.
- Rule 99-** When flagging is required, flagging distance is 2.0 miles.
- 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.
- 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.
- 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 23rd Subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	23rd Subdiv BRANCH LINE STATIONS		Distance from Dixon
				Office Calls	Rule 6(A)	
4,489	31243		0.0	DIXON	JT	0.0
2,382	87813		13.0	13.0 CHARLO		13.0
1,875	87820	334	19.9	6.9 RONAN	RN TWC	19.9
1,495	87825		25.0	5.1 PABLO		25.0
	87826		25.6	0.6 DUNHAM		25.6
	87833		33.4	7.8 POLSON	T	33.4

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 30.0 .5 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 MW for track occupancy not protected by track warrant authority.

1. **Speed Restrictions-
Zone-Between** Maximum Speeds Permitted
South Cheney and Pasco 40 MPH.
MP 304.5 and MP 303.8 35 MPH.
MP 277.0 and MP 255.6 35 MPH.
MP 233.2 and MP 232.2 35 MPH.
MP 232.2 and MP 230.0 25 MPH.
Pasco-trains or engines over
Oregon Ave. MP 231.2 10 MPH.
Switch No. 3 from MT to Walla Walla Main 10 MPH.
Crossover switch No. 9 from eastward to westward
track 10 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.
2. **Bridge, Engine and Heavy Car Restrictions-None.**
3. **Train Register Exceptions-None.**
4. **Clearance Provisions and Exceptions Rule 82(A)-
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. **Track Bulletins-Authorized on this Subdivision.**
10. **Between South Cheney and Ainsworth Jct.-TWC in effect**
11. **The following Track Side Warning Detectors protect bridges, tunnels or other structures-None**
Other Track Side Warning Detector Locations-None

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	24th Subdiv MAIN LINE STATIONS		Distance from South Cheney	EAST WARD ↑
					Office Calls	Rule 6(A)		
	4,004	12014		360.4		SOUTH CHENEY	0.0	
	5,817	12021		354.3		5.2 MOCK	5.2	
	6,241	12032		343.0		11.2 RODNA	16.4	
	6,652	12040		335.0		8.6 LAMONT	25.0	
	6,244	12051		323.4		11.9 MACALL	36.9	
	6,292	12064	47	310.8		12.1 BENGE	49.0	TWC
	6,276	12076		299.2		11.6 HOOPER	60.6	
	6,459	12084		291.0		8.4 WASHTUCNA	69.0	
	6,230	12097		277.6		14.1 KAHLOTUS	83.1	
	4,462	12107		269.3		8.1 FARRINGTON	91.2	
	4,083	12119		256.4		12.4 SNAKE RIVER	103.6	
	6,238	12121		253.7		2.9 VOTAW	106.5	
	6,266	12130		244.5		9.0 LEVEY	115.5	
	3,543	12137		237.8		6.6 MARTINDALE	122.1	
		12142		233.2		4.6 AINSWORTH JCT	126.7	IJY APB
		12143		231.3	RN	2.8 PASCO	129.5	ABS 81JKRTXY

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

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
Blossburg	2	Continuous
Garrison	2	Continuous
Drummond	2	Continuous
Bonita	2	Continuous
Clinton	2	Continuous
Bonner	2	0900-1800 Mon. thru Fri.
Missoula	2	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 Mon. thru Fri.
Whitefish	1	Continuous
Eureka	1	0730-1630 Mon. thru Sat.
Twin Meadows	1	Unmanned
Flathead Tunnel	1	Unmanned
Rock Creek	1	Unmanned
Libby	1	0600-2200 Mon. thru Fri.
Troy	1	Unmanned
Bonniers Ferry	1	Unmanned
Sandpoint	1,2	0600-2200 Mon. thru Fri.
Hauser	1,2	Unmanned
Parkwater	1,2	Continuous
Yardley	1,2	Continuous
Erie Street	1,2	Unmanned
Spokane	1,2	Continuous
Newport	1,2	Unmanned
Kettle Falls	1,2	Continuous except closed 1600 Sat.-0500 Mon.
Ritzville	1	Unmanned
Connell	1	Unmanned
Pasco	1,2	Continuous
Yellepit	1	Unmanned
MP 208 (Berrian)	1	Unmanned
Plymouth	1	Unmanned
Whitcomb	1	Unmanned
Roosevelt	1	Unmanned
Towai	1	Unmanned

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-625-6165	Asst. Chief	(206) 625-6165
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
8-625-6323	Wishram West	(206) 625-6323
8-625-6327	Wishram East	(206) 625-6327

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
469	Missoula Yard	
471	Pasco Hump	
630	Pasco	
631	Pasco WFE	
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	
715	Bonner Industry Track	
716	Missoula	
728	Bonner	

BALLAST PITS

Line Segment	Limits
673	Highland Pit
684	Cactus
688	Whitcomb-MP 174.0
719	McQuarrie

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				8th Subdivision			
61605 Lasalle	5.5 from Columbia Falls	40	Both	62310 Medical Lake	10.6 west of Cheney	15	East
61610 Assoc Seed Growers on spur	10.8 from Columbia Falls	6	East	62321 Hite	5.6 east of Reardan	21	Both
61611 Mont Saw Service Co. spur	11.1 from Columbia Falls	5	East	62334 Mondovi	7.3 west of Reardan	25	Both
61612 C & C Plywood Corp. on spur	11.8 from Columbia Falls	27	Both	62347 Rocklyn	6.3 west of Davenport	21	Both
61613 Northwestern Lbr. Co. Spur	13.0 from Columbia Falls	47	East	62381 Govan	6.6 west of Wilbur	15	Both
61614 Carter Oil Co. Spur on spur	13.1 from Columbia Falls	9	East	62390 Hanson	3.6 west of Almira	15	West
61617 Kalispell on spur	14.4 from Columbia Falls	Yard	Both	62397 Hartline	9.1 west of Almira	17	Both
61619 Monarch Lbr. Co. on spur	19.6 from Columbia Falls	8	East	62404 Cement	4.2 east of Coulee City	48	Both
61622 Balls Crossing on spur	20.1 from Columbia Falls	11	East	62406 Odair	2.1 east of Coulee City	86	West
61625 Somers on spur	24.9 from Columbia Falls	Yard	Both	9th Subdivision			
01596 Half Moon (E. Trk)	4.7 east of Whitefish	46	West	61966 Davies Spur	1.5 west of Mead	34	East
01618 Olney	5.5 west of Lupler	75	Both	62067 Arden	6.7 east of Colville	47	Both
01644 Swamp Creek (3 Trks)	3.1 east of Twin Meadows	83	East	62063 Metallurgical Chip Spur	9.9 east of Colville	14	West
01713 Zonolite Spur	4.8 east of Libby	49	East	62059 Addy	9.1 west of Chewelah	17	Both
01756 Katka Spur	6.5 east of Crossport	18	East	62042 Lane Mtn. Silica Spur	1.0 east of Valley	29	Both
01772 Moravia	4.9 west of Bonners Ferry	21	East	62041 Valley Lbr. Spur	1.7 east of Valley	9	West
01790 Samuels (Cedapine Veneer)	10.0 east of Boyer	9	East	62040 Nanome	2.0 east of Valley	4	West
01791 Emerson Spur	Off W. I. Forest Prod. Spur	15	West	62034 Cline	8.1 east of Valley	18	Both
01792 W.I. Forest Prods. Spur	7.8 east of Boyer	15	West	62033 Allied Mineral	8.4 east of Valley	8	East
01858 Velox	1.1 east of Irvin	20	West	62032 Springdale	9.6 east of Valley	20	West
01860 Trentwood	0.5 east of Irvin	30	Both	62018 Clayton	5.3 west of Deer Park	9	East
62607 Millwood	7.2 east of Spokane	9	Both	62207 Plumb Creek Spur	2.7 west of Kettle Falls	10	Both
12010 Fishlake	0.7 west of U.P. Jct.	Conn	East	62208 Brauner Lbr. Co. Spur	3.0 west of Kettle Falls	4	East
2nd Subdivision				62207 Portland Cement Spur	5.9 west of Kettle Falls	6	East
63039 Sprague Elevator Track	0.7 east of Sprague	20	Both	62228 Gold Stake	6.1 east of Laurier	13	West
63039 Sprague Old Siding	0.2 east of Sprague	90	Both	62235 Cascade	0.3 west of Laurier	14	Both
63053 Tokio C&F Ind	2.6 east of Tokio	20	Both	62272 Pollard	4.8 east of San Poil	10	West
63095 Cunningham Storage Track	0.2 east of Cunningham	60	Both	10th Subdivision			
63095 Cunningham Elevator Track	0.6 east of Cunningham	15	East	62176 South Nelson on spur	4.8 west of Troup Jct.	24	Both
63126 Eltopia Elevator Track	0.4 west of Eltopia	41	West	62165 Hall on spur	14.9 west of Troup Jct.	14	Both
63708 Basin City Branch	8.6 west of Mesa	52	Both	62158 Ymir on spur	22.11 west of Troup Jct.	9	East
3rd Subdivision				62156 Hardy Lbr. Co. Ltd. Spur	24.0 west of Troup Jct.	16	West
12200 Ballast Trk MP174	3.9 east of Whitcomb	37	Both	62155 Louisiana Pacific Chip Track	24.1 west of Troup Jct.	13	Both
12254 Aluminum Plant on Spur	1.6 from Cliffs	Yard	West	62154 Boulder Hill on spur	3.3 east of Salmo	9	Both
12255 Cliffs	5.0 east of Maryhill	33	West	62148 Erie on spur	2.3 west of Salmo	11	Both
12256 Hewett	4.0 east of Maryhill	60	Both	62145 Meadows on spur	5.6 west of Salmo	20	Both
4th Subdivision				62140 Parks	10.0 west of Salmo	8	Both
61669 Tobacco on spur	5.2 west of Fortine	60	Both	62136 ATCO Spur	10.0 east of Waneta, B.C.	3	West
5th Subdivision				62135 Fruitvale	9.1 east of Waneta, B.C.	27	Both
61906 Dover (SI Conn)	3.3 west of North Sandpoint	10	East	62132 Equipment Spur	6.0 east of Waneta, B.C.	3	East
61921 Thama	4.7 west of Laclede	120	Both	62130 Columbia Gardens	3.8 east of Waneta, B.C.	11	Both
61924 Hedlund Lumber Co. Spur	0.8 east of Priest River	16	West	62129 Quirk	2.3 east of Waneta, B.C.	20	Both
61928 Albeni Falls on spur	2.7 east of Newport (1.5 long)	21	East	62110 Cameron Spur	4.4 west of Northport	17	East
6th Subdivision				62107 Marble	8.3 west of Northport	37	Both
62625 Alpine Sales Spur	26.4 east of Spokane	5	East	11th Subdivision			
62626 Huetter	27.7 east of Spokane	15	Both	70035 Deary	12.3 west of Bovill	12	Both
62629 Atlas	28.4 east of Spokane	37	Both	70032 Vassar	16.8 west of Bovill	36	Both
62630 Gibbs	30.5 east of Spokane	7	Both	70026 Yale	22.1 west of Bovill	38	Both
7th Subdivision				70021 Harvard	9.0 east of Potlatch	21	Both
63211 Spangle	11.5 west of Marshall	55	Both	70015 Princeton	3.9 east of Potlatch	8	Both
63212 Harris Pine Mill	12.8 west of Marshall	2	East	70008 Kennedy Ford	3.1 west of Potlatch	31	Both
63220 Plaza	21.2 west of Marshall	9	Both	12th Subdivision			
63644 Spring Valley on spur	5.8 from Rosalia	Yard	Both	64112 Attalia	6.3 east of Villard Jct.	Yard	Both
63232 McCoy	5.2 west of Rosalia	10	Both	64329 Penitentiary (on Spur)	1.3 from Walla Walla	Conn	East
63235 Flaig	8.2 west of Rosalia	7	East	64335 Kraik	4.0 east of Walla Walla	6	East
63243 Belmont	5.3 west of Oakesdale	56	Both	13th Subdivision			
63244 Farmington	6.0 west of Oakesdale	20	East	64147 Fulton	5.9 west of U.P. Conn.	28	Both
63247 Eden	10.3 west of Oakesdale	47	Both	64125 Ring	7.0 east of Zangar Jct.	4	West
63266 Fallon	6.8 west of Palouse	32	Both				
63267 Madson	8.1 west of Palouse	5	West				
63271 Whelan	5.2 east of Pullman	11	Both				

