

SPOKANE DIVISION

R. S. Howery—Division Superintendent, Spokane

J. B. SCHARFF	Terminal Superintendent	Spokane
J. M. ANDERSON	Asst. Supt. Transportation	Spokane
J. H. STRANDY	Asst. Supt. Roadway Maintenance	Spokane
G. L. PORTSCHE	Asst. Terminal Superintendent	Spokane
S. G. BUNTIN	Chief Dispatcher	Spokane
R. A. MORELLI	Chief Dispatcher	Havre
S. R. HALL	Trainmaster	Spokane
R. M. ESTES	Trainmaster	Spokane
W. B. PHILIPS	Trainmaster	Spokane
D. R. WILKERSON	Trainmaster	Spokane
K. MAIDEN	Road Foreman	Spokane
J. A. REGAN	Road Foreman	Spokane
S. M. SCHOLLAERT	Asst. Trainmaster	Spokane
G. A. CARLSON	Asst. Trainmaster	Spokane
G. M. KASPERSKI	Trainmaster	Whitefish
F. C. BROSE	Road Foreman	Whitefish
E. BLACK	Trainmaster	Wenatchee
G. L. NESWICK	Road Foreman	Wenatchee
J. M. DARRAGH	Chief Dispatcher	Seattle

PACIFIC DIVISION

G. G. Widle—Division Superintendent, Seattle

W. D. MACORNIC	Terminal Superintendent	Seattle
T. K. LEE	Asst. Supt. Transportation	Seattle
H. A. HANSON	Asst. Supt. Administration	Seattle
R. F. KNUTSON	Asst. Supt. Roadway Maintenance	Seattle
J. M. DARRAGH	Chief Dispatcher	Seattle
R. R. STIMART	Asst. Terminal Supt. Transportation	Seattle
O. O. STROMSWOLD	Asst. Terminal Supt. TCF	Seattle
R. L. PLEAKE	Terminal Manager TCF	Seattle
G. B. WICK	Terminal Manager	Seattle
L. G. HALL	Terminal Trainmaster	Seattle
J. K. WOYCHA	Terminal Trainmaster	Seattle
S. A. GORDON	Terminal Trainmaster	Seattle
F. PLANTE	Trainmaster	Seattle
K. F. WALKOWIAK	Road Foreman	Seattle
F. J. RUTT	Road Foreman	Seattle
R. L. GULLIXON	Asst. Trainmaster	Seattle
K. G. SHUPPERT	Asst. Trainmaster	Seattle
J. E. MEYER	Asst. Trainmaster	Seattle
J. K. SIMONS	Terminal Manager	Tacoma
R. A. STEPHENS	Asst. Trainmaster	Tacoma
S. E. OESTREICHER	Trainmaster	Centralia
B. W. MOORE	Trainmaster	Everett
G. T. LITTON	Road Foreman	Everett
T. L. WILLIAMS	Road Foreman	Vancouver
K. J. ROYAL	Trainmaster	Bellingham
D. J. KAYNE	Asst. Supt.	Vancouver, B.C.
K. A. MITCHELL	Asst. Trainmaster	Vancouver, B.C.
A. J. SCHULFMAN	Asst. Trainmaster—Agent	New Westminster, B.C.
B. G. PORTSMOUTH	Asst. Trainmaster—Agent	Centralia
M. W. MELINE	Asst. Trainmaster—Agent	Hoquiam
D. C. BOESFLUG	Asst. Trainmaster—Agent	Everett

PORTLAND DIVISION

R. J. Seeley—Division Superintendent, Portland

J. H. WOOLFORD	Terminal Superintendent	Portland
E. A. BUTLER	Asst. Supt. Transportation	Portland
M. L. HOLSTEEN	Asst. Supt. Administration	Portland
S. G. MELONAS	Asst. Supt. Roadway Maintenance	Portland
D. L. MAZE	Asst. Terminal Supt.	Vancouver
G. R. CAMPBELL	Chief Dispatcher	Vancouver
D. J. MEYER	Terminal Trainmaster	Vancouver
D. L. MEAD	Terminal Trainmaster	Vancouver
J. H. MITCHELL	Trainmaster	Portland
K. A. LINDAMAN	Trainmaster	Portland
J. F. WHALEN	Trainmaster Agent	Portland
D. L. MEYERS	Terminal Trainmaster	Portland
B. E. HOLLINGSWORTH	Terminal Trainmaster	Vancouver
G. S. MALING	Terminal Trainmaster	Vancouver
C. REYNOLDS	Terminal Trainmaster	Vancouver
J. D. ROTH	Assistant Terminal Trainmaster	Vancouver
J. S. BINNS	Road Foreman	Vancouver
G. L. SOLEM	Road Foreman	Vancouver
M. J. MOLITOR	Trainmaster—Road Foreman	Klamath Falls
S. E. FORTINO	Trainmaster	Bend
G. E. WEEKLEY	Asst. Trainmaster—Agent	Wishram
W. V. EISENMAN	Terminal Superintendent	Pasco
J. A. MCKAY	Asst. Terminal Superintendent	Pasco
D. W. FARRIS	Trainmaster	Pasco
T. N. ROWLEY	Trainmaster	Pasco
F. D. CLIFTON	Terminal Trainmaster	Pasco
D. L. LAMBERSON	Terminal Trainmaster	Pasco
J. M. RYAN	Terminal Trainmaster	Pasco
D. E. HARDY	Terminal Trainmaster	Pasco
D. C. CREE	Trainmaster Agent	Pasco
R. CAMPBELL	Road Foreman	Pasco
J. S. LUNAK	Road Foreman	Pasco
J. M. DARRAGH	Chief Dispatcher	Yakima
S. G. BUNTIN	Chief Dispatcher	Seattle
		Spokane

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BURLINGTON NORTHERN RAILROAD CO. SEATTLE-PORTLAND REGION

SPOKANE, PACIFIC AND PORTLAND
DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 1

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

Sunday, October 31, 1982

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
And General Manager
E. J. CURRIE

Assistant
General Manager
C. B. MAY

Vice President
Transportation—System
T. C. WHITACRE

SPOKANE DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Conkelley	1st Subdivn MAIN LINE STATIONS Office Calls		Line Segment	Mile Post Location	Distance From Conkelley	FIRST CLASS		EASTWARD
				27	7									28	8	
				NRPC Daily	NRPC Daily									NRPC Daily	NRPC Daily	
			01590		8:50PM		1208.3	0.0	DT	CONKELLEY					A 6:56AM	
JTXY	W4,015	01593			8:53		1211.6	2.9		CF COLUMBIA FALLS ¹						
BKRTY		01601			s 9:15		1219.2	10.5		WF WHITEFISH					s 6:45	
	7,060	01607					1224.6	15.9		VISTA					6:15	
	9,325	01613					1231.1	22.3		LUPFER						
	9,711	01624					1243.3	33.5		RADNOR						
J		01631					1249.3	40.6		STRYKER ²						
	9,722	01636					1252.8	44.0		BRIMSTONE						
	9,763	01646					1263.5	54.7		TWIN MEADOWS						
	9,760	01656					1273.2	64.3		ROCK CREEK						
	9,730	01665					1282.2	73.3		WOLF PRAIRIE						
	10,344	01672					1290.0	81.2		TAMARACK						
	9,769	01683					1298.0	89.2		FISHER RIVER						
	10,799	01692					1306.9	98.1		RIVERVIEW						
	9,568	01710					1312.2	105.0		RIPLEY						
BKR	13,360	01718			s 11:01		1319.6	112.3		CK LIBBY					s 4:50	
	8,641	01729					1331.3	123.3		KOOTENAI FALLS						
T	14,286	01736			11:23		1337.9	130.5		UX TROY					4:20	
T	14,286	01736			10:23		1337.9	130.5		UX TROY					3:20	
	6,972	01742					1343.3	137.1		YAKT						
	9,552	01749					1350.3	143.9		LEONIA						
	8,498	01763					1364.3	157.5		CROSSPORT						
J	9,742	01767					1368.4	161.8		BY BONNERS FERRY						
	9,577	01778					1379.8	173.1		NAPLES						
	9,912	01786					1387.4	180.5		ELMIRA						
JM	10,363	01803					1401.3	194.4		BOYER						
J		01798					1403.3			SANDPOINT JCT. To Kootenai 1.5						
BR		01803			s 11:52		2.9	196.4		SA SANDPOINT					s 2:00	
	10,876	01810					3.0	196.5		ALGOMA						
	10,828	01817					10.1	203.7		COCOLALLA						
	13,247	01830					17.6	210.4		ATHOL						
	10,600	01837					31.5	223.0		RAMSEY						
	9,156	01843					37.7	230.3		RATHDRUM						
		01845					45.5	236.0		HAUSER						
J		01850					47.0	237.4		HAUSER JCT. ³						
	10,095	01855					51.5	243.0		OTIS ORCHARDS						
		01861			12:47AM		57.9	248.8		IRVIN						
Y		01865					63.3	254.7		PARKWATER						
BKRTXY		01866			12:52		66.9	258.3	2MT	YD YARDLEY					12:46	
IJXY							68.1	259.5		CG UP TOWER						
							69.7	261.1		SF SPOKANE					12:40	
BIJKRXY		01870		1:45AM	s 1:15 1:50		71.5		DT	SUNSET JCT.				As 12:01AM	s 12:05AM	
J		01877		A 1:48AM	A 1:53AM	46	0.0	263.0								
							1.1	264.0								

(This Subdivision Continued Next Page.)

SPOKANE DIVISION

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Continued from 1st Subdivision.

Except on double track or in CTC or Rule 261 territory when in service, eastward trains are superior to westward trains of the same class.

¹ Columbia Falls to Somers 29.4

² Stryker to Eureka 23.2

³ Hauser Jct. to Post Falls 4.6

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Sunset Jct.	2nd Subdivn MAIN LINE STATIONS Office Calls			FIRST CLASS	EASTWARD
				27	7								
				NRPC Daily	NRPC Daily							8	
	J		01877		1:48AM		1481.0	0.0		SUNSET JCT.	0.8	A 11:55PM	
	J		01878	A	1:50AM		1481.6	0.8		LATAH JCT.	7.8	11:53	
		6,383	01833				1489.8	8.6		LYONS	9.5	11:43	
		6,602	01893				1499.3	18.1		ESPANOLA	12.2	11:33	
		6,435	01905				1510.8	30.3		EDWALL	9.1	11:20	
	A		01914				1520.2	39.4		BLUESTEM	7.5	11:11	
	X	W3,426	01922				1527.7	46.9	DT	HR HARRINGTON	15.1	11:03	
			01937				1542.9	62.0		LAMONA	10.2	10:49	
		9,423	01947				1553.2	72.2		ODESSA	12.5		
		9,614	01959				1565.6	84.8		GIBSON	10.4		
		8,794	01970				1577.0	95.2		WILSON CREEK	13.1		
	J	10,774	01983				1588.8	108.4		ADRIAN	10.0		
		6,538	01993		s 3:55		1599.3	118.4		EPHRATA	5.1	s 9:55	
		10,381	01998				1603.8	123.5		NAYLOR	11.2		
	BKR	10,536	02009				1615.5	134.7	QN	QUINCY	10.8		
		7,914	02020				1628.3	145.5		TRINIDAD	9.3		
	J	8,135	02030				1635.0	154.8		COLUMBIA RIVER To Mansfield 60.3	5.6		
			02035				1640.1	160.4		ROCK ISLAND	3.3		
		4,998	02038				1643.3	163.7		MALAGA	6.9		
	BJKRTY		02044		As 5:00AM		1650.2	170.6	WC	WENATCHEE		8:50PM	

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Boyer	3rd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	JY		01803		1401.2	0.0	BOYER	1.3	
	TY		01803		1401.9	1.3	NORTH SANDPOINT	13.4	
		6,209	61917		1415.7	14.7	LACLEDE	8.2	
		3,611	61925		1424.2	22.9	NC PRIEST RIVER	6.6	ABS
	JY	6,765	61931		1431.3	29.5	NR NEWPORT	7.8	
		6,252	61939	37	1439.2	37.3	SCOTIA	13.9	
		6,309	61953		1453.0	51.2	MILAN	10.4	
	IJY	2,399	61963		1463.2	61.6	DEAN	4.2	
	X		61968		1468.1	65.8	MEAD	4.9	ABS Rule 261-264
	Y		61972		1473.0	70.7	HILLYARD	3.7	
	IJXY				1476.7	74.4	CG UP TOWER		ABS

4th SUBDIVISION ON NEXT PAGE.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Republic	5th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	T		62280		81.0	0.0	REPUBLIC	21.2	
			62259	377	59.0	21.2	CURLEW	10.4	
					48.8				
			62249		48.8	31.6	DANVILLE, WASH.	3.1	
	JT		62246	392	45.7	34.7	GRAND FORKS, B.C.	11.3	
					34.4				
			62234		34.4	46.0	LAURIER, WASH.	30.0	
			62204	377	4.4	76.0	WEST KETTLE FALLS	4.7	
	BJKRTXY		62081		0.0	80.7	MF KETTLE FALLS		

The Canadian Uniform Code Rules as indicated in BN form 15071 are in effect on the 4th and 5th Subdivisions in Canada.

BN Radio Channel No. 1 in service on these Subdivisions.

SPOKANE DIVISION

WEST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Nelson	4th Subdivn BRANCH LINE STATIONS Office Calls
		62185	391	200.0 137.8	0.0	BC NELSON 5.5

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

JT		62180	391	132.3	5.5	TROUP JCT. 29.7
RY		62151		164.8	35.2	SALMO 24.4
		62128		140.4		
		62124		139.7	59.6	WANETA, B. C. 2.1
			376	138.3		BOUNDARY, U.S. 8.8
				138.3	61.7	NORTHPORT 33.5
	3,009	62115		129.5	70.5	MF KETTLE FALLS 8.5
BJKTRY		62081		95.7	104.0	VD COLVILLE 22.9
BKRY		62073		87.2	112.5	CH CHEWELAH 7.7
BKRY	3,990	62050		64.2	135.4	VALLEY 18.1
Y	4,080	62043		56.5	143.1	LOON LAKE 12.0
	2,062	62025		38.4	161.2	DEER PARK 12.6
Y	2,573	62012		26.4	173.2	DEAN
AJY	1,890	61963		13.8	185.8	

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

WEST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cheney	6th Subdivn BRANCH LINE STATIONS Office Calls
BJKRTY		63014	378	0.0	0.0	CY CHENEY 26.8
	1,420	62327		26.8	26.8	REARDAN 14.9
JRTY	1,136	62341		41.7	41.7	DA DAVENPORT To Eleanor 18.3
Y	1,252	62364		64.4	64.4	CRESTON 10.0
	1,293	62374		74.4	74.4	WILBUR 13.3
	1,442	62387		87.7	87.7	ALMIRA 21.1
RY	552	62408		108.8	108.8	COULEE CITY

WEST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Coeur d'Alene	7th Subdivn BRANCH LINE STATIONS Office Calls
TY		62632	382	33.2	0.0	CA COEUR d'ALENE 7.9
			375	24.5		POST FALLS To Hauser Jct. 4.6
JRY		62623		17.5	7.9	5.5
Y		62618		12.2		SPOKANE BRIDGE 17.0
IJXY			382	18.9	13.4	CG UP TOWER 0.1
				2.4	30.4	ERIE ST. YARD (Spokane)
JXY		01870		2.3		
				0.1	30.5	

EAST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Marshall	8th Subdivn BRANCH LINE STATIONS Office Calls
JTY		63007	384	0.0	0.0	MARSHALL 26.9
						RO ROSALIA To Waverly 11.8
BJKRY	2,502	63227		26.7	26.9	To Mt. Hope 20.8
UY	1,643	63238		37.6	37.8	10.9
JUY	2,668	63250		49.4	49.7	OAKESDALE 11.9
JY	1,368	63259		59.1	59.3	GARFIELD To Grinnell 4.9
BKRY	3,845	63276		75.7	75.9	9.6
JTY		63277		77.1	77.4	PC PALOUSE To Viola 8.6
JY		63286		85.9	86.0	16.6
Y	2,127	63299		99.5	99.6	PN PULLMAN 1.5
Y	1,898	63311	459	111.0	111.1	PULLMAN JCT. To Genesee 27.6
				123.5		8.6
JRY	1,826	63323		123.5	123.7	MO MOSCOW To Estes 3.2
						13.6
						TROY 11.5
						KENDRICK 12.6
						ARROW 11.9

BETWEEN ARROW AND EAST LEWISTON, CAMAS PRAIRIE TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.

BKRTY		63338	459	135.4	135.6	FY EAST LEWISTON
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EAST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Keremeos	9th Subdivn BRANCH LINE STATIONS Office Calls
		66875	393	161.1	0.0	KEREMEOS 4.2
		66870		156.9	4.2	CAWSTON, B. C. 12.9
			390	144.0		CHOPAKA, WASH. 21.2
		66858		144.0	17.1	
TY	2,876	66836	387	121.4		OROVILLE 41.4
Y	3,386	66795		135.7	38.3	MK OMAK 4.2
BRY	2,857	66791		95.7	79.8	OKANOGAN 26.5
	2,549	66764		91.5	84.0	BREWSTER 6.2
	5,710	66758		65.0	110.5	PATEROS 20.0
	3,114	66738		58.9	116.7	CHELAN 18.5
	3,224	66720		38.9	136.7	ENTIAI 17.1
Y		66702		20.4	155.2	OLDS 3.3
BJKRTY		02044		2.6	172.3	WC WENATCHEE
				0.0	175.6	ABS

EAST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bovill	10th Subdivn BRANCH LINE STATIONS Office Calls
JTY		63947	396	47.9	0.0	BOVILL 34.1
BKRTY		63911		11.2	34.1	PO POTLATCH 10.5
JY		63259		0.0	44.6	PC PALOUSE

On 10th Subdivision, former Washington, Idaho and Montana Railway Rules and Special Instructions, as amended, govern.

BN Radio Channel No. 1 in service on these Subdivisions.

CONNECTIONS, INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision							
61605 Lasalle.....on spur	5.5 miles from Columbia Falls.....			02036 Alcoa Spur.....on spur	1.2 miles west of Rock Island..... (1.3 miles long)	Yard	West
61610 Associated Seed Growers.....on spur	10.8 miles from Columbia Falls.....	6	East	66905 Bon Spur.....on spur	5.4 miles from Columbia River.....	8	East
61611 Montana Saw Service Co. spur.....on spur	11.1 miles from Columbia Falls.....	5	East	66915 Palisades.....on spur	15.7 miles from Columbia River.....	32	Both
61612 C & C Plywood Corp.....on spur	11.8 miles from Columbia Falls.....	27	Both	66931 Alstown.....on spur	31.2 miles from Columbia River.....	27	Both
61613 Northwestern Lbr. Co. Spur.....on spur	13.0 miles from Columbia Falls.....	47	East	66936 Douglas.....on spur	36.5 miles from Columbia River.....	22	West
61614 Carter Oil Co. Spur.....on spur	13.1 miles from Columbia Falls.....	9	East	66943 Supplee.....on spur	43.5 miles from Columbia River.....	27	Both
61617 Kalispell.....on spur	14.4 miles from Columbia Falls.....	Yard	Both	66949 Withrow.....on spur	49.1 miles from Columbia River.....	45	Both
61619 Monarch Lbr. Co.....on spur	19.6 miles from Columbia Falls.....	8	East	66955 Touhey.....on spur	55.0 miles from Columbia River.....	27	Both
61622 Balls Crossing.....on spur	20.1 miles from Columbia Falls.....	11	East	66960 Mansfield.....on spur	60.3 miles from Columbia River.....	Yard	Both
61625 Somers.....on spur	24.9 miles from Columbia Falls.....	Yard	Both	3rd Subdivision			
61663 Fortune.....on Spur	11.5 miles from Stryker.....	57	Both	61906 Dover.....(SI Conn)	3.3 miles west of North Sandpoint.....	19	East
61669 Tobacco.....on spur	16.7 miles from Stryker.....	60	Both	61921 Thama.....	4.7 miles west of Laclede.....	120	Both
61675 Eureka.....on spur	23.2 miles from Stryker.....	67	Both	61924 Hedlund Lumber Co. Spur.....	0.8 mile east of Priest River.....	16	West
62623 Post Falls.....on spur	4.6 miles from Hauser Jct.....			61928 Albeni Falls.....on spur	2.7 miles east of Newport (1.5 miles long).....	21	East
01596 Half Moon.....(E. Trk)	4.7 miles east of Whitfish.....	46	West	61935 Penrith Spur.....	3.5 miles west of Newport.....	19	East
01618 Olney.....	5.5 miles west of Lupfer.....	75	Both	61946 Camden.....	6.6 miles west of Scotia.....	7	East
01644 Swamp Creek (3 Trks).....	3.1 miles east of Twin Meadows.....	83	East	61949 Elk—storage tracks.....	4.3 miles east of Milan.....	21	East
01713 Zonolite Spur.....	4.8 miles east of Libby.....	49	East	61966 Davies Spur.....	1.5 miles east of Mead.....	34	East
01756 Katka Spur.....	6.5 miles east of Crossport.....	18	East	4th Subdivision			
01761 Crossport Spur.....	1.8 miles east of Crossport.....	15	East	62176 South Nelson.....	4.8 miles west of Troup Jct.....	24	Both
01772 Moravia.....	4.9 miles west of Bonners Ferry.....	21	East	62165 Hall.....	14.9 miles west of Troup Jct.....	14	Both
01790 Samuels (Cedapine Veneer).....	10.0 miles east of Boyer.....	9	East	62158 Ymir.....	22.1 miles west of Troup Jct.....	9	West
01791 Emerson Spur.....	Off W.I. Forest Prod. Spur.....	15	West	62156 Hardy Lbr. Co. Ltd. Spur.....	24.0 miles west of Troup Jct.....	16	East
01792 W.I. Forest Prods. Spur....	7.8 miles east of Boyer.....	15	West	62155 Louisiana Pacific Chip Track.....	24.1 miles west of Troup Jct.....	13	Both
01793 Colburn.....	7.2 miles east of Boyer.....	122	Both	62154 Boulder Mill.....	3.3 miles east of Salmo.....	9	Both
01858 Velox.....	1.1 miles east of Irvin.....	20	West	62148 Erie.....	2.3 miles west of Salmo.....	11	Both
01860 Trentwood.....	0.5 mile east of Irvin.....	30	Both	62145 Meadows.....	5.6 miles west of Salmo.....	20	Both
Marshall-Scribner.....	Conn. 1.4 miles.....			62143 Benton Spur.....	7.6 miles west of Salmo.....	6	West
31386 Kootenai.....on spur	1.5 miles from Sandpoint Jct.....			62140 Parks.....	10.0 miles west of Salmo.....	8	Both
2nd Subdivision				62142 Ross.....	8.8 miles west of Salmo.....	9	Both
01879 Highland Spur.....	2.7 miles east of Lyons.....	Yard	West	62141 Hearn Bros Spur.....	10.3 miles west of Salmo.....	3	East
01889 Fairchild Storage Track....	4.1 miles east of Espanola....	100	Both	62136 ATCO Spur.....	10.0 miles east of Waneta, B.C.....	3	East
01896 Geiger Field.....on spur	4.7 miles from Fairchild.....	Yard	West	62135 Fruitvale.....	9.1 miles east of Waneta, B.C.....	27	Both
01899 Waukon.....	5.7 miles east of Edwall.....	55	Both	62132 Equipment Spur.....	6.0 miles east of Waneta, B.C.....	3	West
01909 Canby.....	3.7 miles west of Edwall.....	29	Both	62130 Columbia Gardens.....	3.8 miles east of Waneta, B.C.....	11	Both
01928 Mohler.....	6.7 miles west of Harrington.....	55	Both	62129 Quirk.....	2.3 miles east of Waneta, B.C.....	20	Both
01932 Downs.....	4.7 miles east of Lamona.....	49	Both	62127 CM&S Co. Spur.....	0.1 mile east of Waneta, B.C.....	32	East
01942 Nemo.....	4.8 miles east of Odessa.....	22	Both	62126 West Kootenay Power & Light Spur.....	0.5 mile west of Waneta, B.C.....	10	Both
01956 Irby.....	8.9 miles west of Odessa.....	25	Both	62112 Janni Spur.....	3.3 miles west of Northport.....	11	West
01963 Marlin.....	6.6 miles east of Wilson Creek.....	39	Both	62110 Cameron Spur.....	4.4 miles west of Northport.....	17	East
01978 Stratford.....	7.8 miles west of Wilson Creek.....	60	Both	62107 Marble.....	8.3 miles west of Northport.....	37	Both
01991 Air Base.....	2.2 miles east of Ephrata.....	Yard	East				
02003 Winchester.....	5.1 miles west of Naylor.....	175	Both				
02023 Trinidad Gravel Spur.....	3.1 miles west of Trinidad.....	53	West				
02033 Voltage.....	2.5 miles east of Rock Island.....	32	Both				

CONNECTIONS, INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
4th Subdivision, Cont.				62625	Alpine Sales Spur	26.4 miles east of Spokane	5 East
62105	Dolomite.....on spur	9.5 miles west of Northport	25 Both	62626	Huetter	27.7 miles east of Spokane	15 Both
62114	Palm Lumber Co.	1.0 mile west of Northport	8 West	62629	Atlas	28.4 miles east of Spokane	37 Both
62092	Evanson spur	9.9 miles east of Kettle Falls	31 Both	62630	Gibbs	30.5 miles east of Spokane	7 Both
62077	Palmer	5.3 miles west of Kettle Falls	12 Both	62631	Blackwell	29.0 miles east of Spokane	20 Both
62067	Arden	6.7 miles west of Colville ..	47 Both	01850	Hauser Jct.on spur	4.6 miles from Post Falls ..	20 Both
62063	Metallurgical Chip Spur ..	9.9 miles west of Colville ..	14 East	8th Subdivision			
62059	Addy	9.1 miles east of Chewelah	17 Both	63211	Spangle	11.5 miles west of Marshall	55 Both
62042	Lane Mtn. Silica Spur	1.0 mile west of Valley	29 Both	63212	Harris Pine Mill	12.8 miles west of Marshall	2 East
62041	Jump Off Lbr. Co. Spur ..	1.7 miles west of Valley	9 East	63220	Plaza	21.2 miles west of Marshall	9 Both
62040	North American Non Metallics Spur	2.0 miles west of Valley	4 East	63811	Balderon spur	4.8 miles from Rosalia	13 West
62034	Cline	8.1 miles west of Valley	18 Both	63644	Spring Valleyon spur	5.8 miles from Rosalia	Yard Both
62033	Silica Sand Co. Spur	8.4 miles west of Valley	8 Both	63640	Jeffersonon spur	9.3 miles from Rosalia	6 Both
62032	Springdale	9.6 miles west of Valley	20 East	63649	Fairbankson spur	11.1 miles from Rosalia	20 Both
62026	Loon Lake Gravel Spur	1.6 miles east of Loon Lake	40 East	63638	Waverlyon spur	11.8 miles from Rosalia	31 Both
62018	Clayton	5.3 miles east of Deer Park	14 West	63232	McCoy	5.2 miles west of Rosalia ..	10 Both
5th Subdivision				63235	Flaig	8.2 miles west of Rosalia ..	7 East
62205	Harter	1.0 mile east of West Kettle Falls	10 Both	63243	Belmont	5.3 miles west of Oakesdale	56 Both
62207	Matney's Spur	2.7 miles east of West Kettle Falls	10 Both	63244	Farmington	6.0 miles west of Oakesdale	20 East
62208	Brauner Lbr. Co. Spur	3.0 miles east of West Kettle Falls	4 East	63247	Eden	10.3 miles west of Oakesdale	47 Both
62212	Boys	7.4 miles east of West Kettle Falls	22 Both	63675	Grinnellon spur	4.9 miles from Palouse	11 Both
62217	Barstow	12.8 miles east of West Kettle Falls	30 Both	63686	Violaon spur	6.6 miles from Palouse	27 Both
62222	Dulwich	18.0 miles east of West Kettle Falls	35 Both	63266	Fallon	6.8 miles west of Palouse ..	32 Both
62278	Gold Stake	6.1 miles west of Laurier ..	13 West	63267	Madson	8.1 miles west of Palouse ..	5 West
62272	Pollard	8.6 miles west of Republic	10 West	63271	Whelan	5.2 miles east of Pullman ..	11 Both
62276	Torboy	4.9 miles west of Republic	34 Both	63402	Busbyon spur	1.8 miles from Pullman Jct.	13 East
62277	San Poil Spur	4.0 miles west of Republic	21 Both	63405	Staleyon spur	5.0 miles from Pullman Jct.	31 Both
6th Subdivision				63407	Chamberson spur	7.4 miles from Pullman Jct.	34 Both
62310	Medical Lake	10.6 miles west of Cheney	24 Both	63410	Johnsonon spur	9.9 miles from Pullman Jct.	33 Both
62321	Hite	5.6 miles east of Reardan ..	21 Both	63415	Coltonon spur	15.1 miles from Pullman Jct.	31 Both
62334	Mondovi	7.3 miles west of Reardan ..	25 Both	63418	Uniontownon spur	17.8 miles from Pullman Jct.	35 Both
62337	Major	4.3 miles east of Davenport	107 Both	63420	Leonon spur	20.3 miles from Pullman Jct.	30 Both
62347	Rocklyn	6.3 miles west of Davenport	21 Both	63427	Geneseeon spur	27.6 miles from Pullman Jct.	Yard Both
62507	Omanson spur	7.4 miles from Davenport ..	19 Both	63691	Esteson spur	3.2 miles from Moscow	15 Both
62509	Fryon spur	8.8 miles from Davenport ..	4 West	63692	Joel	6.5 miles west of Moscow ..	24 Both
62512	Gravelleson spur	11.1 miles from Davenport	5 Both	63297	Howell	10.7 miles west of Moscow	27 East
62516	Chickon spur	16.0 miles from Davenport	4 West	9th Subdivision			
62518	Eleanoron spur	18.3 miles from Davenport	20 Both	66832	Cordell Pit	4.3 miles west of Oroville ..	19 Both
62381	Goran	6.6 miles west of Wilbur ..	15 Both	66829	Taylor Spur	6.9 miles west of Oroville	9 Both
62390	Hanson	3.6 miles west of Almira ..	15 Both	66826	Larabee Industry	7.7 mile west of Oroville	9 Both
62397	Hartline	9.1 miles west of Almira ..	17 Both	66825	Ellisforde	11.0 miles west of Oroville	53 Both
62404	Cement	4.2 miles west of Coulee City	48 Both	66824	Howard Appel Spur	12.2 miles west of Oroville	1 West
62406	ODair	2.1 miles east of Coulee City	86 West	66823	Thornton Spur	14.6 miles west of Oroville	8 Both
7th Subdivision				66819	Tonasket	16.9 miles west of Oroville	34 Both
62607	Millwood	6.6 miles east of Spokane ..	9 Both	66815	Janis	21.7 miles west of Oroville	48 Both
62613	Greenacres	12.6 miles east of Spokane	9 Both	66809	Barker	31.9 miles west of Oroville	32 Both
62615	Liberty Lake	14.7 miles east of Spokane	8 East				

