

SPOKANE DIVISION

J. M. ARRINGTON—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	Hayre
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. ORTIZ	Trainmaster	Spokane
G. A. CARLSON	Trainmaster	Spokane
G. M. KASPERSKI	Trainmaster	Whitefish
F. C. BROSE	Road Foreman	Whitefish
G. L. NESWICK	Trainmaster-Road Foreman	Wenatchee

PACIFIC DIVISION

G. G. WIDLE—Division 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
F. E. PLANTE	Trainmaster	Seattle
F. J. RUTT	Road Foreman	Seattle
J. K. SIMONIS	Terminal Manager	Tacoma
R. E. STEPHENS	Trainmaster	Tacoma
S. E. OESTREICHER	Trainmaster	Centralia
B. W. MOORE	Trainmaster	Everett
K. F. WALKOWIAK	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. SCHUURMANS	Asst. Trainmaster—Agent	New Westminster, B.C.
B. G. PORTSMOUTH	Asst. Trainmaster—Agent	Centralia
M. W. MELINE	Asst. Trainmaster—Agent	Hoquiam
D. C. BOESPFUG	Asst. Trainmaster—Agent	Everett

W. D. MACORMIC—Terminal Superintendent, Seattle

R. R. STIMART	Asst. Terminal Supt.	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
R. L. GULLIXSON	Trainmaster	Seattle
J. E. MEYER	Trainmaster	Seattle

PORTLAND DIVISION

R. J. SEELEY—Division Superintendent, Portland

E. A. BUTLER	Asst. Supt. Transportation	Portland
D. G. ANDERSON	Asst. Supt. Administration	Portland
S. G. MELONAS	Asst. Supt. Roadway Maintenance	Portland
G. R. CAMPBELL	Chief Dispatcher	Vancouver
J. H. MITCHELL	Trainmaster	Portland
G. L. SOLEM	Road Foreman	Vancouver
M. J. MOLITOR	Trainmaster—Road Foreman	Klamath Falls
S. E. FORTINO	Trainmaster—Agent	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. Z. ALBINGER	Trainmaster—Agent	Yakima

M. L. HOLSTEEN—Terminal Superintendent, Vancouver

D. L. MAZE	Asst. Terminal Supt.	Vancouver
D. J. MEYER	Terminal Trainmaster	Vancouver
D. L. MEAD	Terminal Trainmaster	Vancouver
B. E. HOLLINGSWORTH	Terminal Trainmaster	Vancouver
G. S. MALING	Terminal Trainmaster	Vancouver
C. REYNOLDS	Terminal Trainmaster	Vancouver
D. L. MEYERS	Terminal Trainmaster	Vancouver
T. R. KING	Trainmaster Agent	Portland
J. D. ROTH	Assistant Trainmaster—Agent	Portland

Printed in U.S.A.

BURLINGTON NORTHERN RAILROAD CO. SEATTLE-PORTLAND REGION

SPOKANE, PACIFIC AND PORTLAND
DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 2

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

Sunday, April 24, 1983

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
And General Manager
W. W. FRANCIS

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 Conkelly	1st Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS		Line Segment	Mile Post Location	Distance From Conkelly
			27	7					28	8			
			NRPC Daily	NRPC Daily					NRPC Daily	NRPC Daily			
		01590		8:50PM		1208.3	0.0	DT	CONKELLEY	2.9	ABS		A 6:56AM
JTXY	W4,015	01593		8:53		1211.6	2.9	CF	COLUMBIA FALLS	7.6			
BKRTY		01601		s 9:15		1219.2	10.5	WF	WHITEFISH	5.4	ABS		s 6:45
	7,060	01607				1224.6	15.9		VISTA	6.4			6:15
	9,325	01613				1231.1	22.3		LUPFER	11.2			
	9,711	01624				1243.3	33.5		RADNOR	7.1			
J		01631				1249.3	40.6		STRYKER	3.4			
	9,722	01636				1252.8	44.0		BRIMSTONE	10.7			
	9,763	01646				1263.5	54.7		TWIN MEADOWS	9.6			
	9,760	01656				1273.2	64.3		ROCK CREEK	9.0			
	9,730	01665				1282.2	73.3		WOLF PRAIRIE	7.9			
	10,344	01672				1290.0	81.2		TAMARACK	7.9			
	9,769	01683				1298.0	89.2		FISHER RIVER	8.9			
	10,799	01692				1306.9	98.1		RIVERVIEW	7.0			
	9,568	01710				1312.2	105.0		RIPLEY	7.2			
BKR	13,360	01718		s 11:01		1319.6	112.3	CK	LIBBY	11.0			s 4:50
	8,641	01729				1331.3	123.3		KOOTENAI FALLS	7.2			
T	14,286	01736		11:23		1337.9	130.5	UX	TROY	6.7			4:20
T	14,286	01736		10:23		1337.9	130.5	UX	TROY	6.7			3:20
	6,972	01742				1343.3	137.1		YAKT	6.8			
	9,552	01749				1350.3	143.9		LEONIA	13.5			
	8,498	01763				1364.3	157.5		CROSSPORT	4.3			
J	9,742	01767				1368.4	161.8	BY	BONNERS FERRY	11.4			
	9,577	01778				1379.8	173.1		NAPLES	7.4			
	9,912	01786				1387.4	180.5		ELMIRA	13.9			
JM	10,363	01803				1401.3	194.4		BOYER	2.0			
						143.3			SANDPOINT JCT.				
J		01798				2.9	196.4		To Kootenai 1.5	0.1			
BR		01803		s 11:52		3.0	196.5	SA	SANDPOINT	7.2			s 2:00
	10,876	01810				10.1	203.7		ALGOMA	6.7			
	10,828	01817				17.6	210.4		COCOLALLA	12.6			
	13,247	01830				31.5	223.0		ATHOL	7.3			
	10,600	01837				37.7	230.3		RAMSEY	5.7			
	9,156	01843				45.5	236.0		RATHDRUM	1.4			
		01845				47.0	237.4		HAUSER	5.6			
J		01850				51.5	243.0		HAUSER JCT.	5.8			
	10,095	01855				57.9	248.8		OTIS ORCHARDS	5.9			
		01861		12:47AM		63.3	254.7		IRVIN	3.6			
Y		01865				66.9	258.3	2MT	PARKWATER	1.2	ABS		
BKRTXY		01866		12:52		68.1	259.5	YD	YARDLEY	1.6	Rule 251- 264		12:46
IJXY						69.7	261.1	CG	UP TOWER	1.9			
						71.5		DT			ABS		
BIJXRXY		01870	1:45AM	s 1:15 1:50		0.0	263.0	SF	SPOKANE	1.0	Rule 251- 254	As 12:01AM	12:40 s 12:05AM
J		01877	A 1:48AM	A 1:53AM	46	1.1	264.0		SUNSET JCT.		CTC	11:40PM	11:55PM

(This Subdivision Continued Next Page.)

EASTWARD

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 29.4² Stryker to Eureka 23.2³ 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	CTC	A 11:55PM
	J		01878	A	1:50AM		1481.6	0.8		LATAH JCT. 7.8		11:53
		6,383	01883				1489.8	8.6		LYONS 9.5	ABS	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	ABS Rule 251-254	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	CTC	s 9:55
		10,381	01998				1603.8	123.5		NAYLOR 11.2		
	BK	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	ABS	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		
JY		01803	37	1401.2	0.0	BOYER 1.3	ABS	
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		
JY	6,765	61931		1431.3	29.5	NR NEWPORT 7.8		
	6,252	61939		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

EASTWARD

5th Subdivn
BRANCH LINE
STATIONS
Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Cheney	5th 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 22.7	
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	

EASTWARD

4th SUBDIVISION ON NEXT PAGE.

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

SPOKANE DIVISION

4th Subdivn
BRANCH LINE
STATIONS
Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Nelson	
			391	200.0		
		62185		137.8	0.0	BC NELSON 5.5

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

JT		62180		132.3			TROUP JCT. 29.7
RY		62151	391	194.5	5.5		SALMO 24.4
		62128		164.8	35.2		
		62124		140.4			WANETA, B. C. 2.1
		62115		139.7	59.6		
		62081		138.3			BOUNDARY, U.S. 8.8
	3,009	62073		138.3	61.7		NORTHPORT 33.5
		62050		129.5	70.5		MF KETTLE FALLS To Republic 90.7 8.5
		62043		95.7	104.0		VD COLVILLE 22.9
		62025	376	87.2	112.5		CH CHEWELAH 7.7
		62012		64.2	135.4		VALLEY 18.1
		61963		56.5	143.1		LOON LAKE 12.0
				38.4	161.2		DEER PARK 12.6
				26.4	173.2		DEAN
				13.8	185.8		

The Canadian Uniform Code of Operating Rules is in effect for operation in Canada beginning at MP 139.7.

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

6th Subdivn
BRANCH LINE
STATIONS
Office Calls

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

7th Subdivn
BRANCH LINE
STATIONS
Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Marshall	
JTY		63007		0.0	0.0	MARSHALL 26.9
						RO ROSALIA To Spring Valley 5.8 10.9
BKRY	2,502	63227		26.7	26.9	OAKESDALE 11.9
UY	1,643	63238		37.6	37.8	GARFIELD To Grinnell 4.9 9.6
JUY	2,668	63250		49.4	49.7	PC PALOUSE To Viola 8.6 16.6
JY	1,368	63259	384	59.1	59.3	PN PULLMAN 1.5
BKRY	3,845	63276		75.7	75.9	PULLMAN JCT. To Genesee 27.6 8.6
JTY		63277		77.1	77.4	MO MOSCOW To Estes 3.2 13.6
JY		63286		85.9	86.0	TROY 11.5
Y	2,127	63299		99.5	99.6	KENDRICK 12.6
Y	1,898	63311		111.0	111.1	
				123.5		ARROW 11.9
JRY	1,826	63323	459	123.5	123.7	

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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8th Subdivn
BRANCH LINE
STATIONS
Office Calls

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

9th Subdivn
BRANCH LINE
STATIONS
Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bovill	
JTY		70048	396	47.9	0.0	BOVILL 34.1
BKRTY		70012		11.2	34.1	PO POTLATCH 10.5
JY		63259		0.0	44.6	PC PALOUSE

On 9th Subdivision, former Washington, Idaho and Montana Railway Rules and Special Instructions, as amended, govern.