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
14th Subdivision				16th Subdivision			
30863 Park City	3.5 miles west of Spurling	25	East	86955 Welch	4.3 west of Spire Rock	18	West
30880 Columbus-Non Controlled Siding, South Side		118	Both	86965 Skones	4.7 west of Homestake	18	East
30921 Big Timber-Non Controlled Siding, North Side		99	Both	87831 Dupuis	2.1 east of Polson	16	East
30953 Downer	9.5 west Elton	16	East	24th Subdivision			
30953 Burkland Lbr. Co. Spur	10.1 west of Elton	3	East	12140 East Pasco Permanente Cement Co.	1.0 east of Ainsworth Jct.	16	West
15th Subdivision				12140 East Pasco Tidewater Shaver	1.2 east of Ainsworth Jct.	15	West
31024 Stanely	4.3 west of Clarkston	6	East	12140 East Pasco Shell Chem	1.2 east of Ainsworth Jct.	6	West
11225 Montana City	4.2 east of East Helena	75	Both	12140 East Pasco Storage No. 1	1.2 east of Ainsworth Jct.	18	West
31083 Fort Harrison	4.3 west of Helena	4	East	12140 East Pasco Storage No. 1	1.2 east of Ainsworth Jct.	18	West
31138 Gold Creek	3.9 west of Phosphate	20	East				
87300 Phosphate Lower Dock	0.3 from Phosphate	48	Both				
31174 Bonita	6.7 west of Nimrod	20	East				
31186 McQuarrie	3.7 west of Clinton	150	Both				
87605 Stone Container	1.0 from Schilling	Lead	West				
87619 Nine Mile	9.1 west of Frenchtown	10	East				
87653 Cedars	4.5 west of Westfall	35	West				
87672 Royal Logging	1.5 west of St. Regis	36	East				
31282 Weeksville	7.1 west of Plains	20	West				
31296 Woodlin Pit	7.2 west of Eddy	58	West				
31297 Woodlin	7.5 west of Eddy	66	Both				
31300 Brownman	2.3 west of Woodlin	30	West				
31362 Clark Fork	2.6 west of Colby	47	Both				

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Latah Jct.
				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	DT	1527.7	HARRINGTON	X	46.1
	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
10,398	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	WC WENATCHEE	BJKRY ABS	169.6

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.
MP 1481.6 and MP 1483.3	30 MPH.	30 MPH.
MP 1483.3 and MP 1488.6	55 MPH.	45 MPH.
MP 1488.6 and MP 1489.2	40 MPH.	35 MPH.
MP 1489.2 and MP 1490.4	70 MPH.	50 MPH.
MP 1490.4 and MP 1494.8	79 MPH.	60 MPH.
MP 1494.8 and MP 1498.0	65 MPH.	60 MPH.
MP 1498.0 and MP 1508.8	79 MPH.	60 MPH.
MP 1508.8 and MP 1513.7	65 MPH.	60 MPH.
MP 1513.7 and MP 1520.5	55 MPH.	50 MPH.
MP 1520.5 and MP 1522.7	35 MPH.	40 MPH.
MP 1522.7 and MP 1526.7	60 MPH.	50 MPH.
MP 1526.7 and MP 1529.0	50 MPH.	45 MPH.
MP 1529.0 and MP 1542.1	60 MPH.	50 MPH.
MP 1542.1 and MP 1547.7	79 MPH.	60 MPH.
MP 1547.7 and MP 1555.2	65 MPH.	60 MPH.
MP 1555.2 and MP 1559.0	50 MPH.	45 MPH.
MP 1559.0 and MP 1570.9	55 MPH.	50 MPH.
MP 1570.9 and MP 1573.5	55 MPH.	50 MPH.
MP 1573.5 and MP 1579.2	70 MPH.	60 MPH.
MP 1579.2 and MP 1587.4	55 MPH.	50 MPH.
MP 1587.4 and MP 1589.2	70 MPH.	60 MPH.
MP 1589.2 and MP 1602.8	65 MPH.	60 MPH.
MP 1602.8 and MP 1614.5	79 MPH.	60 MPH.

MP 1614.5 and MP 1620.0	65 MPH.	60 MPH.
MP 1620.0 and MP 1622.5	45 MPH.	40 MPH.
MP 1622.5 and MP 1624.2	25 MPH.	25 MPH.
MP 1624.2 and MP 1629.2	50 MPH.	45 MPH.
MP 1629.2 and MP 1640.6	60 MPH.	50 MPH.
MP 1640.6 and MP 1642.6	30 MPH.	25 MPH.
MP 1642.6 and MP 1646.5	65 MPH.	50 MPH.
MP 1646.5 and MP 1649.6	45 MPH.	40 MPH.
MP 1649.6 and MP 1650.2	35 MPH.	35 MPH.

Trains or engines through turnouts at following locations:

Edwall	Adrian
Odessa	Columbia River
Gibson	Malaga
Wilson Creek	Espanola

End of double track Lamona and Bluestem

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

Engines of freight trains passing signals:

Westward signal between Ephrata and Naylor No. 1601.1	55 MPH.	
Westward absolute signal West Trinidad MP 1627.0		40 MPH.
Westward signal between Trinidad and Columbia River No. 1629.9		40 MPH.
Westward absolute signal Wenatchee at MP 1646.7		30 MPH.
Eastward signal Wenatchee No. 1649.4		30 MPH.

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

3. Train Register Exceptions-None.

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

Westward trains departing Spokane or Yardly enroute Pacific Division will secure a second track warrant or clearance endorsed Pacific Division.

Eastward trains departing Wenatchee enroute Spokane Division will secure a second track warrant or clearance endorsed Spokane Division.

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 Latah Jct. and Wenatchee is under jurisdiction of Seattle East train dispatcher, Seattle.

Between Bluestem and Lamona, trains or engines may proceed 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 Seattle East 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"

7. Crossovers on Double Track not otherwise shown-

Trailing Point-

MP 1534.8 Mohler
MP 1538.7 Downs

8. **Wenatchee**-Engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

9. Handling 80-Feet 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.

10. Westward freight trains will not use in excess of a fourth throttle position west of Sunset Jct. until all units are on the Latah Creek bridge.

11. **Track Bulletins**-Authorized on this Subdivision.

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

Trinidad-	MP 1622.3	Trinidad-	MP 1625.6
Trinidad-	MP 1623.9	Voltage-	MP 1638.1

Other Track Side Warning Detector Locations-

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance from Wenatchee	EASTWARD ↑
					Office Calls	Rule 6(A)			
		02044	37	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
9,259	02103			1708.5 1719.5	SN	SCENIC			58.1
8,949	02116			1732.3	KY	SKYKOMISH	T		70.9
10,099	02124			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	S&N	OHMISH JCT. EAST	JT		112.5
	02159			1776.2	S&N	OHMISH JCT. WEST	JT	CTC	113.5
	02164			1781.2	W	LOWELL			118.5
12,517	02165			1782.7	PJ	PA JCT.	J		120.0
	02166		1783.9	JN	EVERETT			121.4	
			1784.7						
	02169		32.1	EJ	EVERETT JCT.	JX		122.2	
	02172		28.3	2MT	MU	MUKILTEO	X		126.0
			27.8			MP 28			126.5
			27.1			MP 27			128.2
			17.8	2MT		MP 18			136.6
	02182		17.6		DR	EDMONDS			136.8
			15.9			MP 16			138.5
			7.9	2MT		MP 8.0	Y		146.7
			7.1			MP 7	Y		147.3
	02193		6.4	2MT	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	2MT	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.
MP 1650.2 and MP 1651.5.....	35 MPH.	35 MPH.
MP 1651.5 and MP 1658.7.....	50 MPH.	45 MPH.
MP 1658.8 and MP 1660.8.....	45 MPH.	40 MPH.
MP 1660.8 and MP 1661.7.....	25 MPH.	25 MPH.
MP 1661.7 and MP 1669.2.....	40 MPH.	35 MPH.
MP 1669.2 and MP 1682.7.....	55 MPH.	45 MPH.
MP 1682.7 and MP 1683.3.....	50 MPH.	40 MPH.
MP 1683.3 and MP 1690.5.....	50 MPH.	45 MPH.
MP 1690.5 and MP 1693.3.....	50 MPH.	45 MPH.
MP 1693.3 and MP 1721.2.....	30 MPH.	25 MPH.
MP 1721.2 and MP 1730.0.....	25 MPH.	20 MPH.
MP 1730.0 and MP 1732.6.....	30 MPH.	25 MPH.
MP 1732.6 and MP 1734.7.....	45 MPH.	40 MPH.
MP 1734.7 and MP 1737.4.....	45 MPH.	45 MPH.
MP 1737.4 and MP 1740.6.....	50 MPH.	45 MPH.
MP 1740.6 and MP 1749.0.....	40 MPH.	40 MPH.
MP 1749.0 and MP 1751.5.....	50 MPH.	45 MPH.
MP 1751.5 and MP 1756.7.....	70 MPH.	50 MPH.
MP 1756.7 and MP 1757.6.....	50 MPH.	50 MPH.
MP 1757.6 and MP 1760.5.....	65 MPH.	50 MPH.
MP 1760.5 and MP 1763.0.....	50 MPH.	50 MPH.
MP 1763.0 and MP 1768.4.....	50 MPH.	45 MPH.
MP 1768.4 and MP 1770.7.....	45 MPH.	45 MPH.
MP 1770.7 and MP 1775.6.....	60 MPH.	50 MPH.
MP 1775.6 and MP 1778.8.....	79 MPH.	50 MPH.
MP 1778.8 and MP 1780.8.....	60 MPH.	50 MPH.
MP 1780.8 and MP 1782.4.....	40 MPH.	40 MPH.
MP 1782.4 and MP 32.....	25 MPH.	25 MPH.
MP 32 and MP 28.5.....	55 MPH.	50 MPH.
MP 28.5 and MP 20.5.....	45 MPH.	45 MPH.
MP 20.5 and MP 15.0.....	40 MPH.	40 MPH.
MP 15.0 and MP 11.5.....	50 MPH.	50 MPH.
MP 11.5 and MP 8.7.....	45 MPH.	45 MPH.
MP 8.7 and MP 6.3.....	35 MPH.	35 MPH.
MP 6.3 and MP 6.0.....	20 MPH.	20 MPH.
MP 6.0 and MP 1.8.....	35 MPH.	20 MPH.
MP 1.8 and MP 0.0.....	20 MPH.	20 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.	20 MPH.
Ballard-Over Bridge 4.....	20 MPH.	20 MPH.
Everett over Pacific Ave.....	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 at the following locations Cashmere Berne Leavenworth Scenic Winton Baring Merritt Goldbar.....	35 MPH.	35 MPH.
End of single track Mukilteo and Edmonds.....	35 MPH.	35 MPH.
Trains or engines through No. 15 turnouts at the following locations East and West Switch Monroe East and West Switch		

Skykomish Turnout Olds Jct.....	20 MPH.	20 MPH.
Turnouts PA Jct., Lowell Jct., Snohomish Jct. West.....	15 MPH.	15 MPH.

2. Bridge, Engine and Heavy Car Restrictions-**Richmond Beach-Standard Oil Spur**

Six axle locomotives not permitted and not more than 2 units per consist.

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 or clearance issued at Delta Jct. to trains destined 2nd. 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 6:00 am and 11:00 pm.

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

Grade Crossing Ordinances

No person shall sound the horn or whistle of any locomotive being operated on or along 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- Trains or engines must obtain authority from Seattle Terminal train dispatcher before entering, or making movements within, this territory.**9. Everett Jct.-Westward trains setting out must clear junction cross-over 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 & KNUCKLES TYPE E & F	BREATHING SUPPORT DEVICES	RAIL CLAMPS AND CHAINS	EMERGENCY EXITS BETWEEN BAYS
Telephone Booth Skykomish	X			
Telephone Booth Scenic	X		XX	
CTC Bungalow E & W Scenic	X			
Bay 21	X			
Bay 20	X	XXX		
Bay 19	X	XXX		X
Bay 18	X	XXX		
Bay 17	X	XXX		
Bay 16	X	XXX		
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.

- m. When necessary to set out bad order cars at Scenic or Berne see that clamps are properly secured and blocked to the rail on low end of car. Clamps at Scenic fit rail on industry track. Clamps at Berne fit rail on siding. Crew picking up car, return clamps and chains to the Telephone Bungalow, Scenic or CTC Bungalow, Berne.

14. Handling 80 Feet or Longer Cars-

Between Skykomish and Merritt-

Freight trains, other than intermodal, must handle 80 foot or longer cars weighing less than 50 tons in the rear 2900 tons.

15. Intermodal trains operating between Skykomish and Merritt-

- Conventional equipment is defined as all types of intermodal equipment except double stacks.
- Platforms will not be used to determine car count. Actual car number will be used.
- Trains handling conventional equipment or trains handling conventional with double stack equipment must not exceed 4800 tons, 70 cars, or 7000 feet.
- Trains consisting of solid double stacks must not exceed 5500 tons.
- Eastward trains handling conventional with double stack equipment must handle all double stack equipment next behind engine.
- Eastward trains handling 45 cars or more must handle empty cars, or cars containing one trailer or container, not nearer than the twenty-fifth (25th) car from the locomotives.
- Westward trains of greater than 2900 trailing tons must handle 80 foot or longer cars weighing less than 50 tons in the rear 2900 tons.

- h. Single loaded 50 foot cars having single axles are not restricted.