SPOKANE DIVISION

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CONNECTIONS, INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name		Location	Capacity Cars	Switch Opens	Name		Location	Capacity Cars	Switch Opens
9th Subdivision, Cont.									
66808	9th Subdivision, Cont. Tunk Creek Spur	33.1 miles west of Oroville	8	Both	66749	Azwel	9.1 miles west of Pateros ...	31	Both
66804	Riverside	9.0 miles east of Omak	32	Both	66737	Chelan Falls	1.2 miles west of Chelan ...	36	Both
66782	Malott	8.9 miles west of Okanogan	31	Both	66731	Stayman	11.4 miles east of Entiat ...	36	Both
66775	Wakefield	11.5 miles east of Brewster	30	Both	66725	Winesap	5.8 miles east of Entiat	40	Both
66771	Monse	6.7 miles east of Brewster ..	30	Both	66707	Rocky Reach	4.2 miles east of Olds	46	West
66767	Chief Joseph	2.7 miles east of Brewster ..	34	Both	66704	Welch	2.0 miles east of Olds	25	Both
66763	Braker Spur	1.2 miles west of Brewster	5	Both	10th Subdivision				
66753	Starr	5.5 miles west of Pateros ...	29	Both	63933	Deary	1.3 miles west of Bovill	12	Both
66750	Wells Dam Spur	8.0 miles west of Pateros ...	40	East	63930	Vassar	4.7 miles west of Bovill	36	Both
					63925	Yale	10.0 miles west of Bovill ...	38	Both
					63919	Harvard	15.2 miles west of Bovill ...	21	Both
					63914	Princeton	20.4 miles west of Bovill ...	8	Both
					63907	Kennedy Ford	3.3 miles west of Potlatch ..	31	Both

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
650	Whitefish	
651	Spokane	
652	Spokane Psgr.	Tracks 5 and 6 and crossovers to main line
653	Hillyard Shop	
654	Hillyard WFE	Pre-Trip
655	Hillyard WFE	Shop
656	Wenatchee	

BALLAST PITS

Line Segment	Limits
670	Cordell
671	Crossport
672	Hartline
673	Highland
674	Loon Lake
675	Odessa
676	Trinidad

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
375	Spokane Bridge-Post Falls (Ex-Milw)	12.0 to 16.6
375	Huetter-Atlas (Ex-Milw)	20.3 to 22.7
375	At Coeur d'Alene (Ex-Milw)	25.9 to 26.0
380	Davenport-Eleanor	0.0 to 17.9
381	Huetter-Coeur d'Alene (Ex-NP)	9.7 to 13.4
381	Hauser Jct.-Post Falls	0.0 to 4.9
382	Post Falls-Huetter (Ex-GN)	23.2 to 27.5
382	Atlas-Coeur d'Alene (Ex-GN)	29.5 to 32.5
382	At Coeur d'Alene (Ex-GN)	32.7 to 33.3
383	Mt. Hope-Balder	25.1 to 50.6
385	Pullman Jct.-Genesee	0.0 to 27.7
386	Columbia River-Mansfield	0.0 to 60.7
388	Columbia River-Somers	1211.7 to 1236.9
389	Stryker-Eureka	1248.5 to 1273.0
459	East Lewiston-Lewiston	135.4 to 138.7
945	Palouse-Grinnell	76.0 to 70.8
946	Palouse-Viola	76.0 to 82.8
947	Spring Valley-Fairbanks	40.3 to 45.7
984	Moscow-Estes	90.0 to 87.0

OPERATING DIRECTION IS EASTWARD AS FOLLOWS ON CONNECTIONS AND INDUSTRIAL TRACKS:

Subdivn	From-To	3rd	Albeni Falls to main track conn.
1st	Somers to Columbia Falls	6th	Eleanor to Davenport
1st	Eureka to Stryker	8th	Rosalie to Waverly
1st	Sandpoint Jct. to Kootenai	8th	Fairbanks to Spring Valley
1st	Hauser Jct. to Post Falls	8th	Balder to Rosalia
2nd	Columbia River to Mansfield	8th	Palouse to Grinnell
2nd	Fairchild to Geiger Field	8th	Palouse to Viola
2nd	Main track conn. to Alcoa Spur	8th	Moscow to Estes

PACIFIC DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Wenatchee	1st Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				7					8	
				NRPC Daily					NRPC Daily	
	BJKRTY		02044	5:05AM	37	1650.2	0.0	WC WENATCHEE	ABS	As 8:45PM
		8,049	02056			1661.2	11.0	OM CASHMERE		8:25
			02064			1669.0	18.8	PN PESHAISTIN		
		7,905	02067			1672.2	22.0	CH LEAVENWORTH		
		10,978	02081			1686.9	35.5	WI WINTON		
	T	6,729	02087			1692.4	42.1	CK MERRITT		
		12,323	02094			1698.5	49.1	BR BERNE		
						1708.5				
		9,259	02103			1719.5	58.1	SN SCENIC		
	BKT	8,949	02116			1732.3	70.9	KY SKYKOMISH		
			02120			1736.0	74.7	GO GROTTTO		
		10,099	02124			1739.5	78.5	BA BARING		
		10,244	02139			1755.7	93.0	GB GOLD BAR		
		11,988	02152			1768.6	105.9	RU MONROE		
	JT		02159			1775.2	112.5	SE SNOHOMISH JCT. EAST		
	JT		02159			1776.2	113.5	SH SNOHOMISH JCT. WEST		
	J		02164			1781.2	118.5	WJ LOWELL JCT.		
	J	12,517	02165			1782.7	120.0	DJ PA JCT.	CTC	
						1782.8	120.1	PA PACIFIC AVENUE		
	B		02166	s 8:05		1783.9	121.4	JN EVERETT		s 5:45
	JX		02169			1784.7				
			02172		50	32.1	122.2	EJ EVERETT JCT.		
						28.3	126.0	2MT MU MUKILTEO		
						27.8	126.5	MP MP 28		
						27.1	128.2	PM MP 27		
								9.3		
						17.8	136.6	EE EAST EDMONDS		
			02182	s 8:30		17.6	136.8	DR EDMONDS		s 5:21
	X					15.9	138.5	WE WEST EDMONDS		
								8.2		
						7.7	146.7	ME MP 8		
						7.1	147.1	MA MP 7		
								0.7		
			02193	8:43		6.4	147.8	2MT BD BALLARD		
						6.2	148	DB DRAWBRIDGE 4		
						5.4	149.1	WS WEST END CTC		
						5.1	149.4	RD 23rd STREET		
	BIKRTY		02195	8:46		4.9	149.6	RB INTERBAY (Balmer Yard)		
						4.1	150.4	DT DT	ABS	5:00
						3.3	150.9	GS GALER STREET		
	IJXY					1.4	152.8	J NORTH PORTAL		
	BIKRTXY		02200	As 9:15AM		0.0	154.2	UD SEATTLE (King St. Station)		4:50PM

EXCEPT ON DOUBLE TRACK OR IN CTC TERRITORY WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

PACIFIC DIVISION

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WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Vancouver	2nd Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				29					16	
				VIA/CP2 Daily					VIA/CP1 Daily	
	BKRTY		15129	9:45PM	56	156.0	0.0	VN VANCOUVER B.C. (CN Station) 0.7	As 7:00AM	
BETWEEN VANCOUVER AND VANCOUVER JCT. CANADIAN NATIONAL TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.										
	JY		15129	9:48	56	155.8	0.7	VB VANCOUVER JCT. B.C. 0.5	ABS	6:49
	JY		15126	9:50		155.3	1.2	CT CN JCT. 1.5	Rule 261-264	6:47
	Y		15125	9:54		153.8	2.7	SK STILL CREEK 2.1	Rule 251-254	6:44
	JXY		15123	9:58		151.8	4.8	WN WILLINGDON JCT. 4.8		6:41
	X		15118			146.9	9.6	BY BURNABY 1.5		
	JX			A 10:15PM		145.3	11.1	CP CP JCT. 0.5	CTC	6:30AM
	BKRT		15114			144.8	11.6	MN NEW WESTMINSTER 1.9		
	I		15110			141.3	13.5	FA FRASER RIVER JCT. 1.4		
		5,908	15109			139.5	14.9	BL BROWNSVILLE 2.6		
	J		15105			136.9	17.5	TD TOWNSEND To Tilbury 4.1 6.5	ABS	
	JR	2,422	15100		50	131.1	24.0	GX COLEBROOK To Roberts Bank BCR 15.5 10.8	CTC	
	Y		15091			120.4				
						119.5	34.8	WR WHITE ROCK, B.C. 1.0		
	RY	6,060	15088			119.4	35.8	BN BLAINE, WA. 7.3	ABS	
	JRTY		15081			112.1	43.1	IN INTALCO To Cherry Point 8.9 5.9		
	BRY	6,600	15075			106.3	49.0	FD FERNDAL 9.0		
	BKRY		15067			97.0	58.0	HM BELLINGHAM 3.2		
	Y	6,347	15062			92.9	61.2	FN SOUTH BELLINGHAM 9.6		
		3,013	15053			83.1	70.8	SA SAMISH 3.8		
		6,384	15049			79.7	74.6	BO BOW 7.4		
	J	4,635	15042		408	70.9	82.0	BU BURLINGTON To Anacortes 16.6 2.5		
			15041			69.4	84.5	NR MVB STATION 1.4		
		6,075	15038			66.8	85.9	MT MT. VERNON 12.4	CTC	
		6,381	15025			55.5	98.3	BX STANWOOD 9.7		
		6,846	15016			45.5	108.0	GL ENGLISH 3.6		
	J		15012			42.2	111.6	KR KRUSE JCT. To Darrington 35.5 3.4		
		2,557	15009			38.8	115.0	MS MARYSVILLE 2.7		
						37.0				
	JY		15008			10.9	117.7	WY DELTA JCT. To Bayside 2.4 1.8		
	Y		15005			9.1	119.5	DE DELTA 1.9		
	JY		02165		407	0.0	121.4	PJ PA JCT.	ABS	
	Y				50	34.6	120.1	TW BAYSIDE To Delta Jct. 2.4 2.5		
	JY		02167			32.1	122.6	PJ EVERETT JCT.		

EXCEPT ON DOUBLE TRACK OR IN CTC OR RULE 261 TERRITORY, WHEN IN SERVICE, NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.

The Canadian Uniform Code Rules as indicated in BN Form 15071 are in effect in Canada.

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

PACIFIC DIVISION

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Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS			Line Segment	Mile Post Location	Distance From Seattle	3rd Subdivn MAIN LINE STATIONS Office Calls	
			797	11	795					
			NRPC Daily	NRPC Daily	NRPC 26 Daily					
BIKRTXY		02200 02201	5:30PM	11:00AM	8:00AM	51	0.0	0.0	UD	SEATTLE (King St. Station) 3.3
IXY		02203	5:37	11:07	8:07		3.3	3.3	G	ARGO 4.6
BXY		16001					7.9	7.9	SS	SOUTH SEATTLE 1.6
IJXY		16004	5:44	11:14	8:14		9.5	9.5	BI	BLACK RIVER 2.7
XY	C5,236	16006					12.2	12.2	OR	ORILLA 4.1
XY		16010	5:51	11:21	8:21		16.3	16.3	KN	KENT 5.2
BJKRTXY		16014	5:58	11:28	8:28		21.5	21.5	AY	AUBURN 7.5
XY		16021	6:05	11:34	8:35		29.0	29.0	SR	SUMNER 1.5
JTXY		16022					30.5	30.5	MK	MEEKER To Cascade Jct. 17.1 1.4
XY	S3,187	16023	6:10	11:40	8:40		31.9	31.9	PY	PUYALLUP 6.3
IRXY		16029	6:18	11:48	8:48	52	38.2	38.2	RN	RESERVATION 1.9
BKRTXY		16031	6:26	11:56	8:56		40.1	40.1	TA	TACOMA 0.3
IJRX		16033	6:27	11:57	8:57		0.3	40.4	NX	UP JCT. 2.4
XY		16036	6:31	12:01PM	9:01		2.7	42.8	MS	MCCARVER ST. 7.3
X	S2,282	16043	6:39	12:09	9:09		10.0	50.1	SX	TITLOW 5.6
XY		16049	6:46	12:16	9:16		15.6	55.7	UD	STEILACOOM 2.1
X	S2,758	16051	6:48	12:18	9:18		17.7	57.8	KT	KETRON 6.7
JX	S 455	16057	6:54	12:24	9:24		24.4	64.5	NU	MISQUALLY 3.8
JX		16061	6:58	12:28	9:28		28.2	68.3	SC	SAINT CLAIR 1.6
X	S5,078	16063					29.8	69.9	KO	KYRO 5.1
XY		16068	7:06	12:33	9:36	52	34.9	75.0	EO	EAST OLYMPIA 8.6
JX	S3,174	16077	7:14	12:40	9:44		43.5	83.6	TN	TENINO JCT. 3.2
		16080	7:17	12:43	9:47		46.7	86.8	BC	BUCODA 2.8
X		16084					49.5	89.6	WB	WABASH 4.5
BJKRTX	(1)4,023	16085	7:26	12:55	9:56		54.0	94.1	CN	CENTRALIA 3.7
X		16090					57.7	97.8	CS	CHEHALIS 1.0
JTX		16091					58.7	98.8	JQ	CHEHALIS JCT. 6.3
X	(1)5,145	16097					65.0	105.1	NA	NAPAVINE 6.3
X	(1)3,152	16104					71.3	111.4	WK	WINLOCK 5.7
X	(1)5,064	16111					77.0	117.1	VA	VADER 10.3
X	(1)4,537	16120					87.3	127.4	CA	CASTLE ROCK 6.2
X	(1)4,000	16128				52	95.8	135.9	RP	ROCKY POINT 1.5
X	(1)5,190	16130	8:15	1:46	10:45		97.3	137.4	KS	KELSO 3.8
TX	(1)9,382	16134					101.1	141.2	JC	LONGVIEW JCT. 6.4
BX	(1)3,769	16140					107.5	147.6	KA	KALAMA 9.1
X		16150					116.6	156.7	WD	WOODLAND 5.4
X	(1)4,000	16155					122.0	162.1	RG	RIDGEFIELD 11.2
JX		16166	8:47PM	2:20PM	11:17AM		133.0	173.3	VJ	VANCOUVER JCT.

EXCEPT ON DOUBLE TRACK OR IN CTC TERRITORY WHEN IN SERVICE, NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.

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

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

PACIFIC DIVISION

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Length of Siding in Feet		3rd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS		
				796	14	798
				NRPC Daily	NRPC Daily	NRPC 25 Daily
		UD SEATTLE (King St. Station) 3.3		As 11:50AM	As 6:30PM	As 9:30PM
		G ARGO 4.6		11:37	6:17	9:17
		SS SOUTH SEATTLE 1.6				
		BI BLACK RIVER 2.7		11:29	6:09	9:09
		OR ORILLIA 4.1				
N1,635		KN KENT 5.2		11:22	6:02	9:02
	DT	AY AUBURN 7.5		11:15	5:55	8:55
		SR SUMNER 1.5		11:07	5:47	8:47
		MK MEEKER To Cascade Jct. 17.1 1.4				
N10,047		PY PUYALLUP 6.3		11:02	5:42	8:42
		RN RESERVATION 1.9		10:54	5:34	8:34
		TA TACOMA 0.3		s 10:50	s 5:30	s 8:30
		NX UP JCT. 2.4		10:43	5:19	8:23
		MS McCARVER ST. 7.3		10:39	5:15	8:19
N5,047	2MT	SX TITLOW 5.6	CTC	10:29	5:06	8:10
		VO STEILACOOM 2.1		10:23	4:59	8:03
		KT KETRON 6.7		10:21	4:57	8:01
		NU NISQUALLY To Lakeview 11.7 3.8		10:15	4:51	7:55
	DT	SC SAINT CLAIR 1.6	ABS Rule 251-254	10:12	4:47	7:52
		KO KYRO 5.1				
		EO EAST OLYMPIA 8.6		s 10:05	4:41	s 7:45
N3,136		TN TENINO JCT. 3.2		9:55	4:34	7:35
N5,109		BC BUCODA 2.8		9:52	4:31	7:32
		WB WABASH 4.5		9:49	4:28	7:29
(2)4,291		CN CENTRALIA 3.7		s 9:45	s 4:24	s 7:25
(2)3,819		CS CHEHALIS 1.0				
		JQ CHEHALIS JCT. 6.3				
(2)3,766		NA NAPAINE 6.3				
		WK WINLOCK 5.7				
(2)4,999		VA VADER 10.3				
(2)5,137		CA CASTLE ROCK 6.2	CTC			
(2)2,800	2MT	RP ROCKY POINT 1.5				
		KS KELSO 3.8		s 9:00	s 3:30	s 6:40
		JC LONGVIEW JCT. 6.4				
(2)2,830		KA KALAMA 9.1				
		WD WOODLAND 5.4				
(2)4,943		RG RIDGEFIELD 11.2				
		VJ VANCOUVER JCT.		8:25AM	2:55PM	6:05PM

NORTHWARD

EXCEPT ON DOUBLE TRACK OR IN CTC TERRITORY WHEN IN SERVICE, NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS.

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

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

PACIFIC DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Yakima	4th Subdivn MAIN LINE STATIONS Office Calls	EASTWARD
	BJKRTY		13089	48	90.0	0.0	YA YAKIMA 3.8	
	Y	3,538	13093		93.8	3.8	SD SELAH 3.4	
		E3,154 W6,103	13096		97.2	7.2	PO POMONA 13.2	
		6,230	13109		110.4	20.4	WR WYMER 11.4	
		3,869	13121		121.8	31.8	RA THRALL 4.8	
	TY	9,900	13126	49	127.0		EB ELLENSBURG 7.6	ABS
		4,885	13133		0.0	36.6	TP THORP 9.6	
		6,238	13143		7.3	44.2	BR BRISTOL 7.7	
	JT	14,620	13150		17.1	53.8	LL CLE ELUM To Ronald 6.0	
	ITY	5,356	13163		24.9	61.5	EA EASTON 12.6	
			13166		38.1	74.1	CB CABIN CREEK 3.0	
			13167		41.1	77.1	UP UPHAM 1.0	
			13172		42.1	78.1	MR MARTIN 4.4	CTC
		10,664	13175		46.5	82.5	SI STAMPEDE 3.2	
	TY	6,994	13185		50.0	85.7	DM LESTER 10.0	
		6,220	13192		59.7	95.7	MY MAYWOOD 7.2	
		6,501	13199		67.1	102.9	EG EAGLE GORGE 6.7	
	JTY		13206		73.8	110.4	PC PALMER JCT. To Vezay 6.0	ABS
		6,217	13207		81.3	117.1	GV KANASKAT 1.2	
		6,281	13213		82.3	118.3	AR KANASKAT 5.9	
		6,232	13220		88.2	124.2	CO COVINGTON 6.9	
	Y	4,822	13228		94.3	131.1	GR EAST AUBURN 7.4	
	BJKTY		16014		102.0	138.5	AY AUBURN 0.9	
					102.9	139.4		

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Clair	6th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	J	2,101	16061	402	0.0	0.0	SL SAINT CLAIR 3.1	
			67503		3.1	3.1	QK QUADLOK 1.4	
		1,322	67504		4.6	4.5	LC LACEY 5.0	
	BRTY		67510		9.6	9.5	OY OLYMPIA 5.3	
	Y	1,286	67515		14.9	14.8	BE BELMORE 6.6	
	Y	1,376	67521		21.4	21.4	LR LITTLE ROCK 7.3	
	JTY		67614		28.4	28.7	HK GATE	

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From UP Jct.	5th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	IJRXY		16033	400	0.6	0.0	NX UP JCT. 4.5	
	Y		67305		5.5	4.5	SV SOUTH TACOMA 3.4	
	J	1,726	67309	401	8.9	7.9	LV LAKEVIEW To Mobase 3.5	
		1,313	67403		2.9	11.1	TC TILLICUM 4.6	
	T		67407		7.5	18.9	FL FORT LEWIS 3.9	
	J		16057	400	11.6	30.6	NV MISQUALLY	
			67313		12.4	11.4	OB MOBASE To Lakeview 3.5	
		2,212	67315		14.1	13.1	HT HILLHURST 1.7	
		2,660	67320		20.2	19.2	RY ROY 6.1	
			67326		25.5	24.5	YM YELM 5.3	
		3,144	67331		31.1	30.1	RI RAINIER 5.6	
			67332		32.9	31.9	WT WETICO 7.3	
	J	1,481	16077		40.2	39.2	TN TENINO JCT.	

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Snohomish Jct. West	7th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	JTY		02159	408	1.2	0.0	SH SNOHOMISH JCT. 1.2	
					0.0			
	JY		65601	403	37.6	1.2	BT BROMART 7.4	
		2,855	65608		29.9	8.6	MB MALTBY 5.5	
				405	24.7			
	JTUY		65614		24.1	14.1	LJ WOODINVILLE To Issaquah 18.9	
		2,495	65622		17.0	21.2	KL KIRKLAND 4.4	
		3,413	65626		12.7	25.6	BV BELLEVUE 0.8	
			65627		12.0	26.4	WU WILBURTON 5.7	
		1,676	65633	410	6.3	32.1	QN QUENDALL 1.6	
	Y		65634		4.3	33.7	SO SCOPA 2.1	
					2.2			
	JY	3,660	65637		2.2	35.8	RT RENTON 2.2	
	IJY		16004		9.5	38.0	BI BLACK RIVER	

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

BN Radio Channel No. 1 in service on these Subdivisions.

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sumas	9th Subdivn BRANCH LINE STATIONS Office Calls	
BJKRY	6,420	66089		403	127.2	0.0	SM SUMAS To Lynden 11.3	
	654	66083			120.9	6.4	NK NOOKSACK	
	1,537	66073			111.4	15.8	DG DEMING	
	582	66065			103.5	23.7	AE ACME	
					94.1	47.7	TD THORNWOOD	
				409	86.8		WL SEDRO WOOLLEY To Concrete 23.4	
JY		66305			21.3	40.4	BU BURLINGTON	CTC
JRY		15042			16.6	28.2		

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Centralia	10th Subdivn BRANCH LINE STATIONS Office Calls	
BJKRTY			16085	421	0.6	0.0	DT CN CENTRALIA	
A		67602			2.2	1.6	BJ BLAKESLEE JCT.	
	2,636	67606			6.8	5.8	GM GRAND MOUND	
	2,281	67611			10.7	10.1	RH ROCHESTER	
					13.3		HK GATE	
JT	3,376	67614		402	28.4	13.0	OX OAKVILLE	
		67619			33.2	17.9	VE VENTRON	
		67631			46.7	31.4	EF ELMA	
JRTY	1,170	67633			48.7	33.4	MD MONTESANO	
		67643			57.0	42.1	AJ ABERDEEN JCT. To Markham 10.5 To Cosmopolis 2.7	
							AB ABERDEEN	
TY		67651			66.1	50.2	HO HOQUIAM To Aloha 23.8	
JY		67654			69.0	53.3		
BKRTY		67658			73.7	56.8		

BETWEEN ABERDEEN AND SOUTH ABERDEEN JCT., UNION PACIFIC TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bangor	11th Subdivn BRANCH LINE STATIONS Office Calls	
T			67768	426	43.8	0.0	BG BANGOR	
	2,618	67765			39.7	3.4	SU SILVERDALE	
	2,855	67762			37.3	5.9	DA N.A.D. To Bremerton Jct. 5.3	
T			67805	427	4.6	15.8	BM BREMERTON	
					0.0		RJ BREMERTON JCT. To N.A.D. 5.3	
J	2,924	67757		426	32.1	11.2	BF BELFAIR	
	2,623	67754			28.8	14.3	AN ALLYN	
	2,622	67741			16.3	26.9	BS BAYSHORE	
Y	2,627	67728			3.2	40.0	NS SHELTON	
				425	0.1		MC MARMAC	
TUY		67725			25.2	43.2	ST STIMSON	
	2,710	67715			14.6	53.9	ML McCLEARY	
	1,029	67710			10.1	58.3	EF ELMA	
T		67708			7.5	60.9		
JRTY		67633			0.0	68.4		

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Chehalis Jct.	12th Subdivn BRANCH LINE STATIONS Office Calls	
JT			16091	420	0.0	0.0	JO CHEHALIS JCT.	
			68002		1.5	1.5	CE CME JCT.	
			68007		6.6	6.6	MI MILLBURN	
	2,969	68022			22.3	22.3	PL PE ELL	
	2,335	68029			28.7	28.7	PV PLUVIUS	
		68038			37.9	37.9	LB LEBAM	
		68051			50.5	50.5	WP WILLAPA	
		68053			53.0	53.0	ND RAYMOND	
T		68057			56.7	56.7	SB SOUTH BEND	

BN Radio Channel No. 1 in service on these Subdivisions.