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

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				66905 Bon Spur on spur	5.4 miles from Columbia River	8	East
61605 Lasalle on spur	5.5 miles from Columbia Falls			66915 Palisades on spur	15.7 miles from Columbia River	32	Both
61610 Associated Seed Growers on spur	10.8 miles from Columbia Falls	6	East	66931 Alstown on spur	31.2 miles from Columbia River	27	Both
61611 Montana Saw Service Co. spur on spur	11.1 miles from Columbia Falls	5	East	66936 Douglas on spur	36.5 miles from Columbia River	22	West
61612 C & C Plywood Corp. on spur	11.8 miles from Columbia Falls	27	Both	66943 Supplee on spur	43.5 miles from Columbia River	27	Both
61613 Northwestern Lbr. Co. Spur on spur	13.0 miles from Columbia Falls	47	East	66949 Withrow on spur	49.1 miles from Columbia River	45	Both
61614 Carter Oil Co. Spur on spur	13.1 miles from Columbia Falls	9	East	66955 Touhey on spur	55.0 miles from Columbia River	27	Both
61617 Kalispell on spur	14.4 miles from Columbia Falls	Yard	Both	66960 Mansfield on spur	60.3 miles from Columbia River	Yard	Both
61619 Monarch Lbr. Co. on spur	19.6 miles from Columbia Falls	8	East	3rd Subdivision			
61622 Balls Crossing on spur	20.1 miles from Columbia Falls	11	East	61906 Dover (SI Conn)	3.3 miles west of North Sandpoint	19	East
61625 Somers on spur	24.9 miles from Columbia Falls	Yard	Both	61921 Thama	4.7 miles west of Laclede ..	120	Both
61663 Fortine on Spur	11.5 miles from Stryker	57	Both	61924 Hedlund Lumber Co. Spur	0.8 mile east of Priest River	16	West
61669 Tobacco on spur	16.7 miles from Stryker	60	Both	61928 Albeni Falls on spur	2.7 miles east of Newport (1.5 miles long)	21	East
61675 Eureka on spur	23.2 miles from Stryker	67	Both	61935 Penrith Spur	3.5 miles west of Newport	19	East
62623 Post Falls on spur	4.6 miles from Hauser Jct.			61946 Camden	6.6 miles west of Scotia	7	East
01596 Half Moon (E. Trk)	4.7 miles east of Whitefish	46	West	61949 Elk—storage tracks	4.3 miles east of Milan	21	East
01618 Olney	5.5 miles west of Lupfer ...	75	Both	61966 Davies Spur	1.5 miles east of Mead	34	East
01644 Swamp Creek (3 Trks)	3.1 miles east of Twin Meadows	83	East	4th Subdivision			
01713 Zonolite Spur	4.8 miles east of Libby	49	East	62176 South Nelson	4.8 miles west of Troup Jct.	24	Both
01756 Katka Spur	6.5 miles east of Crossport	18	East	62165 Hall	14.9 miles west of Troup Jct.	14	Both
01761 Crossport Spur	1.8 miles east of Crossport	15	East	62158 Ymir	22.1 miles west of Troup Jct.	9	West
01772 Moravia	4.9 miles west of Bonners Ferry	21	East	62156 Hardy Lbr. Co. Ltd. Spur	24.0 miles west of Troup Jct.	16	East
01790 Samuels (Cedapine Veneer)	10.0 miles east of Boyer	9	East	62155 Louisiana Pacific Chip Track	24.1 miles west of Troup Jct.	13	Both
01791 Emerson Spur	Off W.I. Forest Prod. Spur	15	West	62154 Boulder Mill	3.3 miles east of Salmo	9	Both
01792 W.I. Forest Prods. Spur	7.8 miles east of Boyer	15	West	62148 Erie	2.3 miles west of Salmo	11	Both
01793 Colburn	7.2 miles east of Boyer	122	Both	62145 Meadows	5.6 miles west of Salmo	20	Both
01858 Velox	1.1 miles east of Irvin	20	West	62143 Benton Spur	7.6 miles west of Salmo	6	West
01860 Trentwood	0.5 mile east of Irvin	30	Both	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				
02036 Alcoa Spur on spur	1.2 miles west of Rock Island	Yard	West				
	(1.3 miles long)						

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.				62630 Gibbs	30.5 miles east of Spokane	7	Both
62105 Dolomite.....on spur	9.5 miles west of Northport	25	Both	62631 Blackwell	29.0 miles east of Spokane	20	Both
62114 Palm Lumber Co.	1.0 mile west of Northport	8	West	01850 Hauser Jct.....on spur	4.6 miles from Post Falls...	20	Both
62092 Evans	9.9 miles east of Kettle Falls.....	31	Both	7th Subdivision			
62077 Palmer	5.3 miles west of Kettle Falls.....	12	Both	63211 Spangle	11.5 miles west of Marshall	55	Both
62067 Arden	6.7 miles west of Colville...	47	Both	63212 Harris Pine Mill.....	12.8 miles west of Marshall	2	East
62063 Metallurgical Chip Spur ..	9.9 miles west of Colville...	14	East	63220 Plaza	21.2 miles west of Marshall	9	Both
62059 Addy	9.1 miles east of Chewelah	17	Both	63811 Balder	4.8 miles from Rosalia	13	West
62042 Lane Mtn. Silica Spur	1.0 mile west of Valley	29	Both	63644 Spring Valley	5.8 miles from Rosalia	Yard	Both
62041 Jump Off Lbr. Co. Spur ..	1.7 miles west of Valley	9	East	63232 McCoy	5.2 miles west of Rosalia	10	Both
62040 North American Non Metallica Spur	2.0 miles west of Valley	4	East	63235 Flaig	8.2 miles west of Rosalia	7	East
62034 Cline	8.1 miles west of Valley	18	Both	63243 Belmont	5.3 miles west of Oakesdale	56	Both
62033 Silica Sand Co. Spur	8.4 miles west of Valley	8	Both	63244 Farmington	6.0 miles west of Oakesdale	20	East
62032 Springdale	9.6 miles west of Valley	20	East	63247 Eden	10.3 miles west of Oakesdale	47	Both
62026 Loon Lake Gravel Spur	1.6 miles east of Loon Lake	40	East	63675 Grinnell.....on spur	4.9 miles from Palouse	11	Both
62018 Clayton	5.3 miles east of Deer Park	14	West	63686 Viola	6.6 miles from Palouse	27	Both
62204 West Kettle Falls	4.7 miles west of Kettle Falls.....	8	Both	63266 Fallon	6.8 miles west of Palouse	32	Both
62205 Harter	1.0 mile east of West Kettle Falls	10	Both	63267 Madson	8.1 miles west of Palouse...	5	West
62207 Matney's Spur	2.7 miles east of West Kettle Falls	10	Both	63271 Whelan	5.2 miles east of Pullman	11	Both
62208 Brauner Lbr. Co. Spur	3.0 miles east of West Kettle Falls	4	East	63402 Busby	1.8 miles from Pullman Jct.	13	East
62212 Boyds	7.4 miles east of West Kettle Falls	22	Both	63405 Staley.....on spur	5.0 miles from Pullman Jct.	31	Both
62217 Barstow	12.8 miles east of West Kettle Falls	30	Both	63407 Chambers.....on spur	7.4 miles from Pullman Jct.	34	Both
62222 Dulwich	18.0 miles east of West Kettle Falls	35	Both	63410 Johnson.....on spur	9.9 miles from Pullman Jct.	33	Both
62234 Laurier, Wash.....	34.7 miles west of Kettle Falls.....	10	Both	63415 Colton	15.1 miles from Pullman Jct.....	31	Both
62246 Grand Forks B.C.	46.0 miles west of Kettle Falls.....	3	East	63418 Uniontown.....on spur	17.8 miles from Pullman Jct.....	35	Both
62249 Danville, Wash.....	49.1 miles west of Kettle Falls.....	10	Both	63420 Leon	20.3 miles from Pullman Jct.....	30	Both
62259 Curlew	59.5 miles west of Kettle Falls.....	15	Both	63427 Genesee.....on spur	27.6 miles from Pullman Jct.....	Yard	Both
62272 Pollard	8.6 miles west of Republic	10	West	63691 Estes	3.2 miles from Moscow	15	Both
62276 Torboy	4.9 miles west of Republic	34	Both	63692 Joel	6.5 miles west of Moscow	24	Both
62277 San Poi Spur.....	4.0 miles west of Republic	21	Both	63297 Howell	10.7 miles west of Moscow	27	East
62278 Gold Stake.....	6.1 miles west of Laurier...	13	West	63315 Juliaetta	4.0 miles west of Kendrick	14	Both
62280 Republic	80.7 miles west of Kettle Falls.....	15	Both	8th Subdivision			
5th Subdivision				66832 Cordell Pit	4.3 miles west of Oroville ..		
62310 Medical Lake.....	10.6 miles west of Cheney	24	Both	66829 Taylor Spur	6.9 miles west of Oroville ..	19	Both
62321 Hite	5.6 miles east of Reardan ..	21	Both	66826 Larabee Industry	7.7 mile west of Oroville ..	9	Both
62334 Mondovi	7.3 miles west of Reardan ..	25	Both	66825 Ellisforde	11.0 miles west of Oroville ..	53	Both
62337 Major	4.3 miles east of Davenport	107	Both	66824 Howard Appel Spur	12.2 miles west of Oroville ..	1	West
62347 Rocklyn	6.3 miles west of Davenport.....	21	Both	66823 Thornton Spur	14.6 miles west of Oroville ..	8	Both
62381 Govan	6.6 miles west of Wilbur ..	15	Both	66819 Tonasket	16.9 miles west of Oroville ..	34	Both
62390 Hanson	3.6 miles west of Almira ..	15	Both	66815 Janis	21.7 miles west of Oroville ..	48	Both
62397 Hartline.....	9.1 miles west of Almira ..	17	Both	66809 Barker	31.9 miles west of Oroville ..	32	Both
62404 Cement	4.2 miles west of Coulee City	48	Both	66808 Tunk Creek Spur	33.1 miles west of Oroville ..	8	Both
62406 ODair	2.1 miles east of Coulee City	86	West	66804 Riverside	9.0 miles east of Omak	32	Both
6th Subdivision				66782 Malott	8.9 miles west of Okanogan ..	31	Both
62607 Millwood	6.6 miles east of Spokane ..	9	Both	66775 Wakefield	11.5 miles east of Brewster ..	30	Both
62613 Greenacres	12.6 miles east of Spokane ..	9	Both	66771 Monse	6.7 miles east of Brewster ..	30	Both
62615 Liberty Lake.....	14.7 miles east of Spokane ..	8	East	66767 Chief Joseph	2.7 miles east of Brewster ..	34	Both
62625 Alpine Sales Spur	26.4 miles east of Spokane ..	5	East	66763 Braker Spur	1.2 miles west of Brewster ..	5	Both
62626 Huetter	27.7 miles east of Spokane ..	15	Both	66753 Starr	5.5 miles west of Pateros ..	29	Both
62629 Atlas	28.4 miles east of Spokane ..	37	Both	66750 Wells Dam Spur	8.0 miles west of Pateros ..	40	East
9th Subdivision				66749 Azwell	9.1 miles west of Pateros ..	31	Both
				66737 Chelan Falls	1.2 miles east of Chelan ..	36	Both
				66731 Stayman	11.4 miles east of Entiat ..	36	Both
				66725 Winesap	5.8 miles east of Entiat	40	Both
				66707 Rocky Reach	4.2 miles east of Olds	46	West
				66704 Welch	2.0 miles east of Olds	25	Both
				70035 Deary	1.3 miles west of Bovill	12	Both
				70032 Vassar	4.7 miles west of Bovill	36	Both
				70026 Yale	10.0 miles west of Bovill ..	38	Both
				70021 Harvard	15.2 miles west of Bovill ..	21	Both
				70015 Princeton.....	20.4 miles west of Bovill ..	8	Both
				70008 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 Shop
655	Hillyard WFE	
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
377	Kettle Falls-Laurier		0.0 to 34.4
377	Danville-Republic		48.8 to 81.0
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
392	Laurier-Danville		34.4 to 48.8
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