16. Track Bulletins-Authorized on this Subdivision.

17. 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
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	Skykomish-	MP 1725.5
Grotto-	MP 1735.0	Leavenworth-	MP 1668.2
Skykomish-	MP 1730.7	Scenic-	MP 1721.2

PACIFIC DIVISION

SOUTHWARD	FIRST CLASS			Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance From Seattle <th colspan="3">FIRST CLASS</th> <td rowspan="3">NORTHWARD</td>	FIRST CLASS			NORTHWARD
	1797	1011	1795					Office Calls Rule 6(A)				1796	1014	1798	
	NRPC Daily	NRPC Daily	NRPC Daily									NRPC Daily	NRPC Daily	NRPC Daily	
	1730	1110	0645		02200 02201	51	0.0	CF SEATTLE (King St. Station)	BIKR TX(2)Y	ABS Rule 251	0.0	s1200	s1810	s2115	
	1738	1119	0653		02203		3.3	G ARGO	IX(2)Y		3.3	1149	1757	2105	
					16001		7.9	SS SOUTH SEATTLE	BX(2)Y		7.9				
	1746	1128	0701		16004		9.5	BI BLACK RIVER	IJXY		9.5	1140	1748	2056	
				C 5236	16006		12.2	OR ORILLIA	X(2)Y		12.2				
	1754	1136	0709		16010		16.3	KN KENT	X(2)Y		16.3	1133	1740	2048	
	1801	1144	0716		16014		21.5	AY AUBURN	BJKTX(2)Y		21.5	1126	1732	2040	
	1809	1152	0724		16021		29.0	SR SUMNER	Y		29.0	1117	1723	2031	
					16022		30.5	MK MEEKER	TXY		30.5				
	1815	1158	0730	S 3187 N 10,047	16023		31.9	PY PUYALLUP	Y		31.9	1111	1717	2025	
	1824	1206	0739		16029	38.2	RN RESERVATION	IX(2)Y	38.2	1103	1708	2016			
	s1833	s1216	s0748		16031	39.6	TA TACOMA	BKRTY	39.6	s1059	s1706	s2012			
						0.6	11th STREET	JY	40.7						
					16038	5.1	RU RUSTON	XY	45.2						
					16040	6.7	NB NELSON BENNETT	X	46.8						
	1848	1232	0803	N 1,608	16043	10.0	SX TITLOW	X	50.1	1037	1647	1952			
					16046	13.2	PIONEER	XY	53.3						
					16048	14.4	WEST TACOMA	X(2)Y	54.5						
	1902	1247	0818		16057	24.4	NU NISQUALLY	JX(2)Y	64.5	1023	1632	1937			
	1907	1252	0823		16061	28.2	SC SAINT CLAIR To Lacey 5.0	JXY	68.3	1020	1628	1934			
	s1915	s1300	s0829		16068	34.9	EO EAST OLYMPIA To Gate 26.0	X(2)Y	75.0	s1013	s1621	s1927			
					16084	49.5	WB WABASH	X(2)	89.6	0957	1604	1911			
						52.5	CENTRALIA NORTH	X	92.6						
	s1936	s1322	s0850	(2)6400	16085	54.0	CN CENTRALIA	BJKRTX	94.1	s0953	s1600	s1907			
						55.8	CENTRALIA SOUTH	X(2)	95.4						
					16090	57.7	CS CHEHALIS		97.8						
					16091	58.7	JO CHEHALIS JCT.	JTX(2)	98.8						
						66.2	NAPAVINE SOUTH	X(2)	106.3						
					(2)4999	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						
	s2024	s1412	s0938	(1)5190	16130	97.3	KS KELSO		137.4	s0905	s1510	s1819			
						98.9	KELSO SOUTH	X(2)	139.0						
				(1)9382	16134	101.1	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						
				(2)14,700	16155	122.0	RG RIDGEFIELD	X	162.1						
				(2)4,700		123.6	RIDGEFIELD SOUTH	X(2)	163.7						
						132.5	VANCOUVER JCT. NO.	X(2)	172.8						
	2059	1447	1013		16166	133.0	VJ RYE JCT.		173.3	0826	1430	1742			
	s2103	s1452	s1017		12365	136.5	DT MX VANCOUVER	BJKRY TX(2)	ABS Rule 251	176.4	s0822	s1426	s1738		

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

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

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

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

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

Seattle and Rye Jct.	75 MPH.	50 MPH.	MP 91.2 and MP 92.5	70 MPH.	50 MPH.
Rye Jct. and Vancouver	70 MPH.	50 MPH.	MP 92.5 and MP 93.7	65 MPH.	50 MPH.
MP 0.0 and MP 2.0	20 MPH.	20 MPH.	MP 93.7 and MP 95.0	60 MPH.	50 MPH.
MP 2.0 and MP 3.4	40 MPH.	30 MPH.	MP 95.0 and MP 100.6	40 MPH.	40 MPH.
MP 3.4 and MP 5.3	70 MPH.	50 MPH.	MP 100.6 and MP 106.5	75 MPH.	50 MPH.
MP 5.3 and MP 5.4	40 MPH.	40 MPH.	MP 106.5 and MP 107.8	40 MPH.	40 MPH.
MP 5.4 and MP 8.8	70 MPH.	50 MPH.	MP 107.8 and MP 112.1	70 MPH.	50 MPH.
MP 8.8 and MP 10.0	55 MPH.	45 MPH.	MP 112.1 and MP 114.1	75 MPH.	50 MPH.
MP 10.0 and MP 12.2	75 MPH.	50 MPH.	MP 114.1 and MP 114.7	70 MPH.	50 MPH.
MP 12.2 and MP 17.1	40 MPH.	40 MPH.	MP 114.7 and MP 118.8	75 MPH.	50 MPH.
MP 17.1 and MP 18.9	75 MPH.	50 MPH.	MP 118.8 and MP 122.0	70 MPH.	50 MPH.
MP 18.9 and MP 21.6	40 MPH.	40 MPH.	MP 122.0 and MP 122.9	35 MPH.	35 MPH.
MP 21.6 and MP 27.4	75 MPH.	50 MPH.	MP 122.9 and MP 126.7	70 MPH.	50 MPH.
MP 27.4 and MP 29.2	40 MPH.	40 MPH.	MP 126.7 and MP 131.5	75 MPH.	50 MPH.
MP 29.2 and MP 33.3	30 MPH.	30 MPH.	MP 131.5 and MP 132.6	70 MPH.	50 MPH.
MP 33.3 and MP 34.4	70 MPH.	45 MPH.	MP 132.6 and MP 133.0	35 MPH.	35 MPH.
MP 34.4 and MP 34.6	45 MPH.	45 MPH.	Seattle-King Street station, through turnouts	10 MPH.	10 MPH.
MP 34.6 and MP 36.4	65 MPH.	50 MPH.	Seattle-King St. Station- Trains handling Amtrak		
MP 36.4 and MP 37.8	45 MPH.	40 MPH.	Superliner bilevel cars while passing umbrella sheds	5 MPH.	5 MPH.
MP 37.8 and MP 39.7	30 MPH.	30 MPH.	Seattle-All street crossings in corporate limits	20 MPH.	20 MPH.
MP 39.7 and MP 0.0	10 MPH.	10 MPH.	Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront	10 MPH.	10 MPH.
MP 0.0 and MP 2.8	30 MPH.	30 MPH.	Except over Military Road South at MP 5.3 between Argo and South Seattle	40 MPH.	40 MPH.
MP 2.8 and MP 5.1	50 MPH.	50 MPH.	Black River and Wabash against the current of traffic	59 MPH.	49 MPH.
MP 5.1 and MP 6.5	40 MPH.	40 MPH.	Olympia- over street crossings	10 MPH.	10 MPH.
MP 6.5 and MP 9.5	60 MPH.	50 MPH.	Olympia and Gate	10 MPH.	10 MPH.
MP 9.5 and MP 10.3	35 MPH.	35 MPH.	Trains and engines moving against the current of traffic at end of CTC		
MP 10.3 and MP 10.8	60 MPH.	50 MPH.	Nelson Bennett and at Bridge 14 may resume speed after passing signal displaying Restricting		
MP 10.8 and MP 13.2	70 MPH.	50 MPH.	Indication and southward freight trains over 100 tons O/B moving against the current of traffic		
MP 13.2 and MP 14.2	60 MPH.	50 MPH.	passing signal 12.7		40 MPH.
MP 14.2 and MP 14.3	30 MPH.	30 MPH.	Trains or engines through dual control switch turnouts at following locations:		
MP 14.3 and MP 15.9	50 MPH.	50 MPH.	Centralia North		
MP 15.9 and MP 19.1	60 MPH.	50 MPH.	Centralia		
MP 19.1 and MP 21.9	70 MPH.	50 MPH.	Chehalis Jct. to Twelfth Subdivision		
MP 21.9 and MP 23.8	60 MPH.	50 MPH.	Longview Jct. South to Main 1 Siding	15 MPH.	15 MPH.
MP 23.8 and MP 25.6	55 MPH.	50 MPH.	Trains or engines through turnouts at Black River	20 MPH.	20 MPH.
MP 25.6 and MP 27.3	75 MPH.	50 MPH.	Trains or engines through turnouts at following locations:		
MP 27.3 and MP 28.0	70 MPH.	50 MPH.	Crossover north end Ruston Tunnel.		
MP 28.0 and MP 33.8	75 MPH.	50 MPH.	Crossover south end Nelson- Bennet Tunnel.	30 MPH.	30 MPH.
MP 33.8 and MP 34.2	70 MPH.	50 MPH.	Trains or engines through dual control switch turnouts at following locations:		
MP 34.2 and MP 36.2	75 MPH.	50 MPH.	Wabash	Longview Jct.	
MP 36.2 and MP 36.5	70 MPH.	50 MPH.	Centralia South	South	
MP 36.5 and MP 41.4	75 MPH.	50 MPH.	Chehalis Jct.	MP 111.0	
MP 41.4 and MP 41.7	70 MPH.	50 MPH.	Napavine South	Ridgefield	
MP 41.7 and MP 46.0	75 MPH.	50 MPH.	Vader	South	
MP 46.0 and MP 47.8	65 MPH.	50 MPH.	MP 85.0	Vancouver Jct.	
MP 47.8 and MP 47.9	60 MPH.	50 MPH.	Ostrander	North	
MP 47.9 and MP 51.1	75 MPH.	50 MPH.			
MP 51.1 and MP 52.2	65 MPH.	50 MPH.			
MP 52.2 and MP 58.3	40 MPH.	40 MPH.			
MP 58.3 and MP 62.2	75 MPH.	50 MPH.			
MP 62.2 and MP 64.4	60 MPH.	50 MPH.			
MP 64.4 and MP 65.5	50 MPH.	50 MPH.			
MP 65.5 and MP 69.1	75 MPH.	50 MPH.			
MP 69.1 and MP 70.4	60 MPH.	50 MPH.			
MP 70.4 and MP 72.2	50 MPH.	50 MPH.			
MP 72.2 and MP 77.8	75 MPH.	50 MPH.			
MP 77.8 and MP 79.5	60 MPH.	50 MPH.			
MP 79.5 and MP 81.5	70 MPH.	50 MPH.			
MP 81.5 and MP 81.8	60 MPH.	50 MPH.			
MP 81.8 and MP 83.2	70 MPH.	50 MPH.			
MP 83.2 and MP 85.4	75 MPH.	50 MPH.			
MP 85.4 and MP 86.4	70 MPH.	50 MPH.			
MP 86.4 and MP 86.7	65 MPH.	50 MPH.			
MP 86.7 and MP 87.5	50 MPH.	50 MPH.			
MP 87.5 and MP 89.0	75 MPH.	50 MPH.			
MP 89.0 and MP 89.9	60 MPH.	50 MPH.			
MP 89.9 and MP 91.0	70 MPH.	50 MPH.			
MP 91.0 and MP 91.2	60 MPH.	50 MPH.			

Kelso South.....	35 MPH.	35 MPH.
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line		10 MPH.
Vancouver, over 39th Street crossing	40 MPH.	40 MPH.
Over road crossings:		
MP 25.4 between Auburn and Sumner		
MP 34.1 between Puyallup and Reservation		
MP 34.8 at East Olympia		
MP 41.7 between East Olympia and Tenino Jct.		
MP 49.1 between Bucoda and Wabash		
MP 51.3 between Wabash and Centralia North		
MP 66.1 between Chehalis Jct. and Napavine		
MP 67.2 between Napavine South and Winlock		
MP 74.6 between Winlock and Vader		
MP 130.4 between Ridgefield South and Vancouver Jct. North	65 MPH.	
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.		
	Up to 100 tons O/B	Over 100 tons O/B
Seattle and Tacoma-Engine Southward freight train passing signals:		
8.9	45 MPH.	35 MPH.
23.9		35 MPH.
35.7		40 MPH.
		MPH.
Engine Northward freight train passing signals:		
39.0	20 MPH.	15 MPH.
38.4		25 MPH.
24.0		35 MPH.
11.4		40 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Between Seattle and West Seattle and between Meeker and McMillin-Item 5d not permitted.