CONNECTIONS, INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				16076	Tenino (E. Trk.)	0.5 mile north of Tenino Jct.	6 North
Snohomish Jct. East- Bromart	Conn. 0.4 miles			68104	Longview on spur	1.5 miles from Longview Jct.	Yard Both
02053 Monitor	3.6 miles east of Cashmere	135	West	16142	North Pacific Grain Growers	1.5 miles south of Kalama	38 North
02061 Dryden	3.1 miles east of Peshastin	100	West	67016	Cascade Jct. on spur	16.3 miles from Meeker	Yard Both
02067 Old Leavenworth ... on spur	1.5 miles from Leavenworth	23	East	67015	So. Priarie on spur	15.2 miles from Meeker	Yard Both
02144 Sultan	5.4 miles west of Goldbar	10	East	67010	Crocker on spur	10.7 miles from Meeker	Yard Both
02155 McKinnon Spur	2.4 miles west of Monroe	4	East	67008	Orting on spur	8.0 miles from Meeker	Yard Both
02174 Boeing Plant on spur	1.8 miles from Mukilteo	Yard	West	68152	Ampere on spur	2.4 miles from Vancouver Jct.	20 North
02185 Standard Oil Co.'s Trks.	2.2 miles west of Edmonds	81	West	4th Subdivision			
02186 Richmond Beach	3.6 miles west of Edmonds	65	Both	13154	Bullfrog	4.1 miles west of Cle Elum	20 Both
2nd Subdivision				13175	Sam Spur	0.7 miles east of Stampede	30 West
15108 Delta-Alaska Terminal	0.8 mile south of Brownsville	Yard	North	65504	Roslyn on spur	3.5 miles from Cle Elum	Yard West
15106 Tilbury Line Jct.	0.4 mile north of Townsend	Conn.	North	65506	Ronald on spur	6.0 miles from Cle Elum	Yard West
66503 Dow Chemical on spur	3.0 miles from Tilbury Line Jct.	10	North	67027	Veazey on spur	6.0 miles from Palmer Jct.	Yard West
66504 Tilbury Island Dock on spur	4.1 miles from Tilbury Line Jct.	Yard	Both	5th Subdivision			
15104 Western Peat Moss Ltd.	0.4 mile south of Townsend	11	Both	67306	Weston	2.0 miles west of South Tacoma	26 East
66565 Robert Bank (BCHB)	15.5 miles from Colebrook	Yard	Both	67308	Hull Hardwood	1.1 miles east of Lakeview	2 East
15081 Cherry Point on spur	8.9 miles from Intalco	Yard	Both	67311	McChord Field	1.7 miles west of Lakeview	Yard West
15080 Custer	5.5 miles north of Ferndale	49	Both	67312	Metreco	2.9 miles west of Lakeview	25 East
15069 Noranda	4.1 miles south of Ferndale	11	South	67314	Spanaway Spur	4.3 miles west of Lakeview	Conn. Both
Ferryman's Spur	3.1 miles north of Samish	2	South	67340	West Tenino	0.2 mile east of Tenino Jct.	23 Both
15046 Belleville Pit	5.3 miles north of Burlington	102	North	67404	Camp Murray	1.5 miles west of Tillicum	15 East
15032 Fir	5.3 miles south of Mt. Vernon	20	South	67406	Wegoe	3.3 miles west of Tillicum	Wye Both
15025 Twin City Foods ... on spur	2.4 miles from Stanwood	Yard	South	6th Subdivision			
15020 Silvana	5.5 miles south of Stanwood	20	Both	67514	Ohm Spur	0.8 miles east of Belmore	Yard West
15013 Pacific Grinding Wheel	1.0 mile north of Kruse Jct.	15	North	67512	Graystone Spur	2.7 miles west of Olympia	8 West
66020 Edgecomb on spur	3.8 miles from Kruse Jct.	44	Both	Golden West Dist. Spur			
66023 Arlington on spur	6.9 miles from Kruse Jct.	Yard	Both	Georgia Pacific Spur			
66111 Cascade Pole Spur on spur	2.5 miles from Arlington	12	South	7th Subdivision			
66119 Germain	9.9 miles from Arlington	2	South	Bromart-Snohomish Jct.			
66120 Oso on spur	18.9 miles from Kruse Jct.	10	Both	02158	Snohomish on spur	Conn. 0.4 miles	45 Both
66135 Andron	1.0 mile from Darrington	Wye	Both	66003	Machias on spur	1.1 miles from Bromart	11 Both
66136 Darrington on spur	35.5 miles from Kruse Jct.	Yard	Both	66009	Hartford on spur	6.3 miles from Bromart	11 Both
66207 Whitney on spur	6.9 miles from Burlington			Spectrum Glass Spur			
66210 Whitmarsh on spur	10.2 miles from Burlington			65805	Douglas Palmer ... on spur	2.0 miles east of Woodinville	8 East
66212 Fidalgo on spur	12.3 miles from Burlington	24	Both	65807	Redmond on spur	5.3 miles east of Woodinville	14 East
66216 Anacortes on spur	16.2 miles from Burlington	Yard	Both	65815	Monohan on spur	6.5 miles east of Woodinville	10 Both
3rd Subdivision				65817	St. Regis on spur	14.7 miles east of Woodinville	18 West
02207 Rhodes	3.6 miles south of Argo	40	South	65819	Issaquah on spur	17.1 miles east of Woodinville	13 West
16005 Old Black River .. (E. Trk.)	1.5 miles north of Orillia	19	North	8th Subdivision			
16012 Thomas (W. Trk.)	1.9 miles south of Kent	8	South	65838	Tanner	2.1 miles west of North Bend	3 West
16046 Pioneer	2.4 miles north of Steilacoom	60	North	9th Subdivision			
16047 Gravel Center	2.0 miles north of Steilacoom	30	North	66060	Wickersham	4.9 miles west of Acme	Conn. West
16048 West Tacoma (Cascade Paper)	1.2 miles north of Steilacoom	16	North	66077	Lawrence	4.2 miles east of Deming	6 West
16071 Plumb (E. Trk.)	3.4 miles south of East Olympia	76	North	66308	Cokedale Spur	3.1 miles east of Sedro Woolley	5 West
				66320	Supreme Cedar Prods	1.3 miles west of Birdsview	7 East
				66317	Hamilton on spur	11.7 miles east of Sedro Woolley	26 Both

CONNECTIONS, INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
9th Subdivision, Cont.				67902	South Aberdeenon spur		
66322	Birdsviewon spur	16.9 miles east of Sedro Woolley	34 Both	67903	Cosmopolison spur	0.7 miles east of So. Aberdeen Jct.	
66326	Grassmeadon spur	22.2 miles east of Sedro Woolley	70 Both	67913	Markhamon spur	2.7 miles east of So. Aberdeen Jct.	
66328	Concreteon spur	23.4 miles east of Sedro Woolley	Yard Both			10.5 miles west of So. Aberdeen Jct.	
66405	Hampton (MP 19.3)on spur	6.0 miles from Sumas	Wye Both	11th Subdivision			
66431	Everson (MP 18.0) on spur	7.3 miles from Sumas	8 Both	67802	Gorst	2.3 miles west of Bremerton	10 West
66410	Lynden (MP 5.3).....on spur	5.3 miles from Hampton	Yard Both	67801	Wesco	3.2 miles west of Bremerton	9 East
10th Subdivision				67761	Pro-Gas	0.4 mile west of N.A.D.	4 West
67609	Briarwood	3.0 miles west of Grand Mound	5 West	67752	South Belfair	2.6 miles west of Belfair	36 Both
67613	Wolfkill Spur	0.4 mile west of Rochester	9 East	67724	Olympia Plywood	1.0 mile west of Shelton	10 West
67670	Tulipson spur	12.6 miles west of Hoquiam		67721	Cole Road Bldrs. Supply	3.7 miles west of Shelton	3 East
67674	Copalis.....on spur	15.8 miles west of Hoquiam		67720	Doubling Spur	4.8 miles west of Shelton	12 East
67682	Alohaon spur	23.8 miles west of Hoquiam		67707	McClearyon spur	0.7 mile from McCleary Jct.	Yard Both
67901	South Aberdeen Jct.on spur	0.6 miles from Aberdeen via UP		67704	Whites	3.5 miles west of McCleary Jct.	10 West
				12th Subdivision			
				68005	Adna	4.7 miles west of Chehalis Jct.	7 West

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

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

BALLAST PITS

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

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
399	Everson—Sumas	16.0 to 25.3
403	Seattle (So. Jackson St.)—Stacy St.—(Via Waterfront)	0.0 to 1.0
403	Ballard—Fremont	5.6 to 7.9
403	Kenmore—Woodinville	19.5 to 24.1
403	Bromart—Hartford	37.6 to 47.1
403	Sedro Woolley	86.80 to 85.79
404	Woodinville—Issaquah	0.0 to 18.8
406	Kruse Jct.—Darrington	0.0 to 35.5
409	Sedro Woolley—Burlington	0.0 to 21.3
409	Sedro Woolley—Concrete	21.3 to 44
411	Palmer Jct.—Veazey	0.0 to 7.0
411	Cascade Jct.—Meeker	17.0 to 33.3
413	Anacortes—Shannon Point	0.0 to 2.2
417	Tilbury Line Jct.—Tilbury Island Dock	0.0 to 4.1
418	Intalco—Cherry Point	0.0 to 8.9
422	South Aberdeen Jct.—Markham	2.3 to 13.3
423	South Aberdeen Jct.—Cosmopolis	0.0 to 2.8
429	Stanwood—Twin City Food Spur	0.0 to 2.4
430	Seattle (So. Jackson St.)—Stacy St.—Argo (Via Colorado Ave. Line)	0.0 to 3.3
432	Colebrook—Roberts Bank (BCHB)	7.8 to 23.3
614	Hampton—Lynden	0.0 to 5.5

PORTLAND DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Sunset Jct.	1st Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				27					28	
				NRPC Daily					NRPC Daily	
	J		01877		46	1.1	0.0	SUNSET JCT. 1.6	CTC	A 11:50PM
		12,641	63002			2.6	1.6	EMPIRE 6.4		
	JTY		63007			9.3	8.0	MARSHALL 7.3		
	BJKY	5,711	63014			16.6	15.3	CY CHENEY 4.9		11:25
		4,558	63019			21.5	20.2	BABB 9.5		11:20
		6,289	63028			31.0	29.7	FISHTRAP 10.3		11:10
		6,373	63039			41.3	40.0	SPRAGUE 9.8		11:00
		6,277	63048			51.1	49.8	KEYSTONE 5.5		10:50
		2,535	63054			56.7	55.3	TOKIO 8.3		10:45
		5,658	63062			64.9	63.6	RV RITZVILLE 9.4		10:38
		6,326	63072			74.3	73.0	PAMA 7.7		10:29
		6,441	63079			82.0	80.7	LD LIND 7.9		10:23
		5,753	63087			89.9	88.6	PROVIDENCE 3.1	ABS	10:12
		2,619	63090			93.0	91.7	BEATRICE 4.9		10:07
		5,763	63095			97.9	96.6	CUNNINGHAM 12.3		10:02
	BJKY	W4,820 E5,097	63108			110.2	108.9	CN CONNELL 5.3		9:47
		2,576	63113			115.5	114.2	CACTUS 4.2		9:41
	JR	6,784	63117			119.7	118.4	MESA 8.7		9:37
		2,281	63126			128.4	127.1	ELTOPIA 5.0		9:30
		4,824	63131			133.4	132.1	SAGEMOOR 4.7		9:26
		6,231	63135			138.0	136.8	GLADE 7.6		9:22
	BIJKRTY		12143	s 4:15AM	48	145.6		PA PASCO 1.7	ABS Rule 261-264	9:15
	IJ		12146	A 4:19AM		0.0	144.4	RN SPAS JCT. 1.1		s 9:10
	JY	4,324	12147			1.7	146.1	KENNEWICK 4.5		9:02PM
		6,207	13007			2.8	147.2	VISTA 9.4		
		6,217	13017			7.3	151.7	BADGER 6.8		
		6,776	13024			16.8	161.1	KIONA 10.3		
	JRTY	9,567	13034			23.6	167.9	GIBBON 6.1		
	Y	3,549	13040			34.4	178.2	RS PROSSER 5.5		
		6,204	13046			40.0	184.3	BYRON 6.1		
		E3,540 W2,523	13052			45.5	189.8	MABTON 8.4	ABS	
		6,118	13060			52.0	195.9	SATUS 10.5		
	BJKY	E7,171 W6,311	13070			60.4	204.3	TN TOPPENISH 7.4		
		E5,138 W4,750	13078			70.9	214.8	WAPATO 4.4		
	JR	3,757	13082			78.3	222.2	PARKER 3.6		
		9,117	13086			82.7	226.6	UNION GAP 3.7		
	BJKRTY		13089			86.3	230.2	YA YAKIMA		
						90.0	233.9			

EXCEPT ON DOUBLE TRACK OR IN RULE 261 TERRITORY WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

PORTLAND DIVISION

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WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Pasco	2nd Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				27					28	
				NRPC Daily					NRPC Daily	
	IJ		12146	4:19AM	47	229.7	1.7	SP&S JCT. 1.1	ABS Rule 261-264	A 9:02PM
		8,031	12147	4:22		228.5	2.8	HOVER 5.7	ABS	9:01
Y		3,632	12151	4:25		223.9	8.5	FN FINLEY 7.3		8:56
		7,136	12159	4:32		215.8	15.8	YELLEPIT 12.6		8:50
		7,135	12172	4:43		203.3	28.4	BERRIAN 11.2		8:39
		7,181	12183	4:52		192.0	39.6	MO PLYMOUTH 13.6		8:30
		7,214	12195	5:03		179.8	53.2	PATERSON 9.4		8:19
		7,242	12205	5:11		170.4	62.6	WHITCOMB 11.3		8:11
		7,240	12218	5:21		157.7	73.9	McCREDIE 10.9		8:00
		7,227	12228	5:31		147.8	84.8	RE ROOSEVELT 12.3		7:51
		7,242	12240	5:42		135.9	97.1	BATES 10.9		7:40
		7,285	12250	5:52		125.0	108.0	TOWAL 10.0		7:30
		7,241	12261	6:02		113.6	118.0	MARYHILL 8.2		7:20
	BJKRTY		12269	s 6:15		106.1	126.2	X WISHRAM 2.1	CTC	s 7:10
			12272			103.2	128.3	AVERY 9.7		
		9,935	12282			93.3	138.0	NORTH DALLAS 8.8		
BJK		4,079	12290			85.3	146.8	YA LYLE 9.7		
		11,115	12299	s 6:45		75.9	156.5	WS BINGEN-WHITE SALMON 9.8		s 6:35
		9,888	12309			65.8	166.3	COOKS 12.0		
		11,085	12321			54.8	178.3	STEVENSON 11.0		
		9,958	12333			42.5	189.3	SKAMANIA 15.4		
		9,910	12347			28.9	204.7	WASHOUGAL 3.0		
B			12351			23.8	207.7	MA CAMAS 10.4		
			12361			14.5	218.1	McLOUGHLIN 1.8		
X			12363			12.1	219.9	EAVAN 2.4		
BJKRTXY			12365	As 8:02AM		10.0	222.3	2MT MX VANCOUVER		5:13PM

EXCEPT IN CTC OR RULE 261 TERRITORY WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

PORTLAND DIVISION

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS				Line Segment	Mile Post Location	Distance From Vancouver Jct.	3rd Subdivn MAIN LINE STATIONS Office Calls		
			797	11	795	27						
			NRPC Daily	NRPC Daily	NRPC 26 Daily	NRPC Daily						
J		16166	8:47PM	2:20PM	11:17AM		52	133.0	0.0	2MT	VANCOUVER JCT. To Rye 3.5 3.1	CTC
.BJKRTXY		12365	s 8:53	s 2:27	s 11:23	s 8:05AM	47	136.5		DT	MX VANCOUVER 1.9	ABS Rule 251- 254
IJXY		12368	8:57	2:31	11:27	8:09		9.9	3.1		KD NORTH PORTLAND JCT. 1.1	
BXY	E3,039	12369						8.1	5.0		EAST ST. JOHNS 2.7	
BIJKTXY		12372	9:02	2:36	11:32	8:14		7.0	6.1		BR WILLBRIDGE 2.3	
KTXY		12373						4.3	8.8		LAKE YARD 2.0	
BKRTXY		12375 12374	As 9:20PM	As 3:00PM	As 11:50AM	As 8:35AM		2.0	11.1		GO PORTLAND VC (Union Station)	
								0.0	13.1			

3rd Subdivn MAIN LINE STATIONS Office Calls			FIRST CLASS			
			796	14	28	798
			NRPC Daily	NRPC Daily	NRPC Daily	NRPC 25 Daily
2MT	VANCOUVER JCT. To Rye 3.5 3.1	CTC	A 8:25AM	A 2:55PM		A 6:05PM
DT	MX VANCOUVER 1.9	ABS Rule 251- 254	8:21	2:51	As 5:10PM	6:01
	KD NORTH PORTLAND JCT. 1.1		8:13	2:43	5:02	5:53
	EAST ST. JOHNS 2.7					
	BR WILLBRIDGE 2.3		8:06	2:37	4:57	5:47
	LAKE YARD 2.0					
GO VC	PORTLAND (Union Station)		8:00AM	2:30PM	4:50PM	5:40PM

4th SUBDIVISION ON PAGE 20.

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

At Portland, between Union Station and 18th Ave. on eastward main track and 14th Ave. on westward main track, Portland Terminal Railroad Special Instructions govern.

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Latah Jct.	5th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
				27						
				NRPC Daily						
	J		01878	1:50AM	47	375.1	0.0	LATAH JCT. 3.4	CTC	
		11,537	12005			370.3	3.4	OVERLOOK 4.2		
	J	4,027	12008			367.1	7.6	SCRIBNER 2.1		
	J		12010	2:00		365.0	9.7	FISH LAKE 5.0		
		4,004	12014	2:06		360.4	14.7	SOUTH CHENEY 5.2	ABS	
		5,817	12021	2:11		354.3	19.9	MOCK 11.2		
		6,241	12032	2:20		343.0	31.1	RODNA 8.6		
		6,652	12040	2:27		335.0	39.7	LAMONT 11.9		
		6,244	12051	2:36		323.4	51.6	MACALL 12.1		
		6,292	12064	2:46		310.8	63.7	BENGE 11.6		
		6,276	12076	2:56		299.2	75.3	HOOPER 8.4		
		6,459	12084	3:03		291.0	83.7	WASHTUCNA 14.1		
		6,230	12097	3:15		277.6	97.8	KAHLOTUS 8.1		
		4,462	12107	3:26		268.3	105.9	FARRINGTON 6.3		
		5,618	12112	3:33		262.6	112.2	BURR 6.1		
		4,083	12119	3:39		256.4	118.3	SNAKE RIVER 2.9		
		6,238	12121	3:45		253.7	121.2	VOTAW 9.0		
		6,266	12130	3:53		244.5	130.2	LEVEY 6.6		
		3,543	12137	3:58		237.8	136.8	MARTINDALE 4.6		
	IJ		12142	4:03		233.2	141.4	AINSWORTH JCT. 2.8		
	BIJKRTXY		12143	As 4:13AM		231.3	144.2	RN PA PASCO		ABS Rule 261- 264

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

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Willbridge	7th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	BIJKTY		12372	440	4.3	0.0	BR WILLBRIDGE 3.0		
	Y		68203		7.3	3.0	LINNTON 1.6		
	Y	4,945	68204		8.9	4.6	HARBOR SIDING 1.1		
	JY		68206		10.0	5.7	UNITED JCT. 2.6		
		1,440	68208		12.8	8.3	HOLBROOK 7.3		
		1,653	68216		19.9	15.6	SCAPPOOSE 7.7		
	BKY	2,385	68223		27.6	23.3	H ST. HELENS 3.7		
		2,278	68227		31.3	27.0	REICHOLD 8.0		
		1,121	68235		39.5	35.0	GOBLE 7.5		
		2,595	68243		46.8	42.5	AVON 9.0		
		2,574	68252		56.1	51.5	MAYGER 6.4		
		2,304	68258		62.2	57.9	CLATSKANIE 9.0		
		1,426	68267		71.1	66.9	WESTPORT 2.3		
			68269		73.5	69.2	WAUNA 4.9		
		2,113	68274		78.7	74.1	CLIFTON 8.1		
		1,122	68282		86.7	82.2	KNAPPA 13.2		
	BKRTY		68296		99.7	95.4	RO ASTORIA 5.9		
	JTY		68301		105.6	101.3	WARRENTON 2.5		
			68304		108.6	103.8	CAMP CLATSOP		

PORTLAND DIVISION

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

BETWEEN CHEMULT AND BIEBER LINE JCT., SOUTHERN PACIFIC RULES, TIME TABLE, AND SPECIAL INSTRUCTIONS GOVERN.

WEST WARD	5th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wishram	
	JY		14295	55	0.0	295.5	BIEBER LINE JCT.
	BKRTY		14296		1.0	296.5	K SOUTH KLAMATH
		2,960	14311		15.4	310.6	MERRILL
		7,830	14320		24.5	320.0	MALIN
	A	2,487	14327		31.6	327.2	STRONGHOLD
		5,073	14340		44.7	339.9	MAMMOTH
		6,751	14350		54.2	350.2	KEPHART
		5,036	14362		66.5	362.1	SCARFACE
	J	6,820	14374		78.3	373.9	LOOKOUT
	BJKRTY	8,024	14385		91.0	385.1	B BIEBER

WEST WARD	8th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From United Jct.	
	JY		68206	442	10.0	0.0	UNITED JCT.
							4.5
			68705		14.6	4.5	TUNNEL SPUR
	JRY		68707		17.1	7.0	BOWERS JCT.
		2,191	68404		20.8	10.9	MERLE
	JTY		68405		21.5	11.4	ORENCO JCT.
	BRY	5,274	68410		27.0	17.5	VO BEAVERTON
	J		68411		28.1	18.0	BEBURG
							3.2
							ABS

BETWEEN BEBURG AND GRETON, SOUTHERN PACIFIC RULES, TIME TABLE, AND SPECIAL INSTRUCTIONS GOVERN.

WEST WARD	9th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From United Jct.	
	J		68414	442	31.3	21.2	GRETON
	Y	3,803	68415		32.1	21.9	TIGARD
		1,166	68426		42.8	32.9	WILSONVILLE
		3,664	68428		45.6	35.9	CURTIS
		3,647	68437		54.4	44.5	WEST WOODBURN
	Y	3,554	68452		68.6	58.6	BUSH
	BKYU		68454		69.0	59.0	SA SALEM
	Y	5,668	68456		72.6	62.8	MINTO
		3,546	68468		84.6	74.9	SIDNEY
	BJKRTY		68479		96.5	86.1	YD ALBANY YARD
	UY		68481	443	97.8	86.5	ALBANY
		1,500	68500		117.1	106.9	AMERICAN
			68512		128.8	117.9	JO JUNCTION CITY
	BKRTUY		68526		141.8	131.7	G EUGENE

WEST WARD	9th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From United Jct.	
	JY		68707	443	17.1	0.0	BOWERS JCT.
		2,392	68712		21.9	4.9	NORTH PLAINS
	J		68718		28.2	11.2	BANKS

BETWEEN BANKS AND HILLSBORO, SOUTHERN PACIFIC RULES, TIME TABLE, AND SPECIAL INSTRUCTIONS GOVERN.

WEST WARD	9th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From United Jct.	
	J		68605	458	4.6	20.4	HILLSBORO (BN Jct.)
			68608		7.9	23.6	CORNELIUS
			68611		10.3	26.0	FOREST GROVE

BN Radio Channel No. 1 in service on these Subdivisions.

PORTLAND DIVISION

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10th Subdivn BRANCH LINE STATIONS Office Calls

						10th Subdivn BRANCH LINE STATIONS Office Calls	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mesa		
JR	6,784	63117	454	0.0	0.0	MESA 8.6	
	3,382	63708		8.5	8.6	BASIN CITY 9.0	
	2,535	63717		17.5	17.6	SAGEHILL 3.8	
				21.3	21.4	END OF TRACK	

14th Subdivn BRANCH LINE STATIONS Office Calls

Rule 6(A) Signs	Length of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Toppenish	14th Subdivn BRANCH LINE STATIONS Office Calls			
BJKY		13070	447	0.0	0.0	TN	TOPPENISH 10.2		
	2,135	65111		9.6	10.2		HARRAH 4.3		
	1,347	65114		13.6	14.5		RUPPLE 5.4		
T		65120		19.1	19.9		WHITE SWAN		

11th Subdivn BRANCH LINE STATIONS Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Albany Yard
BJKRTY		68479	457	0.0	0.0
				YD ALBANY YARD 14.5	

BETWEEN ALBANY YARD AND LEBANON, SOUTHERN PACIFIC RULES, TIME TABLE, AND SPECIAL INSTRUCTIONS GOVERN.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Moxee City
JKY		68814	457	14.5	14.5
Y		68816		17.2	15.9
		68824		24.3	24.3
BRTY		68829		28.9	29.0
Y		68832		31.9	31.9
				BA LEBANON 1.4	
				V WELDWOOD 8.4	
				NARROWS 4.7	
				SW SWEET HOME 2.9	
				FOSTER	

12th Subdivn BRANCH LINE STATIONS Office Calls

						12th Subdivn BRANCH LINE STATIONS Office Calls		
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Moxee City			
		65409	446	8.8	0.0	MOXEE CITY 8.7		
BJKRTY		13089		444	0.2	8.7	YA	YAKIMA 3.4
J	1,276	65204			0.8	12.1	BRACE To Naches 9.7 4.9	
		65305	445	4.9	17.0		WEIKEL 3.6	
	2,313	65309		8.5	20.6	COWICHE 3.2		
T		65312		11.6	23.8	TIETON		

13th Subdivn BRANCH LINE STATIONS Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Warden	13th Subdivn BRANCH LINE STATIONS Office Calls	
JBRY	2334	62839	394	1974.5	0.0	XO	WARDEN 12.8
TY		62941		1989.0	12.8	SO	OTHELLO 9.7
	6,127	62950		1997.0	21.9		TAUNTON 12.1
		62963		2009.1	34.0		ASHER 4.9
		62968		2014.0	38.9		ROYAL CITY

15th Subdivn BRANCH LINE STATIONS Office Calls

						15th Subdivn BRANCH LINE STATIONS Office Calls	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Gibson		
JRT	9,567	13034	448	34.3	0.0	GIBBON 12.2	
Y	3,850	65012		45.8	12.2	GW GRANDVIEW 7.6	
	3,195	65020		54.4	19.8	SUNNYSIDE 3.9	
	2,029	65024		58.0	23.7	OUTLOOK 4.9	
	3,875	65029		62.6	28.6	GRANGER 5.6	
Y	3,626	65034		68.9	34.2	ZILLAH 2.9	
		65037		71.4	37.1	BUENA 8.3	
A				79.2	45.4	U. P. CROSSING (Bridge 79) 1.0	
JR		13082		80.2	46.4	PARKER	

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

16th Subdivn BRANCH LINE STATIONS Office Calls

						16th Subdivn BRANCH LINE STATIONS Office Calls		
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Adrian (Adco)			
J		01983	379	125.5	0.0		ADRIAN (Adco) 21.6	
JBRY	5,310	62839		147.3	21.6	WH	WHEELER 7.7	
JRT		62832		155.1	29.3		BASSETT JCT. 5.3	
JBRY	2,334	62826		160.4	34.6	XO	WARDEN 9.3	
Y	2,718	62817		169.7	43.9		BRUCE 17.1	
BJKRY		63108		186.9	61.0	CN	CONNELL	

BN Radio Channel No. 1 in service on these Subdivisions.

E A S T W E S T W A R D I		Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Attalia	18th Subdivn BRANCH LINE STATIONS Office Calls			E A S T W A R D D
				64869			67.4		RIPARIA 67.4		
BETWEEN RIPARIA AND ATTALIA, UNION PACIFIC TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.											
	JTY	3,538	64112	451	0.0	0.0		A	ATTALIA 0.9	CTC	
	R	1,538	64113		0.8	0.9	JN	WALLULA 1.8			
	JY		64116		0.4	2.7		WALLULA JCT. 3.6			
	J		64119		4.2	6.3		ZANGAR JCT. 15.4			
	JT		64134		19.5	21.7		SMELTZ 3.9			
		1,277	64138		23.4	25.6		HELIX 16.1			
			64153		39.5	41.7		U.P. CONNECTION 2.1			
BETWEEN UP CONNECTION AND 1500 FEET WEST OF BN YARD CONNECTION AT PENDLETON, UNION PACIFIC TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.											
	RTY		64155	649	40.5	43.8		ND	PENDLETON		
Union Pacific Signal aspects as contained in Consolidated Code of Operating Rules are in effect between Attalia and Zangar Jct.											