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	
BKRTY			02044	5:05AM	37	1650.2	0.0	WC WENATCHEE	ABS	As 8:45PM
JY						1652.9	2.7	OL OLDS JCT.		8:33
	8,049	02056				1661.2	11.0	OM CASHMERE		
	7,905	02067				1672.2	22.0	CH LEAVENWORTH		
	10,978	02081				1686.9	35.5	WI WINTON		
T	6,729	02087				1692.4	42.1	CK MERRITT		
	12,323	02094				1698.5	49.1	BR BERNE		
	9,259	02103				1708.5				
						1719.5	58.1	SN SCENIC		
BKT	8,949	02116				1732.3	70.9	KY SKYKOMISH		
	10,099	02124				1739.5	78.5	BA BARING		
	10,244	02139				1755.7	93.0	GB GOLD BAR		
	11,988	02152				1768.6	105.9	RO MONROE		
JT		02159				1775.2	112.5	SE SNOHOMISH JCT. EAST		
JT		02159				1776.2	113.5	SH SNOHOMISH JCT. WEST		
		02164			50	1781.2	118.5	W LOWELL		
J	12,517	02165				1782.7	120.0	PJ PA JCT.		
						1782.8	120.1	PA PACIFIC AVENUE	CTC	
B		02166	s 8:05			1783.9	121.4	JN EVERETT		s 5:45
JX		02169				1784.7				
						32.1	122.2	PG EVERETT JCT.		
X		02172				28.3	126.0	MU MUKILTEO		
						27.8	126.5	MP MP 28		
						27.1	128.2	PM MP 27		
						17.8	136.6	EE EAST EDMONDS		
		02182	s 8:30			17.6	136.8	DR EDMONDS		s 5:21
						15.9	138.5	WE WEST EDMONDS		
						7.7	146.7	ME MP 8		
						7.1	147.1	MA MP 7		
I		02193	8:43			6.4	147.8	BD BALLARD		
						6.2	148	DB DRAWBRIDGE 4		
						5.4	149.1	WS WEST END CTC		
I						5.1	149.4	RD 23rd STREET	ABS	
BIKRTY		02195	8:46			4.9	149.6	RB INTERBAY (Balmer Yard)		5:00
I						4.1	150.4	FO MP 4	Rule 261-264	
I						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 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.

PACIFIC DIVISION

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SOUTHWARD	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	VN	VANCOUVER B.C. (CN Station) 0.7	As	FIRST CLASS	NORTHWARD
				29								16	
				VIA/CP2 Daily								VIA/CP1 Daily	
	BKRTY		15129	9:45PM	56	156.0	0.0					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.	ABS	6:49	
	JY		15126	9:50		155.3	1.2		CT	CN JCT.	Rule 261-264	6:47	
	Y		15125	9:54		153.8	2.7	DT	SK	STILL CREEK	Rule 251-254	6:44	
	JXY		15123	9:58		151.8	4.8		WN	WILLINGDON JCT.		6:41	
	X		15118			146.9	9.6		BY	BURNABY			
	JX			A 10:15PM		145.3	11.1	2MT	CP	CP JCT.		6:30AM	
	BKRT		15114			144.8	11.6		MN	NEW WESTMINSTER	CTC		
	I		15110			141.3	13.5		FA	FRASER RIVER JCT.			
		5,908	15109			139.5	14.9		BL	BROWNVILLE			
	J		15105			136.9	17.5		TD	TOWNSEND To Tilbury 4.1	ABS		
	JR	2,422	15100		50	131.1	24.0		GX	COLEBROOK To Roberts Bank BCR 15.5	CTC		
	Y		15091			120.4							
	RY	6,060	15088			119.5	34.8		WR	WHITE ROCK, B.C.			
	JRTY		15081			119.4	35.8		BN	BLAINE, WA.	ABS		
	BRY	6,600	15075			112.1	43.1		IN	INTALCO To Cherry Point 8.9			
	BKRY		15067			106.3	49.0		FD	FERNDAL			
	Y	6,347	15062			97.0	58.0		HM	BELLINGHAM			
		3,013	15053			92.9	61.2		FN	SOUTH BELLINGHAM			
		6,384	15049			83.1	70.8		SA	SAMISH			
	J	4,635	15042			79.7	74.6		BO	BOW			
		6,075	15038		408	70.9	82.0		BU	BURLINGTON To Anacortes 16.6			
		6,381	15025			66.8	85.9		MT	MT. VERNON	CTC		
		6,846	15016			55.5	98.3		BX	STANWOOD			
	J		15012			45.5	108.0		GL	ENGLISH			
		2,557	15009			42.2	111.6		KR	KRUSE JCT. To Darrington 35.5			
						38.8	115.0		MS	MARYSVILLE			
	JY		15008			37.0			WY	DELTA JCT. To Bayside 2.4			
	Y		15005			10.9	117.7		EJ	DELTA			
	JY		02165			9.1	119.5		PJ	PA JCT.	ABS		
	Y					0.0	121.4		TW	BAYSIDE To Delta Jct. 2.4			
	JY		02167		50	32.1	122.6		PG	EVERETT JCT.			

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

The Canadian Uniform Code of Operating Rules is in effect for operation in Canada beginning at MP 119.9.

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

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	11:05AM	7:00AM	51	0.0	0.0	UD	SEATTLE (King St. Station) 3.3
IXY		02203	5:37	11:12	7:07		3.3	3.3	G	ARGO 4.6
BXY		16001					7.9	7.9	SS	SOUTH SEATTLE 1.6
IJXY		16004	5:44	11:19	7:14		9.5	9.5	BI	BLACK RIVER 2.7
XY	C5,236	16006					12.2	12.2	OR	ORILLA 4.1
XY		16010	5:51	11:26	7:21		16.3	16.3	KN	KENT 5.2
BJKTTY		16014	5:58	11:33	7:28		21.5	21.5	AY	AUBURN 7.5
XY		16021	6:05	11:39	7:35		29.0	29.0	SR	SUMNER 1.5
JTXY		16022					30.5	30.5	MK	MEEKER To Cascade Jct. 17.1 1.4
XY	S3,187	16023	6:10	11:45	7:40		31.9	31.9	PY	PUYALLUP 6.3
IXY		16029	6:18	11:53	7:48	38.2	38.2	RN	RESERVATION 1.9	
BKRTXY		16031	s 6:26	s 12:01PM	s 7:56	40.1	40.1	DT	TA	TACOMA 0.3
IRXY		16033	6:27	12:02	7:57	0.3	40.4	NX	UP JCT. 2.4	
XY		16036	6:31	12:06	8:01	2.7	42.8	ST	McCARVER ST. 7.3	
X	S2,282	16043	6:39	12:14	8:09	10.0	50.1	SX	TITLOW 5.6	
XY		16049	6:46	12:21	8:16	15.6	55.7	UO	STEILACOOM 2.1	
X		16051	6:48	12:23	8:18	17.7	57.8	KT	KETRON 6.7	
JX	S 455	16057	6:54	12:29	8:24	24.4	64.5	NU	NISQUALLY 3.8	
JX		16061	6:58	12:33	8:28	28.2	68.3	SC	SAINT CLAIR 1.6	
X	S5,078	16063				29.8	69.9	KO	KYRO 5.1	
XY		16068	s 7:06	12:38	s 8:36	34.9	75.0	EO	EAST OLYMPIA 8.6	
JX	S3,174	16077	7:14	12:45	8:44	43.5	83.6	TN	TENINO JCT. 3.2	
		16080	7:17	12:48	8:47	46.7	86.8	BC	BUCODA 2.8	
X		16084				49.5	89.6	WB	WABASH 4.5	
BJKRTX	(1)4,023	16085	s 7:26	s 1:00	s 8:56	54.0	94.1	CN	CENTRALIA 3.7	
X		16090				57.7	97.8	CS	CHEHALIS 1.0	
JTX		16091				58.7	98.8	JO	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				95.8	135.9	RP	ROCKY POINT 1.5	
X	(1)5,190	16130	s 8:15	s 1:51	s 9:45	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	8:47	2:25	10:17	133.0	173.3	VJ	VANCOUVER JCT. To Rye 3.5 3.1	
BJKRTXY		12365	As 8:51PM	As 2:29PM	As 10:21AM	136.5	176.4	MX	VANCOUVER	

ABS
Rule
251-
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CTC

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.