West Seattle Line and Olympia-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)-

Trains enroute 5th Subdivision will secure a separate 5th Subdivision track warrant or clearance.

Seattle-Track warrant or clearance issued at Stacy St., or Interbay, will clear trains entering Third Subdivision at Argo. Trains leaving Interbay enroute Third Subdivision secure a track warrant or clearance at Interbay which will clear them at Seattle or Argo.

Trains originating will secure track warrant or clearance and register at Stacy Street and track warrant or clearance received at Stacy Street will apply to trains entering Third Subdivision.

Trains from 2nd Subdivision via Third Subdivision will not require a track warrant or clearance at Interbay unless so directed by the train dispatcher.

Black River, Auburn, Meeker, Nisqually, St. Clair, East Olympia, 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-Track warrant or clearance issued at Tacoma will apply to trains originating at Reservation or Tacoma.

Centralia-Northward trains secure track warrant or clearance.

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. Between Olympia and Gate distance will be 1.5 miles.

6. **Between Nisqually and St. Clair, 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 the authority 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.

7. **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.

8. Interlockings and Drawbridges not Indicated at Station-

On West Seattle Line-Drawbridge 36.8

Between Reservation and Ruston-

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 derrails in accordance with Rule 315.

9. 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

10. **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.

11. 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.

Saint Clair and Lacey.

12. Seattle-

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

Trains to or from West Seattle making movements across Spokane Street will actuate the crossing signals on approach to Spokane Street. Southward trains stopping north of the north traffic lane and northward trains stopping south of the south traffic lane will hold the crossing

signals at the Stop position. Crossing protection "Stop and Start" push buttons are located just south of Spokane Street on West Seattle Line and are to be used by train crews to stop and start the crossing protection as required by switching moves.

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

Stacey Street-High car detector located on north and south leads of SIG tracks. Instructions for use posted at yard office.

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.

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

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

15. 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.

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

Time of NRPC trains applies at passenger station.

16. 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 must be accompanied by a clearance message.

17. 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.

18. Between East Olympia and Olympia-Union Pacific rules and timetable govern.

19. Olympia

Between the hours of 0700 to 0900; 1130 to 1330 and 1600 to 1800 trains and engines must not occupy the following crossings:

- | | |
|--------------------|-------------------|
| East Union Avenue | East State Avenue |
| Legion Way | Columbia Street |
| East Fourth Street | West Seventh |
| Eighth Avenue | |

20. TWC- In effect between Olympia and Gate.

21. Between Little Rock and Gate- Track out of service between MP 23.0 and MP 28.0.

22. Wabash-Vancouver

Both switches at hand thrown crossovers must be properly lined before a train or engine begins a crossover movement and the movement must be completed before either switch is restored to normal position.

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

24. 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

25. Track Bulletins-Authorized on this Subdivision.

26. The following Track Side Warning Detectors protect bridges, tunnels or other structures-

Steilacoom- MP 14.6 Steilacoom- MP 14.1

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

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Vancou- ver	EAST WARD
					Office Calls	Rule 6(A)		
		15129	56	156.0	VN VANCOUVER	KYZ	0.0	
		15129		155.8	VB VANCOUVER JCT.	Z	0.7	
		15126		155.3	CT CN JCT.	Z	1.2	ABS Rules 261- 262
		15125		153.8	SK STILL CREEK	Z	2.7	ABS Rules 251- 262
		15123		151.8	WN WILLINGDON JCT.	XZ	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)	11.2	CTC
				145.3	CP CP JCT		11.3	
				145.0	BO 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 BROWNVILLE		14.9	
		15105		136.9	TD TOWNSEND To Tilbury 4.1		17.5	ABS
	2,422	15100		131.1	GX COLEBROOK To Roberts Bank BCR 15.5	R	24.0	CTC
				120.4				ABS
		15091		119.5	WR WHITE ROCK, B.C.	Z	34.8	
	6,060	15088		119.4	BN BLAINE, WA.	RY	35.8	
		15081		112.1	IN INTALCO	JTY	43.1	TWC
	6,600	15075		106.3	FD FERDALE	BRY	49.0	ABS
		15067		97.0	HM BELLINGHAM	8KRY	58.0	
	6,347	15062	50	92.9	FN SO. BELLINGHAM	Y	61.2	ABS
	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		98.3	CTC
	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	121.4	ABS
				34.6	TW BAYSIDE	Y	120.1	
		02167	50	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 Westminister 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.
MP 155.2 and MP 153.7	25 MPH.
MP 153.7 and MP 151.1	40
MP 151.1 and MP 150.5	10
MP 150.5 and MP 149.8	20
MP 149.8 and MP 147.5	40
MP 147.5 and MP 145.5	25
MP 145.5 and MP 141.5	20
MP 141.5 and MP 140.8	5
MP 140.8 and MP 137.3	40
MP 137.3 and MP 136.7	30
MP 136.7 and MP 131.5	40
MP 131.6 and MP 129.9	35
MP 129.9 and MP 127.9	40
MP 127.9 and MP 127.6	15
MP 127.6 and MP 123.0	40
MP 123.0 and MP 119.9	30
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.
Vancouver Yard	15 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 Blaine, Wa-Canadian Railway Transport Committee orders that BN trains/transfers do not exceed 35 MPH between MP 156.00, Vancouver, and MP 119.4, Blaine, 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 CN 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 CN 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, Cumberland-Crossover to CP trackage.
Vancouver-CPR crossing at Burrard Inlet. Normal position of gates is Stop for Burlington Northern.
13. **Townsend-South end CTC** is MP 137.20 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 en-route 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.-CN** and CP Railway operate 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 north of CN Jct.-:**

Southward trains and Engines moving beyond the North absolute signal CN Jct., must have permission from train dispatcher before entering main track.

All trains and yard engines must move within this territory 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.

Northward trains and yard engines that have obtained dispatchers permission to use main track, must advise train dispatcher when clear of main track at or north of 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 22'4"

Main Street, Vancouver, B.C. 19'6"

Renfrew Street-Still Creek 21'0"

New Westminster, retaining wall at MP 144.0 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 Railway Transport Committee requires that upon reporting for duty in Canada all engineers and firemen must individually sign an appearance register. Appearance registers are located in the locker room at Vancouver, B.C. and New Westminster, B.C.

No railway company shall permit an employee to be positioned on the top of any caboose or freight car while the caboose or freight car is in motion. No railway company shall permit an employee to ride on the end ladder of a caboose or freight car while the caboose or freight car is in motion except for the purpose of operating the hand brake.

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 (two) 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 137.20 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:

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

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.
Anacortes and Burlington	25 MPH.
Kruse Jct. and Darrington	25 MPH.
MP 119.9 and MP 118.4	15 MPH.
MP 118.4 and MP 106.6	50 MPH.
MP 106.6 and MP 105.8	40 MPH.
MP 105.8 and MP 101.2	50 MPH.
MP 101.2 and MP 98.5	35 MPH.
MP 98.5 and MP 93.1	20 MPH.
MP 93.1 and MP 82.5	35 MPH.
MP 82.5 and MP 74.7	50 MPH.
MP 74.7 and MP 74.5	40 MPH.
MP 74.5 and MP 72.4	50 MPH.
MP 72.4 and MP 67.0	20 MPH.
MP 67.0 and MP 41.0	50 MPH.
MP 41.0 and MP 39.5	25 MPH.
MP 39.5 and MP 37.3	20 MPH.
MP 37.3 and MP 37.0	10 MPH.
Bellingham-over street crossings	10 MPH.
Through turnouts at:	
English	
Stanwood	
Bow	
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 derricks are posted at absolute signals.

7. 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.

8. Rule 350(B)-Following switches not equipped with electric locks:

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

Industry Track Silvana.

Conway Feed and Pole Yard Spur.

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

Spur track (MP 93.0 at South Bellingham).

9. 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.

10. Intalco-Loaded hazardous material cars must be set out on the north 2640 feet of north extension of wye only.

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

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

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

12. Rule 93-Yard limits in effect between-

Bellingham and South Bellingham

Everett Jct.-Bayside-Delta Jct.

PA Jct.-Delta-Delta Jct.

Delta to Lowell

13. Train dispatchers-Territory between Everett Jct. and North switch Blaine is under jurisdiction of Seattle Terminal train dispatcher at Seattle.

14. 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.

15. 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		

16. TWC-In effect between Blaine MP 118.6 and Bellingham MP 98.9.

17. Track Bulletins-Authorized Blaine to Everett Jct.

18. 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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Wishram
				Office Calls	Rule 6(A)	
	12269		106.1	X WISHRAM BJKRTX(2)		0.0
	12272		103.2	2.1 AVERY		2.1
9,935	12282		93.3	9.7 NORTH DALLES		11.8
4,079	12290		85.3	8.8 YA LYLE BJKR To Goldendale- 42.2		20.6
11,115	12299		75.9	9.7 BINGEN		30.3
9,888	12309		65.8	9.8 COOKS		40.1
11,085	12321		54.8	12.0 STEVENSON		52.1
9,958	12333		42.5	11.0 SKAMANIA CTC		63.1
9,910	12347	47	28.9	15.4 WASHOUGAL		78.5
	12351		23.8	3.0 MA CAMAS		81.5
	12361		14.5	10.4 McLOUGHLIN		91.9
	12363		12.1	1.8 EAVAN X		93.7
	12365		9.9	2.4 MX VANCOUVER BJKRTXY		96.1
	12368		8.1	1.9 K NORTH PORTLAND JCT. IJXY		98.0
E3,039	12369		7.0	1.1 DT EAST ST. JOHNS BXY		99.1
	12372		4.3	2.7 BR WILLBRIDGE BIJKTXY	ABS	101.8
	12373		2.0	2.3 LAKE YARD KTX	251	104.1
	12375			2.0 PORTLAND		
	12374		0.0	VC (Union Station) BKRTXY		106.1

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: 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
Wishram and Vancouver.....	70 MPH.	
MP 106.1 and MP 103.0	60 MPH.	50 MPH.
MP 92.5 and MP 92.1	65 MPH.	
MP 86.5 and MP 83.6	60 MPH.	55 MPH.
MP 83.6 and MP 82.6	55 MPH.	50 MPH.
MP 82.6 and MP 79.2	60 MPH.	55 MPH.
MP 75.9 and MP 75.3	45 MPH.	45 MPH.
MP 75.3 and MP 62.4	60 MPH.	55 MPH.
MP 62.4 and MP 61.5	25 MPH.	25 MPH.
MP 61.5 and MP 54.2	60 MPH.	55 MPH.
MP 54.2 and MP 53.6	45 MPH.	45 MPH.
MP 53.6 and MP 45.1	60 MPH.	55 MPH.
MP 45.1 and MP 33.9	55 MPH.	50 MPH.

MP 31.3 and MP 24.8	55 MPH.	55 MPH.
MP 24.8 and MP 24.0	35 MPH.	35 MPH.
MP 11.5 and MP 10.5	50 MPH.	50 MPH.
MP 10.5 and MP 9.8 (Both MT)	10 MPH.	10 MPH.
MP 9.8 and MP 8.5	30 MPH.	30 MPH.
MP 8.5 and MP 5.5	70 MPH.	50 MPH.
MP 5.5 and MP 5.0	30 MPH.	30 MPH.
MP 5.0 and MP 0.7	35 MPH.	35 MPH.
MP 0.7 and MP 0.0	10 MPH.	8 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:
North Dalles Bingen 35 MPH. 35 MPH.
Cooks Skamania

Trains or engines on sidings and/or
through dual control switch
turnouts at the following locations:
Wishram Stevenson 25 MPH. 25 MPH.
Washougal

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.

Between Lyle and Goldendale:
Lyle and MP 30.0 10 MPH.
MP 30.0 and Goldendale 25 MPH.
Goldendale within city limits 10 MPH.

Portland and Vancouver-
Engine Westward freight trains
passing signals:
Interlocking, Willamette River
bridge

5.1 25 MPH. 15 MPH.
3.1 30 MPH.
2.1 25 MPH.
1.5 30 MPH. 20 MPH.
0.9 10 MPH. 7 MPH.

Engine Eastward freight trains
passing signals:
1.2 25 MPH.
2.8 25 MPH.
6.2 40 MPH. 35 MPH.

Item 1A. All Subdivisions, Applies
between Lyle and Goldendale

2. Bridge, Engine and Heavy Car Restrictions-

Six axle locomotives are not permitted on James River tracks, New spur, CP spur and Warehouse 3 at Camas.

Between Lyle and Goldendale:

Item 5d not permitted.
Locomotives in groups G and H restricted to two units.
Locomotives in group I and 175-ton wrecking dericks
not permitted..

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)-

Between Vancouver and Portland-Rule 82(A) does not apply to
trains originating at Portland or between Portland and Vancouver.