Union Pacific Signal aspects as contained in Consolidated Code of Operating Rules are in effect between Villard Jct. and Attalia.

Union Pacific Signal aspects as contained in Consolidated Code of Operating Rules are in effect between Attalia and Zangar Jct.

BN Radio Channel No. 1 in service on these Subdivisions.

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

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

BALLAST PITS

Line Segment	Limits
684	Cactus
685	Mesa
686	Metolius
687	Snake River
688	Whitcomb—MP 174
689	Willbridge

OTHER ROAD LINE SEGMENTS

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				14276	Modoc Point..... (SPT)	56.1 miles west of Chemult	111 Both
63098	Hatton	43	Both	14284	Algoma	64.4 miles west of Chemult	111 Both
63115	Mesa Pit	40	East	14289	Wocus..... (SPT)	69.2 miles west of Chemult	111 Both
63119	Edwards	58	Both	14291	Chelsea	71.4 miles west of Chemult	113 Both
64915	N. Richland (UP—DOE) ..			14293	Klamath Falls Depot	73.8 miles west of Chemult	Yard Both
	Kennewick	Yard	Both	14300	Henley	3.4 miles west of S. Klamath	25 Both
2nd Subdivision				14312	Stonebridge	1.7 miles west of Merrill ...	28 Both
12154	Kerley Chemical Lead Track	7	East	14332	Hannchen	4.7 miles west of Stronghold	21 West
12200	Ballast Track, M.P. 174 ..	37	Both	14333	Kandra	5.4 miles west of Stronghold	42 Both
12213	Alderdale	18	West	14346	Tionesta	6.0 miles west of Mammoth	39 Both
12234	Sundale	17	West	69034	Hambone	33.9 miles from Lookout ...	Conn. Both
12254	Martin Marietta..... on spur	Yard	West	5th Subdivision			
12255	Cliffs	33	West	12140	East Pasco Std. Oil	0.7 mile east of Ainsworth Jct.	11 West
12278	Dow Chem. Co.	50	East	12140	East Pasco Permanente Cement Co.	1.0 mile east of Ainsworth Jct.	16 West
12279	Dallesport Setout	26	Both	12140	East Pasco Tidewater Shaver	1.2 miles east of Ainsworth Jct.	15 West
12300	Underwood Fruit & Whse. Co.			12140	East Pasco Shell Chem. Corp.	1.2 miles east of Ainsworth Jct.	6 West
12303	Underwood	11	East	12140	East Pasco Storage No. 1 ..	1.2 miles east of Ainsworth Jct.	18 West
12304	Hood	46	East	12140	East Pasco Storage No. 2 ..	1.2 miles east of Ainsworth Jct.	18 West
12316	Home Valley	80	Both	12090	Sperry	7.5 miles east of Kahlotus ..	40 East
12322	Stevenson Plywood Co.	55	Both	12083	Washtucna Industry	1.5 miles east of Washtucna	142 East
12322	Hegewald Timber Co.	69	East	12026	Amber	5.1 miles west of Mock	16 West
12326	North Bonneville (2 Trks.) ..	57	West	6th Subdivision			
12337	Prindle	118, 47	Both	64735	Centerville	6.3 miles west of Goldendale	18 Both
12343	Mt. Pleasant	12	East	64730	Warwick	11.4 miles west of Goldendale	16 Both
12349	Nu Lam Wood Products ...	121	Both	64723	Swale	18.6 miles west of Goldendale	5 East
12350	Camas-Washougal Port Dock	9	East L	64717	Wahkiakus	3.5 miles east of Klickitat ..	13 Both
12355	Camas	15	East	64710	Pitt	3.7 miles west of Klickitat	6 Both
12355	Columbia Vista Lbr. Co.	5	Both	64702	Doubling Spur	1.6 miles east of Lyle	6 East
12362	Portco..... (Main 2)	30	West	7th Subdivision			
3rd Subdivision				68202	Gasco	1.3 miles west of Willbridge	25 West
68152	Ampere..... on spur	20	East	68205	Harbor Track	0.2 miles east of United Jct.	15 East
68154	Rye	57	Both	68222	Multnomah Plywood	1.5 miles east of St. Helens	53 East
4th Subdivision				68226	Crown Zellerbach Tracks ..	0.8 miles east of Reichold ..	93 Both
14047	Sherar	34	East	68237	Trojan	1.3 miles west of Goble ...	10 East
14051	Tuscan	10	East	68254	Port Westward..... on spur	2.2 miles west of Mayger ...	Yard East
14068	Dant	3	East	68292	Mill Creek Naval	3.6 miles east of Astoria ...	19 East
14108	Agency	6	West	68293	Tongue Point	3.0 miles east of Astoria ...	18 East
14154	Cascan	Yard	Both	68451	Warrenton Clay	0.7 mile from Warrenton ...	53 West
14190	Beal	27	West	68352	Flavel	1.8 miles from Warrenton ...	10 East
14225	Diamond Lake..... (SPT)	112	Both	68353	Bioproducts..... on spur	2.4 miles from Warrenton ...	4 West
14231	Yamsay	111	Both	68354	Hammond	2.7 miles from Warrenton ...	4 East
14240	Lenz	112	Both	8th Subdivision			
14249	Fuego	112	Both	68601	Orengo	0.8 mile from Orengo Jct. ...	12 Both
14253	Kirk	111	Both	68603	Sewell	2.8 miles from Orengo Jct.	-
14258	Calimus	130	Both				
14266	Chiloquin	113	Both				
14271	Lobert	130	East				

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
8th Subdivision, Cont.							
68402 Bendemeer	1.4 miles west of Bowers Jct.	11	East	65108 Venner	1.9 miles east of Harrah ...	10	Both
68417 Durham	2.3 miles west of Tigard	5	East	65109 Farron	1.1 miles east of Harrah ...	45	Both
68419 Tualatin	4.0 miles west of Tigard	8	Both	65113 Brownstown	3.1 miles west of Harrah ...	29	Both
68420 Albertson-Oregon Culvert Co.	5.4 miles west of Tigard	4	West	15th Subdivision			
68421 Tri-County Industrial	5.8 miles west of Tigard	6	East	65003 Whitstran	2.4 miles west of Gibbon ...	53	Both
68422 Tonquin	6.9 miles west of Tigard	17	Both	65006 North Prosser	5.8 miles west of Gibbon ...	8	East
68423 Storst (Mulloy)	5.2 miles east of Curtis	6	East	65010 Apricot	2.6 miles east of Grandview	25	Both
68432 Donald	3.7 miles west of Curtis	21	Both	65016 Lichty	3.7 miles east of Sunnyside	10	Both
68436 Loganville	0.9 mile east of West Woodburn	4	West	65017 Sunny Roza	1.7 miles east of Sunnyside	4	East
68440 St. Louis	2.9 miles west of West Woodburn	8	East	65018 Sugar Plant No. 2	1.2 miles of Sunnyside	31	West
68446 Hopmerc	5.5 miles east of Bush	32	Both	65019 East Way Spur No. 1, 2	0.8 mile east of Sunnyside	10, 10	East
68447 Quinaby	4.5 miles east of Bush	7	Both	65027 Nass	2.9 miles east of Granger ..	28	Both
68458 Roberts	3.1 miles west of Minto	21	East	65034 Chenauer	0.8 mile east of Zillah	5	East
68463 Orville	4.9 miles east of Sidney	14	Both	65039 Flint	1.9 miles west of Buena	6	East
68471 Talbot	3.1 miles west of Sidney	15	Both	65040 Sawyer	2.9 miles west of Buena	58	Both
68474 Dever	6.0 miles west of Sidney	14	West	65042 Donald	2.5 miles east of U.P. Crossing	14	Both
68487 Ehlen-Van Waters and Rogers	6.2 miles west of Albany	10	East	16th Subdivision			
68489 Verdue	8.2 miles west of Albany	4	West	62845 Banks	MP 141.5 5.8 miles east of Wheeler ..	20	Both
68494 Fayetteville	13.2 miles west of Albany	12	East	62844 Mitchell	MP 143.9 3.4 miles east of Wheeler ..	11	West
68496 Munson	3.9 miles east of American	1	East	62836 Atwood	MP 150.8 3.5 miles west of Wheeler ..	8	West
68497 Potter	3.3 miles east of American	3	East	62835 Raugust	MP 151.9 4.6 miles west of Wheeler ..	28	Both
68499 Tulsa	1.0 miles east of American	5	Both	62833 Sircen	MP 154.3 0.8 mile east of Bassett Jct.	2	West
68501 Miller Seed Co.	10.4 miles east of Junction City	3	West	62831 Ritell	MP 155.6 0.5 mile west of Bassett Jct.	30	Both
68504 Cartney	7.3 miles east of Junction City	6	East	62821 Propane	MP 166.4 6.0 miles west of Warden ..	2	West
68507 Harrisburg	5.0 miles east of Junction City	8	East	62820 Simenson	MP 166.8 2.9 miles east of Bruce	12	West
68516 Meadow View	4.5 miles west of Junction City	5	East	62813 Koren	MP 173.7 13.2 miles east of Connell ..	8	West
68518 Awbrey	6.1 miles east of Eugene ..	8	Both	62810 Shano	MP 176.4 10.5 miles east of Connell ..	17	West
68519 Enid	4.1 miles east of Eugene ..	20	East	62806 Frischknecht	MP 180.8 6.1 miles east of Connell ..	37	Both
9th Subdivision				62805 Schlomer	MP 182.0 4.9 miles east of Connell ..	13	West
68713 Timco	1.4 miles west of North Plains	23	Both	62905 Barham	on spur 4.5 miles from Bassett Jct.	23	Both
68716 Christie	3.6 miles west of North Plains	10	East	62907 Schaefer	on spur 7.2 miles from Bassett Jct.	2	West
11th Subdivision				62912 Schrag	on spur 12.5 miles from Bassett Jct.	21	Both
68815 Lebanon (O.E. Siding)	0.3 mile west of Lebanon ..	8	Both	62840 Scalley	on spur 1.0 mile from Wheeler	Coon.	Both
68821 Bauman Lumber Co.	3.5 miles east of Narrows ..	13	East	62864 Sieler	on spur 5.9 miles from Wheeler	58	Both
68822 Nye	2.2 miles east of Narrows ..	7	East	62866 McDonald	on spur 7.7 miles from Wheeler ..	24	Both
68825 J. H. Baxter Company	0.4 mile west of Narrows ..	5	East	62872 Moses Lake	on spur 15.1 miles from Wheeler ..	Wye	Both
68826 Boise Cascade Plywood	1.7 miles west of Narrows ..	8	Both	62878 Moses-Lake Industrial Park	on spur 19.9 miles from Wheeler ...	Yard	Both
12th Subdivision				17th Subdivision			
65201 Blake, Moffit & Towne	1.8 mile west of Yakima ...	8	West	64216 Adkins	15.9 miles west of Attalia ..	28	Both
65202 Jack Frost Fruit	2.4 miles west of Yakima ...	9	East	64218 Hatch	2.4 miles west of Adkins ...	16	Both
65203 Fruitvale	2.7 miles west of Yakima ...	9	Both	64306 Lamar	6.3 miles west of Eureka ...	28	Both
65208 Eschbach	5.5 miles east of Naches ...	10	Both	64307 Harsha	1.0 mile west of Lamar ...	9	Both
65209 Kershaw	5.1 miles east of Naches ...	3	East	64310 Paddock	10.0 miles west of Eureka ...	11	Both
65210 Rowe	2.7 miles east of Naches ...	5	East	64316 Rulo	16.2 miles west of Eureka ...	27	Both
65211 Bonlow	1.4 miles east of Naches ...	3	East	64329 Penitentiary	on spur 1.3 miles from Walla Walla	Conn.	East
65310 Holtzinger	2.5 miles east of Tieton ...	3	Both	64344 Walair	3.9 miles west of Walla Walla	70	East
65311 Tasker	0.9 mile east of Tieton ...	9	East	64335 Craik	4.0 miles west of Walla Walla	2	East
65402 National Can	2.6 miles west of Yakima ...	9	West	64338 Buroker	1.3 miles west of Sapolil ...	18	Both
65403 Terrace Heights	3.1 miles west of Yakima ...	7	Both	64340 Gilliam	3.8 miles west of Sapolil ...	8	Both
65404 Valley Junk	3.7 miles west of Yakima ...	3	East	64346 Minnick	4.7 miles west of Dixie	19	Both
14th Subdivision				64352 Coppei	3.3 miles east of Waitsburg	34	Both
65106 Ashue	7.8 miles west of Toppenish	15	Both	64360 Dumas	2.3 miles west of Huntsville	5	East

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
17th Subdivision, Cont.				18th Subdivision			
64338 Buroker	1.3 miles west of Sapolil ...	18	Both	64125 Ring	6.9 miles west of		
64340 Gilliam	3.8 miles west of Sapolil ...	8	Both		Zangar Jct.	26	East
64346 Minnick	4.7 miles west of Dixie	19	Both	64129 Van Sycle	11.5 miles west of		
64352 Coppei	3.3 miles east of				Zangar Jct.	28	Both
	Waitsburg	34	Both	64132 Stanton	14.1 miles west of		
64360 Dumas	2.3 miles west of				Zangar Jct.	34	Both
	Huntsville	5	East	64604 Duroc	3.6 miles west of Smeltz ...	19	Both
64361 Long	3.4 miles west of			64614 Athena	14.5 miles from Smeltz	Wye	Both
	Huntsville	14	West	64142 Myrick	4.6 miles west of Helix	9	East
				64147 Fulton	5.9 miles east of		
					U.P. Connection	28	Both

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB* 60 MPH
Freight trains over 100 Tons/OB* 50 MPH

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

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

Unless otherwise provided—

Loaded unit ore, ballast and potash trains 40 MPH
Loaded unit coal and grain trains 45 MPH
Empty unit coal trains 50 MPH
Engines running light or with caboose only 50 MPH

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

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psg. Trains	Frt. Trains
Zero degrees to 10 below zero	65 MPH	50 MPH
11 degrees below zero and colder	60 MPH	45 MPH

Equipment	Main Line	Branch Line
Ore cars	45 MPH	20 MPH
Scale test cars EXCEPT WO 3, 4, 5, BN 979019, 979020, 979021, SLSF 99161 and FWD S780	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Wedge plow or dozer (dead in tow)	35 MPH	20 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	15 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed—

Locomotives with friction bearings 35 MPH

1A. Control of Harmonic Rocking—

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

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead units.

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine.

Exception—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 600, 775, 833, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237

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 units, not equipped with alignment control couplers, are equipped with bolster stops:

600, 775, 833, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

Exception—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

When cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

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

BN 513900-513999 (GN 70400-70499)

BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 540000-540210 (CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into 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.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 3—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97.	198-200
B	SW-1 NW-5 GP-5 GP-7 GP-9 GP-18	102. 987-995. 1350-1365. 1553-1555, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1670, 1671, 1673. 600-602, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1991-1997.	216-260
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9	98, 99, 101. 100. 106, 162-166, 170-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 410-425, 488-498, 517-573, 586-595. 775, 833.	232-251
D	NW-12 SW-7 NW-2 GP-7	1, 5, 14, 19. 135, 136, 143-145. 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1618, 1622, 1626-1640.	243-262

Group	Types	Unit Numbers	Weight (000)
D	GP-9 SW-7 MP-15	1761-1807, 1886, 1890, 1959, 1965, 1970. 107. 1000-1004.	243-262
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-39-2 GP-40 U-28B U-30B B-30-7 GP-40-2 GP-50 B-30-7A	20-65. 300-324. 1375-1399. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071. 2072-2077, 2110-2138, 2600. 2078-2109, 2150-2154, 2255-2369, 2601. 2200-2254. 2500-2545, 2550-2582. 2700-2739. 3000-3039. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 3040-3064. 3100-3109. 4000-4052.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6215-6237.	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5141, 5500-5599. 5200-5208. 4500, 5300-5394, 5396-5399, 5800-5944. 5700-5765. 6300-6324, 6335-6347, 6394-6399. 6325-6334, 6348-6385, 6700-8181. 6400-6599, 6650-6696. 6600-6645. 6260-6263.	369-423

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars
 Scale test cars (next ahead of caboose) EXCEPT WO-3, 4, 5, BN 979019, 979020, 979021, SLSF 99161, FWD S780.
 Pile drivers
 Locomotive cranes
 Rotary snowplows, wedge plows, dozers
 Jordan spreaders
 Former FRISCO or SLSF empty ribbon rail cars
 Rear end only cars.

Handling 80 Foot or Longer Cars—

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

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special

Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

Exception—Trains consisting entirely of cars 80 foot and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

5. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

6. 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 900.
- d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- e. Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the 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

CHARLIE

LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE

Handle cautiously through yards enroute.

Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.

Observe track center restrictions for 12 ft. 4 in. wide loads.

DELTA

LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE

Handle cautiously through yards enroute.

Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 12 ft. 8 in. wide loads.

ECHO

LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE

Handle cautiously through yards enroute.

Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. wide loads.

FOXTROT

LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE

Handle cautiously through yards enroute.

Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. 4 in. wide loads.

GOLF

LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE

Handle cautiously through yards enroute.

Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. 8 in. wide loads.

HOTEL

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.

INDIA

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.

JULIET

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.

KILOGRAM

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

CODE

RESTRICTION APPLICABLE

ALPHA

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

Handle cautiously through yards enroute.

Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.

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 enroute.

Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 12 ft. wide loads.

CODE	RESTRICTION APPLICABLE
	MPH, keeping train under close observation on curved part of adjacent tracks.
LIMA	Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks 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 train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
MIKE	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 pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks 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 train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching if necessary.
NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.
OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
QUEBEC	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load/loads of wire mesh that is/are securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. See given best possible handling consistent with safety and restrictions. See not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces, train and engine crews handling.

7. Train Inspection and Failed Equipment Detector Instructions—

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

Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:

- Conditions restrict visibility to the point that proper running inspection cannot be made.
- Notified that a failed equipment detector is out of service.
- Failed equipment detector may be ineffective account blowing snow.

Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.

Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

Failed Equipment Wayside Display—

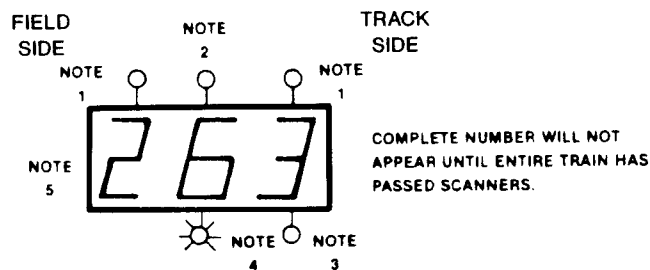
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

FAILED EQUIPMENT DISPLAY AS VIEWED FROM PASSING TRAIN



Note 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

Note 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivision Special Instructions convey information to train crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

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

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message

Train Crew Response

" . . . No defects"	Proceed
" . . . Integrity failure"	Stop train for inspection
" . . . First hot box right side XXX"	Stop train for inspection near indicated axle
" . . . First dragging equipment near axle XXX"	Stop train for inspection near indicated axle
" . . . First hot wheel near axle XXX"	Stop train for inspection near indicated axle
" . . . (No detector status message)"	Stop train for inspection*

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

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

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

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

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

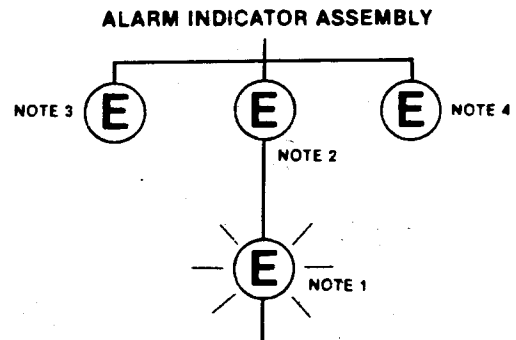
Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond Failed Equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both

sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

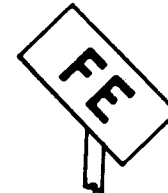
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

FAILED EQUIPMENT SIGN—



Failed Equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

8. Storage of Cars Within Yard Limits Non-ABS Territory—

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move as required in Rule 93.

9. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

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

10. Commodities Insulating Track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

11. Rules Changes and Modifications—

The first paragraph of Consolidated Code Rule 271(A) is changed to read as follows:

271(A). Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

Consolidated Code of Operating Rule 718 and BN Safety Rule 592 are modified 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.

BN Safety 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.

12. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338, are in effect. Employees whose duties are in any way affected by these rules must have a current copy of this book available while on duty.

13. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

14. Helper Behind Caboose—

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

15. Employees governed by the Consolidated Code of Operating Rules must have BN Form 15907 3/82, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

For operation in Canada see individual Subdivision Special Instructions.

16. Within the State of Washington when approaching private grade crossings where view is obscured, or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing, engine whistle must be sounded in accordance with Rule 15(L) commencing at a point one-quarter (¼) mile from the crossing and bell must be rung as provided by Rule 30 of the Consolidated Code of Operating Rules. This does not modify city ordinances where local conditions will prevail.

SPOKANE DIVISION

(Conkelley to Sunset Jct.)

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Conkelley and Sunset Jct.	79 MPH.	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.
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
Athol and Ramsey Engine westward freight trains passing Signal 35.1	55 MPH.	45 MPH.
Yardley and Sunset Jct. Absolute Signal west of UP Interlocking Spokane Engine eastward freight trains Passing signal 36		20 MPH.
Ramsey and Rathdrum Engine westward freight trains passing signal 42.9	55 MPH.	45 MPH.
Spokane Engine eastward freight trains passing signal 70.2	20 MPH.	15 MPH.
Yardley Westward trains departing until entire train on main track ...		10 MPH.
Trains or engines through turnouts at following locations:		35 MPH.
West yard lead switch Whitefish. North Main track Irvin. Siding switches at:		
Vista Wolf Prairie Kootenai Falls Naples		
Lupfer Tamarack Troy		
Radnor Fisher River Yakt		
Brimstone Riverview Leonia		
Twin Meadows Ripley Crossport		
Rock Creek Libby Bonners Ferry		
Trains or engines through turnouts of siding switches at:		30 MPH.
Algoma Athol Otis Orchards		
Cocolalla Rathdrum		
Trains or engines through turnouts at following locations		25 MPH.
Siding switches Empire. Crossover and Eighth Subdivision switch at Marshall.		
Stryker and Eureka		20 MPH.
Tobacco—Public crossing serving Plum Creek Lumber Company		20 MPH.
Columbia Falls and Somers		40 MPH.
Kalispell, over Main Street crossing		5 MPH.
Kalispell and Somers		10 MPH.

Hauser Jct. and Post Falls 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—**Between Conkelley and Cheney and between Stryker and Eureka—**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 ft.

263,000 lbs. or less minimum length 44 ft.

315,000 lbs. or less minimum length 52 ft.

Except cars weighing over 315,000 lbs. not permitted between Columbia Falls and Somers without authority of Superintendent.

Libby—Engines not permitted on St. Regis Paper Co. wye track.

Spokane—account No. 7 turnouts, six-axle engines not permitted on Stub tracks 7, 8, and 9 at east end of passenger station.

3. Train Register Exceptions—

Libby, Sandpoint, Yardley and Spokane—Originating or terminating trains will register.

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

Conkelley—Rule 83(B) does not apply to westward trains. All trains must obtain clearance at Whitefish.

All trains between Whitefish and Conkelley will operate on Montana Division train orders and clearances.

Rule 83(B) does not apply to trains entering at Stryker, Boyer, Sandpoint Jct., Hauser Jct. and Sunset Jct. or at intermediate locations in CTC territory when so directed by train dispatcher.

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

First class trains must secure a clearance at Spokane.

Between Sunset Jct. and Yardley—

Trains and engines will not enter main track unless authorized by signal indication or permission from train dispatcher. Clearance or train order authority is not required to move with the current of traffic between these points. When authorized by the train dispatcher, train movements may be made against the current of traffic without train order authority.

Cheney—Rule 83(B) does not apply to trains moving from the Portland Division First Subdivision. Such trains will secure Spokane Division clearance at Pasco and, in addition, a second clearance will be secured at Cheney if train order signal is displayed in "19" or "Stop" position.

Stryker, Columbia Falls—Rule 83(B) does not apply.

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

5. Rule 99—**Between Conkelley and Sunset Jct.—**When flagging is required distance will be 2.5 miles, except between Whitefish and Conkelley when operating against the current of traffic, distance will be 1.5 miles.**Between Stryker and Eureka—**Continuous yard limits in effect. Unless otherwise provided protection against following trains is not required. When required to flag, distance will be 1 mile.**Between Columbia Falls and Somers—**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile between Columbia Falls and Kalispell and .5 mile between Kalispell and Somers.**Between Hauser Jct. and Post Falls—**Continuous yard limits in effect. When flagging is required distance will be .5 mile.

6. Columbia Falls—

Trains from Somers spur must not enter main track on First Subdivision until permission is received from dispatcher.

Plum Creek Plywood Mill, Columbia Falls—

Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.

7. Interlockings and Railroad Crossings not indicated at a station—

Spokane—UP Tower, MP 69.7.

8. Whitefish—

Between end of double track and CTC—authority for trains or engines, except first class trains, to use main track must be secured from yardmaster on duty or operator. A westward train stopped by the absolute signal governing movement over spring switch at the end of double track will be governed by instructions from the yardmaster. Rule 509 is modified accordingly and movement will be made over the spring switch in accordance with Rule 104(H).

9. Swamp Creek and Rock Creek—

When trains are stopped at next CTC signal after passing hot box detectors at Swamp Creek and Rock Creek and communication with dispatcher is lost, train crews arrange to make inspection of their train for hot boxes before proceeding on proceed signal.

10. Flathead Tunnel, between Twin Meadows and Rock Creek—

If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or proceed eastward to Twin Meadows.

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

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 and may pass signals indicating stop and proceed at restricted speed without stopping except absolute signals displaying stop aspects located on each side of tunnel door. Train or engine crew will contact train dispatcher by telephone and advise the movement they are to make.

Ventilating fans and tunnel door located at the East Portal of Flathead Tunnel, eastward absolute signal located 120 feet west of tunnel door, and westward absolute signal located 166 feet east of tunnel door. When a train or engine is stopped by either of these signals, contact by telephone to train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position.

In the event ventilating door, Flathead Tunnel, is closed, denying movement, crew must first contact train dispatcher, who will take proper action. Emergency push buttons for operating the tunnel door are located inside the air lock door at east end of tunnel.

Two Scott Air Packs have been placed in each bay of the Tunnel. Whenever one is used, advise the superintendent at Spokane, and the trainmaster at Whitefish, by wire, the number of the air pack used and where left so that it can be recharged at once.

11. Between Irvin and Yardley—Trains and engines stopping clear of crossings where five minute time cutouts circuits have been installed, must not pass "Crossings Signal Restart" sign located 200 feet in advance of such crossings until continuous movement over crossing is to be made.

Westward trains after stopping within limits of crossing circuits on North Main Track must approach crossing signal restart sign and road crossing at restricted speed until crossing signals are observed to be operating and crossing clear.

12. Yardley—Time of first class trains applies at crossover Havanna Street.

Train and engine movements will be governed by Rules 261 through 264 between westward interlocking signal end of CTC Parkwater and Havanna Street interlocking. Train and engine movements may be made without train order authority and must first secure authority from the train dispatcher before entering main track between these two points. Westward trains departing Yardley via old main track will not enter main track without securing authority from the train dispatcher.

At both ends of Yardley yard, Rule 501K, flashing red will govern access to main track (drills) by switch assignment. All other aspects will govern the movement of trains. These instructions may be modified by the train dispatcher following complete understanding between the train dispatcher, road engine and train crews, and switch engine and ground crews.