Length of Siding in Feet	3rd Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS			NORTHWARD
		796	14	798	
		NRPC Daily	NRPC Daily	NRPC 25 Daily	
	UD SEATTLE (King St. Station) 3.3	As 11:50AM	As 6:25PM	As 8:30PM	
	G ARGO 4.6	11:37	6:00	8:17	
	SS SOUTH SEATTLE 1.6				
	BI BLACK RIVER 2.7	11:29	5:50	8:09	
	OR ORILLIA 4.1				
N1,635	KN KENT 5.2	11:22	5:43	8:02	
	AY AUBURN 7.5	11:15	5:36	7:55	
	SR SUMNER 1.5	11:07	5:29	7:47	
	MK MEEKER To Cascade Jct. 17.1				
N10,047	PY PUYALLUP 6.3	11:02	5:24	7:42	
	RN RESERVATION 1.9	10:54	5:17	7:34	
	TA TACOMA 0.3	s 10:50	s 5:15	s 7:30	
	NX UP JCT. 2.4	10:43	5:05	7:23	
	ST MCCARVER ST. 7.3	10:39	5:02	7:19	
N5,047	SX TITLOW 5.6	10:29	4:53	7:10	
	UO STEILACOOM 2.1	10:23	4:47	7:03	
	KT KETRON 6.7	10:21	4:44	7:01	
	NU NISQUALLY 3.8	10:15	4:38	6:55	
	SC SAINT CLAIR 1.6	10:12	4:34	6:52	
	KO KYRO 5.1				
	EO EAST OLYMPIA 8.6	s 10:05	4:28	s 6:45	
N3,136	TN TENINO JCT. 3.2	9:55	4:21	6:35	
N5,109	BC BUCODA 2.8	9:52	4:18	6:32	
	WB WABASH 4.5	9:49	4:15	6:29	
(2)4,291	CN CENTRALIA 3.7	s 9:45	s 4:11	s 6:25	
(2)3,819	CS CHEHALIS 1.0				
	JO CHEHALIS JCT. 6.3				
(2)3,766	NA NAPAVINE 6.3				
	WK WINLOCK 5.7				
(2)4,999	VA VADER 10.3				
(2)5,137	CA CASTLE ROCK 6.2				
(2)2,800	RP ROCKY POINT 1.5				
	KS KELSO 3.8	s 9:00	s 3:25	s 5:40	
	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. To Rye 3.5	8:25	2:50	5:05	
	MX VANCOUVER 3.1	s 8:21AM	s 2:46PM	s 5:01PM	

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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.

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				
	YAKIMA 3.8						YA								
	Y	3,538	13093	48	93.8	3.8	SD	SELAH 3.4	400				NX	UP JCT. 4.5	
		E3,154 W6,103	13096		97.2	7.2	PO	POMONA 13.2					SU	SOUTH TACOMA 3.4	
		6,230	13109		110.4	20.4	ON	WYMER 11.4					LV	LAKEVIEW To Mobase 3.5 3.2	
		3,869	13121		121.8	31.8	RA	THRALL 4.8		401				TC	TILlicum 4.6
	TY	9,900	13126		127.0									FL	FORT LEWIS 3.9
		4,885	13133		0.0	36.6	EB	ELLENSBURG 7.6						NU	NISQUALLY
		6,238	13143	7.3	44.2	TP	THORP 9.6	400				OB	MOBASE To Lakeview 3.5 1.7		
				17.1	53.8	BR	BRISTOL 7.7					HT	HILLHURST 6.1		
	JT	14,620	13150	24.9	61.5	CL	CLE ELUM To Ronald 6.0 12.6					RY	ROY 5.3		
	ITY	5,356	13163	38.1	74.1	EA	EASTON 3.0					YM	YELM 5.6		
			13166	41.1	77.1	CB	CABIN CREEK 1.0					RI	RAINIER 1.8		
			13167	42.1	78.1	UP	UPHAM 4.4		400				WT	WETICO 7.3	
			13172	46.5	82.5	MR	MARTIN 3.2					TN	TENINO JCT.		
		10,664	13175	50.0	85.7	SI	STAMPEDE 10.0	400							
	TY	6,994	13185	59.7	95.7	DM	LESTER 7.2								
		6,220	13192	67.1	102.9	MY	MAYWOOD 7.5								
		6,501	13199	73.8	110.4	EG	EAGLE GORGE 6.7								
	JTY		13206	81.3	117.1	PC	PALMER JCT. To Vasey 6.0 1.2		400						
		6,217	13207	82.3	118.3	GV	KANASKAT 5.9								
		6,281	13213	88.2	124.2	AR	RAVENSDALE 6.9								
		6,232	13220	94.3	131.1	CO	COVINGTON 7.4								
	Y	4,822	13228	102.0	138.5	GR	EAST AUBURN 0.9								
BJKTY		16014	102.9	139.4	AY	AUBURN									

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Snohom- ish Jct. West	7th Subdivn BRANCH LINE STATIONS Office Calls				EASTWARD
	JTY		02159	408	1.2	0.0	SH	SNOHOMISH JCT. WEST 1.2			
	JY		65601		403	0.0		BT	BROMART 7.4		
		2,855	65608			37.6	1.2	MB	MALTBV 5.5		
				29.9		8.6	CJ	WOODINVILLE To Issaquah 18.9 7.1			
	JTUY		65614	405	24.7		KL	KIRKLAND 4.4			
		2,495	65622		24.1	14.1	BV	BELLEVUE 0.8			
		3,413	65626		17.0	21.2	WU	WILBURTON 5.7			
			65627		12.7	25.6	QN	QUENDALL 1.6			
		1,676	65633		12.0	26.4	SO	SCOPA 2.1			
	Y		65634	410	6.3	32.1	RT	RENTON 2.2			
	JY	3,660	65637		4.3	33.7	BI	BLACK RIVER			
	IJY		16004		12.2						
				12.2	35.8						
				9.5	38.0						

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	SC	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				

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

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

WEST WARD	9th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sumas	
			66089	403	127.2	0.0	SM SUMAS To Lynden 11.3
		654	66083		120.9	6.4	NK NOOKSACK 9.4
		1,537	66073		111.4	15.8	DG DEMING 7.9
		582	66065		103.5	23.7	AE ACME 9.5
					94.1	47.7	TD THORNWOOD 7.3
				409	86.8		WL SEDRO WOOLLEY To Concrete 23.4
JY		66305			21.3	40.4	4.8
JY		15042			16.6	28.2	BU BURLINGTON CTC

WEST WARD	10th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Centralia	
			16085	421	0.6	0.0	DT CN CENTRALIA 1.6
A		67602			2.2	1.6	BJ BLAKESLEE JCT. 4.2
	2,636	67606			6.8	5.8	GM GRAND MOUND 4.3
	2,281	67611			10.7	10.1	RH ROCHESTER 2.9
					13.3		
JT	3,376	67614		402	28.4	13.0	HK GATE 4.9
		67619			33.2	17.9	OX OAKVILLE 12.5
		67631			46.7	31.4	VE VENTRON 2.0
JRTY	1,170	67633			48.7	33.4	EF ELMA 9.7
		67643			57.0	42.1	MO MONTESANO 8.1
TY		67651			66.1	50.2	AJ ABERDEEN JCT.
JY		67654			69.0	53.3	AB ABERDEEN To Markham 10.5 To Cosmopolis 2.7
							3.5
BKRTY		67658			73.7	56.8	DT HO HOQUIAM To Aloha 23.8

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

WEST WARD	11th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bangor	
	TY		67768	426	43.8	0.0	BG BANGOR 3.4
		2,618	67765		39.7	3.4	SU SILVERDALE 2.5
		2,855	67762		37.3	5.9	DA N.A.D. To Bremerton Jct. 5.3
				427	4.6	15.8	BM BREMERTON 4.6
TY		67805			0.0		RJ BREMERTON JCT. To N.A.D. 5.3
J	2,924	67757			32.1	11.2	3.1
	2,623	67754		426	28.8	14.3	BF BELFAIR 12.6
	2,622	67741			16.3	26.9	AN ALLYN 13.1
Y	2,627	67728			3.2	40.0	BS BAYSHORE 3.2
				425	0.1		
TUY		67725			25.2	43.2	NS SHELTON 10.7
	2,710	67715			14.6	53.9	MC MARMAC 4.4
	1,029	67710			10.1	58.3	TI STIMSON 2.6
T		67708			7.5	60.9	ML McCLEARY JCT. 7.5
JRTY		67633			0.0	68.4	EF ELMA

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

WEST WARD	12th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Chehalis Jct.	
JRTY			16091	420	0.0	0.0	JO CHEHALIS JCT. 1.5
MY			68002		1.5	1.5	CE CME JCT. 5.1
			68007		6.6	6.6	MI MILLBURN 15.6
			68022		22.3	22.3	PL PE ELL 6.5
	2,335	68029			28.7	28.7	PV PLUVIUS 9.2
		68038			37.9	37.9	LB LEBAM 12.6
		68051			50.5	50.5	WP WILLAPA 2.5
		68053			53.0	53.0	ND RAYMOND 3.6
T		68057			56.7	56.7	SB SOUTH BEND