Track warrant or clearance needed prior to departing Vancouver for Eastward trains. 5th Subdivision track warrant or clearance received on 3rd Subdivision applies at Vancouver.

Willbridge-Rule 82(A) does not apply.

Track warrant showing track bulletins in effect issued at Albany will apply at Willbridge.

Albina-U.P. trains destined 3rd Subdivision secure 3rd and 5th Subdivision track warrant or clearance.

5. **Rule 99**-When flagging is required, distance will be 2.5 miles between Wishram and Vancouver, 2.0 miles between Vancouver and Willbridge and 1.0 mile between Willbridge and Portland, 1.0 mile between Lyle and Goldendale except 0.5 mile between Lyle and MP 30.0.

6. **Between Vancouver and Portland-**

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.

7. **Cabooseless Operation between Vancouver and Portland-**

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.

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

MP 20.5 near Camas-Columbia Vista Lumber Mill spur
MP 24.0 Camas- James River 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-Dowe Chemical switch.

9. **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 train dispatcher Seattle. If signal changes to aspect per Rule 242 (Stop) while switching movements are being made, a crew member must contact the train dispatcher and be governed by his instructions.

10. **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.

11. **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).

12. **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.

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 Spur's 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.

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.

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.

IVE FIRE hydrants adjacent to St. Helens Road between MP 3 and MP 3.5 impair standard side clearance in this area by 1 foot 5 inches. Impaired clearance signs not placed.

13. Train, engine and yard crews operating over SP trackage between Brooklyn Yard and East Portland Interlocking are governed by SP Rules and Timetable.

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

15. **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 James River 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 James River between the hours of 1200 and 1215, 1245 to 1300 and 1700 to 1715. Cars must not be dropped or kicked when performing switching on the following tracks owned by James River Corporation: New spur, Converting spur, Mill spur and Warehouse spur No. 3.

16. **Bingen**-Bridge 75.3 located at MP 75.3 is protected by detector actuated by high load passing through underpass. Eastward trains stopped at controlled signal located 50 feet east of MP 74.0 and westward 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.
17. **Hood**-Cars exceeding 75 feet in length must not be handled on Broughton Lumber Flat Track.
18. **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.
19. **Between Columbia River Drawbridge MP 9.8 and Begin/End CTC MP 10.3**-All train, engine and hi-rail movements are controlled by Wishram West dispatcher. Westward train and engine movements must communicate with Bridgetender on Columbia River Drawbridge before entering these limits.
20. **Manual Interlocking not Indicated at Stations-**
Vancouver-Located at Hill Street, governs movement over double track to Cannery Lead.
21. **Handling 80 feet or longer cars-** Between Lyle and Goldendale- Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
22. **Track Bulletins**-Authorized on this subdivision.
23. **TWC-** In effect between Goldendale and Lyle.
 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.
24. **The following Track Side Warning Detectors protect bridges, tunnels or other structures**-None.

Other Track Side Warning Detector Locations-

Prindle- MP 37.6 Bingen- MP 81.7
 Home Valley- MP 61.0

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Wish- ram	EAST WARD
					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 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.	TWC 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 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 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		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	31.6	55	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.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Wishram and Metolius.....	35 MPH.
Metolius and Bend.....	50 MPH.
MP 87.0 and MP 98.5 between South Jct. and Paxton:	
Eastward	10 MPH.
Westward	15 MPH.
Bend and Bieber	49 MPH.
Between Wishram and Bend	
MP 23.4 and MP 24.3	10 MPH.
MP 24.3 and MP 43.6	30 MPH.
MP 43.6 and MP 44.6	25 MPH.
MP 61.3 and MP 62.5	10 MPH.
MP 62.5 and MP 67.6	30 MPH.
MP 67.6 and MP 68.0	10 MPH.
MP 75.3 and MP 79.1	25 MPH.
MP 109.1 and MP 109.3	25 MPH.
MP 125.1 and MP 125.8	35 MPH.
MP 134.4 and MP 134.9	35 MPH.
Between Bieber Line Jct. and Bieber	
MP 5.1 and MP 5.5.....	30 MPH.
MP 14.8 and MP 15.1	40 MPH.
MP 31.1 and MP 31.4	30 MPH.
Trains or engines on sidings	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

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

Lobert and Chiloquin-Only one six axle Locomotive is allowed to enter industry trackage.

3. Train Register Exceptions-None.

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

O.T. Jct.-Westward Union Pacific trains to the Sixth Subdivision must secure track warrant at The Dalles.

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

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

6. Interlockings and Drawbridges not Indicated at Stations-

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

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

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

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

9. Rule 93-Yard limits in effect between-

Prineville Jct. and Redmond
Bend and Cascan
Bieber Line Jct. and Klamath Falls

10. Train Inspection-Bend and Bieber, Roll-by inspection of both sides of all freight trains at speed of 8 MPH-10 MPH must be made by train crews.

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

12. Track bulletins-authorized on this Subdivision.

13. TWC-In effect between Wishram and Chemult and Klamath Falls and Bieber.

14. 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.

15. Between OT Jct. and Chemult-Loaded unit grain trains or freight trains handling one or more loaded grain pools will hold the main line when meeting, passing, or being passed by other trains, except when authorized by train dispatcher.

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

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 GP 30, 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 2nd 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.

12. Track Bulletins- Authorized on this Subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS		Distance from Intalco
				Office Calls	Rule 6(A)	
	15081		0.0	INTALCO	JTY	0.0
	66604	418	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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS		Distance from Sumas
				Office Calls	Rule 6(A)	
6,420	66089		127.2	SM SUMAS To Lynden 11.0	BKRY	0.0
654	66083	403	120.9	NK NOOKSACK		6.4
1,537	66073		111.4	DG DEMING	TWC	15.8
582	66065		103.5	AE ACME		23.7
1,850			94.1	TD THORNWOOD		33.2
			86.8	WL SEDRO WOOLLEY		40.5
	66305		21.3	To Concrete 23.4	RY	
15042		409	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. Rule 93-Yard limits in effect between-

Burlington and Sedro Woolley.

7. 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.

8. 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.

9. TWC-In effect between Sumas and Sedro Woolley.

10. Track Bulletins-Authorized on this Subdivision.

11. 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.

12. The following track side warning detectors protect bridges, tunnels or other structures- None.

Other track side warning detector locations:

Sedro Woolley MP 20.9
Sedro Woolley MP 86.8
Deming MP 108.6

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS		Distance from Centralia
				Office Calls	Rule 6(A)	
	16085		0.6	CN CENTRALIA BJKRTY		0.0
	67602		2.2	BJ BLAKESLEE JCT. AJY		1.6
2,636	67606	421	6.8	GM GRAND MOUND		5.8
2,281	67611		10.7	RH ROCHESTER		10.1
			13.3			
3,376	67614		28.4	HK GATE JT TWC		13.0
	67619		33.2	OX OAKVILLE		17.9
	67631	402	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 To Markham 10.5 To Cosmopolis 2.7 To Hoquiam 3.5 BJRTY		
	67654		69.0			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 Indicat-****ed 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.

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

12. 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance from Bangor
				Office Calls	Rule 6(A)	
	67768		43.8	BG BANGOR TY		0.0
2,618	67765		39.7	SU SILVERDALE		3.4
			0.0			
2,924	67757	426	32.1	RJ BREMERTON JCT. 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		25.2	NS SHELTON TUY		43.2
2,710	67715	425	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.

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 Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS			Distance from Chehalis Jct.
				Office Calls	Rule 6(A)		
	16091		0.0	J0 CHEHALIS JCT.	TY		0.0
	68002		1.5	CE CME JCT.	A		1.5
	68005		4.9	ADNA			4.9
	68007		6.6	MI MILLBURN			6.6
	68022		22.2	PL PEELL		TWC	22.2
2,335	68029	420	28.7	PV PLUVIUS			28.7
	68038		37.9	LB LEBAM			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. Between Raymond and South Bend-track out of service between MP 53.5 and 56.1.

7. Handling 80 Feet or Longer Cars-

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

8. Track Bulletins-Authorized on this Subdivision.

9. TWC-In effect on this subdivision.

10. 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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS			Distance from 11th Street
				Office Calls	Rule 6(A)		
			0.6			11th STREET	0.0
						4.5	
	67305		5.5	SU SOUTH TACOMA	Y		4.5
						3.4	
1,726	67309	400	8.9	LV LAKEVIEW			7.9
						To Nisqually 11.7	
	67313		12.4	OB MOBASE		TWC	11.4
						7.8	
2,660	67320		20.2	RY ROY			19.2
						5.3	
	67326		25.5	YM YELM			24.5
						7.4	
	67332		32.9	WT WETICO			31.9
						7.3	
1,481	16077		40.2	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.

McCord Field-Locomotives must not go beyond derail of McCord 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. **Track Bulletins**-Authorized on this subdivision.

14. **TWC**-In effect between Lakeview and Tenino.

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.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance from Oroville
				Office Calls	Rule 6(A)	
2,876	66836	387	135.7	OROVILLE	Y	0.0
3,386	66795		95.7	40.8 OMAK	Y	40.8
2,857	66791		91.5	4.2 OKANOAN		45.0
2,549	66784		65.0	26.5 BREWSTER	TWC	71.5
5,710	66758		58.9	6.2 PATEROS		77.7
3,114	66738		38.9	20.0 CHELAN		97.7
3,224	66720		20.4	18.5 ENTIAT		116.2
	66702		3.3	17.1 OLDS	Y	133.3
	02044		0.0	3.3 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**-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.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS		Distance from Cle Elum
				Office Calls	Rule 6(A)	
14,620	13150	49	24.9	CL CLE ELUM	TY	0.0
5,356	13163		38.1	12.6 EA EASTON	IT	12.6
	13166		41.1	3.0 CB CABIN CREEK		15.6
	13167		42.1	1.0 UP UPHAM		16.6
	13172		46.5	4.4 MR MARTIN		21.0
10,664	13175		50.0	3.2 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	TWC	41.4
6,501	13199		73.8	7.5 EG EAGLE GORGE		48.9
	13206		81.3	6.7 PALMER JCT. To Veazey 6.0	T	55.6
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	JTY	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. Track warrant or clearance received at Seattle or Tacoma applies at Auburn.

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.

15. Track Bulletins-Authorized on this subdivision.

16. TWC-In effect on this subdivision.

17. 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.

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Will- bridge	EAST WARD
					Office Calls	Rule 8(A)		
		12372		4.3	BR WILLBRIDGE	BIJKTY	0.0	
		68203		7.3	3.0 LINNTON	Y	3.0	
	4,945	68204		8.9	1.6 HARBOR SIDING	Y	4.6	
		68206		10.0	1.1 UNITED JCT.	JY	5.7	
	1,440	68208		12.8	2.8 HOLBROOK		8.5	
	1,653	68216		19.9	7.1 SCAPPOOSE	Y	15.6	
	2,385	68223		27.6	7.7 H ST. HELENS	8KY	23.3	
	2,278	68227		31.3	3.7 REICHHOLD		27.0	
	1,121	68235	440	39.5	8.0 GOBLE		35.0	
	2,595	68243		46.8	7.5 AVON		42.5	TWC
	2,574	68252		56.1	9.0 MAYGER		51.5	
	2,304	68258		62.2	6.4 CLATSKANIE	Y	57.9	
	1,426	68267		71.1	9.0 WESTPORT		66.9	
		68269		73.5	2.3 WAUNA		69.2	
	2,113	68274		78.7	4.9 CLIFTON		74.1	
	1,122	68282		86.7	8.1 KNAPPA		82.2	
		68296		99.7	13.2 ASTORIA	BRTY	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, showing track bulletins in effect, issued at Vancouver will apply at Willbridge.

United Jct.-Track warrant, showing track bulletins in effect, issued at Albany will apply at United Jct.

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
Blind Slough, MP 84.8. River, MP 62.7.

- 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.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS		Distance from United Jct.
				Office Calls	Rule 6(A)	
	68206	442	10.0	UNITED JCT.	JY TWC	0.0
	68705		14.6	4.5 TUNNEL SPUR	TWC	4.5
	68707		17.1	2.5 BOWERS JCT. To Banks 11.2	Y	7.0
2,191	68404		20.8	3.9 MERLE	TWC	10.9
6,336	68410		26.4	5.5 BEAVERTON		16.4
	68411		26.8	0.4 ST. MARYS To Forest Grove-14.0	JY	16.8
				4.4		

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

	68414	442	31.3	GRETON	J	21.2
3,803	68415		32.1	0.7 TIGARD	Y	21.9
1,166	68426		42.8	11.0 WILSONVILLE		32.9
3,664	68428		45.6	3.0 CURTIS		35.9
3,647	68437		54.4	8.6 WEST WOODBURN		44.5
3,554	68452		68.6	14.1 BUSH	Y	58.6
	68454		69.0	0.4 SALEM	BKY	59.0
5,668	68456		72.6	3.8 MINTO	Y	62.8
3,546	68468		84.6	12.0 SIDNEY		74.8
	68479		96.5	11.9 ALBANY YD To Foster 31.9	BJKRTY	86.7
1,500	68500		117.1	20.8 AMERICAN		107.5
	68512		128.8	11.0 JUNCTION CITY		118.5
	68526		141.8	13.8 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.
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 Banks and between Hillsboro 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 Greton-CTC** under control of SP Branch Dispatcher at Eugene Ore. Telephone number 228-8181 Ext. 202.**8. Tualatin-**Before train or engine movements occupy Boones Ferry grade crossing, industrial spur serving Hervin Company, it will be necessary for a crew member to protect crossing.**9. Bush-**Before train or engine occupy Industry Drive Crossing, Industrial spur serving Capital Lumber Co., it will be necessary for a crew member to protect crossing.**10. Salem-**City of Salem ordinance requires that horns/whistles are not to be sounded at fully protected crossings within city limits unless engineer perceives an immediate emergency.**11. Albany-**The following will govern the use of the weigh-in-motion scale:

Maximum speed over scale is 5 MPH.