13. Spokane—Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, to signal an interlocking, or to communicate with a flagman.**14. Crossovers on Double Track—****Facing Point:****Trailing Point:**

MP 1211.7	Columbia Falls	MP 1212.7	Columbia Falls
MP 0.2	West end	MP 1215.0	East of Half Moon
	Passenger Yard,	MP 69.8	West of Yardley
	Spokane	MP 71.2	East end Passenger Yard, Spokane

15. Between Yardley and Cheney—When all locomotive power is operated at head end of train, trailing tonnage must not exceed 9,600, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 13,000 trailing tons.**16. Rule 268(A)—**Trains or engines using switch off siding at following locations will leave switch open:

Algoma	Ramsey	Samuels (Cedapine
Cocolalla	Rathdrum	Veneer Spur)
Athol	Otis Orchards	

17. Olney—All trains and engines performing switching, or using industrial track, must protect road crossing.**18. The following Failed Equipment Detectors protect bridges, tunnels or other structures—**

Swamp Creek—	MP 1260.3	Libby—	MP 1316.1
Rock Creek—	MP 1274.2	Naples—	MP 1381.9
Rock Creek—	MP 1276.3		

Other Failed Equipment Detector Locations—

Granite—	MP 22.56	Libby—	MP 1317.2
Ramsey—	MP 38.46	Yakt—	MP 1341.6
Olney—	MP 1236.6	Leonia—	MP 1354.0
Swamp Creek—	MP 1259.1	Bonnors Ferry—	MP 1366.2
Rock Creek—	MP 1276.4	Sand Point—	MP 1398.4
Fisher River—	MP 1296.1		

SPOKANE DIVISION

(Sunset Jct. to Wenatchee)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Sunset Jct. and Wenatchee	79 MPH.	60 MPH.
Lamona and Bluestem against current of traffic	49 MPH.	40 MPH.

Trains or engines through siding
turnouts at following locations

Edwall	Adrian
Odessa	Columbia River
Gibson	Malaga

Wilson Creek
And ends of double track Lamona and Bluestem.
Wenatchee #1 crossover.

Through siding turnouts at following
locations

Lyons	Quincy
Ephrata	Trinidad
Naylor	

And crossover switch west end of
yard, Wenatchee.

35 MPH.

30 MPH.

Up to 100	Over 100
tons per	tons per
Op. Brake	Op. Brake

Wenatchee and Appleyard

Engine eastward freight trains
passing signal 1694.4 30 MPH.

Engine westward freight trains
passing signals:

Bluestem and Harrington

1523.5 - 1526.9 45 MPH.

Harrington and Mohler

1531.9 - 1533.5 45 MPH.

Mohler and Downs

1536.7 45 MPH.

Ephrata and Naylor

1601.1 55 MPH. 50 MPH.

Trinidad

Absolute Signal 46W at MP 1626.99 40 MPH.

Trinidad and Columbia River

1629.9 40 MPH.

1631.7 45 MPH.

Malaga

Absolute Signal 42W at MP 1643.74 45 MPH.

Appleyard

Absolute Signal 41W at MP 1646.74 40 MPH. 30 MPH.

Appleyard and Wenatchee

1646.74 30 MPH.

Columbia River and Mansfield 25 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not
permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 ft.

263,000 lbs. or less minimum length 44 ft.

315,000 lbs. or less minimum length 52 ft.

Between Columbia River and Mansfield—

Cars heavier than 220,000 lbs., minimum length 38 ft., not permitted
without authority of Superintendent.

Engines in Groups E, F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of
Superintendent.

3. Train Register Exceptions—

Quincy—Trains originating or terminating will register.

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

Between Lamona and Bluestem on double track numbered clearance
or train order authority is not required when moving with the current
of traffic.

Rule 83(B) does not apply to trains entering at Sunset Jct. or Colum-
bia River or at intermediate locations in CTC territory when so
authorized by train dispatcher.

Regular trains clearing at Spokane must secure a second clearance
endorsed by chief dispatcher at Seattle.

5. Rule 99—Between Sunset Jct. and Wenatchee—When flag- ging is required, distance will be 2.5 miles, except between Bluestem and Lamona when operating against the current of traffic the dis- tance will be 1.5 miles.

Between Columbia River and Mansfield—Unless otherwise
provided, protection against following trains is not required. When
required to flag, distance will be 1 mile.

6. Fairchild Air Force Base—Fairchild Air Base Hospital crossing must not be blocked in excess of ten minutes.

7. Crossovers on Double Track—

Facing Point:	Trailing Point:
MP 1527.7 Harrington	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-Foot or Longer Cars—

Between Quincy and Wenatchee—

Trains of greater than 5700 trailing tons must handle empty cars, 80
feet and longer, in the rear 5700 tons.

Trains of greater than 8800 trailing tons must handle loaded cars, 80
feet and longer, in the rear 8800 tons except 80 foot and longer cars in
excess of 100 gross tons will have no restriction on location in train.

10. Westbound freight trains will not use in excess of a fourth throttle setting west of Sunset Jct. until all units are on the Latan Creek bridge, observing posted speed restrictions.

11. Mountain Grade Operation Between Columbia River and Mansfield—

Air brake and train handling rules for mountain grade operation
apply on mountain grade between Palisades and Douglas MP 16-32.

Ruling Grade Descending West: 2.0%.

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

Trinidad— MP 1623.9	Voltage—	MP 1638.1
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Other Failed Equipment Detector Locations—

Fairchild— MP 1496.1	Trinidad—	MP 1622.3
Odessa— MP 1556.5	Trinidad—	MP 1625.6
Stratford— MP 1580.2	Columbia River—	MP 1633.6

SPOKANE DIVISION

(Boyer to UP Tower to Spokane)

THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Boyer and Hillyard 50 MPH.

On siding Laclede over public crossing 10 MPH.

- Albeni Falls spur and Diamond Match Mill 10 MPH.
 Scotia, over public crossings 50 MPH.
 Mead, over switches and frogs on curves Aluminum Plant 5 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
 220,000 lbs. or less minimum length 38 ft.
 263,000 lbs. or less minimum length 44 ft.
 315,000 lbs. or less minimum length 52 ft.
- 3. Train Register Exceptions—**
 Newport—BN trains originating or terminating and other trains when so instructed by train order.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
 Dean—Westward trains from Sixth Subdivision.
- 5. Rule 99—**When flagging is required, distance will be 2.5 miles.
- 6. Between Hillyard and Dean—**Train orders or numbered clearance authority not required for extra train or engine movements.
 All trains or engines between automatic interlocking at Hillyard and the absolute signal at Dean must secure authority from train dispatcher before entering this territory.
- 7. Hillyard—**Automatic interlocking in service at east end of yard. Operating instructions are posted at the interlocking. When permission is received to pass a Stop signal at this interlocking, the automatic switch must be operated in accordance with Consolidated Code of Operating Rule 275(A), even though lined for desired route. Consolidated Code of Operating Rule 605(A) governs this interlocking and Rule 509 is modified as follows:
 No eastward train movement may be made beyond the stop signal without permission of the train dispatcher and the dispatcher will not authorize any such movement unless he positively knows there is no opposing train in the block.
- 8. Between Hillyard and UP Tower—**Helena Street, Spokane, yard limits in effect, and all train or engine movements between absolute block signal located 3,700 feet west of Hillyard office and UP manual interlocking will be controlled and authorized by control operator at UP Tower. Westward trains or engines operating Hillyard must first obtain authority from the control operator at UP Tower and will not pass Wellesley Avenue underpass until receiving proceed indication on absolute signal located 3,700 feet west of Hillyard yard office.
- 9. The following Failed Equipment Detectors protect bridges, tunnels or other structures—**
 Thama— MP 1421.7 Newport— MP 1430.5
 Priest River— MP 1426.3
- Other Failed Equipment Detector Locations—**
 Penrith— MP 1435.5 Dean— MP 1457.5
- 2. Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
 220,000 lbs. or less minimum length 38 ft.
 263,000 lbs. or less minimum length 44 ft.
 Engines in Groups E, F, G, H and I not permitted.
 250-ton wrecking derricks not permitted without authority of Superintendent.
- 3. Train Register Exceptions—**
 Colville and Chewelah—Trains originating or terminating will register.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
 Dean—Rule 83(B) does not apply to westward trains from Fourth Subdivision.
 Kettle Falls—All trains must obtain clearance.
- 5. Rule 99—**Unless otherwise provided protection against following trains is not required between Kettle Falls and Boundary. When flagging is required between Dean and Waneta, B.C. distance will be 1 mile.
- 6. Northport to Waneta—**Trains must not pass international border without permission of customs and immigration inspectors.
 Between Troup Jct. and Boundary—U.S., Canadian Maintenance of Way Flagging Rules 41 and 44 and Canadian Uniform Code Rules apply.
- 7. Mountain Grade Operation—**
 Air brake and train handling rules for mountain grade operation apply on mountain grade between Salmo and Troup Jct. MP 183.5-194.
 Ruling Grade Descending East: 2.5%.
- 8. The Canadian Transportation Commission, Railway Transport, requires that occupied cabooses and occupied service equipment be governed as follows while operating in Canada.**
- Except as provided for in Paragraph 2 of this Order, all occupied cabooses and occupied service equipment other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.
 - Where track configurations require extreme care in set-off movements, such occupied service equipment may be moved at the head end of freight trains behind the locomotive units, but for no greater distance than twenty miles, and at no greater speed than twenty miles per hour.
- 9. BN Form 15071, Excerpts from the Canadian Uniform Code of Operating Rules is amended to include the following rule:**
44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Rule 41 may be modified as follows:
- By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:
 - By day place a yellow over red flag and, in addition, by night a yellow light and red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:
 - By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.
 - Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.

SPOKANE DIVISION

(Nelson to Dean)

FOURTH SUBDIVISION

- 1. Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
 Dean and Troup Jct. 35 MPH.
 Northport—Wye track 8 MPH.
 Item 1A, All Subdivisions, applies.

(e) When weather or other conditions obscure day signals night signals must be used in addition.

(f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.

Canadian Uniform Code Rules 40(b), 41(b), 42(b), 43(a) and 44(b) as contained in Form 15071 Excerpts from the Uniform Code of Operating Rules 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. **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) non-placarded cars. All other US restrictions apply.

SPOKANE DIVISION

(Kettle Falls to Republic)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Kettle Falls to MP 50.5	30 MPH.
MP 50.5 to end of track, Republic	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 ft.
263,000 lbs. or less minimum length 44 ft.

Engines in Groups E, F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

3. Train Register Exceptions—None.

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

5. Rule 99—Unless otherwise provided, protection against following trains is not required between Barstow and Republic, except between Laurier and Danville Canadian Uniform Code Rules apply. When required to flag, distance will be 1 mile.

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

Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Laurier, Washington, and Danville, Washington.

7. Grand Forks, B.C.—Canadian Transport Commission requires all train movements over Carson Road crossing on wye tracks shall be flagged by a member of the train crew.

8. Operation in Canada—See items 8, 9, and 10 Fourth Subdivision.

SPOKANE DIVISION

(Cheney to Coulee City)

SIXTH 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.
Wrecking derricks 150-ton and larger, and locomotive cranes (over bridges)	15 MPH.
Davenport to Eleanor industrial track:	
Davenport and MP 3	25 MPH.
MP 3 and Eleanor	10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 ft.
263,000 lbs. or less minimum length 44 ft.

Engines in Groups F, G, H and I not permitted. Engines in Group E not permitted between Davenport and Eleanor.

250-ton wrecking derricks not permitted without authority of Superintendent.

3. Train Register Exceptions—

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

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

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

6. Sidings—Except at Major and Davenport are also used as industrial tracks.

SPOKANE DIVISION

(Spokane [Erie Street Yard] to Coeur d'Alene)

SEVENTH SUBDIVISION

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Spokane (Erie Street Yard) to Coeur d'Alene	25 MPH.
Spokane-interlocking at UP Tower, MP 2.4	15 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 ft.
263,000 lbs. or less minimum length 44 ft.

Engines in Groups F, G, H and I not permitted.

250-ton wrecking derricks not permitted without authority of Superintendent.

3. Train Register Exceptions—

Post Falls—Trains originating or terminating will register.

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

Hauser Jct.—Rule 83(B) does not apply.

5. Rule 99—

Between Spokane and Coeur d'Alene—

Unless otherwise provided protection against following trains is not required. When flagging is required distance will be .5 mile.

6. Continuous yard limits in effect between Spokane Bridge and Coeur d'Alene.**7. Restricted Clearances—**Bridges C7.7, 7.8 and 7.9, located 3200 feet east of Millwood, have restricted side clearance.**8. 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.**9. Interlockings and Railroad Crossings not indicated at a station—**

Spokane—UP Tower MP 2.4

Grand Jct.—UP Crossing MP 2.3

Genesee on wye track 5 MPH.

Mt. Hope and Balder 25 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Between Marshall and Arrow—Pullman Jct. and Genesee—Mt. Hope and Balder—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 ft.

263,000 lbs. or less minimum length 44 ft.

Except cars heavier than 220,000 lbs., minimum length 38 ft. not permitted without authority of Superintendent between Mt. Hope and Balder.

250-ton wrecking derricks not permitted without authority of Superintendent.

Engines in group F, G, H and I not permitted except engines in group E, F, G, H, and I not permitted between Mt. Hope and Balder.

Wrecking cranes, locomotive cranes and cars weighing over 177,000 lbs. must be separated from engine between Marshall and Arrow.

3. Train Register Exceptions—

Pullman and Rosalia—Trains originating or terminating will register.

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

Pullman Jct.—Rule 83(B) does not apply.

5. Rule 99—

Between Marshall and MP 20.7 (Plaza)—

When flagging is required, distance will be 1.5 miles, except ascending grade between Howell and Kendrick distance will be .5 mile. Descending between Howell and Kendrick will be 1 mile.

Between Pullman Jct. and Genesee and between Mt. Hope and Balder—

Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.

6. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operation apply on mountain grade between Howell and Kendrick MP 96.8-110.8.

Ruling Grade Descending West: 2.4%.

7. Palouse—Receive cars on track No. 1. Delivery will be made on river track by eastward trains, and on either track 2 or 3 by westward trains.**8. Handling 80 Foot or Longer Cars—**

At Palouse and Moscow—85 foot cars not permitted on wye tracks.

Between Arrow and Howell—

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

Trains of greater than 3800 trailing tons must handle loaded cars, 80 feet and longer, in the rear 3800 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

SPOKANE DIVISION

(Marshall to Arrow)

EIGHTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Marshall and MP 20.7 (Plaza)	45 MPH.
MP 20.7 and Arrow	40 MPH.
Within corporate limits:	
Spangle, Rosalia, Oakesdale, Palouse	25 MPH.
Garfield	20 MPH.
Pullman	15 MPH.
Moscow	20 MPH.
Except public crossings	12 MPH.
Wrecking derricks 250 tons (over bridges)	10 MPH.
Cars between 38 ft. long and 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs., with speed over all bridges restricted to	10 MPH.
Cars over 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. over Bridges 28, 58, 102, 102.1, 102.2 and 107.1	20 MPH.
Cars over 44 feet long and weighing between 220,000 lbs. and 263,000 lbs. over Bridges 28, 58, 102, 102.1, 102.2, 105, 107, 107.1 and 107.2	10 MPH.
Pullman Jct. and Genesee	30 MPH.

SPOKANE DIVISION

(Wenatchee to Keremeos)

NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Wenatchee and Oroville	45 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
220,000 lbs. or less minimum length 38 ft.
263,000 lbs. or less minimum length 44 ft.
Engines in Groups E, F, G, H and I not permitted.
250-ton wrecking derricks not permitted without authority of Superintendent.
3. **Train Register Exceptions—**
Okanogon—Trains originating or terminating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required between Wenatchee and Okanogan. When flagging is required, distance will be 1 mile.
6. **Oroville—Keremeos—**Track is out of service between MP 124 and MP 160.

SPOKANE DIVISION

(Bovill to Palouse)

TENTH SUBDIVISION

NOTE: Former Washington, Idaho and Montana Railway Rules and Special Instructions, as amended, govern.

PACIFIC DIVISION

(Wenatchee to Seattle)

FIRST SUBDIVISION

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted |
|---|--------------------------|
| | Passenger Freight |
| Wenatchee and Everett..... | 79 MPH. 50 MPH. |
| Everett and Seattle | 60 MPH. 50 MPH. |
| Light helper engines without operative
dynamic brakes..... | 35 MPH. |
| Seattle—Over public crossings | 20 MPH. |
| Except between North Portal (Vine
Street) and Stacy Street Yard
(South Atlantic Street) on
waterfront | 10 MPH. |
| Seattle King St. Station—Through
turnouts..... | 10 MPH. |
| Seattle—trains handling Amtrak
Superliner bi-level cars while passing
umbrella sheds at King St. Station | 5 MPH. |
| Trains or engines between North
Portal and King St. Station, Seattle
With the current of traffic | 20 MPH. |
| Against the current of traffic | 10 MPH. |
| Ballard—Over Bridge 4 | 20 MPH. |
| Everett on siding, between West switch
Short Pass and P.A. Jct. | 20 MPH. |
| Monroe—Gravel pit spur over
Highway U.S. 2..... | 5 MPH. |
| Scenic and Skykomish:
Westward freight trains: between
West switch Scenic to east switch
Skykomish while handling loaded
C-6 covered hopper cars, or
exceeding 100 tons/OB | 12 MPH. |
| Leavenworth—Old Leavenworth spur,
over Bridge 0.6 | 10 MPH. |
| Trains or engines through No. 20
turnouts at the following locations
End of single track Mukilteo and
Edmonds.
Siding switches at:
Cashmere Merritt
Leavenworth Berne
Winton Gold Bar | 35 MPH. |
| West siding switches Scenic and
short pass, Everett.
East siding switch Skykomish.
Interbay—Yard lead 23rd Street MP
5.1 and end of single track MP 4.1. | 30 MPH. |
| Trains or engines through No. 15
turnouts at the following locations
Both siding switches at Baring and
West switch Monroe
West switch Wenatchee (Olds Jct.
MP 1652.8), east switch Scenic,
west switch Skykomish. | 25 MPH. |
| Turnout at east siding switch Monroe | 15 MPH. |
| Turnouts at PA Jct., Lowell Jct.,
Snohomish Jct. West, and
Snohomish Jct. East | 15 MPH. |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
315,000 lbs. or less minimum length 52 feet

Bridge 0.6, Old Leavenworth Spur—Diesel units heavier than Group E not permitted.

- 3. Train Register Exceptions—**
Interbay—Freight trains originating or terminating will register.
Seattle (South Portal, King St. Station)—Freight trains register by register ticket.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
At intermediate locations in CTC territory, Rule 83(B) will not apply when so authorized by train dispatcher.
- 5. Rule 99—**When flagging is required, distance will be 2.5 miles.
- 6. Seattle—Interlocking Rules King Street Tunnel 17—**
Trains and engines may make a forward or backward movement between North Portal and King Street Station without flag protection when signal indicates proceed. When signal indicates Stop a member of the crew will immediately contact control operator and be governed by his instructions.
North Portal—Whistle Signals:
Westward: 1 long to tunnel.
 3 long to waterfront.
Eastward: 1 long to Westward Main Track.
 2 long to Eastward Main Track.
 3 long to former NP Main Track.
Whistle signals to be used only when unable to verbally communicate with North Portal operator.
Westward movements against the current of traffic into tunnel are governed by signal located 250 feet east of tunnel entrance.
- 7. Seattle—Grade Crossing Ordinances—**Be governed by 3rd Subdivision Item 10e.
- 8. Interbay—**Single track is in service from end of double track MP 4.1 to beginning of CTC at MP 5.4. All trains and engines leaving Interbay yard tracks will contact yardmaster for authority to proceed and route to be used.
- 9. Between Seattle and Everett Jct.—**No 1 main track is the right hand track moving westward. No 2 main track is the right hand track moving eastward. CTC between MP 5.4, Interbay and MP 7.9, Ballard, is controlled by the operator, Interbay, under authority of train dispatcher, Seattle.
Wenatchee—East end of CTC is MP 1652.8 at Olds Jct.
- 10. Following main track switches not equipped with electric lock, Rule 268(A) applies:**
Interbay, Time Oil spur.
Standard Oil spur, east switch, 2.2 miles west of Edmonds.
McKinnon spur, 2.4 miles west of Monroe.
- 11. Manual Interlockings not Indicated at Station—**
Ballard, Br. 4 Salmon Bay drawbridge
- 12. Yard Limits—**Tracks between yard limit sign south of Kent MP 18.5, and east of Interbay operated as one yard.
- 13. Mountain Grade Operation—**
Air brake and train handling rules for mountain grade operation apply on mountain grade between Skykomish and Berne, ruling grade ascending east 2.2%; and between Berne and Merritt, ruling grade descending east 2.2%.
Locomotives in lead consist must not exceed a maximum of twenty-four powered axles.
Where cars listed in the first sentence of item 4, All Subdivisions, special instructions, are handled at the rear of the train, locomotives operating at the rear of train must be cut in ahead of such cars.

14. Instructions Governing Operation of Trains between Skykomish and Merritt—

a. East switch Berne to west switch Scenic.

Signal transmission line carries 13,200 volts.

All wires must be considered energized.

Telegraph and telephone wires are not located along right-of-way. Never attempt to connect field telephone apparatus to any wires located along right-of-way in this zone.

b. The head end engine consist on freight trains and the helper engine will operate in the sixth throttle position through Cascade tunnel No. 15.

c. 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 and the train dispatcher and have a thorough understanding whether train will be backed out of tunnel or doubled out to Berne. In making these moves definite understanding must be had with all members of the crew and the train dispatcher as to what is to be done to avoid accident.

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

In case of emergency, a train in the tunnel may make a forward or backward movement to Scenic or Berne without flag protection and may pass signals at restricted speed without stopping except signal 1700.3 and 1700.4. Train or engine crew will contact train dispatcher and advise the movement they are to make. Should ventilating fans fail before an eastward train has passed Bay No. 4, crew must communicate with train dispatcher and make backward movement to Scenic. Train dispatcher will line route for main track at Scenic whenever possible and advise crew which route is to be used. In emergency conditions when communications fail, trains may back out of tunnel to Scenic passing all signals at restricted speed. If ventilating fans fail after eastward train has passed Bay 4, train will proceed through tunnel.

d. 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 red slide fence light is placed just east of Bay 21, Cascade tunnel, Scenic, to give indication for westward trains when necessary. This signal will not show light unless there is a slide-fence warning activated between West Portal of the tunnel and east siding switch.

If this signal shows red indication, trains must stop and not pass until they send flagman ahead to see whether or not main track is blocked by slide, and make report promptly of the condition.

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 to do so, except eastward passenger trains with not exceeding two units in the locomotive consist may pass Scenic and enter Cascade tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher. Repeater indicators indicating ventilating system is functioning are located at MP 1706.0, MP 1704.2 and MP 1702.4 in Cascade tunnel No. 15.

f. Ventilating fans and tunnel door are located at the east portal of Cascade tunnel No. 15; westward signal 1700.3 located 65 feet east of tunnel door, and eastward signal 1700.4 located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of rules, contact with train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position.

If ventilating door Cascade tunnel is closed, immediately contact train dispatcher and be governed by his instructions. If

instructed to manually open the door, ascend the ladder on the south wall to top of door and cross catwalk to the north side. Face door and move long red handle to the left to engage hoist sprocket and cut off power to the door. Door may then be raised with chain hoist located to your left.

g. Two Scott Air Packs have been placed in each even numbered tunnel bay 4 through 18 and one each in bays 2 and 20. Whenever one of these air packs is used, advise the Chief Dispatcher and Manager of Training, Seattle, by wire the number of the air pack used and where left so that it can be recharged at once.

h. Biopacks are issued to crew members of trains running through Cascade Tunnel No. 15. Biopacks are for emergency use only, and will be placed on trains at the initial terminal and removed from trains at the final terminal on the First subdivision.

The proper number of Biopacks is to be acknowledged as placed on the train through individual crew members' signatures. When this is not possible in the initial terminal, the engineer will sign/acknowledge for head end train crew members; the conductor will sign/acknowledge for rear end train crew members. At other than the initial terminal, the conductor or engineer will contact the train dispatcher to acknowledge the locations of the Biopacks. Each crew member will be responsible for a Biopack. Train and engine crews will be issued receipts, upon request, for their delivery of Biopacks at the final terminal.

When a lead unit power change occurs, the engine crew will transfer the Biopacks when necessary.

When a crew ties up short of their final terminal, the Biopacks may be secured by being placed in the nose of a locomotive unit, or taken to and/or left in a locked caboose. The train dispatchers shall be informed of this action which message is recorded on tape.

When a crew is required to transfer the Biopacks to a deadhead vehicle, sufficient deadhead capacity will be ordered to provide space for the crew and the Biopacks.

Work trains may pick up their Biopacks at Skykomish through the agent or roadmaster. The conductor will notify the train dispatcher by phone or radio where the Biopacks are picked up. When no longer needed in work train service, the Biopacks may be secured as above, or left with the agent or roadmaster at Skykomish and the train dispatcher notified.

i. Switching light key controller is located on signal mast at west switch of siding Berne and on bungalow at east switch of siding Scenic. Two white lights, normally dark, with signs reading "Sw. Lt." are located 2000 and 5000 feet west of west switch Berne, also 2000 and 5000 feet east of east switch Scenic. To operate switching lights, trainman should insert switch key in controller and turn fully clockwise to light the lights, then turn key to center position to extinguish lights.

These lights are to be used as an aid in switching when radio or hand signals cannot be used. Light should be turned on for movement in one direction, turned off to stop, again turned on to reverse direction. Prior arrangements must be made between crew members before using these switching lights.

j. Skykomish, helper engine waiting to assist eastward train will remain standing at depot until train arrives. Light helper consists of other light engines left unattended will be placed on Engine House track or Back Lead complying with Consolidated Code Rule 104(C) and Air Brake Rules 428 A and 428 B.

k. Merritt, light helper consists of other light engines left unattended will be placed on West Leg of wye complying with Air Brake Rules 428 A and 428 B.

l. Helper engines will cut in ahead of full rate tonnage. Helper engines will consist of not more than 12 powered axles unless otherwise authorized by Chief Dispatcher. Helper engines will not utilize dynamic brake unless requested to do so by road engineer.

m. Scenic and Berne—Two rail clamps and chains are provided for emergency use. Clamps at Scenic fit rail on industry track. Clamps at Berne fit rail on siding. When necessary to set out bad order car see clamps are properly secured and blocked to rail on

Trains or engines through No. 20 turnouts at following locations 35 MPH. 35 MPH.
 End of double track Still Creek
 Willingdon Jct.
 Colebrook—B.C. Harbours Board junction switch to Roberts Bank.
 Brownsville, north switch.
 Siding switches at:

English	Bow
Stanwood	Samish
Mt. Vernon	South Bellingham

Anacortes and Burlington 25 MPH.

Kruse Jct. and Darrington 25 MPH.

Engines heavier than Group F and 150 ton wrecking cranes 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.

Items 1A, All Subdivisions, applies on spur between Intalco and end of track at Cherry Point.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet

263,000 lbs. or less minimum length 44 feet

315,000 lbs. or less minimum length 52 feet

Except cars exceeding 263,000 lbs. not permitted without authority of Superintendent between:

Burlington and Anacortes

Kruse Jct. and Darrington

Darrington Spur Group I engines and 250-ton wrecking derricks Not Permitted

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—

Arrival of first class trains on register at Vancouver will indicate their arrival at Vancouver Jct.

New Westminster—Only trains originating or terminating will register and shall register by register ticket.

Bellingham-Ferndale—Trains originating or terminating will register.

Roberts Bank—All trains register arrival and departure.

Blaine—All trains will register by register ticket.

Intalco and Colebrook—Trains will register so directed by train order.

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

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

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

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

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

New Westminster—Southward CN trains will not require clearance unless train order signal indicates STOP. CP trains entering BN tracks at Cumberland Street en route Brownsville will not require clearance unless otherwise instructed by Control Operator.

Fraser River Jct. and Brownsville—Trains from CN entering BN tracks at these stations will secure BN clearance at CN Thornton Yard.

Blaine—Rule 83(B) applies.

Burlington—Clearance received at Bellingham will clear train at Burlington. Clearance received at Sumas will clear trains at Burlington.

PA Jct.—Kruse Jct.—Delta Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2.5 miles between Delta Jct. and White Rock.

6. Manual Interlockings not Indicated at Station—

Drawbridge 11—1.2 miles south of Marysville.

Drawbridge 12—0.5 miles south of Marysville.