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

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				16071 Plumb.....(E. Trk.)	3.4 miles south of North Olympia	76	North
Snohomish Jct. East-Bromart	Conn. 0.4 miles			16076 Tenino.....(E. Trk.)	0.5 mile north of Tenino Jct.	6	North
02053 Monitor	3.6 miles east of Cashmere	135	West	68104 Longview.....on spur	1.5 miles from Longview Jct.	Yard	Both
02061 Dryden	3.1 miles east of Peshastin	100	West	16142 North Pacific Grain Growers	1.5 miles south of Kalama	38	North
02067 Old Leavenworth...on spur	1.5 miles from Leavenworth	23	East	67016 Cascade Jct.....on spur	16.3 miles from Meeker	Yard	Both
02120 Grotto.....on spur	3.8 miles west of Skykomish	22	Both	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	68154 Rye.....on spur	3.5 miles from Vancouver Jct.	57	Both
02186 Richmond Beach	3.6 miles west of Edmonds	65	Both	4th Subdivision			
2nd Subdivision				13154 Bullfrog	4.1 miles west of Cle Elum	20	Both
15108 Delta-Alaska Terminal	0.8 mile south of Brownsville	Yard	North	13175 Sam Spur	0.7 miles east of Stampede	30	West
15106 Tilbury Line Jct.	0.4 mile north of Townsend	Conn.	North	65504 Roslyn.....on spur	3.5 miles from Cle Elum	Yard	West
66503 Dow Chemical.....on spur	3.0 miles from Tilbury Line Jct.	10	North	65506 Ronald.....on spur	6.0 miles from Cle Elum	Yard	West
66504 Tilbury Island Dockon spur	4.1 miles from Tilbury Line Jct.	Yard	Both	67027 Veazey.....on spur	6.0 miles from Palmer Jct.	Yard	West
15104 Southern Peat Moss Ltd.	0.4 mile south of Townsend	11	Both	5th Subdivision			
66565 Robert Bank on BCHBRY	15.5 miles south of Colebrook	Yard	Both	67306 Weston	2.0 miles west of South Tacoma	26	East
15081 Cherry Point.....on spur	8.9 miles south of Intalco	Yard	Both	67308 Hull Hardwood	1.1 miles east of Lakeview	2	East
15080 Custer	5.5 miles north of Ferndale	49	Both	67311 McChord Field	1.7 miles west of Lakeview	Yard	West
15069 Noranda	4.1 miles south of Ferndale	11	South	67312 Metreco	2.9 miles west of Lakeview	25	East
Ferryman's Spur	3.1 miles north of Samish	2	South	67314 Spanaway Spur	4.3 miles west of Lakeview	Conn.	Both
15046 Belleville Pit	5.3 miles north of Burlington	102	North	67340 West Tenino	0.2 mile east of Tenino Jct.	23	Both
15041 MUB Station	1.4 miles north of Mt Vernon	2	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 south of 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 north of Kruse Jct.	44	Both	Golden West Dist. Spur	2.0 miles west of Olympia	7	West
66023 Arlington.....on spur	6.9 miles north of Kruse Jct.	Yard	Both	Georgia Pacific Spur	1.9 miles west of Lacey	10	West
66111 Cascade Pole Spur on spur	9.4 miles north of Kruse Jct.	12	South	7th Subdivision			
66119 Germain	16.8 miles north of Kruse Jct.	2	South	Bromart-Snohomish Jct. East	Conn. 0.4 miles		
66120 Oso.....on spur	18.9 miles north of Kruse Jct.	10	Both	02158 Snohomish.....on spur	1.1 miles from Bromart	45	Both
66135 Andron	34.5 mile north of Kruse Jct.	Wye	Both	66003 Machias.....on spur	6.3 miles from Bromart		
66136 Darrington.....on spur	35.5 miles north of Kruse Jct.	Yard	Both	66009 Hartford.....on spur	9.4 miles from Bromart	11	Both
66207 Whitney.....on spur	6.9 miles north of Burlington			Spectrum Glass Spur	2.0 miles east of Woodinville	8	East
66210 Whitmarsh.....on spur	10.2 miles north of Burlington			65805 Douglas Palmer...on spur	5.3 miles east of Woodinville	14	East
66212 Fidalgo.....on spur	12.3 miles north of Burlington	24	Both	65807 Redmond.....on spur	6.5 miles east of Woodinville	10	Both
66216 Anacortes.....on spur	16.2 miles north of Burlington	Yard	Both	65815 Monohan.....on spur	14.7 miles east of Woodinville	18	West
3rd Subdivision				65817 St. Regis.....on spur	17.1 miles east of Woodinville	13	West
02207 Rhodes	3.6 miles south of Argo	40	South	65819 Issaquah.....on spur	18.9 miles east of Woodinville	8	Both
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 South Tacoma (Cascade Paper)	1.2 miles north of Steilacoom	16	North	66077 Lawrence	4.2 miles east of Deming	6	West
				66308 Cokedale Spur.....on spur	3.1 miles east of Sedro Woolley	5	West
				66320 Supreme Cedar Prods.....on spur	15.6 miles east of Sedro Woolley	7	East

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.				11th Subdivision			
66317 Hamiltonon spur	11.7 miles east of Sedro Woolley	26	Both	67802 Gorst	2.3 miles west of Bremerton	10	West
66322 Birdsvieon spur	16.9 miles east of Sedro Woolley	34	Both	67801 Wesco	3.2 miles west of Bremerton	9	East
66326 Grassmereon spur	22.2 miles east of Sedro Woolley	70	Both	67761 Pro-Gas	0.4 mile west of N.A.D.	4	West
66328 Concreteon spur	23.4 miles east of Sedro Woolley	Yard	Both	67752 South Belfair	2.6 miles west of Belfair ...	36	Both
66405 Hampton (MP 19.3)	6.0 miles from Sumas	Wye	Both	67724 Olympia Plywood	1.0 mile west of Shelton	10	West
66431 Everson (MP 18.0) on spur	7.3 miles from Sumas	8	Both	67721 Cole Road Bldrs. Supply ...	3.7 miles west of Shelton ...	3	East
66410 Lynden (MP 5.3).....on spur	11.3 miles from Sumas	Yard	Both	67720 Doubling Spur	4.8 miles west of Shelton ...	12	East
10th Subdivision				67707 McClearyon spur	0.7 mile from McCleary Jct.	Yard	Both
67609 Briarwood	3.0 miles west of Grand Mound	5	West	67704 Whites	3.5 miles west of McCleary Jct.	10	West
67613 Wolfkill Spur	0.4 mile west of Rochester	9	East	12th Subdivision			
67901 South Aberdeen Jct.on spur	0.6 miles from Aberdeen via UP			68005 Adna	4.7 miles west of Chehalis Jct.	7	West
67902 South Aberdeenon spur	0.7 miles east of So. Aberdeen Jct.						
67903 Cosmopolison spur	2.7 miles east of So. Aberdeen Jct.						
67913 Markhamon spur	10.5 miles west of So. Aberdeen Jct.						

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

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

BALLAST PITS

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

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
50	Everett Jct.—Bayside, Delta Jct.	32.1 to 37.1
399	Everson—Sumas	16.0 to 25.3
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
410	Henrys—Black Diamond	27.9 to 30.4
411	Palmer Jct.—Veazey	0.0 to 7.0
411	Cascade Jct.—Meeker	17.0 to 33.3
413	Anacortes—Shannon Point	0.0 to 2.2
415	Cascade Jct.—Wilkeson-Carbondale	0.0 to 8.8
416	Wilkeson Switch Back	4.2 to 5.2
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
438	Vancouver Jct.—Rye	0.0 to 3.7
614	Hampton—Lynden	0.0 to 5.5

PORTLAND DIVISION

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WESTWARD

EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sunset Jct.	1st Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS
								28
								NRPC Daily
J		01877	46	1.1	0.0	SUNSET JCT.	CTC	A 11:40PM
	12,641	63002		2.6	1.6	EMPIRE		
JTY		63007		9.3	8.0	MARSHALL	ABS Rule 261-264	
BJKTY	5,711	63014		16.6	15.3	CY CHENEY		11:25
	4,558	63019		21.5	20.2	BABB		11:20
	6,289	63028		31.0	29.7	FISHTRAP		11:10
	6,373	63039		41.3	40.0	SPRAGUE		11:00
	6,277	63048		51.1	49.8	KEYSTONE		10:50
	2,535	63054		56.7	55.3	TOKIO		10:45
	5,658	63062		64.9	63.6	RV RITZVILLE		10:38
	6,326	63072		74.3	73.0	PAHA		10:29
	6,441	63079		82.0	80.7	LD LIND		10:23
	5,753	63087		89.9	88.6	PROVIDENCE	ABS	10:12
	2,619	63090		93.0	91.7	BEATRICE		10:07
	5,763	63095		97.9	96.6	CUNNINGHAM		10:02
BJKY	W4,820 E5,097	63108		110.2	108.9	CN CONNELL		9:47
	2,576	63113		115.5	114.2	CACTUS		9:41
JR	6,784	63117		119.7	118.4	MESA		9:37
	2,281	63126		128.4	127.1	ELTOPIA		9:30
	4,824	63131		133.4	132.1	SAGEMOOR		9:26
	6,231	63135		138.0	136.8	GLADE		9:22
BIJKRTY		12143		145.6	144.4	PA RN PASCO	ABS Rule 261-264	s 9:15PM

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

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

PORTLAND DIVISION

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2nd Subdivn MAIN LINE STATIONS Office Code			FIRST CLASS			
			796	14	28	798
			NRPC Daily	NRPC Daily	NRPC Daily	NRPC 25 Daily
PA	PASCO	ABS			As 9:10PM	
RN	1.7	Rule				
	SP&S JCT.	261-			9:02	
	1.1	264				
	HOVER				9:01	
	5.7					
FN	FINLEY				8:56	
	7.3					
	YELLEPIT				8:50	
	12.6					
	BERRIAN				8:39	
	11.2					
MO	PLYMOUTH				8:30	
	13.6					
	PATERSON				8:19	
	9.4					
	WHITCOMB				8:11	
	11.3					
	McCREDIE				8:00	
	10.9					
RE	ROOSEVELT				7:51	
	12.3					
	BATES				7:40	
	10.9					
	TOWAL				7:30	
	10.0					
	MARYHILL				7:20	
	8.2					
X	WISHRAM				s 7:10	
	2.1					
	AVERY					
	9.7					
	NORTH DALLES					
	8.8					
YA	LYLE					
	9.7					
	BINGEN-WHITE				s 6:35	
	SALMON					
	9.8					
	COOKS					
	12.0					
	STEVENSON					
	11.0					
	SKAMANIA					
	15.4					
	WASHOUGAL					
	3.0					
MA	CAMAS					
	10.4					
	McLOUGHLIN					
	1.8					
2MT	EAVAN					
	2.4					
MX	VANCOUVER		As 8:19AM	As 2:43PM	s 5:13	As 4:59PM
	1.9					
KD	NORTH PORTLAND JCT.		8:13	2:38	5:02	4:53
	1.1					
	EAST ST. JOHNS					
	2.7					
BR	WILLBRIDGE		8:06	2:32	4:57	4:47
	2.3					
	LAKE YARD					
	2.0					
GO	PORTLAND		8:00AM	2:25PM	4:50PM	4:40PM
VC	(Union Station)					