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

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

There, signals will display the following aspects:

Green light-movement is being made within speed limits.

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

No lights-too fast, or scale not activated.

12. Rule 93-Yard limits in effect between-

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

13. Between Albany and Lebanon and between St. Marys 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 Tlgard 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 Seventeenth 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. All tracks between MP 17.07 and MP 28.21 between Bowers Jct. and Banks and MP 4.66 and MP 10.28 between Hillsboro and Forest Grove have 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 five (5) cars required to be placarded by the Hazardous Materials Regulations (49 CFR JPart 172).

21. 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.

RADIO INFORMATION

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		
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
Wishram	1, 2	Continuous
Lyle	1, 2	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 Daily
Beaverton	1	Unmanned
Salem	1	Unmanned
Albany Yard	1	0600-0000 Mon.-Sat.
Eugene	1	0700-2300 Mon.-Fri.

PACIFIC DIVISION

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	New Westminster B.C.	(604) 524-6355
8-625-6323	Wishram West	(206) 625-6323
8-625-6327	Wishram East	(206) 625-6327
8-625-6622	Asst. Chief	(206) 625-6622
8-625-6175	Boyer West	(206) 625-6175
8-625-6176	Boyer East	(206) 625-6176

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	
632	Wishram	
633	Salem	
634	Albany	Foster
635	Eugene	
637	Bend O.T.	
638	Cascadia	
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	
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
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-Snohomish	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-Contrete	21.3 to 44.0
409	Anacortes-Burlington	0.0 to 16.6
411	Palmer Jct.-Veazey	0.0 to 7.0
411	Orting-Meeker	28.1 to 33.3
417	Tilbury Line Jct.-Tilbury Island Dock	0.0 to 4.1
422	South Aberdeen Jct.-Markham	2.3 to 13.3
423	South Aberdeen Jct.-Cosmopolis	0.0 to 2.8
429	Stanwood-Twin City FoodSpur	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
455	Lookout-Hambone (BN-MCR)	0.0 to 33.4
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							
01879 Highland Spur.....	2.7 east of Lyons.....	Yard	West	15046 Belleville Pit.....	5.3 north of Burlington.....	102	North
01889 Fairchild Storage Track.....	4.1 east of Espanola.....	100	Both	15041 MVB Station.....	1.4 north of Mt. Vernon.....	2	North
01896 Geiger Field..... on spur	4.7 from Fairchild.....	Yard	West	15032 Fir.....	5.3 south of Mt. Vernon.....	20	South
01899 Waukon.....	5.7 east of Edwall.....	55	Both	15025 Twin City Foods..... on spur	2.4 south of Stanwood.....	Yard	South
01909 Canby.....	3.7 west of Edwall.....	29	Both	15020 Silvana.....	5.5 south of Stanwood.....	20	Both
01928 Mohler.....	6.7 west of Harrington.....	55	Both	15013 Pacific Grinding Wheel.....	1.0 north of Kruse Jct.....	15	North
01932 Downs.....	4.7 east of Lamona.....	49	Both	66020 Edgcomb..... on spur	3.8 north of Kruse Jct.....	44	Both
02942 Nemo.....	4.8 east of Odessa.....	12	East	66023 Arlington..... on spur	6.9 north of Kruse Jct.....	Yard	Both
01956 Irby.....	8.9 west of Odessa.....	25	Both	66111 Cascade Pole Spur..... on spur	9.4 north of Kruse Jct.....	12	South
01963 Marlin.....	6.6 east of Wilson Cfeek.....	39	Both	66120 Oso..... on spur	18.9 north of Kruse Jct.....	10	Both
01978 Stratford.....	7.8 west of Wilson Creek.....	60	Both	66135 Andron.....	34.5 north of Kruse Jct.....	Wye	Both
01991 Air Base.....	2.2 east of Ephrata.....	Yard	East	66136 Darrington..... on spur	35.5 west of Kruse Jct.....	Yard	Both
02003 Winchester.....	5.1 west of Naylor.....	175	Both	66207 Whitney..... on spur	6.9 west of Burlington.....		
02023 Trinidad Gravel Spur.....	3.1 west of Trinidad.....	53	West	66210 Whitmarsh..... on spur	10.2 west of Burlington.....		
02033 Voltage.....	2.5 east of Rock Island.....	32	Both	66212 Fidalgo..... on spur	12.3 west of Burlington.....	24	Both
02036 Alcoa Spur..... on spur	1.2 west of Rock Island.....	Yard	West	66216 Anacortes..... on spur	16.2 west of Burlington.....	Yard	Both
2nd Subdivision				5th Subdivision			
02053 Monitor.....	3.6 east of Cashmere.....	10	West	12278 Dow Chem. Co.....	3.7 east of North Dalles.....	50	East
02061 Dryden.....	3.1 east of Peshastin.....	10	West	12279 Dallesport Setout.....	3.3 east of North Dalles.....	26	West
02064 Peshastin.....	3 miles east of Leavenworth.....	10	East	12300 Underwood Fruit & Whse.....	0.9 west of Bingen.....	11	East
02144 Sultan.....	5.4 west of Goldbar.....	10	East	12304 Hood.....	4.3 west of Bingen.....	80	Both
02155 McKinnon Spur.....	2.4 west of Monroe.....	4	East	12316 Home Valley.....	6.6 west of Cooks.....	55	Both
02174 Boeing Plant..... on spur	1.8 from Mukilteo.....	Yard	West	12322 Stevenson Plywood Co.....	1.6 west of Stevenson.....	69	East
02185 Standard Oil Co.'s Trks.....	2.2 west of Edmonds.....	81	West	12326 North Bonneville (1 Trk.).....	5.0 west of Stevenson.....	118.3	Both
02186 Richmond Beach.....	3.6 west of Edmonds.....	65	Both	12337 Prindle.....	4.3 west of Skamania.....	12	East
3rd Subdivision				12343 Mt. Pleasant.....	4.0 east of Washougal.....	121	Both
02207 Rhodes.....	3.6 south of Argo.....	40	South	12349 Nu Lam Wood Products.....	2.0 west of Washougal.....	9	East
16005 Glacier Park.....	1.0 north of Orillia.....	42	Both	12350 Camas-Washougal Port.....	2.0 east of Camas.....	15	East
16012 Thomas..... (S Trk.)	1.9 south of Kent.....	8	South	12355 Columbia Vista Lbr. Co.....	3.4 west of Camas.....	5	West
16046 Pioneer.....	1.2 north of West Tacoma.....	60	North	12362 Portco..... (Main 2)	1.0 east of Eavan.....	30	West
16047 Gravel Center.....	0.8 north of West Tacoma.....	30	North	64742 Goldendale.....	42.2 east of Lyle.....		
16049 Steilacoom.....	1.2 south of West Tacoma.....	8	North	64735 Centerville.....	35.9 west of Goldendale.....	18	Both
16051 Ketron.....	3.3 south of West Tacoma.....	20	South	64730 Warwick.....	30.8 west of Goldendale.....	16	Both
67503 Quadlock.....	3.1 west of St. Clair.....	Both	Both	64723 Swale.....	23.6 west of Goldendale.....	5	East
67504 Lacey.....	5.0 west of Saint Clair.....	22	Both	64717 Wahiakus.....	17.0 east of Klickitat.....	13	Both
67518 Georgia Pacific Spur.....	6.4 west of St. Clair.....	10	West	64713 Klickitat.....	13.5 east of Lyle.....		
67512 Olympia.....	7.2 west of East Olympia.....	Yard	Both	64710 Pitt.....	9.8 west of Klickitat.....	6	Both
67514 Graystone Spur.....	9.9 west of East Olympia.....	8	West	6th Subdivision			
67514 Ohm Spur.....	11.7 west of East Olympia.....	Yard	West	14047 Sherar.....	7.3 east of Maupin.....	34	East
67515 Belmont.....	12.5 west of East Olympia.....	21	Both	14051 Tuscan.....	3.8 east of Maupin.....	10	East
67521 Little Rock.....	19.1 west of East Olympia.....	22	Both	14068 Dant.....	3.7 west of Nena.....	3	East
67614 Gate.....	26.4 west of East Olympia.....	Wye	Both	14154 Cascan.....	2.8 west of Bend.....	Yard	Both
16077 Tenino.....	8.6 south of East Olympia.....	52	Both	14225 Diamond Lake..... (SPT)	5.3 west of Chemult.....	112	Both
16080 Bucoda.....	2.8 north of Wabash.....	85	Both	14231 Yamsay..... (SPT)	10.7 west of Chemult.....	111	Both
16097 Napavine.....	1.2 north of Napavine.....			14240 Lenz..... (SPT)	19.9 west of Chemult.....	112	Both
16104 Winlock.....	5.7 north of Vader.....	41	Both	14249 Fuego..... (SPT)	28.8 west of Chemult.....	112	Both
16120 Castle Rock.....	2.3 south of MP 85.....	68	Both	14253 Kirk..... (SPT)	33.0 west of Chemult.....	111	Both
16150 Woodland.....	5.7 south of MP 111.....			14258 Calimus..... (SPT)	38.0 west of Chemult.....	130	Both
68104 Longview..... on spur	1.5 from Longview Jct.....	Yard	Both	14266 Chiloquin..... (SPT)	46.6 west of Chemult.....	113	Both
16142 North Pacific Grain Growers.....	1.5 south of Kalama.....	38	North	14271 Lobert..... (SPT)	50.6 west of Chemult.....	130	East
67005 McMillin..... on spur	8.0 from Meeker.....	Yard	Both	14276 Modoc Point..... (SPT)	56.1 west of Chemult.....	111	Both
68152 Ampere..... on spur	2.4 from Rye Jct.....	20	North	14284 Algoma..... (SPT)	64.4 west of Chemult.....	111	Both
68154 Rye..... on spur	3.5 from Rye Jct.....	57	Both	14289 Wocus..... (SPT)	69.2 west of Chemult.....	111	Both
4th Subdivision				14291 Chelsea..... (SPT)	71.4 west of Chemult.....	113	Both
15108 Delta-Alaska Terminal.....	0.8 south of Brownsville.....	Yard	North	14293 Klamath Falls Depot (SPT)	73.8 west of Chemult.....	Yard	Both
15106 Tilbury Line Jct.....	0.4 north of Townsend.....	Conn.	North	14300 Henley.....	3.4 west of Klamath Falls.....	30	East
66503 Dow Chemical..... on spur	3.0 from Tilbury Line Jct.....	10	North	14312 Stonebridge.....	1.7 west of Merrill.....	20	East
66504 Tilbury Island Dock..... on spur	4.1 from Tilbury Line Jct.....	Yard	Both	14332 Hannchen.....	4.7 west of Stronghold.....	22	West
15104 Southern Peat Moss Ltd.....	0.4 south of Townsend.....	11	Both	14333 Kandra.....	5.4 west of Stronghold.....	42	East
66565 Robert Bank..... on BCR	15.5 from Colebrook.....	Yard	Both	14346 Tionesta.....	6.0 west of Mammoth.....	39	Both
15080 Custer.....	5.5 north of Ferndale.....	49	Both	69034 Hambone..... (MCR)	33.9 from Lookout.....	Conn.	Both
15069 Noranda.....	4.1 south of Ferndale.....	11	South				
15053 Samish.....	3.8 north of Bow.....	55	Both				