When interlocking signals display stop indication, bridge operator, B&B foreman or signal maintainer must be called to check bridge equipment before trains are permitted to proceed over these bridges. Instructions for operating dual controlled derrails are posted at absolute signals.

Drawbridge 69—3.4 miles south of Colebrook, B.C. When interlocking signals display stop indication, a member of the crew will immediately call train dispatcher and be governed by his instructions.

When interlocking signals display a stop and proceed aspect, after stopping, trains will proceed in accordance with Rule 501K.

7. Railroad Crossings Protected by Gates not Indicated at Station—

Bellingham Georgia Pacific Lead crossing, normal position for second Subdivn. main track.

This crossing is equipped with manually operated gates which activate signals on Second Subdivision main track when lined for G.P. Lead movements.

All train and engine movements must wait five (5) minutes after lining gates for movement over this crossing on G.P. Lead, and ascertain route is clear before making crossing movement over Second Subdivision main track.

8. Interlockings and Drawbridges not Indicated at Station—
 Drawbridge 12—One mile south of Whitney.

9. 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.

10. Following main track switches not equipped with electric locks, Rule 268(A) applies:

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

Elevator Spur at Silvana. (5.5 miles south of Stanwood).

Both ends Industry Track Silvana.

Fir spur track (5.3 miles south of Mt. Vernon).

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

Spur track (MP 93 at South Bellingham).

11. Between CTC South Bellingham and Absolute Signal located north of Bellingham Station train movements may be made without train order authority when authorized by signal indication or verbal authority from the train dispatcher. This does not modify the provisions of Consolidated Code Rule 93.

12. Bellingham—Street crossings must not be blocked in excess of five minutes.

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

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

15. Colebrook—CTC between MP 130.9 and MP 131.5 under jurisdiction of BC Railway train dispatcher North Vancouver. Dual control switches under his jurisdiction 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.

a. **Townsend**—South end CTC is MP 137.3 at Tilbury Line Jct. switch.

16. **New Westminster**—To avoid blocking King Edward Street in case of delay, Canadian National trains from CN-CPR exchange yard enroute BN tracks will call BN train dispatcher before leaving yard and be governed by his instructions.

17. **Still Creek**—Northward trains having wait orders to fulfill at this point, or when governing signal indicates Stop, train will stand south of Renfrew Street crossing until through movement can be made to clear Grandview Highway, 13th Avenue to avoid operating crossing signals at this crossing.

18. a. **Vancouver, B.C.**—City ordinance prohibits sounding of engine whistle at Rupert, Renfrew and Kaslo Streets.

b. **Vancouver, B.C.**—Canadian National Railway operates jointly with BN over BN tracks between waterfront and connection with BN main track north of CN Jct.; also between north leg of wye from main track switch and connection with Canadian National Railway in the BN south yard, all of which is located within yard limits of Vancouver. Train dispatcher's phone is located in booth near BN main track connection. There is also a city telephone in yard office near dock. Before movement is made over Burrard Inlet Line in either direction between CN waterfront yard and BI Jct. or Glen yard, a member of the crew will communicate with the yard office near dock to ascertain if it is safe to proceed; air brakes must be cut in and operative on all engines and cars; the engine must be on the leading end of the cars at all times in making this movement.

19. **Yard Limits**—Continuous yard limits in effect between:

White Rock and Blaine
End of CTC Willington Jct. and end of track Vancouver B.C.
Everett Jct.—Bayside—Delta Jct.
Lowell Jct. and Delta

20. CTC between Townsend and Willington Jct. is operated by BN train dispatcher New Westminster.

At Townsend—Train and engine movements on Tilbury Island Line will be made in accordance with Consolidated Code 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.

At 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.

21. **Fraser River Bridge**—

Southward BN trains and engines approaching Fraser River Bridge must Signal 4 short blasts of whistle for line up from Bridge to south BN main track.

Explosion of one torpedo indicates stop. No steam or electric locomotive, or train operated by steam, electricity, or other power, no hand or push car or motor car shall cross the bridge in either direction at speeds greater than 8 miles an hour on approaching absolute signals and move between absolute signals at speed not exceeding 8 miles an hour. Engine bell must be rung continuously while on the bridge and approaches.

A train or engine must not pass an interlocking signal indicating Stop until conductor or engineman has been fully informed of the situation by the bridge controller-operator. Movement may then be made at restricted speed. Reverse movements must not be made without authority of bridge operator.

All entering signals to Fraser River interlocking are under full control of bridge operator.

The top indication of northward and southward leaving signals Fraser River Bridge govern entrance to CTC territory on BN main tracks and are jointly controlled by bridge operator and BN train dispatcher at New Westminster station.

Toilets are not to be flushed while trains are on this bridge.

22. **Train movements between Vancouver and Willington Jct.**—

a. At Vancouver CN station, southward passenger trains, in addition to requiring BN clearance must have permission from BN train dispatcher, New Westminster before departing.

BN southward freight trains must contact train dispatcher prior to leaving Pryor Yard and be governed by his instructions.

b. There is no superiority of trains between Vancouver Jct. and CN Jct. That portion of Rule 93 requiring the clearing of first class trains does not apply and is modified accordingly. All trains and engines must move within these limits prepared to stop short of train, engine, car, stop signal, derail or switch not properly lined and prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Before an extra train or engine may occupy the main track within these limits on the time of a delayed first class train, they must obtain permission from the train dispatcher in addition to operating switch indicators in accordance with governing signal rules.

c. Rules 261-264 inclusive are in effect between North Absolute Signal CN Jct. and South Absolute Signal Still Creek.

Trains or engines stopped by a Stop signal must not proceed until authority received from train dispatcher. Rule 509 is modified accordingly.

At 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.

d. Rules 251-254 inclusive are in effect between Still Creek and Willington Jct. Train movements with the current of traffic in this territory may be made without numbered clearance or train order authority.

Movements may be made against the current of traffic without train order authority when authorized by the train dispatcher. Rule 252 is modified accordingly.

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.

23. **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	20'5"
Main Street, Vancouver, B.C.	19'6"
Renfrew Street—Still Creek	21'0"

New Westminster, retaining wall Front Street crossing in front of penitentiary will not clear man on side of car or engine.

24. Territory between Everett Jct. and North switch Blaine is under jurisdiction of train dispatcher at Seattle. 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 by both train dispatchers over the initials of Chief Dispatcher at Seattle. BN Company telephone number for New Westminster train dispatcher is 8-723-2254, and commercial telephone is (604)524-6355.

25. **Semi-Automatic Interlocking not Indicated at Station**—

a. New Westminster, 0.9 miles south
of CPR crossing Crossover to waterfront track.

b. Vancouver CPR crossing at Burrard Inlet.

Normal position of gates is Stop for BN.

BN trains or engines shall stop clear of Powell Street until gates are opened and the way is clear for movement across CPR tracks to avoid blocking traffic on Powell Street. Crossing signals governing traffic on Powell Street are manually controlled by handle of electric gate lock.

BN train and engine movements over the semi-automatic interlocking at the CPR crossing at Burrard Inlet, Vancouver, B.C. is governed by manually operated gates on both sides of the CPR tracks, electrically locked under control of CP Rail CTC control operators at Coquitlam, B.C.

Authority to release the gate lock must be obtained from the CP Rail control operators at Coquitlam. CP Rail telephone is attached to side of bungalow about 100 feet north of crossing.

26.

- a. Excerpts from the Uniform Code of Operating Rules BN Form 15071 are applicable to BN operations in Canada.
- b. New Westminster, radio call is CJN 253, Vancouver, CJN 282. Station name must not be used.
- c. Canadian Transport Commission (formerly The Railway Transport Commission of Canada) General Order 0-7 forbids the handling of freight cars in main line passenger trains unless equipped with air brakes, communicating signals, steel or steel tired wheels, and trucks designed for use in passenger train service.
- d. Canadian Transport Commission Order provides for the safe movement of occupied cabooses and occupied service equipment in Canada as follows:
 1. Except as provided 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.

Verbal authority must be received from the train dispatcher before a train leaves Burlington for the Anacortes spur. Verbal permission must be received from the train dispatcher before re-entering Second Subdivision.

Verbal authority must be received from the train dispatcher before a train leaves Kruse Jct. for the Darrington Spur. Verbal permission must be received at Kruse Jct. to enter Second Subdivision.

27. 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) non placarded cars. All other US restrictions apply.

28. Information Only—

Control Locations—

MP	Name	MP	Name
151.8	Willingdon Jct.	146.1	North Road
149.8	Sperling	145.4	Brunette
148.0	Piper	145.3	CP Jct.
146.9	Burnaby	144.9	Braid
146.4	Lake City	144.5	Spruce

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

Other Failed Equipment Detector Locations—

English—	MP 46.1	Burlington—	MP 73.6
Stanwood	MP 55.1	Brownsville—	MP 139.1
Mt. Vernon—	MP 67.5		

PACIFIC DIVISION

(Seattle to Vancouver Jct.)

THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Seattle and Vancouver Jct.	70 MPH.	50 MPH.
Seattle—King Street station, over switches		10 MPH.
Seattle—King St. Station, and Tacoma—Union Station— Trains handling Amtrack Superliner bilevel cars while passing umbrella sheds		5 MPH.
Spokane Street interlocking		10 MPH.
Seattle—All street crossings in corporate limits		20 MPH.
Except between North Portal (Vine Street) and Stacy Street Yard (South Atlantic Street) on waterfront		10 MPH.
Except over Military Road South at MP 5.27 between Argo and South Seattle		40 MPH.
Argo interlocking	30 MPH.	20 MPH.
Argo and Wabash against the current of traffic	59 MPH.	49 MPH.
Black River interlocking	60 MPH.	40 MPH.
Black River—all yard tracks		5 MPH.
Reservation and McCarver Street . . .		30 MPH.
Tacoma—Between East D Street and MP 0.4		10 MPH.
Titlow—Over 6th Avenue and 19th Street crossings		35 MPH.
Steilacoom—Within corporate limits Over Bridge 14		50 MPH. 30 MPH.
Bucoda—Within corporate limits . . .	65 MPH.	
Centralia, Chehalis, Castle Rock and Kalama—Within corporate limits . .		40 MPH.
Napavine and Winlock—Within corporate limits		50 MPH.
Kelso—Within corporate limits Over Allen Street crossing		40 MPH. 25 MPH.
Trains or engines through No. 11 dual control switch turnouts at following locations		15 MPH.
Centralia Center Centralia North Chehalis Jct. to Seventeenth Subdivision Longview Jct. South to Main 1 Siding		
Trains or engines through No. 16 turnouts at following locations Crossover north end Ruston Tunnel. Crossover south end Nelson-Bennet Tunnel.		30 MPH.
Trains or engines through No. 20 dual control switch turnouts at following locations		35 MPH.

Wabash Ostrander
 Centralia South Kelso South
 Chehalis Jct. Longview Jct. South
 Napavine MP 111
 Vader Ridgefield South
 MP 85 Vancouver Jct. North

Cars under 40 feet long weighing
 between 177,000 lbs. and 220,000 lbs.
 when coupled in groups of two or
 more:

Over Bridges 36.8 and 20 on West
 Seattle Line 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not
 permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
 263,000 lbs. or less minimum length 44 feet
 315,000 lbs. or less minimum length 52 feet

West Seattle Line—250-ton wrecking cranes, and engines in Groups
 E and I Not Permitted

Stacy Street Yard—Account No. 7 turnouts, engines in Groups F, G, H
 and I not permitted unless authorized by yardmaster.

Chehalis West Coast Mills track, engines heavier than Group F not
 permitted.

Except cars over 263,000 lbs. not permitted to West Seattle or
 between Meeker and Palmer Jct. without authority of
 Superintendent.

3. Train Register Exceptions—

Seattle—King St. Station (South Portal)—Freight trains regis-
 ter by register ticket.

Tacoma—Head of Bay Yard Office extra trains originating or termi-
 nating will register.

Reservation, UP Jct. and Centralia—Register stations for extra
 trains only and will register by register ticket.

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

Seattle—Trains from Stacy Street yard secure clearance at Spokane
 Street tower, which will clear trains entering Third Subdivision at
 Argo. Trains from King Station secure clearance at South Portal
 tower.

Black River Tower—Rule 83(B) does not apply; trains from Sev-
 enth Subdivision must secure verbal authority from train dispatcher
 before entering Third Subdivision.

Trains between Vancouver Jct. and Vancouver will operate on Pacific
 Division clearance and train orders.

Vancouver Jct.—Rule 83(B) does not apply; trains will proceed on
 authority of clearance under which they arrive.

Between Puyallup and Sumner and between Thomas (MP 18.5) and
 Argo trains and engines must not enter the main track or crossover
 the main track without permission of the train dispatcher. When
 authorized by the train dispatcher, movements may be made between
 stations within these limits in accordance with rule 93. Train move-
 ments made against the current of traffic within these limits not
 authorized by form DR Train Order or protected by yardmaster must
 be made per Rule 99.

Tacoma, Nisqually, St. Clair, Tenino Jct., Chehalis Jct. and
 Auburn—Rule 83(B) does not apply.

East Olympia—Union Pacific trains and engines must secure ver-
 bal authority from train dispatcher before entering Third Subdivi-
 sion main track.

At intermediate locations in CTC territory Rule 83(B) will not apply
 when so authorized by train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles, except between Seattle and Wabash, when operating against the cur- rent of traffic distance will be 1.5 miles.

6. Interlockings and Drawbridges not Indicated at Station—

On West Seattle Line:

Drawbridge 36.8

Between Black River and Orillia:

UP crossing MP 9.9

Tacoma:

Between 21st Street and Union Depot

Between Halfmoon Yard and Pacific Avenue

Between Union Depot and Eleventh Street

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 unat-
 tended, further movement will be made in accordance with the sec-
 ond paragraph of Consolidated Code Rule 608, operating dual control
 derails in accordance with Consolidated Code Rule 275(A).

7. Railroad Crossings not Indicated at Stations—

Colorado Avenue Line:

Atlantic Street UP

Duwamish Avenue UP

Diagonal Wye, Trail Track UP

West Seattle Line:

East Marginal Way, joint track crossing

Tacoma:

Between Reservation and East 15th Street—UP

Running track to new Muni Yard—UP

8. Black River—Trains entering the interlocking to back in on north leg of wye, or working interchange tracks, or making reverse move- ment between Black River station and interchange track, must notify UP Black River operator by phone so that arrangements can be made to protect movement.

Trains from Third Subdivision must secure verbal authority from
 train dispatcher before entering Seventh subdivision.

9. Yard Limits—Continuous yard limits are in effect as follows:

Yard Limit sign south of Kent, MP 18.5 (Thomas), and east of
 Interbay.

Yard Limit signs north of Sumner and south of Puyallup.

Yard Limit signs north of Reservation and south of McCarver Street,
 and South Tacoma.

10. Seattle—

a. All trains and engines using southward or northward main tracks
 between the south switch of the diagonal wye and King Street
 station move at reduced speed. Extra trains, or engines, may use
 main track with current of traffic within these limits on the time
 of delayed first class trains without train order authority, but
 must be prepared to protect immediately. In foggy or obscure
 weather all trains must stop and know before proceeding that
 there are no trains approaching on main track before entering
 from yard track.

At King Street station, switch tender on duty from 6:00 A.M. to
 10:00 P.M. daily. When switch tender not on duty, a member of
 the crew of all trains and engines using main tracks between
 Holgate Street and South Portal, including depot tracks, must
 line switches for the route to be used. Switches must be restored
 to the proper position after each use. Northward extra trains via
 King Street tunnel must call operator at North Portal on radio
 for instructions before passing Holgate Street.

b. 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.

c. Trains to or from West Seattle making movements across Spo-
 kane Street will actuate the crossing signals on approach to Spo-
 kane 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 pro-
 tection "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.

- d. At 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.

e. **Grade Crossing Ordinances**

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.

11. **Between Argo and Spokane Street—**

Former Colorado Avenue Line Track 1
Former Pacific Coast eastward track Track 2
Former Pacific Coast westward track Track 3

Before permitting movement between Argo and Spokane Street tower on these tracks control operators will confer with each other to ensure track is clear of opposing trains or engine movements.

Outbound movements from Spokane Street to Argo will use Track 2 when practicable.

12. **Yard engines and extra trains** must secure verbal authority from train dispatcher to use main track within Seattle yard limits and north of Argo.
13. **Kent**—City ordinance prohibits switching operations over East Valley Highway (MP 14.1) near 212th Street between 6:30 A.M. and 9:00 A.M. and between 3:00 P.M. and 6:00 P.M.; the storage of cars; the stopping of cars during switching operations; the use of this crossing in such a manner as to unreasonably interfere with vehicular travel.
14. **Auburn**—Highway signals at Main Street crossing are not connected with team track lead and operate only with train movements on main tracks.
15. **Puyallup**—Southward movements on third main may not activate crossing signal at Fifth Street. Flag by hand if necessary.
16. **Tacoma**—Switching movements along or over public crossings must be preceded by flagmen who are required to give proper warning for safety of persons approaching crossing, except when locomotive is equipped with flashing amber light and precedes other units of train, or when crossing is protected by automatic crossing signals in operation.

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

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

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

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

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

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

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

17. **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. **Nisqually**—Trains from Fifth Subdivision must not enter Third Subdivision until authority is received from train dispatcher and may run as extra trains with the current of traffic Nisqually to CTC Wabash or to Tacoma without train order authority.
19. **St. Clair**—Trains from Sixth Subdivision must not enter Third Subdivision until authority is received from train dispatcher and may run as extra trains with the current of traffic St. Clair to CTC Wabash or to Tacoma without train order authority.
20. Two main tracks are in service in CTC territory between Wabash and Vancouver Jct., and in CTC territory through Ruston and Nelson-Bennett tunnels located between McCarver Street and Titlow.
No. 1 Main Track is the right hand track moving southward.
No. 2 Main Track is the right hand track moving northward.
21. **In CTC territory—**
The following switches are not equipped with electric lock and Rule 268(A) applies:
Main 2—MP 58.1—Chehalis—Darigold spur
Main 1—MP 71.4—Winlock—Berry spur
Main 1—MP 72.2—Winlock—Union Oil spur
Main 2—MP 96.8—Kelso—Stock track
Main 2—MP 96.7—Kelso—Team track
Main 2—MP 115.7—Woodland—Down River Forest Products
Main 2—MP 116.5—Woodland—House track, north and south end
22. Train, engine and yard crews operating over SP trackage between Brooklyn Yard and East Portland Interlocking are governed by the Consolidated Code of Operating Rules except where they do not conflict with "Rules for Movement on the Southern Pacific trackage between East Portland and Brooklyn," copies of which may be obtained at Brooklyn Yard. Employees must not operate in this zone before obtaining those rules.
23. Train, engine and yard crews operating over UP trackage between East Portland Interlocking and North Portland are governed by the Consolidated Code of Operating Rules except where they do not conflict with "Rules for Movement over Union Pacific Trackage

Between East Portland Interlocking and North Portland," copies of which may be obtained at Albina Yard. Employees must not operate in this zone before obtaining those rules.

24. Information Only—

Control Locations

MP	Name	MP	Name
5.1	Ruston	85.0	MP 85
6.7	Nelson Bennett	93.5	Ostrander
49.5	Wabash	98.9	Kelso South
52.5	Centralia North	102.5	Longview Jct.
53.9	Centralia Center	110.9	MP 111
55.8	Centralia South	123.6	Ridgefield South
58.6	Chehalis Jct.	132.5	Vancouver Jct.
66.2	Napavine South	136.0	Vancouver
77.0	Vader		

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

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

Other Failed Equipment Detector Locations—

Argo—MP 6.0 Woodland—MP 113.5

PACIFIC DIVISION

(Yakima to Auburn)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Yakima and Auburn	50 MPH.
Selah—Within corporate limits	40 MPH.
Ellensburg—Within corporate limits	35 MPH.
Cle Elum over crossing west of Depot	25 MPH.
Easton and Cabin Creek	20 MPH.
Cabin Creek and Lester	20 MPH.
Lester—Movements over Loop Track	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
315,000 lbs. or less minimum length 52 feet

Engines heavier than Group F not permitted on Loop Track at Lester, Wye track at Easton and Ellensburg.

Cabin Creek—Engines switching industrial spur are limited to 2 units.

Except cars over 263,000 lbs. not permitted without authority of superintendent between:

Cle Elum and Ronald
Palmer Jct. and Meeker

3. Train Register Exceptions—None.

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

Auburn—Trains from Fourth Subdivision must receive authority from train dispatcher before entering Third Subdivision.

5. Rule 99—Between Yakima and Auburn—when flagging is required distance will be 2.5 miles.

6. Between Stampede and Martin—

CTC is controlled by operator, Easton under jurisdiction of train dispatcher.

Employees must not enter tunnels between Martin and Stampede unless authorized by the train dispatcher.

A vertical mounted alternating flashing lunar white signal is located 200 feet west of the west portal of Tunnel 3. The signal is approach lighted by eastward trains and is an indicator for the ventilating plant. Eastward trains will not enter the tunnel unless they receive a flashing lunar white signal. If the signal remains dark, it indicates that the ventilating fans are operating and train must be stopped and the train dispatcher must be notified to stop the fans before proceeding into the tunnel. CTC telephone for this purpose is available inside the snowshed of tunnel.

Sam spur switch at MP 49.2 east of Stampede is equipped with an electric lock and release of lock is controlled by train dispatcher.

Martin—Dragging equipment detector at MP 46.6: Westward trains receiving solid white light must notify train dispatcher at Seattle.

7. 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%.

8. Pomona—North siding is eastward, south siding is westward.

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

Third Subdivision instructions govern.

10. Ravensdale—When cars are set out on siding west switch must be lined for Henrys to serve as derail.

11. 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.

12. Lester—Semi-automatic interlocking in service at East Switch of siding. Rule 605(A) governs. Train dispatcher's phone located inside bungalow door at east end of building.

The signals and semi-automatic switch for entering and leaving siding are actuated by inserting switch key into control box mounted on signal mast and turning clockwise.

If signals do not clear when actuated, and after permission has been received to pass a Stop signal at this location, before proceeding the semi-automatic switch must be operated in accordance with Consolidated Code Rule 275(a) even though lined for desired route.

13. Easton—Normal position of switch leading from east end of west No. 2 track to former eastward main track is for west No. 2 track and must be left lined for No. 2 track when not in use.

14. Yakima—Portland Division Instructions Govern.

15. Handling 80 Foot or Longer Cars—

Between Easton and Lester—

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

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

16. Trailing Tonnage Restrictions—

(See items 2 and 3, All Subdivisions.)

Between Easton and Lester—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 4,900, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8,150 tons.

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

Martin— MP 46.6

Other Failed Equipment Detector Locations—None.

PACIFIC DIVISION

(UP Jct. to Tenino Jct.)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
UP Jct. and Tenino Jct.	25 MPH.
Lakeview and Nisqually.	25 MPH.
Between UP Jct. and South Tacoma—	
Between 15th Street and Commerce St.	5 MPH.
Between Wilkeson Street and Commerce Street on descending grade	15 MPH.
Between MP 1.8 and MP 2.3	10 MPH.
Over Pine Street	25 MPH.
Over 35th Street	20 MPH.
McChord Field and Mobase—On government tracks	10 MPH.
Roy—Within corporate limits	25 MPH.
DuPont—With corporate limits	20 MPH.
Fort Lewis—Over DuPont highway public crossing MP 7.5	5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet

263,000 lbs. or less minimum length 44 feet

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

3. Train Register Exceptions—

UP Jct.—Trains register by register ticket.

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

Nisqually, Lakeview and Tenino Jct.—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided protection against following trains is not required. When required to flag distance will be 1.0 mile.

6. Yard Limits—Continuous Yard Limits in effect as follows:

—Between yard limit signs east of Reservation and west of McCarver Street and Weston spur MP 7.8.

7. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operations apply between 15th Street Tacoma, and 2½ miles west (Wilkeson St.). Ruling grade descending east: 2.2%.

8. Between UP Jct. and South Tacoma—All train, engine and yard movements must be authorized by proper authority after ascertaining there are no conflicting movements.

9. Lakeview—Normal position of junction switch is for South Tacoma-Tenino Jct. line.

10. Mobase—Permanent drainage ditch, about 3 feet deep and 1700 feet long in place between main track leading into cantonment and first track south, does not allow room to walk between these tracks.

Gate into Mount Rainier Ordnance Depot will be kept locked at all times with switch lock.

11. Between Hillhurst and Roy—U.S. Army has gun emplacements in the area east of track, with firing to be over main track.

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

MP 15.2 MP 17.6
MP 17 MP 19.8

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

12. Wetico—Account log loading operations, expect to find cars blocking main track and switch lined for Weyerhaeuser (CW) interchange track.

13. Between Lakeview and Fort Lewis—

At following locations, if crossing indicator lights are not flashing, all trains will stop and flag crossing:

Bridgeport Way	Signals 06 and 07
Thorne Lane	Signals 31 and 32
Berkeley Street	Signals 38 and 39
41st Division Drive	Signals 56 and 57
Lake Street	Signals 91 and 92

14. Fort Lewis and North Fort Lewis—

On cantonment tracks when backing or pushing cars ahead of engine over street crossing, movement must be protected by flagman on ground.

Many government warehouses, semi-portable loading ramps and other structures have less than standard side clearance, and employees working along these tracks will be governed accordingly.

PACIFIC DIVISION

(Saint Clair to Gate)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Saint Clair and Olympia	25 MPH.
Olympia through tunnel, speed must be controlled so that train can be stopped on emerging from tunnel.	
All trains within corporate limits	10 MPH.
Except switch moves at street intersections	5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet

263,000 lbs. or less minimum length 44 feet

250-ton wrecking derricks not permitted over Bridge 9.1, Tumwater Branch, at Olympia.

3. Train Register Exceptions—None.

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

Saint Clair—Rule 83(B) does not apply.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1.5 mile.

6. **Olympia**—Movements through Tunnel District are governed by color light type automatic signals as follows:

Westward signal 8.7 located 1750 feet east of MP 9.

Westward signal 9.3 located 275 feet east of tunnel.

Eastward signal 9.4 located 275 feet west of tunnel.

Eastward signal located between main track and siding, 275 feet west of tunnel, normal indication stop, governs eastward movements from siding to main track. Switch of siding must be lined for main track before signal will indicate proceed. Before opening switch of siding, eastward trains or engines from siding must have proceed indication from signal 9.4.

Trains or engines from Jefferson Street Line, in addition to having proceed indication from signal 9.3 before opening main track switch, must comply with the provisions of Rule 513. -

Westward trains finding signal 9.3 and eastward trains finding signal 9.4 or eastward signal located between main track and siding in stop position may proceed through tunnel only under protection of flag.

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

- a. No car or cars are to be kicked or dropped over any street grade crossing, or along any tracks extending along any streets or immediately adjacent to any streets.
- b. All switch movements over crossings, unless protected by automatic signal devices, must be protected by flagmen, except when engine precedes cars over crossing, in which case no flagmen necessary, but engine must stop before entering crossing.
- c. No engine, railroad car or cars may be left unattended on any main track having a grade of 1% or more.
- d. No street or street crossing may be blocked to vehicular traffic for more than 5 minutes at any time.
- e. Not more than 3 consecutive street intersections may be blocked by any moving train at any given time.
- f. No more than 2 consecutive street intersections may be blocked by any standing train at any time.
- g. When switching movements across grade crossing have been completed and the crossing cleared, reverse movement across such crossing may not be made until all accumulated vehicular traffic at the crossing shall have cleared the intersection.
- h. Switch movements of engine and 5 cars only may be moved across the following crossings between the hours of 7:30 A.M. and 8:15 A.M., 11:50 A.M. and 12:20 P.M., 12:40 P.M. and 1:05 P.M., 3:25 P.M. and 3:45 P.M., and between 4:50 P.M. and 5:30 P.M.:

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

- i. No public road or street crossing may be blocked to vehicular traffic by any standing engine, car or train during the hours prescribed in paragraph i above.
 - j. No car may be left standing on any track within 25 feet of a street right-of-way line, except on spurs or sidings serving industries.
7. **Lacey**—City ordinance prohibits blocking grade crossings in excess of five consecutive minutes.
8. Continuous yard limits are in effect between Olympia and Gate.