EASTWARD

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

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

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

WESTWARD

Rule (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		
			797	11	795	27						
			NRPC Daily	NRPC Daily	NRPC 26 Daily	NRPC Daily						
BIJKRTY		12143				s 4:15AM	46	145.6	0.0	PA RN	PASCO 1.7	ABS Rule 261- 264
IJ		12146				4:19		229.7	1.7		SP&S JCT. 1.1	
	8,031	12147				4:22		228.5	2.8		HOVER 5.7	
Y	3,632	12151				4:25		223.9	8.5	FN	FINLEY 7.3	ABS
	7,136	12159				4:32		215.8	15.8		YELLEPIT 12.6	
	7,135	12172				4:43		203.3	28.4		BERRIAN 11.2	
	7,181	12183				4:52		192.0	39.6	MO	PLYMOUTH 13.6	
	7,214	12195				5:03		179.8	53.2		PATERSON 9.4	
	7,242	12205				5:11		170.4	62.6		WHITCOMB 11.3	
	7,240	12218				5:21		157.7	73.9		McCREIDIE 10.9	
	7,227	12228				5:31		147.8	84.8	RE	ROOSEVELT 12.3	
	7,242	12240				5:42		135.9	97.1		BATES 10.9	
	7,285	12250				5:52		125.0	108.0		TOWAL 10.0	
	7,241	12261				6:02		113.6	118.0		MARYHILL 8.2	CTC
BJKRTY		12269				s 6:15		106.1	126.2	X	WISHRAM 2.1	
		12272						103.2	128.3		AVERY 9.7	
	9,935	12282						93.3	138.0		NORTH DALLES 8.8	
BJK	4,079	12290						85.3	146.8	YA	LYLE 9.7	
	11,115	12299				s 6:45		75.9	156.5		BINGEN-WHITE SALMON 9.8	
	9,888	12309						65.8	166.3		COOKS 12.0	
	11,085	12321						54.8	178.3		STEVENSON 11.0	
	9,958	12333						42.5	189.3		SKAMANIA 15.4	
	9,910	12347						28.9	204.7		WASHOUGAL 3.0	
B		12351						23.8	207.7	MA	CAMAS 10.4	ABS Rule 251- 254
		12361						14.5	218.1		McLOUGHLIN 1.8	
X		12363						12.1	219.9	2MT	EAVAN 2.4	
BJKRTXY		12365	s 8:53PM	s 2:32PM	s 10:23AM	s 8:05		9.9	222.3		MX	VANCOUVER 1.9
IJXY		12368	8:57	2:36	10:27	8:09		8.1	224.2		KD	NORTH PORTLAND JCT. 1.1
BXY	E3,039	12369						7.0	225.3			EAST ST. JOHNS 2.7
BIJKTXY		12372	9:02	2:41	10:32	8:14		4.3	228.0	DT	BR	WILLBRIDGE 2.3
KTXY		12373						2.0	230.3			LAKE YARD 2.0
BKRTXY		12375 12374	As 9:20PM	As 3:05PM	As 10:50AM	As 8:35AM		0.0	232.3	GO VC	PORTLAND (Union Station)	

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

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

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

PORTLAND DIVISION

WEST WARD	3rd Subdivn MAIN LINE STATIONS Office Calls						WEST WARD	4th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From SP&S Jct.		Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wishram	
48	IJ		12146		1.7	0.0	ABS Rule 261- 264	BJKRTY		12269		0.0	0.0	ABS
	JY	4,324	12147		2.8	1.1		IJY		14002		1.0	1.5	
		6,207	13007		7.3	5.6			4,399	14006		5.4	5.5	
		6,217	13017		16.8	15.0			5,449	14018		17.8	18.2	
		6,776	13024		23.6	21.8			2,544	14026		25.9	26.3	
	JRTY	9,567	13034		34.4	32.1			2,539	14030		29.9	30.5	
	Y	3,549	13040		40.0	38.2			6,292	14040		39.2	40.1	
		6,204	13046		45.5	43.7				14055		54.2	54.7	
		E3,540 W2,523	13052		52.0	49.8			4,526	14056		55.1	55.5	
		6,118	13060		60.4	58.2			2,557	14064		63.3	63.8	
	BJKY	E7,171 W6,311	13070		70.9	68.7			5,533	14071		70.6	70.7	
		E5,138 W4,750	13078		78.3	76.1			5,294	14080		79.6	80.4	
	JR	3,757	13082		82.7	80.5			5,386	14086		85.3	85.9	
		9,117	13086		86.3	84.1			1,746	14094		93.5	94.1	
53	BJKRTY		13089		90.0	87.8	ABS		5,579	14100		99.3	99.9	ABS
								BKY	2,474	14105		104.7	105.2	
								Y	4,865	14110		109.7	110.2	
									2,677	14115		114.5	114.9	
									5,570	14122		121.1	122.0	
									2,548	14130		129.0	129.5	
								J	4,202	14132		131.8	132.3	
								Y	5,122	14135		134.1	135.0	
									6,336	14144		143.3	144.1	
												152.0		
								BKRTY		14152		0.0	151.5	
									8,725	14165		12.6	164.6	
									7,836	14183		31.6	183.0	
									7,816	14203		50.7	203.2	
54							ABS	JRTY	8,229	14220		67.8	220.1	ABS
												0.0	151.5	
												12.6	164.6	
												31.6	183.0	
												50.7	203.2	
												67.8	220.1	

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

JY		14295		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

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

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

EXCEPT IN CTC OR RULE 261 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 Golden- dale	6th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	T		64742	439	42.1	0.0	GOLDENDALE		
		1,841	64713		13.4	28.7	KLUCKITAT		
	BJKR		12290		0.0	42.2	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		
	Y		68203		7.3	3.0	LINNTON	3.0	
	Y	4,945	68204		8.9	4.6	HARBOR SIDING	1.6	
	JY		68206		10.0	5.7	UNITED JCT.	1.1	
		1,440	68208		12.8	8.3	HOLBROOK	2.6	
		1,653	68216		19.9	15.6	SCAPPOOSE	7.3	
	BKY	2,385	68223		27.6	23.3	ST. HELENS	7.7	
		2,278	68227		31.3	27.0	REICHOLD	3.7	
		1,121	68235		39.5	35.0	GOBLE	8.0	
		2,595	68243		46.8	42.5	AVON	7.5	
		2,574	68252		56.1	51.5	MAYGER	9.0	
	Y	2,304	68258		62.2	57.9	CLATSKANIE	6.4	
		1,426	68267		71.1	66.9	WESTPORT	9.0	
			68269		73.5	69.2	WAUNA	2.3	
		2,113	68274		78.7	74.1	CLIFTON	4.9	
		1,122	68282		86.7	82.2	KNAPPA	8.1	
	BKRTY		68296		99.7	95.4	ASTORIA	13.2	
	JTY		68301		105.6	101.3	WARRENTON	5.9	
			68304		108.6	103.8	CAMP CLATSOP	2.5	

PORTLAND DIVISION

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From United Jct.	8th Subdivn BRANCH LINE STATIONS Office Calls
JY		68206	442	10.0	0.0	UNITED JCT. 4.5
		68705		14.6	4.5	TUNNEL SPUR 2.5
JRY		68707		17.1	7.0	BOWERS JCT. 3.9
	2,191	68404	442	20.8	10.9	MERLE 0.5
JTY		68405		21.5	11.4	ORENCO JCT. 6.1
BRY	5,274	68410		27.0	17.5	VO BEAVERTON 0.5
J		68411		28.1	18.0	BEBURG 3.2

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

J	68414	31.3	21.2	GRETON 0.7
Y	3,803 68415	32.1	21.9	TIGARD 11.0
	1,166 68426	42.8	32.9	WILSONVILLE 3.0
	3,664 68428	45.6	35.9	CURTIS 8.6
	3,647 68437	54.4	44.5	WEST WOODBURN 14.1
Y	3,554 68452	68.6	58.6	BUSH 0.4
BKYU	68454	69.0	59.0	SA SALEM 3.8
Y	5,668 68456	72.6	62.8	MINTO 11.2
	3,546 68468	84.6	74.9	SIDNEY 11.1
BJKRTY	68479	96.5	86.1	YD ALBANY 20.8
	1,500 68500	117.1	106.9	AMERICAN 11.0
	68512	128.8	117.9	JO JUNCTION CITY 13.8
BKRTUY	68526	141.8	131.7	G EUGENE

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bowers Jct.	9th Subdivn BRANCH LINE STATIONS Office Calls
JY		68707	443	17.1	0.0	BOWERS JCT. 4.9
	2,392	68712		21.9	4.9	NORTH PLAINS 6.3
J		68718		28.2	11.2	BANKS 9.2

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

J	68605	4.6	20.4	HILLSBORO (BN Jct.) 3.2
	68608	7.9	23.6	CORNELIUS 2.4
	68611	10.3	26.0	FOREST GROVE

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mesa	10th Subdivn BRANCH LINE STATIONS Office Calls
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

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Albany Yard	11th Subdivn BRANCH LINE STATIONS Office Calls
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.

JKY	68814	14.5	14.5	BA LEBANON 1.4
Y	68816	17.2	15.9	V WELDWOOD 8.4
	68824	24.3	24.3	NARROWS 4.7
BRTY	68829	28.9	29.0	SW SWEET HOME 2.9
Y	68832	31.9	31.9	FOSTER

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

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	2,334	62826		1974.5	0.0	XO WARDEN 12.8
Y		62941	394	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

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		0.0	0.0	TN TOPPENISH 10.2
	2,135	65111	447	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

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 Gibbon	15th Subdivn BRANCH LINE STATIONS Office Calls	
JRT	9,567	13034	448	34.3	0.0	GIBBON	12.2
Y	3,850	65012		45.8	12.2	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.

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Adrian (Adco)	16th Subdivn BRANCH LINE STATIONS Office Calls	
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	

EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ainsworth Jct.	17th Subdivn BRANCH LINE STATIONS Office Calls	
J		12142	450	2.7	0.0	AINSWORTH JCT.	1.2
		64104		4.0	1.2	BURBANK	2.1
J	3,538	64106		5.7	3.3	VILLARD JCT.	6.3
JRTY	3,538	64112		12.0	9.6	A ATTALIA	20.5
Y	2,102	64221		33.2	30.1	EUREKA	22.1
	1,761	64322		55.4	52.2	DRY CREEK	8.5
BJKRUY		64331		63.8	60.7	F WALLA WALLA	7.1
		64337		70.3	67.8	SAPOLIL	4.7
	1,145	64342		75.0	72.5	DIXIE	13.2
		64355		88.2	85.7	WAITSBURG	1.8
JY		64357		90.0	87.5	WAITSBURG JCT.	0.8
Y		64358		90.8	88.3	HUNTSVILLE	7.7
Y		64365		98.5	96.0	DAYTON	

EASTWARD

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

WESTWARD

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	
		64869	451	67.4		RIPARIA	67.4
JTY	3,538	64112		0.0	0.0	A ATTALIA	0.9
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	HELI	16.1
		64153		39.5	41.7	U.P. CONNECTION	2.1

EASTWARD

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

RTY		64155	649	40.5	43.8	ND PENDLETON	
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Union Pacific Signal aspects as contained in Union Pacific Operating Rules are in effect between Attalia and Zangar Jct., and between Attalia and Villard Jct.