Name		Miles-Location	Capacity Cars	Switch Opens	Name		Miles-Location	Capacity Cars	Switch Opens
7th Subdivision					14th Subdivision				
02158	Snohomish.....on spur	1.1 from Bromart	45	Both	66832	Cordell Pit	4.3 west of Oroville		
	Spectrum Glass Spur	2.0 east of Woodinville	8	East	66825	Ellisforde	11.0 west of Oroville	53	Both
65805	Douglas Palmer.....on spur	5.3 east of Wiidinville	14	East	66819	Tonasket	16.9 west of Oroville	34	Both
65807	Redmond.....on spur	6.5 east of Wiidinville	10	Both	66815	Janis	21.7 west of Oroville	48	Both
65817	St. Regis.....on spur	17.1 east of Woodinville	13	West	66809	Barker	31.9 west of Oroville	32	Both
65819	Issaquah.....on spur	18.9 east of Woodinville	8	Both	66804	Riverside	9.0 west of Omak	32	Both
65922	Maple Valley.....on spur	10.2 east of Renton			66782	Malott	8.9 west of Okanogan	31	Both
65931	Trude.....on spur	18.5 east of Renton	118	Both	66767	Chief Joseph	2.7 east of Brewster	34	Both
65939	Cedar Falls.....on spur	27.2 east of Renton	132	Both	66763	Braker	1.2 west of Brewster	5	Both
65838	Tanner.....on spur	33.1 east of Renton		West	66750	Wells Dam Spur	8.0 west of Pateros	40	East
65835	North Bend.....on spur	35.2 east of Renton			66737	Chelan Falls	1.2 west of Chelan	36	Both
65832	Snoqualmie Falls..on spur	38.4 east of Renton	Yard	Both	66725	Winesap	5.8 east of Entiat	40	Both
					66707	Rocky Reach	4.2 east of Olds	46	West
					66704	Welch	2.0 east of Olds	25	Both
9th Subdivision					15th Subdivision				
66060	Wickersham	4.9 west of Acme	Conn.	West					
66077	Lawrence	4.2 east of Deming	6	West	13154	Bullfrong	4.1 west of Cle Elum	20	Both
66038	Cokedale Spur.....on spur	3.1 east of Sedro Woolley	5	West	13175	Sam Spur	0.7 east of Stampede	30	West
66320	Supreme Cedar Prods.....on spur	15.6 east of Wedro Woolley	7	East	65504	Roslyn.....on spur	3.5 from Cle Elum	Yard	West
66317	Hamilton.....on spur	11.7 east of Sedro Woolley	26	Both	67027	Veazey.....on spur	6.0 from Palmer Jct.	Yard	West
66322	Birdsview.....on spur	16.9 east of Sedro Woolley	34	Both					
66326	Grassmere.....on spur	22.2 east of Sedro Woolley	70	Both	16th Subdivision				
66328	Concrete.....on spur	23.4 east of Sedro Woolley	Yard	Both	68202	Gasco	1.3 west of Willbridge	25	West
66405	Hampton (MP 19.3)on spur	6.0 from Sumas	Wye	Both	68205	Harbor Track	0.2 east of United Jct.	15	East
66410	Lynden (MP 5.3)..on spur	11.3 from Sumas	Yard	Both	68222	Multnomah Plywood	1.5 east of St. Helens	53	East
10th Subdivision					17th Subdivision				
67609	Briarwood	3.0 west of Grand Mound	5	West	68226	James River Tracks	0.8 east of Reichhold	93	Both
67613	Wolfkill Spur	0.4 west of Rochester	9	East	68237	Trojan	1.3 west of Goble	10	East
67658	Hoquiam	3.5 from Aberdeen	Yard	Both	68254	Port Westward.....on spur	2.2 west of Mayger	Yard	East
67901	South Aberdeen Jct. on spur	0.6 from Aberdeen via UP	25	Both					
67902	South Aberdeen.....on spur	0.7 east of So. Aberdeen	20	Both	68402	Bendemeer	1.4 west of Bowers Jct.	11	East
		Jct.			68419	Tualatin	4.0 west of Tigard	8	Both
67903	Cosmopolis.....on spur	2.7 east of So. Aberdeen	8	Both	68420	Albertson-Oregon Culvert	5.4 west of Tigard	4	West
		Jct.			68421	Tri-County Industrial	5.8 west of Tigard	6	East
67913	Markham.....on spur	10.5 west of So. Aberdeen	30	Both	68423	Storwest (Mulloy)	5.2 east of Curtis	6	East
		Jct.			68432	Donald	3.7 west of Curtis	21	Both
11th Subdivision					18th Subdivision				
67805	Bremerton.....on spur	4.6 east of Bremerton	Yard	Both	68436	Loganville	0.9 east of West Woodburn	162	West
		Jct.		West	68440	St. Louis	2.9 west of West Woodburn	8	East
67802	Gorst	2.3 west of Bremerton	10	West	68446	Hopmere	5.5 east of Bush	32	Both
67801	Wesco	3.2 west of Bremerton	9	East	68458	Roberts	3.1 west of Minto	21	East
67762	N. A. D.	5.4 east of Bremerton	44	Both	68463	Orville	4.9 east of Sidney	14	Both
67761	Pro-Gas	2.9 west of Silverdale	4	West	68474	Dever	6.0 west of Sidney	2	West
67752	South Belfair	2.6 west of Belfair	36	Both	68487	Ehlen-Van Waters and			
67724	Olympia Plywood	1.0 west of Shelton	10	West		Rogers	6.2 west of Albany	10	East
67721	Cole Road Bldrs.								

CHIEF MEDICAL OFFICERS

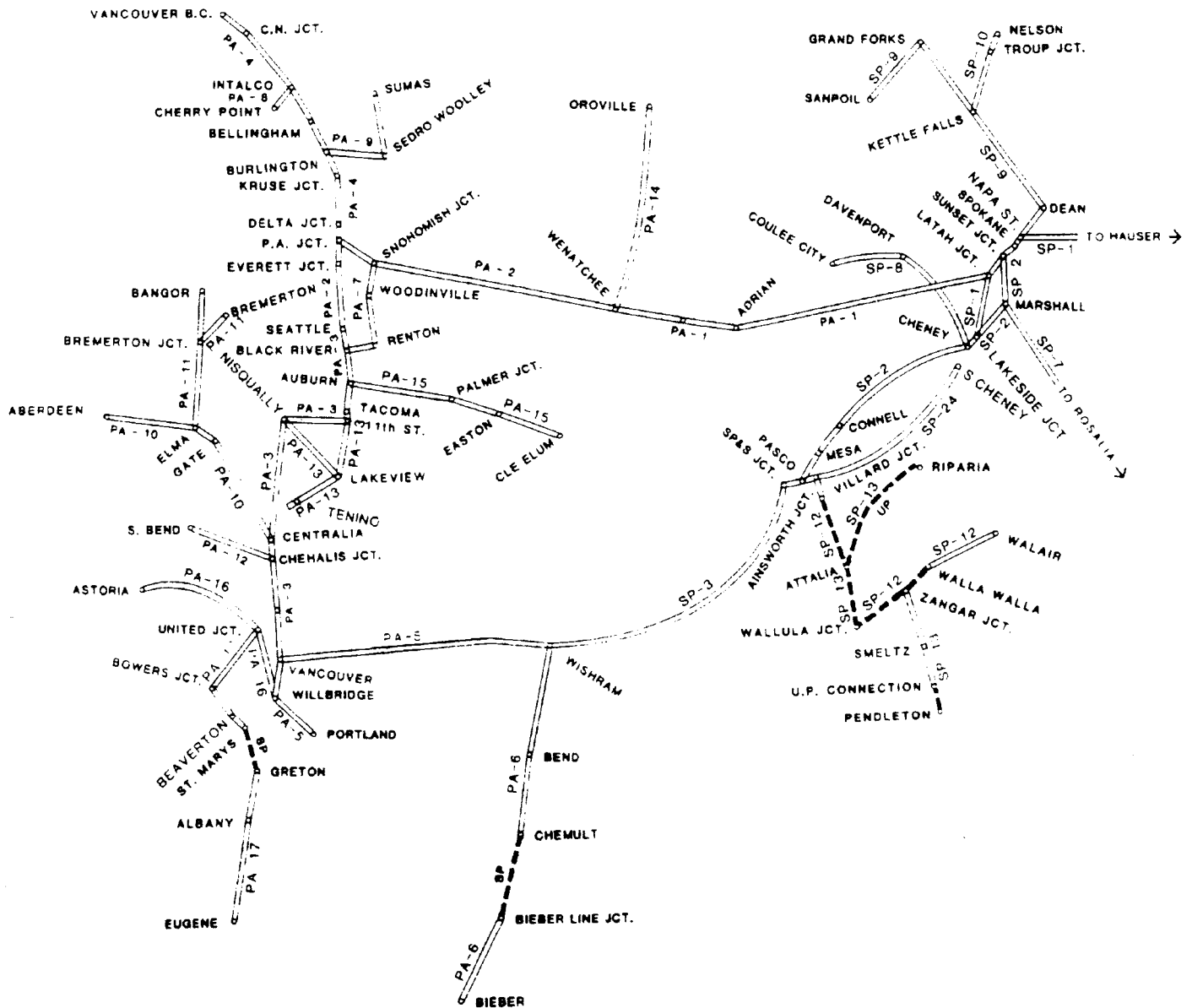
Dr. Thomas V. Mears, Chief Medical and Safety Officer.....Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical OfficerFt. Worth, Texas