PACIFIC DIVISION

(Snohomish Jct. to Black River)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Renton and Scopa	10 MPH.
Scopa and Bromart	25 MPH.
Bromart and Snohomish Jct. West	25 MPH.
Bromart and Snohomish Jct. East	10 MPH.
Woodinville and Issaquah	25 MPH.
Near Issaquah, over public crossing MP 18.2	10 MPH.
Issaquah, within corporate limits	15 MPH.

Item 1A, All Subdivisions, applies, except between MP 25 (Woodinville) and MP 37 (Bromart.)
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
 263,000 lbs. or less minimum length 44 feet

Group I engines and 250-ton wrecking derricks not permitted without authority of Superintendent.

Between Woodinville and Issaquah—
 Cars over 220,000 lbs. not permitted without authority of Superintendent.

Engines in Groups E and I and 250-ton wrecking derricks not permitted.
 Engines in Groups F, G, and H restricted to one unit only.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Snohomish Jct., Woodinville, Renton and Black River—Rule 83(B) does not apply.
5. **Rule 99**—When flagging is required distance will be 1.0 mile.
6. **Yard Limits**—Continuous yard limits are in effect between yard limits east of Scopa and Black River.
7. **Black River**—Trains must secure permission from train dispatcher before entering or leaving Third Subdivision.
8. **Stacy Street**—Trains enroute Seventh and Eleventh Subdivisions will register at Stacy and receive orders at Spokane Street.
9. **Renton**—City ordinance prohibits blocking street crossings in excess of five consecutive minutes. Westward trains between hours of 7:00 A.M. and 5:00 P.M., Monday through Friday, will not leave Scopa until authorized by train dispatcher.
10. **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.
11. **Woodinville**—Normal position of junction switch is for Seventh Subdivision.
12. **Issaquah**—Front Street crossing must be protected by flagman before crossing is occupied.
13. **Bromart**—Normal position of junction switch is from Seventh Subdivision toward Snohomish Jct. West.

14. **Snohomish**—All train and engine movements over Avenue "D" on Bonneville Power Spur must be protected by two members of the train crew displaying lighted red fuses on both sides of the crossing until the train or engine movement has passed over the crossing.

PACIFIC DIVISION

(Snoqualmie Falls to Renton)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Snoqualmie Falls and Cedar Falls 10 MPH.
 Cedar Falls and Maple Valley 10 MPH.
 Maple Valley and Renton 25 MPH.
 Renton, over all street crossings 10 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
 220,000 lbs. or less minimum length 38 feet
 263,000 lbs. or less minimum length 44 feet
 Groups E, F, G, H, and I engines, and 250-ton wrecking derricks, not permitted without authority of Superintendent.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Renton—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required between Snoqualmie Falls and Renton.
 When flagging is required, distance will be 1 mile.
6. **Cedar Falls—**Normal position of west siding switch is for Snoqualmie Falls line.
7. **Renton—**
 - a. The signal governing movements from Seventh Subdivision will normally display an approach aspect. If signal displays a stop aspect, a member of the crew must immediately communicate with the train dispatcher at Seattle in accordance with Rule 509.
 - b. Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes.

PACIFIC DIVISION

(Sumas to Burlington)

NINTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Sedro Woolley and Wickersham (MP 99.4) 25 MPH.
 Wickersham and Sumas 40 MPH.
 Sumas, within corporate limits 20 MPH.
 Sedro Woolley connecting track 5 MPH.

- Over Bridge 110 10 MPH.
 Sedro Woolley and Concrete 25 MPH.
 Burlington and Sedro Woolley—Continuous yard limits.

Maximum speed Sumas to Strandell and Hampton to Lynden 10 MPH.

Slade crossing, 1.3 miles east of Lynden 3 MPH.

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

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
 263,000 lbs. or less minimum length 44 feet

Group I engines and 250-ton wrecking derricks not permitted without authority of Superintendent.

3. Train Register Exceptions—None.

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

5. Rule 99—

When flagging is required, distance will be 1.5 mile.

6. Between Strandall and Everson—

MP 17 to MP 18, track out of service.

7. Authority must be received from train dispatcher to operate between Sedro Woolley and Concrete Spur.

PACIFIC DIVISION

(Centralia to Hoquiam)

TENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Centralia and MP 59 (West of Montesano) 40 MPH.
 MP 59 and Hoquiam 25 MPH.
 Hoquiam and Aloha 20 MPH.
 Aberdeen and MP 6 25 MPH.
 MP 6 and Markham 10 MPH.
 Aberdeen and Cosmopolis 10 MPH.
 Markham and Cosmopolis, trains handling wrecking cranes, pile drivers or locomotive cranes 10 MPH.
 Centralia, over streets within corporate limits 30 MPH.
 Blakeslee Jct., over UP crossings 15 MPH.
 Oakville, Elma, Montesano, Hoquiam, within corporate limits 30 MPH.
 Between Cosmopolis and Markham over bridges 10 MPH.
 Diesel units heavier than Group E and 250 ton wrecking cranes:
 Over Bridge 91.1 near Copalis 10 MPH.
 Over Bridge 2 near South Aberdeen Jct. 10 MPH.
- Aberdeen—
 Over streets and crossings 10 MPH.
 Within corporate limits, elsewhere 20 MPH.
 Over Bridge 46 near Ventron 20 MPH.
 Over Bridge 3.2, Horn Track, Hoquiam 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 may not exceed 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—

Cars heavier than the following, for minimum length shown, not
permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet

263,000 lbs. or less minimum length 44 feet

250-ton wrecking derricks and engines in Groups E, F, G, H, and I:

Between Cosmopolis and Markham Not Permitted

Over Bridges 91.1 and 94 between Copalis and Aloha cars under 40
feet long and weighing between 177,000 lbs. and 220,000 lbs. must be
separated from engine, and each other by a car weighing less than
177,000 lbs.

3. Train Register Exceptions—

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

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

5. Rule 99—When flagging is required, distance will be 1.5 mile, except
1.0 mile between MP 59 and Aloha and between Cosmopolis and
Markham.

6. Centralia-Blakeslee Jct.—double track.

UP main track designated westward track.

BN main track designated eastward track.

7. Blakeslee Jct. Interlocking—Normal position of connection switches from westward track to BN main track:

West (spring) switch for BN.

East (hand throw) switch for connection.

From eastward track to UP main track:

West (spring) switch for connection.

East (spring) switch for eastward track.

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

Aberdeen—Drawbridge 68, Wishkah River, interlocked.

Hoquiam—Drawbridge 72.2, Hoquiam River, interlocked.
—Drawbridge 3.2, Horn Track.

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

10. 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 Hoquiam Yard by radio and the Yard Office will notify the
bridge tender by telephone of the intended movement.

11. Between Hoquiam and Aberdeen—Trains operating against the
current of traffic must stop and flag crossings at West State Street.
West Heron Street and Ontario Street before occupying the crossings.

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

13. Montesano—Loading equipment on house track west of Main
Street crossing close clearance. Know safe before passing.

PACIFIC DIVISION

(Bangor to Elma) (Bremerton to Bremerton Jct.)

ELEVENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

Bangor, Bremerton Jct. and Bremerton and Elma ... 25 MPH.

Cars under 38 feet long and weighing over 177,000 lbs.
when coupled in groups of two or more:

Over Bridges 1 and 17 20 MPH.

Over Bridge 9 10 MPH.

Diesel units heavier than Group E over Bridge 9 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not
permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet

263,000 lbs. or less minimum length 44 feet

3. Train Register Exceptions—None.

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

Bremerton Jct.—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, protection against following
trains is not required. When required to flag distance will be 1.5 mile.

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 unit engines only may be used on
Tracks 1, 2 and 3.

8. McCleary—BN trains using wye or main track between McCleary
Jct. and McCleary, will protect against Simpson Timber Company's
switch movements.

10. Handling 80 Foot or Longer Cars—

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

PACIFIC DIVISION

(Chehalis Jct. to South Bend)

TWELFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

Chehalis Jct. and Raymond 40 MPH.

Raymond and South Bend 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—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet

263,000 lbs. or less minimum length 44 feet

Engines in Groups E, F, G, H and I, and 250-ton wrecking derricks not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rules 83(B)—

Chehalis Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1.5 miles, except 0.5 mile between Raymond and South Bend.

6. Handling 80 Foot or Longer Cars—

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

PORTLAND DIVISION

(Sunset Jct. to Yakima)

FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Sunset Jct. and Yakima	79 MPH.	60 MPH.
Trains or engines through following locations		25 MPH.
Siding Switches Empire—		
Crossover and Spokane Division Eighth Subdivision Switch at Marshall		
On Government Railroad Richland Jct. — North Richland		25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
315,000 lbs. or less minimum length 52 feet
3. **Train Register Exceptions—**
Pasco—Passenger trains will register by register ticket.
Gibbon and Parker—Trains will register when so directed by train order.
Mesa—Only trains to or from Tenth Subdivision will register.
Kennewick—On return movement from Richland Jct. will register by register ticket or with UP operator at Kennewick.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Sunset Jct., Mesa, SP & S Jct., Gibbon and Parker—Rule 83(B) does not apply.
Rule 83(B) does not apply to trains entering at Marshall or at intermediate locations in CTC Territory when so authorized by train dispatcher.
Pasco—Passenger trains secure clearance at Depot.
All trains secure Portland Division clearance at Yardley or Spokane.
Trains destined Spokane Division secure Spokane Division clearance at Pasco.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **Between Glade and Kennewick**—Between west switch Glade and east switch Kennewick Rules 261-264 inclusive are in effect. Controlled signals are under jurisdiction of operators at Pasco yard and passenger station. Train order or numbered clearance authority not required for extra trains.
Interlocking rules in effect between east end Columbia River Bridge and SP&S Jct.
Double track ABS in effect between MP 0.2 and MP 1.2 between Pasco and east end Columbia River Bridge.
A proceed indication displayed for a westward train on signal 137.5 at Glade or a proceed indication on signal 34 at Kennewick for an eastward train permits such trains to proceed on main track to switch at leaving end of siding unless required by train order or instructions from train dispatcher to take siding.
7. **Pasco**—On double track between east switch of main track crossover west of passenger station and dual control switch east of Columbia River bridge trains will keep to the left unless otherwise provided.
8. **Between Kennewick and North Richland—**
 - a. Trains operating over Union Pacific tracks between UP connection at Kennewick and Richland Jct. will be governed by Union

Pacific Time Table and Consolidated Code Rules. Train orders authorizing their movement will be secured from UP operator at Kennewick.

- b. Between Richland Jct. and yard limit sign on Government track—age movement of trains and engines is governed by staff system.

Staff, will be used and staff box is located at Richland Jct.

When train movement is to be made in the staff limit, train dispatcher will notify the crew and that crew must have staff in their possession and retain for the round trip.

After moving through the staff limits, staff must be left in staff box. Staff box must be left locked at all times.

Conductor of train which is to move, or has moved, through the staff limits, must register his train on train register at Richland Jct.

Train or engine movements on Government trackage from end of staff system into interchange yard and wye at North Richland will be governed by yard limit rules and instructions issued by Government train dispatcher.

9. **Between Gibbon and Parker**—Extra trains will run via First Subdivision unless otherwise instructed by train order.
10. **Yakima**—Normal position of switch leading to siding extending between east end of Yakima yard and Union Gap is for siding. Switch to spur track leading off this siding, located 200 feet east of west switch of siding, must be left lined and locked for spur track when not in use to act as a derail for all yard tracks.
Trains entering or leaving tracks 2, 3, 4 and 5 will observe to see crossing arms at Meade Avenue are in stop position for highway traffic before fouling crossing.
11. **Sidings—**
Connell: North siding is eastward; south siding is westward.
Mabton: North siding is eastward, south siding is westward.
Toppenish: North siding is westward, south siding is eastward.
Wapato: North siding is eastward, south siding is westward.
12. **Automatic Interlockings not Indicated at Stations—**
Parker—UP Crossing 0.5 miles west.
13. **Manual Interlockings not Indicated at Stations—**
Between Pasco and SPS Jct.—Bridge 1.0, lift span.
14. **The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.**
Other Failed Equipment Detector Locations—
Babb— MP 25.5
15. Sunset Jct. to Cheney is under jurisdiction of Spokane Division Superintendent.

PORTLAND DIVISION

(SP & S Jct. to Vancouver)

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Vancouver and Wishram	70 MPH.	60 MPH.
Wishram and SP&S Jct.	79 MPH.	60 MPH.
Through dual control switch turnouts at Vancouver main track crossover and yard lead, Eavan, McLoughlin, Washougal, Skamania, Stevenson and SP&S Jct.		25 MPH.

Through dual control switch turnouts
at Bingen-White Salmon, Cooks and
North Dalles

35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
315,000 lbs. or less minimum length 52 feet

Six axle engines are not permitted on California Packing Corp. spur, Vancouver; Crown Zellerbach tracks, New spur, CP spur and Warehouse 3 at Camas.

3. Train Register Exceptions—

Vancouver—Through trains register by register ticket.

Wishram—Passenger trains register by register ticket and conductors of run through crews operating from Bend to Vancouver, when not changed at Wishram, will register with operator at Wishram by radio.

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

In CTC Territory—

Rule 83(B) will not apply at intermediate locations when so authorized by train dispatcher.

SP&S Jct.—Rule 83(B) does not apply.

Wishram—All trains secure clearance except trains manned by run through crews from Bend to Vancouver.

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

6. In CTC territory—The following switches are not equipped with electric lock and Rule 268(A) applies:

MP 20.5 near Camas—Columbia Vista Lumber Mill spur
MP 24.0 Camas—Crown Zellerbach Mill spur track
MP 25.5 near Camas—Standard Oil spur track
MP 25.6 near Camas—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 65.9 Cooks—Spur track
MP 70.9 Hood—Spur track
MP 71.2 Underwood—Spur track
MP 75.1 Underwood—Fruit spur
MP 76.3 Bingen-White Salmon—Mt. Adams Lumber Co. spur
MP 96.6 Dallesport—West switch
MP 96.9 Dallesport—East switch
MP 105.6 Wishram—Rock spur
MP 105.9 Wishram—West switch house track

7. Vancouver—When signal displays aspects 501K #1 and #2 (flashing red) switch movements may be made in either direction without stopping between south yard lead and east switching lead. To receive this indication contact Control Operator Vancouver Depot. If signal changes to aspect 501L (stop) while switching movements are being made, a crew member must contact the Control Operator at Vancouver Depot and be governed by his instructions.

8. Between Vancouver and McLoughlin—

Main 1 is the right hand track moving from McLoughlin to Vancouver.

Main 2 is the right hand track moving from Vancouver to McLoughlin.

9. Camas—When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at least two feet with couplers in closed position. Operator from the Crown Zellerbach Corp. bleach plant will place metal cap over closed

couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

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

10. Bingen-White Salmon—Bridge 75.3 located at MP 75.3 is protected by detector actuated by high load passing through underpass. Eastbound trains stopped at Controlled Signal located 50 feet east of MP 74 and westbound trains stopped at West Bingen-White Salmon by a stop indication at these signals, after complying with the rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.

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

12. Between SP&S Jct. and East Switch Hover—

Rules 261 through 264 are in effect. Eastward trains will stop clear of east switch of siding Hover if eastbound signal at east switch does not indicate proceed. Train order or numbered clearance authority not required for extra trains.

13. Manual Interlocking not indicated at stations—

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

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

Other Failed Equipment Detector Locations—

Bingen-White Salmon— MP 81.7 Paterson— MP 186.1
Roosevelt— MP 152.2

PORTLAND DIVISION

(Vancouver Jct. to Portland)

THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Vancouver Jct. and Vancouver except as indicated below	70 MPH.	60 MPH.
Vancouver, over 39th Street crossing		40 MPH.
Vancouver and Willamette River bridge 5.1 between East St. Johns and Willbridge	70 MPH.	50 MPH.
Between bridge 5.1 and Portland . . .		35 MPH.
Rye and Vancouver Jct.		10 MPH.
Trains must not exceed speeds designated through the following dual control switch turnouts—		
Vancouver		12 MPH.
Vancouver Jct. East		35 MPH.
Columbia River Bridge Interlocking to 2nd Subdivision, Willbridge Interlocking		15 MPH.
North Portland Interlocking		10 MPH.

On Willbridge Wye track 15 MPH.
 Portland on PTRR Co. tracks
 including yard tracks at Lake Yard 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
 263,000 lbs. or less minimum length 44 feet
 315,000 lbs. or less minimum length 52 feet

Six axle engines not permitted on California Packing Corp Spur at Vancouver.

3. Train Register Exceptions—

Vancouver—Through trains register by register ticket.

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

Trains between Vancouver Jct. and Vancouver—Will operate on Pacific Division clearance and train orders.

Rule 83B does not apply at Vancouver Jct. trains will proceed on authority of clearance under which they arrive.

Vancouver—All trains secure clearance. Clearance issued at Albany Yard will apply at Willbridge.

Between Portland and Vancouver—Train order or numbered clearance authority is not required for movement of extra trains and yard engines moving with the current of traffic. Such movements may be made after receiving clearance per Rule 83(B). Trains and yard engines ordered to a specific destination must not go beyond that point nor turn back short of that point until authority has been received from train dispatcher and must receive clearance or verbal permission before returning to home terminal. Yard engines must clear first class trains as prescribed by Rule 93.

Willbridge—Eastward trains from Seventh Subdivision must not enter Third Subdivision until authority is received from train dispatcher, then eastward trains from Seventh Subdivision may run with the current of traffic Willbridge to Vancouver without train order authority.

5. Rule 99—When flagging is required, distance will be 2.5 miles between Vancouver Jct. and Vancouver, 2 miles between Vancouver and Willbridge, and 1 mile between Willbridge and Portland.

6. Between Vancouver Jct. and Vancouver—Main 1 is the right hand track moving from Vancouver Jct. to Vancouver.

Main 2 is the right hand track moving from Vancouver to Vancouver Jct.

7. Vancouver—When signal displays aspects 501K #1 and #2 (flashing red) switch movements may be made in either direction without stopping between south yard lead and east switching lead. To receive this indication contact Control Operator Vancouver Depot. If signal changes to aspect 501L (Stop) while switching movements are being made a crew member must contact the Control Operator at Vancouver Depot and be governed by his instructions.

8. 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.

9. Between Vancouver and North Portland Jct.—

Oregon Slough Drawbridge MP 8.8—Normally unattended. If signal displays stop, trainmen will make certain bridge is unattended and train will then be governed by Rule 608.

10. North Portland Jct.—Following whistle signals will be sounded when calling for diverging route through interlocking:

From and to UPRR: one short.

Stock Yards: From Third Subdivision: two shorts.
 From UPRR: four shorts.

11. Portland, Lake Yard, Willbridge—

a. 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 out-bound passenger trains.

b. 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.

c. Cars spotted on city streets must be protected by two red lights on each end of end car.

d. Cars exceeding an outside length of 51 feet and 10 inches must not be handled around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue.

When handling cars around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue, crew members must protect vehicular traffic against such movements in the following manner:

Pettygrove Street and 22nd Avenue, when moving in either direction, a member of the crew must ride on the leading side step of engine.

Nicolai Street and 22nd Avenue, when moving in either direction; a member of the crew must ride on the leading side step of engine; and another member of the crew must alight from head end onto ground on north side to stop vehicular traffic.

At intersections of 22nd Avenue and Thurman Street, 22nd Avenue and Vaughan Street, and 29th Avenue and Nicolai Street control of traffic signals has been changed to operate as follows:

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

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

Flintkote Spur	Bird & Son Lead
Loop Track Spur	Waterway Tracks 3, 4, and 8
FMC Tracks 1, and 3	Pennwalt Spurs 1, 3, and 6
Schnitzer Tracks 1 and 2	(flashing lights and gates)

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

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

f. 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 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.

g. At intersection of Kittridge Avenue and N.W. St. Helens Road, crews using this crossing will preempt traffic signals by inserting switch key in controller box located either side of crossing and turning counter-clockwise. This will actuate traffic signals for one minute. If after the expiration of one minute movement has

not proceeded past switch key controller location, traffic signals will return to automatic operation. Traffic signals will return to automatic operation when movement has cleared intersection.

- h. Flashing lights with gates in service at Balboa Street crossing near MP 4.2 at Willbridge. Movements on Pennwalt—Chipman—Gilmore Steel spur must stop at Stop sign 25 feet from crossing, and wait for signals and gates to operate for sufficient time to provide warning. Switch key controller on signal bungalow near crossing provides for manual operation of signals and gates.

12. Yard Limits—

Continuous yard limits are in effect between Rye and Vancouver Jct. and between Vancouver and Portland.

13. Train, engine and yard crews operating over 6P trackage between Brooklyn Yard and East Portland Interlocking are governed by the Consolidated Code of Operating Rules where they do not conflict with "Rules for Movement on the Southern Pacific Trackage between East Portland and Brooklyn," copies of which may be obtained at Brooklyn Yard. Employees must not operate in this zone before obtaining those rules.
14. Train, engine and yard crews operating over UP trackage between East Portland Interlocking and North Portland are governed by the Consolidated Code of Operating Rules where they do not conflict with "Rules for Movement over Union Pacific Trackage Between East Portland Interlocking and North Portland," copies of which may be obtained at Albina Yard. Employees must not operate in this zone before obtaining those rules.

PORTLAND DIVISION

(Wishram to Bieber)

FOURTH SUBDIVISION

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Wishram and Metolius	35 MPH.
Metolius and Bend	50 MPH.
MP 87 and MP 98.5 between South Jct. and Paxton:	
Eastward	10 MPH.
Westward	15 MPH.
Bend—On other than main track over all crossings ..	10 MPH.
Bend and Bieber	49 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
315,000 lbs. or less minimum length 52 feet

Bend—On Standard Oil, Pine Tree, Haines, drill and mill spurs, six axle engines not permitted.

3. Train Register Exceptions—

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

Chemult—All trains register by register ticket.

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

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

Chemult—Eastward trains passing Chemult between the hours of 7:30 a.m. and 4:30 p.m. daily, except Saturday and Sunday, secure clearance.

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

6. Interlockings and Drawbridges not Indicated at Stations— Columbia River—Drawbridge MP T-1.3 interlocked.

The following engine whistle signals will be sounded in calling for route:

To Fourth Subdivision: four shorts.

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

7. Handling 80 Foot or Longer Cars—

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

Between Madras and O.T. Jct.—

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

8. Klamath Falls—Trains and engines must stop before crossing drawbridge over Lake Ewauna and be governed by signal. Yellow light indicates that draw span is in safe position for rail traffic. Red light indicates that draw span is not in safe position for rail traffic. If the red light is displayed or in the absence of a light when draw span appears to be in proper position for rail traffic, movement may be made at restricted speed when preceded by a flagman across drawbridge.

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

PORTLAND DIVISION

(Latah Jct. to Pasco)

FIFTH SUBDIVISION

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Passenger Freight

Latah Jct. and Fish Lake		60 MPH.
Fish Lake and Pasco	79 MPH.	60 MPH.
Trains or engines through turnouts crossover, Scribner		25 MPH.
Trains or engines through turnouts at the following locations:		35 MPH.
Overlook siding switches Latah Jct.		

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
315,000 lbs. or less minimum length 52 feet

3. Train Register Exceptions—

Pasco—Passenger trains will register by register ticket.

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

All trains secure Portland Division clearance at Spokane or Yardley.

Trains destined Spokane Division secure Spokane Division clearance at Pasco.

Spokane Division clearance received by U.P. Trains at Wallula will apply at Fish Lake.

Latah Jct.—Rule 83(B) does not apply.

5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **Pasco**—All outbound trains after securing clearance and orders departing via depot interlocking will secure verbal authority from depot operator before moving from yard track.
7. **Between MP 231 Pasco and Ainsworth Jct.**—
Rules 261 through 264 are in effect, interlocking signals and dual-control switches at MP 231 and at Ainsworth Jct. are under the control of the operator in Pasco passenger station. Train order authority or numbered clearance not required for extra trains.
8. **The following Failed Equipment Detectors protect bridges, tunnels or other structures—**
Latah Bridge Eastward— MP 365.8
Other Failed Equipment Detector Locations—
Votaw— MP 253.4 Fish Lake— MP 365.8
9. Latah Jct. to Fish Lake is under jurisdiction of Spokane Division Superintendent.

PORTLAND DIVISION

(Goldendale to Lyle)

SIXTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Goldendale and MP 30 (East of Warwick)	25 MPH.
MP 30 and Lyle	10 MPH.
Within city limits of Goldendale	20 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
Engines in Groups F, G, and H restricted to two units. Engines in Group I and 250-ton wrecking derricks not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1.0 mile, except 0.5 mile between MP 30 and Lyle.
6. **Handling 80 Foot or Longer Cars—**
Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

PORTLAND DIVISION

(Willbridge to Camp Clatsop)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Willbridge and Astoria	40 MPH.
Astoria and Camp Clatsop	20 MPH.
Over Young's Bay draw span, Bridge 102.6	12 MPH.
Between Warrenton and Hammond	10 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
Engines in Group I and 250-ton wrecking derricks not permitted. Except engines in Group I can be operated between Willbridge and United Jct.
Engines in Groups D, E, F, G, and H not permitted west of Astoria MP 102.0.
Except at Astoria engines not permitted on dock portion of any of the three tracks located on Pier No. 2 and cars exceeding 220,000 lbs. not permitted west of MP 102.1 without authority of superintendent.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Clearance issued at Vancouver to trains destined Seventh and Eighth Subdivision applies at Willbridge on Seventh Subdivision.
5. **Rule 99**—When flagging is required, distance will be 1 mile.
6. **Willbridge**—Normal position of west wye switch is for movement toward Vancouver.
7. **Between United Jct. and Willbridge**—Continuous yard limits in effect. Train order or numbered clearance authority is not required. Movement of trains will be governed by instructions of the train dispatcher. Instructions must be repeated back to the train dispatcher.
8. **Interlockings and Drawbridges not Indicated at Station—**
Clatskanie River, MP 62.7.
Blind Slough, MP 84.8.
John Day River, MP 94.8.
Young's Bay, MP 102.6.
Skipanon Creek, MP 105.5.
9. **At Camp Clatsop** flashing light signals with gates placed in service on Oregon Coast Highway 101 near MP 108.
Stop signs are placed 25 feet from edge of highway for train and engine movements.
Trains and engines moving over this crossing must stop at stop signs and use switch key controller located on signal bungalow to actuate the crossing protection. After warning devices have operated for 20 seconds movement over crossing can be made. When movement is completed remove switch key from controller which will restore signals to normal.
10. **Between Astoria and Warrenton**—Bridge 102.6 out of service.

PORTLAND DIVISION

(United Jct. to Eugene)

EIGHTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
United Jct. and Eugene	35 MPH.
Within city limits of Beaverton, 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 engines between United Jct. and Albany ...	25 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet

263,000 lbs. or less minimum length 44 feet

315,000 lbs. or less minimum length 52 feet

Engines in Group I and 250-ton wrecking derricks not permitted.

Albany—Cars exceeding 18 feet 6 inches ATR must not move under SPT overpass bridge 97.6 on main track account will not clear. Cars exceeding 15 feet 6 inches ATR or 11 feet 6 inches wide must not move under this bridge ON OLD MAIN LINE account will not clear.

3. Train Register Exceptions—

Beaverton, Bowers Jct.—Trains register when so directed by train order.

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

United Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1.5 mile.**6. At any station between Bowers Jct. and Eugene cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.****7. SPT Absolute-Permissive Block Rules 740, 741 and 745 govern operations over SPT track between Greton and Beburg—**Telephone in booth at Beburg and Greton connected with both BN and SPT train dispatcher's offices by means of two-way switch.**8. Beaverton to Greton—**Signal box controlling electric switch to Greton is located 110 feet west of west siding switch at Beaverton, MP E-27.14.

Member of train crew will operate upper pushbutton marked SIGNAL. White light will indicate control has been requested. After an interval, white light will go out and green light will indicate that train can proceed. Signal at junction switch will remain clear for a period of ten minutes, and move through Beaverton should be completed in this time. If train is not ready to proceed after receiving green light, press pushbutton marked CANCEL. If signal cannot be cleared the train dispatcher must be notified.

Greton to Beaverton—Trains will stop clear of Signal 7518, where a member of the crew will proceed to junction switch at Greton to observe indication of Block Indicator 7519. If indicator shows clear, junction switch can be lined for movement.