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

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				12140 East Pasco Tidewater Shaver	1.2 miles east of Ainsworth Jct.	15	West
63098 Hatton	9.1 miles east of Connell	43	Both	12140 East Pasco Shell Chem. Corp.	1.2 miles east of Ainsworth Jct.	6	West
63115 Mesa Pit	2.0 miles west of Cactus	40	East	12140 East Pasco Storage No. 1	1.2 miles east of Ainsworth Jct.	18	West
63119 Edwards	2.4 miles west of Mesa	58	Both	12140 East Pasco Storage No. 2	1.2 miles east of Ainsworth Jct.	18	West
64915 N. Richland (UP—DOE)	18.7 miles from Kennewick	Yard	Both	12090 Sperry	7.5 miles east of Kahlotus	40	East
2nd Subdivision				12083 Washtucna Industry	1.5 miles east of Washtucna	142	East
12154 Kerley Chemical Lead Track	0.8 mile west of Finley	7	East	12026 Amber	5.1 miles west of Mock	16	West
12200 Ballast Track, M.P. 174	3.9 miles east of Whitcomb	37	Both	6th Subdivision			
12213 Alderdale	4.6 miles east of McCredie	18	West	64735 Centerville	6.3 miles west of Goldendale	18	Both
12234 Sundale	4.5 miles east of Bates	17	West	64730 Warwick	11.4 miles west of Goldendale	16	Both
12254 Martin Marietta on spur	1.6 miles from Cliffs	Yard	West	64723 Swale	18.6 miles west of Goldendale	5	East
12255 Cliffs	5.0 miles east of Maryhill	33	West	64717 Wahkiakus	3.5 miles east of Klickitat	13	Both
12278 Dow Chem. Co.	3.7 miles east of North Dalles	50	East	64710 Pitt	3.7 miles west of Klickitat	6	Both
12279 Dallesport Setout	3.3 miles east of North Dalles	26	Both	64702 Doubling Spur	1.6 miles east of Lyle	6	East
12300 Underwood Fruit & Whse. Co.	0.9 mile west of Bingen-White Salmon	11	East	7th Subdivision			
12304 Hood	4.3 miles west of Bingen-White Salmon	80	Both	68202 Gasco	1.3 miles west of Willbridge	25	West
12316 Home Valley	6.6 miles west of Cooks	55	Both	68205 Harbor Track	0.2 miles east of United Jct.	15	East
12322 Stevenson Plywood Co.	1.6 miles west of Stevenson	69	East	68222 Multnomah Plywood	1.5 miles east of St. Helens	53	East
12322 Hegewald Timber Co.	1.6 miles west of Stevenson	57	West	68226 Crown Zellerbach Tracks	0.8 miles east of Reichhold	93	Both
12326 North Bonneville (2 Trks.)	5.0 miles west of Stevenson	118, 47	Both	68237 Trojan	1.3 miles west of Goble	10	East
12337 Prindle	4.3 miles west of Skamania	12	East	68254 Port Westward on spur	2.2 miles west of Mayger	Yard	East
12343 Mt. Pleasant	4.0 miles east of Washougal	121	Both	68292 Mill Creek Naval	3.6 miles east of Astoria	19	East
12349 Nu Lam Wood Products	2.0 miles west of Washougal	9	East L	68293 Tongue Point	3.0 miles east of Astoria	18	East
12350 Camas-Washougal Port Dock	2.0 miles east of Camas	15	East	68451 Warrenton Clay on spur	0.7 mile from Warrenton	53	West
12355 Columbia Vista Lbr. Co.	3.4 miles west of Camas	5	Both	68352 Flavel on spur	1.8 miles from Warrenton	10	East
12362 Portco (Main 2)	1.0 mile east of Eavan	30	West	68353 Bioproducts on spur	2.4 miles from Warrenton	4	West
4th Subdivision				68354 Hammond on spur	2.7 miles from Warrenton	4	East
14047 Sherar	7.3 miles east of Maupin	34	East	8th Subdivision			
14051 Tuscan	3.8 miles east of Maupin	10	East	68601 Orenco on spur	0.8 mile from Orenco Jct.	12	Both
14068 Dant	3.7 miles west of Nena	3	East	68603 Sewell on spur	2.8 miles from Orenco Jct.		
14108 Agency	2.5 miles west of Madras	6	West	68402 Bendemeer	1.4 miles west of Bowers Jct.	11	East
14154 Cascan	2.8 miles west of Bend	Yard	Both	68417 Durham	2.3 miles west of Tigard	5	East
14190 Beal	6.3 miles west of Lapine	27	West	68419 Tualatin	4.0 miles west of Tigard	8	Both
14225 Diamond Lake (SPT)	5.3 miles west of Chemult	112	Both	68420 Albertson-Oregon Culvert Co.	5.4 miles west of Tigard	4	West
14231 Yamsay (SPT)	10.7 miles west of Chemult	111	Both	68421 Tri-County Industrial	5.8 miles west of Tigard	6	East
14240 Lenz (SPT)	19.9 miles west of Chemult	112	Both	68422 Tonquin	6.9 miles west of Tigard	17	Both
14249 Fuego (SPT)	28.8 miles west of Chemult	112	Both	68423 Storwest (Mulloy)	5.2 miles east of Curtis	6	East
14253 Kirk (SPT)	33.0 miles west of Chemult	111	Both	68432 Donald	3.7 miles west of Curtis	21	Both
14258 Calimus (SPT)	38.0 miles west of Chemult	130	Both	68436 Loganville	0.9 mile east of West Woodburn	4	West
14266 Chiloquin (SPT)	46.6 miles west of Chemult	113	Both	68440 St. Louis	2.9 miles west of West Woodburn	8	East
14271 Lobert (SPT)	50.6 miles west of Chemult	130	East	68446 Hopmere	5.5 miles east of Bush	32	Both
14276 Modoc Point (SPT)	56.1 miles west of Chemult	111	Both	68447 Quinaby	4.5 miles east of Bush	7	Both
14284 Algoma (SPT)	64.4 miles west of Chemult	111	Both	68458 Roberts	3.1 miles west of Minto	21	East
14289 Wocus (SPT)	69.2 miles west of Chemult	111	Both	68463 Orville	4.9 miles east of Sidney	14	Both
14291 Chelsea (SPT)	71.4 miles west of Chemult	113	Both	68471 Talbot	3.1 miles west of Sidney	15	Both
14293 Klamath Falls Depot (SPT)	73.8 miles west of Chemult	Yard	Both	68474 Dever	6.0 miles west of Sidney	14	West
14300 Henley	3.4 miles west of S. Klamath	25	Both	68487 Ehlen-Van Waters and Rogers	6.2 miles west of Albany	10	East
14312 Stonebridge	1.7 miles west of Merrill	28	Both	68489 Verdue	8.2 miles west of Albany	4	West
14332 Hannchen	4.7 miles west of Stronghold	21	West	68494 Fayetteville	13.2 miles west of Albany	12	East
14333 Kandra	5.4 miles west of Stronghold	42	Both	68496 Munson	3.9 miles east of American	1	East
14346 Tionesta	6.0 miles west of Mammoth	39	Both	68497 Potter	3.3 miles east of American	3	East
69034 Hambone (MCR)	33.9 miles from Lookout	Conn.	Both	68499 Tulsa	1.0 miles east of American	5	Both
5th Subdivision				68501 Miller Seed Co.	10.4 miles east of Junction City	3	West
12140 East Pasco Std. Oil	0.7 mile east of Ainsworth Jct.	11	West				
12140 East Pasco Permante Cement Co.	1.0 mile east of Ainsworth Jct.	16	West				