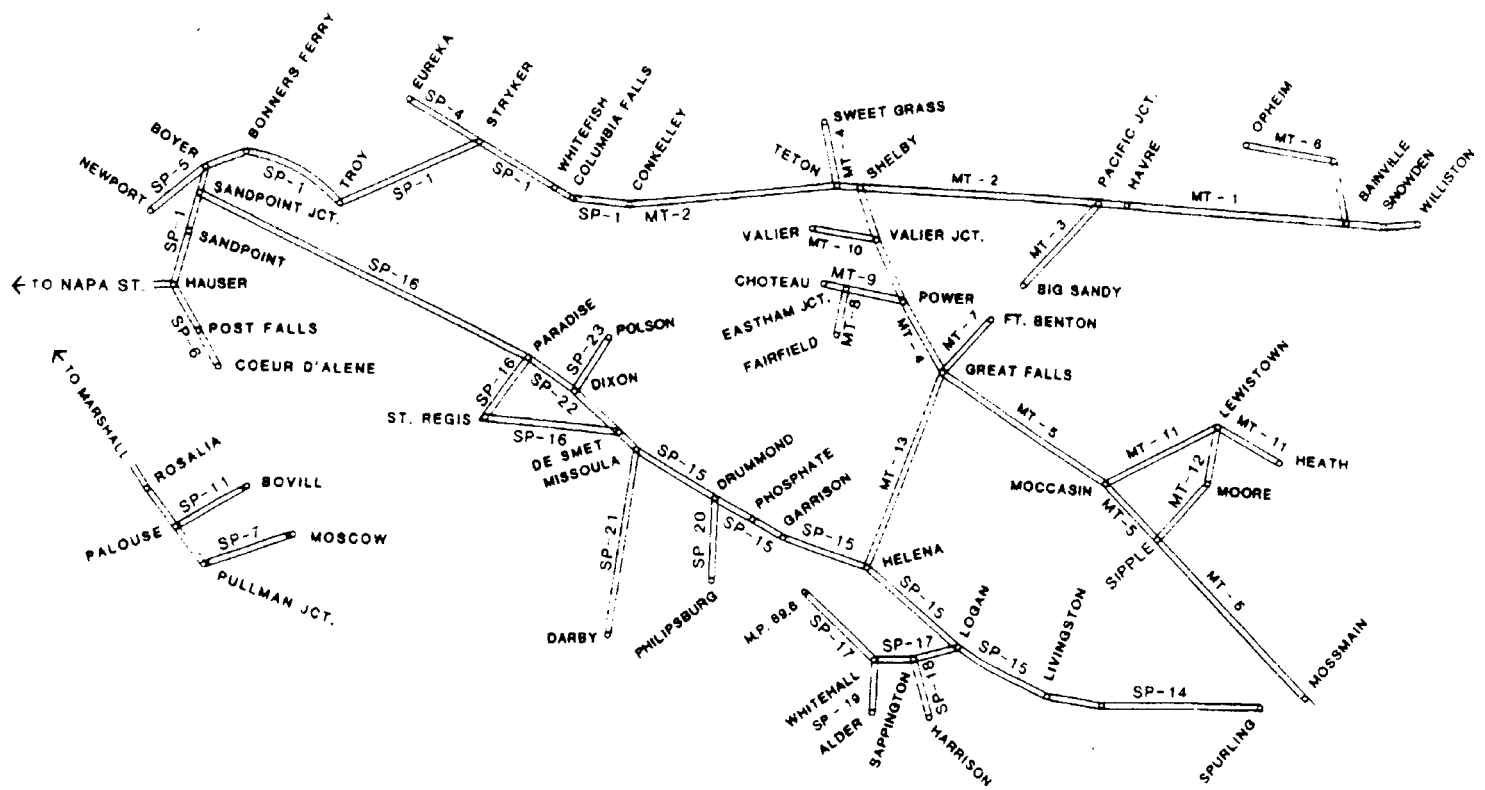
MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. C. P. Swan	Albany	Orofino Masar Clinic	Orofino
Medical Dental Center.....	Astoria	Dr. G. V. Axford.....	Pasco
Doctors Clinic Assoc.	Auburn	Dr. R. J. Kramer	Pasco
Dr. D. H. Boettner	Bellingham	Dr. W. T. Cooper	Pasco
Bend Memorial Clinic	Bend	Dr. Douglas Newton	Pasco
Dr. C. J. Edwards	Bonnors Ferry	Rittenour Medical Clinic	Plains
Dr. S. L. Shaneyfelt.....	Bozeman	Dr. E. D. Coriell	Polson
Dr. R. A. McEachren.....	Burnaby, B. C.	The Portland Clinic	Portland
Dr. R. J. Best.....	Butte	Marquam Medical Center	Portland
Dr. George M. Gilboy	Butte	Dr. Walter M. Arthur	Puyallup
Dr. George Poore	Butte	Dr. J. K. Symonds.....	Puyallup
Rocky Mountain Service Group	Butte	Dr. O. I. Lowry.....	Rosalia
Cashmere Medical Center	Cashmere	Dr. F. E. Marienau.....	Sandpoint
L. G. Steck Memorial Clinic	Chehalis	Dr. Franz H. Siemsen	Sandpoint
Dr. S. Elloway	Chehalis	Dr. H. G. Plut.....	Seattle
Dr. Richard Buker, Jr.	Chester	Dr. Joel C. Konikow	Seattle
Chinook Clinic	Chinook	Drs. Paul Hardy & Robert Murray	Seattle
Dr. P. W. Lambert.....	Clarkston	Dr. Charles Weems.....	Seattle
Dr. Douglas J. Pitman	Columbia Falls	Seattle Medical Surgical Clinic	Seattle
Colville Medical Center	Colville	Dr. Dean Dietrich	Sedro Woolley
Dr. D. H. Lindeman	Colville	Shelby Clinic	Shelby
Dr. Robert S. Hamilton	Conrad	Snoqualmie Valley Clinic.....	Snoqualmie
Dr. Lawrence Hemmer	Cutbank	Valley View Family Medicine	Snoqualmie
Dr. Francis Bertoglia	Deer Lodge	Dr. Robert J. Albi	Spokane
Enumclaw Medical Center	Enumclaw	Family Urgent Care Center	Spokane
Dr. Paul G. Kinney	Ephrata	DeRe Medica	Spokane
Dr. E. C. Bond.....	Everett	Dr. H. M. Kenney	Spokane
Dr. I. W. Varley	Everett	Dr. Wm. L. Gray	Spokane
Dr. W. F. Gertson	Fort Benton	All Valley Medical	Spokane
Glasgow Clinic	Glasgow	Southhill Medical Center	Spokane
Dr. T. O. O'Dea.....	Glasgow	Dr. F. James Beckner	Stanwood
Goldendale Medical Clinic.....	Goldendale	Sumas Family Health Center	Sumas
Great Falls Clinic.....	Great Falls	Dr. Jan Holm	Tacoma
Dr. John Margaris	Great Falls	Dr. R. D. Rivera.....	Tacoma
Dr. John Ross	Great Falls	Dr. Craig Romney	Tacoma
Dr. Donald MacLean	Hamilton	Puget Sound Clinic-	
Havre Clinic	Havre	Dr. T. H. Skrinar	Tacoma
Dr. James Kelley	Havre	Dr. C. I. Stevens	Tacoma
Northern Montana Surgical Assoc.....	Havre	Dr. Thomas Hodge	The Dalles, Oregon
Helena Family Physicians	Helena	The Dalles Clinic	The Dalles
Dr. J. L. Kremer	Helena	Rittenour Medical Clinic	Thompson Falls
Issaquah Clinic	Issaquah	Dr. Ray Shearer	Toppenish
Family Health Care	Kalispell	Dr. R. B. Beithon	Twin Bridges
Dr. E. C. McKibben, Jr.....	Kirkland	Dr. A. P. Eng	Vancouver, B. C.
Klamath Falls Family Practice.....	Klamath Falls	Dr. V. H. Livingstone	Vancouver, B. C.
Dr. David Van Sickle	Lake Oswego	Dr. Malcolm Rondeau	Vancouver, B. C.
Dr. William T. Matthews	Libby	Family Physicians Group-	
Jardee Clinic	Lind	Dr. David Ruiz	Vancouver, WA
Park Clinic	Livingston	Vancouver Clinic	Vancouver, WA
Dr. Thomas Rowe	Livingston	Dr. S. R. Hevel	Waitsburg
Dr. Domingo Bernadez	Longview	Wapato Medical Clinic	Wapato
Dr. G. O. Polo	Longview	Dr. James B. Johnson	Wenatchee
Dr. J. A. Evert	Missoula	Wenatchee Family Clinic	Wenatchee
Dr. J. E. Gouaux	Missoula	Dr. Del B. Coolidge	(Whitefish Clinic) Whitefish
Dr. Michael Priddy.....	Missoula	Family Physician Clinic-	
Dr. Richard D. Ratigan	Missoula	Dr. Jerrold Johnson	Whitefish
Dr. M. C. Lindel	Montesano	Whitehall Clinic	Whitehall
Dr. Nathan Coonrod	Moscow	Dr. J. E. Anderson.....	Wilbur
Dr. John C. Carpenter.....	Nelson, B. C.	Craven-Hagan Clinic	Williston
Dr. G. A. Sackville.....	New Westminster, B. C.		
Dr. J. F. Kruidenier-Olympia	Olympia		
Memorial Clinic	Olympia		

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

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SEATTLE REGION

LEGEND:

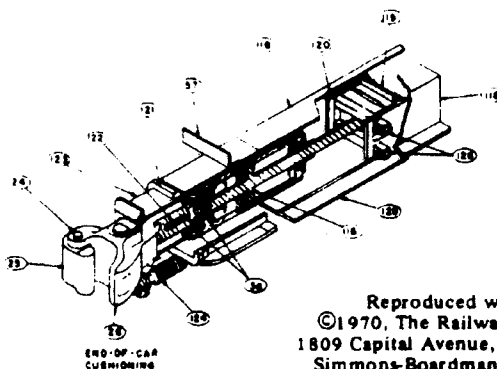
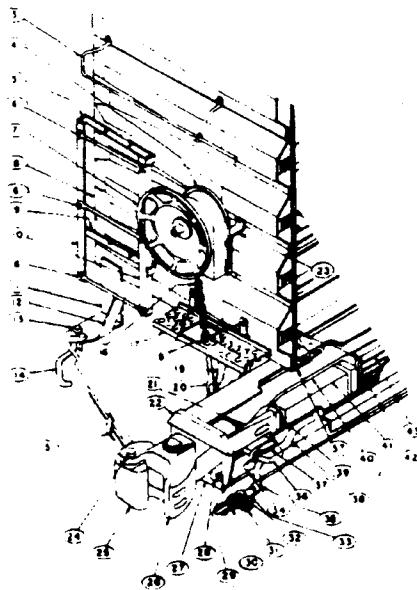
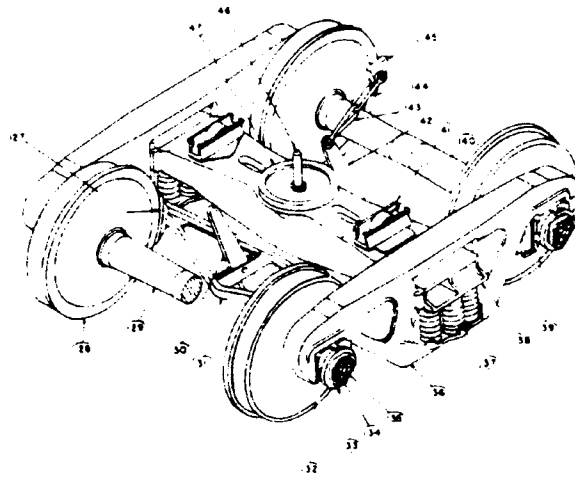
PACIFIC DIVISION SUBDIVISION----- PA-1

SPOKANE DIVISION SUBDIVISION----- SP-1

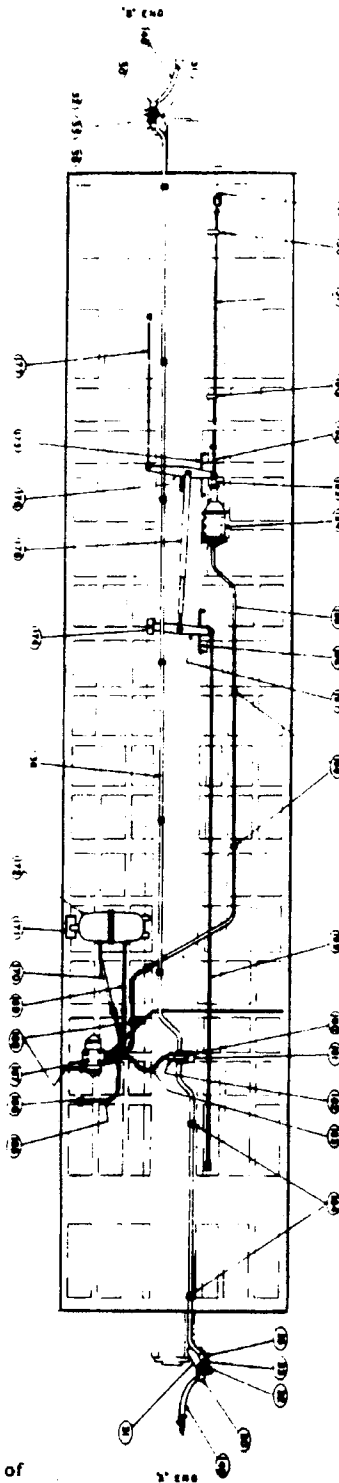
MONTANA DIVISION SUBDIVISION----- MT-1

FOR INFORMATION PURPOSES ONLY OCTOBER 1987

CAR CHART



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- 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" (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, 1/4"
- 156 Floating lever guide
- 157 Floating lever
- 158 Pipe clamp, 1/4"
- 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, 1/4"
- 170 Emergency reservoir pipe, 1/4"
- 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

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 25, 1987 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 0947	WILLISTON 106.6	1805 s1700
s1117	WOLF POINT 49.6	s1505
s1208	GLASGOW 65.6	s1420
s1307	MALTA 87.4	s1320
s1437	HAVRE	1205

MONTANA DIVISION 2nd SUBDIVISION

1452	HAVRE 104.6	s1150
s1627	SHELBY 24.2	s1010
s1657	CUTBANK 33.4	s0940
1732	BROWNING 14.2	s0900
1752	GLACIER PARK 30.9	0845
s1857	ESSEX 25.4	s0740
s1952	BELTON 12.3	s0705
2007	CONKELLEY	0645

SPOKANE DIVISION 1st SUBDIVISION

2007	CONKELLEY 10.5	0645
s2032	WHITEFISH 101.8	s0635
s2217	LIBBY 19.2	s0435
2239 2139	TROY 66.0	0410 0310
s2312	SANDPOINT 66.5	s0145
s0047 0112	SPOKANE 1.8	0035 s2359
0117	LATAH JCT.	2348

(Continued)

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

0117	LATAH JCT. 117.4	2348
s0317	EPHRATA 52.2	s2152
s0423	WENATCHEE	2053

PACIFIC DIVISION 2nd SUBDIVISION

0427	WENATCHEE 121.4	s2050
s0737	EVERETT 15.4	s1745
s0812	EDMONDS 17.4	s1721
s0915	SEATTLE	1650

1027 NRPC Daily	STATION	1028 NRPC Daily
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SPOKANE DIVISION 1st SUBDIVISION

0122	SPOKANE 1.0	s2350
0125	SUNSET JCT.	2330

SPOKANE DIVISION 2nd SUBDIVISION

0125	SUNSET JCT. 144.4	2330
s0407	PASCO	2057

SPOKANE DIVISION 3rd SUBDIVISION

0409	PASCO 112.0	s2054
0548	MP 112	1913

PACIFIC DIVISION 5th SUBDIVISION

0548	MP 112 5.9	s1913
0605	WISHRAM 30.3	s1906
s0639	BINGEN 65.8	s1830
s0759	VANCOUVER 10.0	s1716
s0835	PORTLAND	1650

1797 NRPC Daily	1011 NRPC Daily	1795 NRPC Daily	STATION	1796 NRPC Daily	1014 NRPC Daily	1798 NRPC Daily
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PACIFIC DIVISION 3rd SUBDIVISION

1730	1110	0645	SEATTLE 39.6	s1200	s1810	s2115
s1833	s1216	s0748	TACOMA 35.4	s1059	s1706	s2012
s1915	s1300	s0829	EAST OLYMPIA 19.1	s1013	s1621	s1927
s1936	s1323	s0850	CENTRALIA 43.3	s0953	s1600	s1907
s2024	s1412	s0938	KELSO 39.0	s0905	s1510	s1819
s2103	s1452	s1017	VANCOUVER	0822	1426	1738

PACIFIC DIVISION 5th SUBDIVISION

s2105	1455	1019	VANCOUVER 10.0	s0820	s1423	s1736
s2130	s1520	s1045	PORTLAND	0800	1400	1715

**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.