When Signal 7518 clears, the junction switch at Beburg will automatically be positioned for movement to the BN.

9. 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.**10. Salem—**Train and engine movements through traffic signal at Broadway and Market Streets must stop and proceed only on green light. Movements are limited to one unit and two cars.**11. Bush—**Before train or engine occupy Industry Way Crossing, Industrial spur serving Hancock Lumber Co., it will be necessary for a crew member to protect crossing.**12. Albany—**The following will govern the use of the weigh-in-motion scale:

(A) Maximum speed over scale is 5 MPH.

(B) Maximum speed over scale when scale is in standby is 5 MPH.

(C) 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.

(D) 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.

(1) There signals will display the following aspects:

(a) Two (2) solid lights—movement is being made within speed limits.

(b) A solid over a flashing—within speed limits, but at the upper limits of the permissible speed.

(c) Two (2) flashing lights—train is exceeding the permissible speed. Movement must be stopped and the train or movement will have to be reversed to a point which clears the scale sensors, located approximately 300 feet from each end of the scale.

13. Junction City—Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.**14. Handling 80 Foot or Longer Cars—**

Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.

Between United Jct. and Tunnel Spur—

Trains of Greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.

15. Between Tigard and West Woodburn—

Dragging equipment detectors at MP 39 and MP 47 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:

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

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

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

4. Flashing amber light illuminated and white lights extinguished: Dragging equipment detected—STOP and inspect train.

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

6. 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.

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

Tonquin— MP 39.1 Donald— MP 46.9

Other Failed Equipment Detector Locations—None.

PORTLAND DIVISION

(Bowers Jct. to Forest Grove)

NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Bowers Jct. and Banks	25 MPH.
Hillsboro and Forest Grove	25 MPH.
Within city limits of Hillsboro	20 MPH.
Within city limits of Forest Grove	15 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent: -

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet

250-ton wrecking derricks and engines in Groups E, F, G, H, and I not permitted.

Cars weighing over 220,000 lbs. are not permitted on Bridge MP 28.0 at Banks.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Bowers Jct.—Rule 83(B) does not apply.

Trains destined between Hillsboro and Forest Grove via Banks will secure SPT clearance at Beaverton.
5. **Rule 99—**When flagging is required, distance will be 1.0 mile.

PORTLAND DIVISION

(Mesa to End of Track)

TENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mesa and MP 1	20 MPH.
MP 1 and End of Track	45 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet

Engines in Groups F, G, H, and I, and 250-ton wrecking derricks, not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Mesa—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 2 miles.
6. **Between Mesa and Sagehill—**

Main track out of service at MP 12 account washout.

PORTLAND DIVISION

(Albany Yard to Foster)

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Lebanon and Foster	25 MPH.
Within city limits of Lebanon and Sweet Home	20 MPH.

Item 1A, All Subdivisions, applies.

At Sweet Home over 18th Avenue 15 MPH.
Over Santiam Highway crossing 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet

Engines in Groups E, F, G, and H restricted to 2 units. Engines in Group I and 250-ton wrecking derricks not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**When flagging is required, distance will be .5 mile.

PORTLAND DIVISION

(Moxee City to Tieton)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Moxee City and Tieton	10 MPH.
Brace and Naches,	10 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet

Engines in Group E restricted to one unit. Engines in Groups F, G, H, I and 250-ton wrecking derricks not permitted.

Over Bridge 4.1, between Brace and Naches:

Cars weighing between 177,000 lbs. and 220,000 lbs. must be separated from each other by a car weighing under 177,000 lbs. Engines are restricted to one unit and must be separated from loads by an empty car.

Over Bridge 1.2 at MP 1.5 between Yakima and Moxee City:

 - 150-ton wrecking derricks must be preceded and followed by a car weighing less than 90,000 lbs.
 - Locomotive cranes must have boom resting on idler car and be preceded by a car weighing less than 90,000 lbs.
 - All engines must be separated from loads by one empty car.
 - Cars weighing between 177,000 lbs. and 263,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs.

3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1 mile between Moxee City and Tieton and .5 mile between Brace and Naches.
6. **Brace**—Normal position of switch is for Tieton Branch.
7. **Derailed**—At Naches, on main track 200 feet east of east switch.
8. **Handling 80 Foot or Longer Cars**—
Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
9. **Yakima**—At "G" and "H" Street crossings, city ordinance provides trains and engines must protect movement by flagman and engine whistle or bell must not be sounded except to prevent an accident not otherwise avoidable.
10. **Terrace Heights**—Trainmen must flag highway crossing just east of Blue Ribbon cannery before train or engine movement is made over crossing.

PORTLAND DIVISION

(Warden to Royal City)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Warden and Othello	20 MPH.
Othello and Royal City	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
3. **Train Register Exceptions**—Warden—Trains will register when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1 mile.
6. **At Warden**—60 ft. and longer cars are not to be handled on curvature serving Country Gardens.

PORTLAND DIVISION

(Toppenish to White Swan)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Toppenish and White Swan	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
Engines in Groups E, F, G, H and I and 250-ton wrecking derricks not permitted.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1.5 miles.
6. **White Swan**—All trains and engines stop and flag over Highway 3-B Hitchcock mill spur, Boise Cascade spur, Highway SR 220.

PORTLAND DIVISION

(Gibbon to Parker)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Gibbon and Parker	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:
220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet
3. **Train Register Exceptions**—
Gibbon and Parker—Trains will register when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Gibbon and Parker—Rule 83(B) does not apply.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1 mile.
6. **Automatic Interlocking not Indicated at Station**—
Yakima River Bridge—MP 79.2.

PORTLAND DIVISION

(Adrian to Connell)

SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Adrian and Connell	25 MPH.
Bruce, within corporate limits	20 MPH.
Wheeler and Moses Lake	10 MPH.
Bassett Jct. and Schrag	10 MPH.
250-ton wrecking cranes, and six axle engines over Bridge 126	10 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet

Engines in Groups E, F, G, H, I and 250-ton wrecking derricks not permitted between Bassett Jct. and Schrag.
3. **Train Register Exceptions—**

Warden and Bassett Jct.—Trains will register when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**When flagging is required, distance will be 1 mile between Adrian and Connell and .5 mile between Bassett Jct. and Schrag.
6. **Warden—**60 foot and longer cars are not to be handled on curvature serving Country Gardens.
7. **Yard Limits—**

Continuous yard limits are in effect between Wheeler and Moses Lake.
8. **Between Adrian and Wheeler—**Track out of service between MP 125.7 (Adco) and MP 142 (Mitchell) including Bridge 126 at Adrian.

Engines in Groups C and E restricted to one unit and Engines in Groups F, G, H and I, and 250-ton wrecking derricks, not permitted between Attalia and Dayton.

3. **Train Register Exceptions—**

Upon arrival Attalia depot, conductor will promptly telephone Wallula CTC operator train register information, leaving register ticket in box.

Attalia—Trains will register when so directed by train order.
 4. **Clearance Provisions and Exceptions Rule 83(B)—**

Ainsworth Jct. and Dayton—Rule 83(B) does not apply.
 5. **Rule 99—**When flagging is required, distance will be 1.5 mile. Unless otherwise provided, protection against following trains is not required between Attalia and Waitsburg Jct.
 6. **Interlocking not Otherwise Indicated at Station—**

Between Ainsworth Jct. and Burbank—Snake River Bridge 3, draw span interlocked.
 7. **Burbank—**Expect to find portable grain conveyor belt across track in vicinity of Cargill Elevator.
 8. **Between Ainsworth Jct. and Villard Jct.—**

Rules 261 through 264 are in effect. Interlocking signals governing the entrance and departure of trains from the track between Ainsworth Jct. and Villard Jct. are jointly controlled by the BN control operator in Pasco passenger station and the Union Pacific control operator in the depot at Wallula. Train order or numbered clearance authority not required for extra trains.
 9. **Attalia—**Yard limits in effect between MP 14 and begin CTC territory (UP main track).
 10. **Handling 80 Foot or Longer Cars—**

Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.
 11. **Walla Walla—**Train or engines operating over Highway SR 12, at Airport spur, Walla Walla, must observe crossing signals in operation prior to obstructing crossing. In the event signals fail to operate for approaching movements, leading wheels of movement must occupy Island Section, but stopping short of street crossing, observing signals in operation before obstructing crossing.
- Note—**Island Section is a section of track over the crossing, the outer limits of which is approximately 50 feet each side of crossing and marked with yellow paint.

PORTLAND DIVISION

(Ainsworth Jct. to Dayton)

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Ainsworth Jct. and Villard Jct.	25 MPH.
Villard Jct. and Attalia	40 MPH.
Attalia and Dayton	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet

PORTLAND DIVISION

(Attalia to Pendleton)

EIGHTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Attalia and U.P. Connection	25 MPH.
Smeltz and Athena	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum length shown, not permitted without authority of Superintendent:

220,000 lbs. or less minimum length 38 feet
263,000 lbs. or less minimum length 44 feet

Engines in Groups E, F, G, H, I, and 250-ton wrecking derricks not permitted between Zangar Jct. and U.P. Connection.

Except—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 over Bridge 4.

3. Train Register Exceptions—

Wallula—Trains will register by register ticket.

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

Attalia and Pendleton—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1.5 mile. Unless otherwise provided, protection against following trains is not required between Zanger Jct. and UP connection at Pendleton, including Smeltz to Athena.

6. Wallula—Train order signal also governs BN trains.

7. Handling 80 Foot or Longer Cars—

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

8. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operation apply between MP 7 and Apex and Duroc, ruling grade 2.2% ascending westward.

RADIO INFORMATION

SPOKANE DIVISION

Base Stations	Channel	Hours in Operation
Spokane Disprs. Office	1	Continuous
Havre Disprs. Office	1	Continuous
Seattle Disprs. Office	1	Continuous
Wayside Stations		
Columbia Falls	1	Continuous
Whitefish	1	Continuous
Stryker	1	Continuous
Eureka	1	7:30 am-4:30 pm Mon. thru Sat.
Twin Meadows	1	Continuous
Flathead Tunnel	1	Continuous
Rock Creek	1	Continuous
Tamarack	1	Continuous
Riverview	1	Continuous
Libby	1	Continuous
Troy	1	Continuous
Bonnars Ferry	1	Continuous
Naples	1	Continuous
Sandpoint	1	Continuous
Athol	1	Continuous
Hauser	1, 2	Continuous
Parkwater	1, 2	Continuous
Yardley	1, 2	Continuous
Erie Street	1, 2	Continuous
Spokane	1, 2	Continuous
Newport	1	7:00 am-4:00 pm Mon. thru Fri.
Hillyard	1, 2	Continuous
Harrington	1	Continuous
Odessa	1	Continuous
Wilson Creek	1	Continuous
Ephrata	1	Continuous
Quincy	1	8:00 am-8:00 pm Mon. thru Sat.
Wenatchee	1, 2	Continuous
Northport	1	10:00 am-12:01 pm Wed. and Sat.
Kettle Falls	1	Continuous except closed 2:00 am Sun.-5:00 am Mon.
Davenport (Transmitter at Hanson and Davenport)	1	7:00 am-4:00 pm Mon. thru Fri.
Pullman	1	1:00 am-10:00 pm Mon. thru Fri. 1:00 am-7:00 am Wed. thru Sun. 1:00 am-9:00 am Sat. and Sun.
Moscow	1	7:00 am-5:00 pm Mon. thru Fri.
East Lewiston	1	Continuous
Lewiston	1	Continuous
Omak (Pitcher Mtn. Transmitter)	1	8:00 am-10:00 pm Mon. thru Fri.
Cheney	1	6:00 am-9:30 pm Mon. thru Sat. 6:00 am-2:00 pm Sun.
Coeur d'Alene	1, 2	8:00 am-5:00 pm Mon. thru Fri.

RADIO INFORMATION

PACIFIC DIVISION

Base Stations	Channel	Hours in Operation
Seattle Disprs. Office	1	Continuous
New Westminster, B.C. Disprs. Office	1	Continuous
Wayside Stations		
Wenatchee West (Round Mtn)	1	Continuous
Cashmere	1	As required
Merritt	1	As required
Berne	1	Continuous
Cascade Tunnel	1	Continuous
Scenic	1	Continuous
Skykomish	1	6:30 am-3:30 pm Mon. thru Fri.
Everett		Continuous
Delta Yard	1, 3	Continuous
Bridge 10 (Delta Jct.)	1, 3	Continuous
Depot	1, 3	Continuous
Bayside Yard	1, 3	Continuous
Edmonds	1	Continuous
Interbay	1, 4	Continuous
Vancouver, B.C.	1	Continuous
New Westminster, B.C.	1, 2	Continuous
Blaine	1	Continuous
Bellingham	1	Continuous
Burlington	1	Continuous
MVB Station	1	Continuous
Seattle		
Stacy Street Yard	1, 2	Continuous
North Portal	1, 2	Continuous
Spokane St. Twr.	1, 2	Continuous
King St. Yard	1, 2	Continuous
Argo	1, 2	Continuous
South Seattle	1, 2	Continuous
UP Black River Tower	1	Continuous
Auburn	1, 3	Continuous
Reservation	1, 3	Continuous
Tacoma Yard	1, 3	Continuous
UP Jct.	1, 3	Continuous
Centralia	1, 2	Continuous
Chehalis	1, 2-UP	Continuous
Longview Jct.	1, 2	Continuous
Longview	1, 2	Continuous
Kalama	1	Continuous
		8:00 am Sun. thru 11:59 pm Fri., and 8:00 am-11:59 pm Sat.
Kalama (Green Mtn. Transmitter)	1, 2-UP	Continuous
Ellensburg	1	Continuous except 7:00 am-3:00 pm
Easton	1	Continuous
Lester	1	11:00 am-7:00 pm Mon. thru Fri.
Olympia	1	7:30 am-4:30 pm Mon. thru Fri.
Renton	1	6:30 am-10:30 pm Mon. thru Fri.
Sumas	1, 2	7:00 am-9:00 pm daily
Hoquiam	1, 2	8:00 am-5:00 pm Mon. thru Fri.
Bremerton	1, 2	7:00 am-4:00 pm Mon. thru Fri.

PORTLAND DIVISION

Base Stations	Channel	Hours in Operation
Vancouver Disprs. Office	1	Continuous
Wayside Stations		
Ritzville	1	8:00 am-9:00 pm daily
Connell	1	Continuous
Pasco	1, 2	Continuous
Prosser	1	Continuous
Toppenish	1	Continuous
Yakima Yard	1, 2	Continuous
Finley	1	Continuous
MP 208 (Near Berrian)	1	Continuous
Plymouth	1	Continuous
Whitcomb	1	Continuous
Roosevelt	1	Continuous
Towal	1	Continuous
Wishram	1, 2	Continuous
Lyle	1	Continuous
Bingen-White Salmon	1	Continuous
Stevenson	1	Continuous
Camas	1	Continuous
Vancouver	1	Continuous
Col. River Drawbridge	1	Continuous
Yard Office	1, 2	Continuous
Portland		
Willamette Drawbridge	1	Continuous
Hoyt Street Yard	1, 2	Continuous
Willbridge Yard	1, 2	Continuous
Willbridge Telegraph	1, 2	Continuous
Lake Yard	1, 2	Continuous
Depot Yard	1, 2	Continuous
Wishram (Celilo Bridge)	1	Continuous
Maupin	1	Continuous
South Jct.	1	Continuous
Madras	1	Continuous
Redmond	1	Continuous
Bend	1	Continuous
Chemult	1	Continuous
South Klamath Falls	1, 2-WP	Continuous
Malin	1, 2-WP	Continuous
Bieber	1, 2-WP	Continuous
St. Helens	1	8:00 am-5:00 pm Mon. thru Fri.
		9:00 pm-5:00 am Mon. thru Fri.
Astoria	1	9:00 am-8:00 pm Mon. thru Fri.
Beaverton	1	Continuous
Salem	1	Continuous
Albany Yard	1	Continuous
Eugene	1	Continuous
Sweet Home	1	7:00 am-4:00 pm Mon. thru Fri.
Wheeler	1	8:00 am-7:00 pm Mon. thru Fri.
Bruce	1	As required
Othello	1	8:00 am-7:00 pm Mon. thru Fri.
Snake River	1	Continuous
Washtucna	1	Continuous
Lamont	1	Continuous
Walla Walla	1	7:30 am-4:00 pm Mon. thru Fri.
Sunnyside	1	9:00 am-5:00 pm Mon. thru Fri.

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer St. Paul, Mn.
Dr. Robert D. Hart, Asst. Chief Medical Officer St. Paul, Mn.

MEDICAL EXAMINERS AND LOCAL SURGEONS

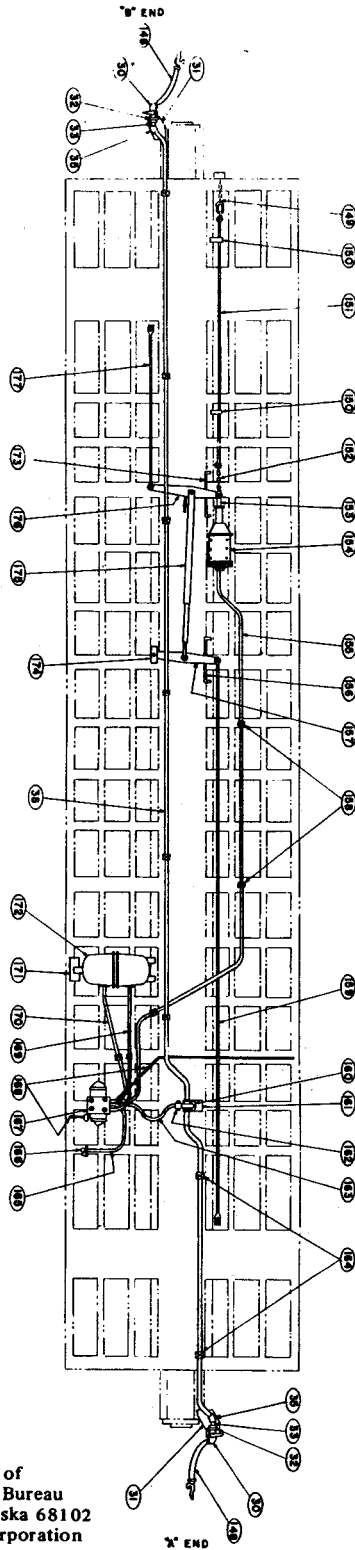
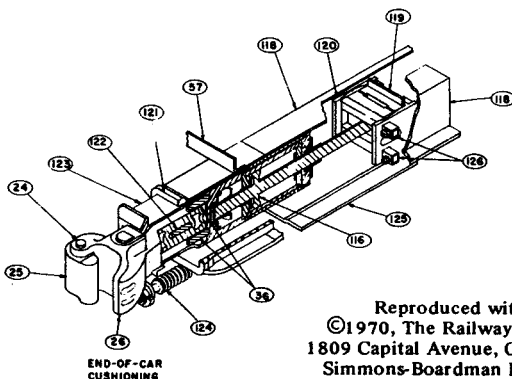
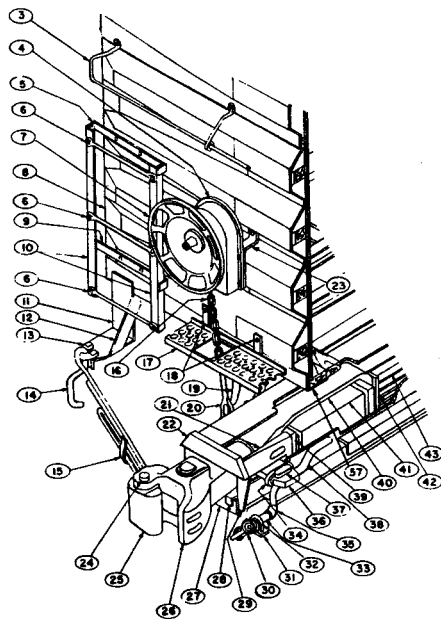
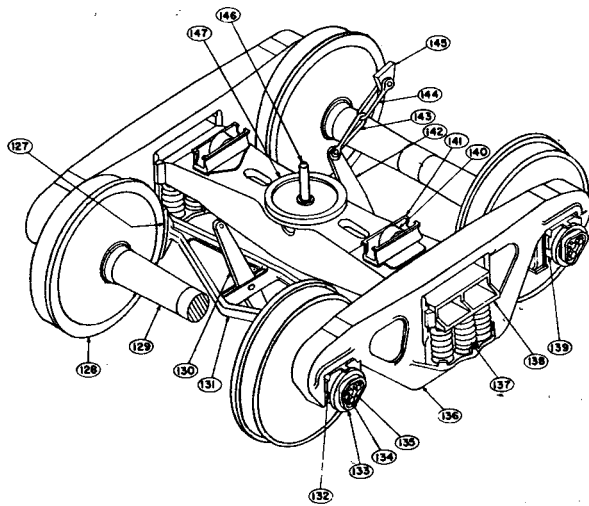
Dr. L. L. Bassinger	Albany
Medical Dental Center	Astoria
Dr. R. A. Eidal	Auburn
Dr. F. L. Hahn	Auburn
Dr. C. H. Larson	Auburn
Dr. R. B. McLean	Auburn
Dr. R. I. Shapard	Auburn
Dr. R. L. Tyson	Auburn
Dr. G. O. Wilde	Auburn
Dr. D. H. Boettner	Bellingham
Dr. S. R. Boynton, Jr.	Bellingham
Dr. Patrick L. Conner	Bend
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Dr. Edgar A. Meyer	Cashmere
Dr. A. R. Twiss	Chehalis
Dr. E. R. Hasse	Cheney
Dr. G. A. Rogers	Clarkston
Dr. John C. Anderson	Cle Elum
Dr. J. P. Herman	Colville
Dr. D. H. Lindeman	Colville
Dr. A. J. Grose	Ellensburg
Dr. A. K. Anderson	Enumclaw
Dr. Paul G. Kinney	Ephrata
Dr. E. C. Bond	Everett
Dr. I. W. Varley	Everett
Dr. Don Schwisow	Goldendale
Dr. Elsie Tupper	Goldendale
Dr. D. B. Hurlbut	Issaquah
Dr. C. E. Threlkeld	Issaquah
Dr. J. W. Tooley	Issaquah
Dr. E. C. McKibben, Jr.	Kirkland
Dr. W. A. Bartlett	Klamath Falls
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Dr. A. M. Gregson	Pasco
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The Portland Clinic	
Dr. David P. Thompson	Portland
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Dr. A. W. Johanson	Puyallup
Dr. J. K. Symonds	Puyallup
Dr. H. A. Hughes	Rathdrum Coeur d'Alene

Dr. O. I. Lowry	Rosalia
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Dr. J. L. Whitaker	Snoqualmie
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Dr. Edward E. Biever	Spokane
Dr. E. B. Coulter	Spokane
Dr. B. P. Jacobson	Spokane
Dr. Robert L. Picken	Spokane Opportunity
Dr. Thomas B. Dodgson	Stanwood
Dr. F. James Beckner	Stanwood
Dr. James B. Johnson	Sumas
Dr. R. F. Glock	Tacoma
Dr. R. D. Rivera	Tacoma
Dr. T. H. Skrinar	Tacoma
Dr. C. I. Stevens	Tacoma
Dr. T. H. Hendricks	The Dalles
Dr. R. H. Rozendal	The Dalles
Dr. R. V. Kinzie	Tonasket
Dr. Ray Shearer	Toppenish
Dr. Victor Bergson	Vancouver, B.C.
Dr. A. P. Eng	Vancouver, B.C.
Dr. A. D. VanWart	Vancouver, B.C.
Dr. David Ruiz, Family Physicians Group	Vancouver, WA
Dr. Paul O. Kretchmar, Vancouver Clinic	Vancouver, WA
Dr. S. R. Hevel	Waitsburg
Dr. G.M. Doornink, Wapato Medical Clinic	Wapato
Dr. K.F. Stefan	Washougal
Dr. Arthur L. Ludwick	Wenatchee
Dr. W. B. Zook	Wenatchee
Dr. Del B. Coolidge	Whitefish
Dr. Jerrold E. Johnson	Whitefish
Dr. J. E. Anderson	Wilbur
Dr. M. G. Anderson	Yakima
Dr. Edmund L. Burke	Yakima

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

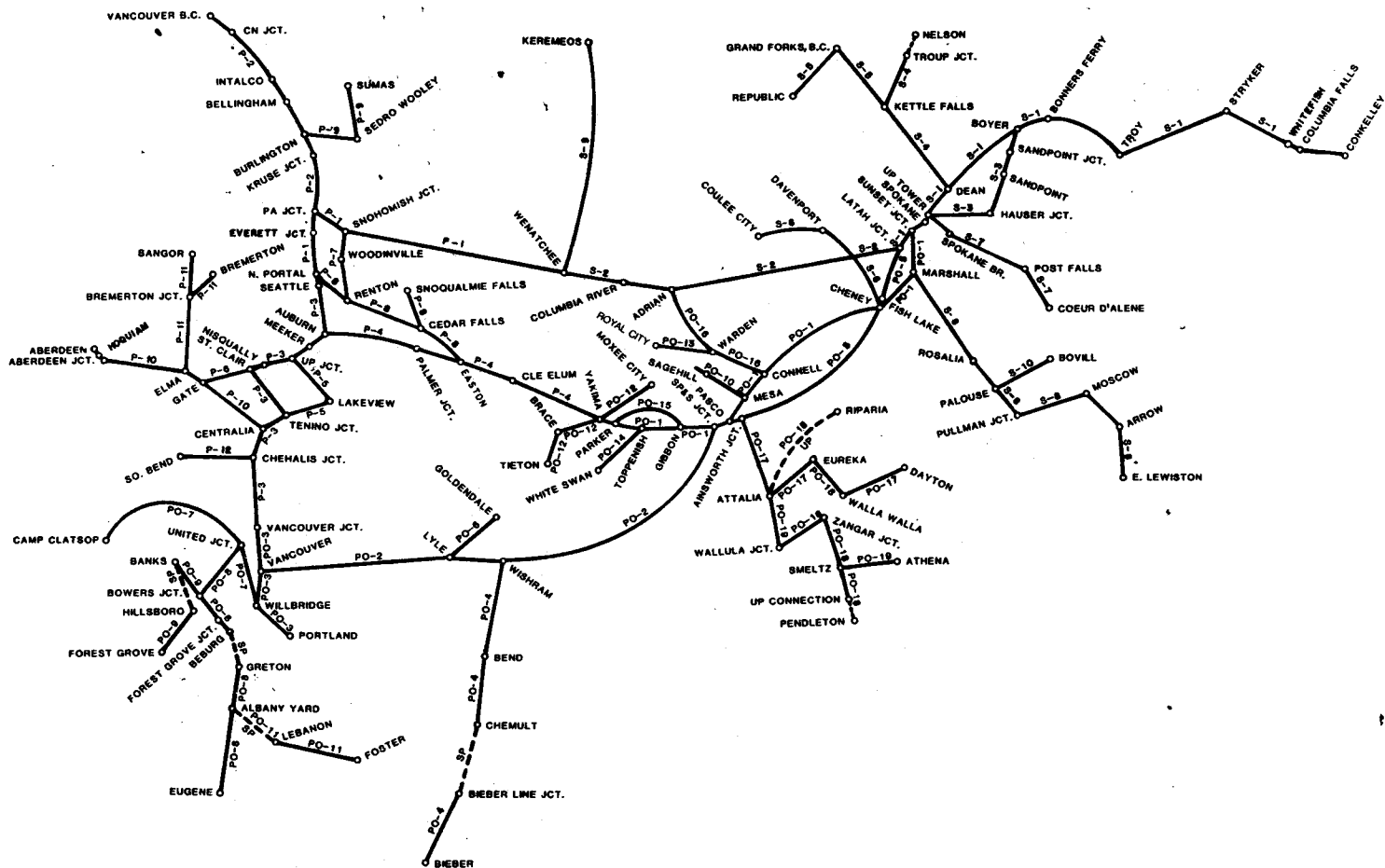
CAR CHART

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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, 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Tand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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SEATTLE-PORTLAND REGION

LEGEND:

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

FOR INFORMATION PURPOSES ONLY

OCTOBER 1982

Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

**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.