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.				62844 Mitchell	MP 143.9	11	West
68504 Cartney	7.3 miles east of Junction City	6	East	62835 Raugust	MP 151.9	28	Both
68507 Harrisburg	5.0 miles east of Junction City	8	East	62833 Sircen	MP 154.3	2	West
68516 Meadow View	4.5 miles west of Junction City	5	East	62831 Ritell	MP 155.6	30	Both
68518 Awbrey	6.1 miles east of Eugene	8	Both	62821 Propane	MP 166.4	2	West
68519 Enid	4.1 miles east of Eugene	20	East	62820 Simenson	MP 166.8	12	West
9th Subdivision				62813 Koren	MP 173.7	8	West
68713 Timco	1.4 miles west of North Plains	23	Both	62810 Shano	MP 176.4	17	West
68716 Christie	3.6 miles west of North Plains	10	East	62806 Frischknecht	MP 180.8	37	Both
11th Subdivision				62805 Schlomer	MP 182.0	13	West
68815 Lebanon (O.E. Siding)	0.3 mile west of Lebanon	8	Both	62905 Barham	on spur	4.5 miles from Bassett Jct.	23
68821 Bauman Lumber Co.	3.5 miles east of Narrows	13	East	62907 Schaefer	on spur	7.2 miles from Bassett Jct.	2
68826 Boise Cascade Plywood	1.7 miles west of Narrows	8	Both	62912 Schrag	on spur	12.5 miles from Bassett Jct.	21
12th Subdivision				62840 Scalley	on spur	1.0 mile from Wheeler	Coon.
65201 Blake, Moffit & Towne	1.8 mile west of Yakima	8	West	62864 Sieler	on spur	5.9 miles from Wheeler	58
65202 Jack Frost Fruit	2.4 miles west of Yakima	9	East	62866 McDonald	on spur	7.7 miles from Wheeler	24
65203 Fruitvale	2.7 miles west of Yakima	9	Both	62872 Moses Lake	on spur	15.1 miles from Wheeler	Wye
65208 Eschbach	5.5 miles east of Naches	10	Both	62878 Moses-Lake Industrial Park	on spur	19.9 miles from Wheeler	Yard
65209 Kershaw	5.1 miles east of Naches	3	East	17th Subdivision			
65210 Rowe	2.7 miles east of Naches	5	East	64216 Adkins	15.9 miles west of Attalia	28	Both
65211 Bonlow	1.4 miles east of Naches	3	East	64218 Hatch	2.4 miles west of Adkins	16	Both
65310 Holtzinger	2.5 miles east of Tieton	3	Both	64306 Lamar	6.3 miles west of Eureka	28	Both
65311 Tasker	0.9 mile east of Tieton	9	East	64307 Harsha	1.0 mile west of Lamar	9	Both
65402 National Can	2.6 miles west of Yakima	9	West	64310 Paddock	10.0 miles west of Eureka	11	Both
65403 Terrace Heights	3.1 miles west of Yakima	7	Both	64316 Rulo	16.2 miles west of Eureka	27	Both
65404 Valley Junk	3.7 miles west of Yakima	3	East	64329 Penitentiary	on spur	1.3 miles from Walla Walla	Conn.
14th Subdivision				64344 Walair	3.9 miles west of Walla Walla	70	East
65106 Ashuc	7.8 miles west of Toppenish	15	Both	64335 Craik	4.0 miles west of Walla Walla	2	East
65108 Venner	1.9 miles east of Harrah	10	Both	64338 Buroker	1.3 miles west of Sapolil	18	Both
65109 Farron	1.1 miles east of Harrah	45	Both	64340 Gilliam	3.8 miles west of Sapolil	8	Both
65113 Brownstown	3.1 miles west of Harrah	29	Both	64346 Minnick	4.7 miles west of Dixie	19	Both
15th Subdivision				64352 Coppei	3.3 miles east of Waitsburg	34	Both
65003 Whitstran	2.4 miles west of Gibbon	53	Both	64360 Dumas	2.3 miles west of Huntsville	5	East
65006 North Prosser	5.8 miles west of Gibbon	8	East	64361 Long	3.4 miles west of Huntsville	14	West
65010 Apricot	2.6 miles east of Grandview	25	Both	18th Subdivision			
65016 Lichty	3.7 miles east of Sunnyside	10	Both	64125 Ring	6.9 miles west of Zangar Jct.	26	East
65017 Sunny Roza	1.7 miles east of Sunnyside	4	East	64129 Van Sycle	11.5 miles west of Zangar Jct.	28	Both
65018 Sugar Plant No. 2	1.2 miles of Sunnyside	31	West	64132 Stanton	14.1 miles west of Zangar Jct.	34	Both
65019 East Way Spur No. 1, 2	0.8 mile east of Sunnyside	10, 10	East	64604 Duroc	3.6 miles west of Smeltz	19	Both
65027 Nass	2.9 miles east of Granger	28	Both	64614 Athena	on spur	14.5 miles from Smeltz	Wye
65034 Chenauer	0.8 mile east of Zillah	5	East	64142 Myrick	4.6 miles west of Helix	9	East
65039 Flint	1.9 miles west of Buena	6	East	64147 Fulton	5.9 miles east of U.P. Connection	28	Both
65040 Sawyer	2.9 miles west of Buena	58	Both				
65042 Donald	2.5 miles east of U.P. Crossing	14	Both				
16th Subdivision							
62845 Banks	MP 141.5	20	Both				
	5.8 miles east of Wheeler						

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	Casca	
639	South Klamath	
640	South Klamath	White Line Yard
641	South Klamath WFE	
642	Yakima	
643	Vancouver, Washington	Vancouver to east end Columbia River Bridge
644	Vancouver, Washington WFE	
645	East St. Johns	East end Columbia River Bridge to east end Willamette River Bridge
646	Willbridge	East end Willamette River Bridge to Gasco
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) to Kittridge Avenue
647	Portland	Kittridge Avenue to East Portland
648	Portland WFE	

BALLAST PITS

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

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
374	Walla Walla—Milton Free-water	0.0 to 14.5
375	Yellow Hawk Branch	0.0 to 4.7
395	Sieler—Moses Lake Indus. Park	5.5 to 20.0
437	Kennewick—Richland Jct.	(UP) 13.9 to 18.8
437	Richland Jct.—North Richland	(DOE) 0.0 to 5.5
438	Vancouver Jct.—Rye	0.0 to 3.7
441	Warrenton—Hammond	0.0 to 2.7
444	Brace—Naches	0.0 to 13.9
449	Bassett Jct.—Schrag	0.0 to 12.6
452	Smeltz—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

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 WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 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, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed—
Locomotives with friction bearings 35 MPH.

1A. Control of Harmonic Rocking—

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

Trains, other than 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 Locomotives—

Train Operations:

The number of locomotives in a train, regardless of placement, must not exceed 12 not including helpers.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

Trains of more than 15 cars—

May be all or any portion of the powered consist.
Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist.
Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less—

No placement restrictions.

The following locomotives are not equipped with alignment control couplers:

1-592, 1000-1004, 1559-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237.

Light Consist or Caboose Hop Operations:

The number of locomotives in a light consist or caboose hop must not exceed 16.

The number of powered axles must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections, whether powered, isolated or dead must be coupled together and connected for MU operation.

The number of locomotives not in MU operation must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not equipped with alignment control couplers may be placed anywhere in a light consist or caboose hop.

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:

1559-1608, 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.

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

Unless otherwise provided in Individual Subdivision Special Instructions:

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

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 ft. and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

Not more than 24 powered axles can be used in helper service, or, in head end consist when helpers are being used, EXCEPT with unit coal trains equipped entirely with Type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

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

BN 513900-513999 (GN 70400-70499)
 BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 540000-540210 (CBQ 163000-163209)

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

3A. Locomotive Weights

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

Group	Types	Locomotive Numbers	Weight (000)
A	SW-1	70, 80-97.	198-200
B	SW-1 GP-5 GP-7 GP-9 GP-18	102. 1350-1365. 1559, 1560, 1566, 1569, 1572, 1575, 1582, 1586, 1588, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1619, 1621, 1623, 1670, 1671, 1673. 600-604*, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971, 1972, 1979, 1980. 1991-1997.	216-260
C	SW-900 SW-12 SW-7 SW-9 SW-10 NW-2	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, 414-424, 488-498, 519-573, 588-592.	232-251
D	NW-12 SW-7 NW-2 MP-15 GP-7 GP-9	1, 5, 14, 19. 107, 136, 143-145. 456-478, 500-515. 1000-1004. 1531-1547, 1564, 1567, 1568, 1571, 1574, 1578, 1579, 1584, 1585, 1589, 1594, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1622, 1638-1640. 1702-1722, 1761-1807, 1831-1883, 1886, 1892-1901, 1959, 1965, 1970, 1973-1978.	243-262

Group	Types	Locomotive Numbers	Weight (000)
D	GP-10 GP-20	1400-1422, 1426, 1436, 1438. 2001-2071.	243-262
E	SW-1500 SW-15 GP-15-1 GP-30 GP-35 GP-38 GP-38-2 GP-39-2 GP-40 GP-40-2 GP-50 U-28B U-30B B-30-7 B-30-7A F-40PH	20-65. 300-324. 1375-1399. 2200-2254. 2510-2545, 2550-2582. 2072-2077, 2110-2138, 2600.* 2078-2109, 2150-2154, 2255-2369, 2601. 2700-2739. 3000-3039. 3040-3064. 3100-3109. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 4000-4052.* Amtrak 200-390.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6216-6237.	316-326
H	SD-7 SD-9 E-9	6000-6022. 6100-6126. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-30CIB U-33C SD-38-2 SD-40 SD-40-2 SD-45 F-45	5000-5141, 5500-5599. 5200-5208. 5300-5394, 5396-5399, 5800-5944. 4500.* 5700-5765. 6260-6263. 6300-6324, 6335-6347, 6394-6399, 7600.* 6325-6334, 6348-6385, 6700-7499, 7500*, 7501-7599, 7601-8181. 6400-6599, 6650-6696. 6600-6645.	369-423

* Denotes cabless unit.

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 WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023 and FWD S780.

Pile drivers

Locomotive cranes

Rotary snowplows, wedge plows, dozers

Jordan spreaders

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. Bridge, Engine and Heavy Car Restrictions—

Unless otherwise provided in Individual Subdivision Special Instructions Item 2, cars heavier than the following are not permitted without authority of Superintendent.

- a. 177,000 lbs., minimum length 35 ft.
- b. 220,000 lbs., minimum length 38 ft.
- c. 263,000 lbs., minimum length 44 ft.
- d. 315,000 lbs., minimum length 52 ft.
- e. 140,000 lbs., minimum length 24 ft. (ore cars only).
- f. 210,000 lbs., minimum length 35 ft. (ore cars only).

6. 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.

7. Dimensional and Special Shipment Restrictions—

- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 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 train dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
BRAVO	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. 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.
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.

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.

CODE	RESTRICTION APPLICABLE
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 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 tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.
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 passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.
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(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.

CODE	RESTRICTION APPLICABLE
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

8. 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. Train dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

Failed Equipment Wayside Display—

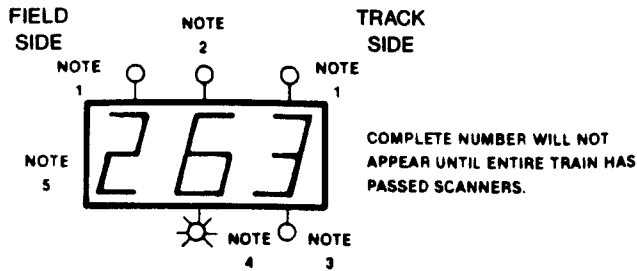
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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 train dispatcher reason for delay by first available means of communication.

FAILED EQUIPMENT DISPLAY AS VIEWED FROM PASSING TRAIN



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

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

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

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

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

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

Failed Equipment Radio Reporter—

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

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

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

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

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

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

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

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

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

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

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

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

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

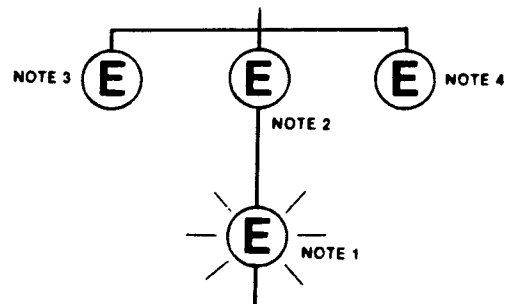
Enginemen must alert crew members on rear of train when approaching detector site.

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 train dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.

ALARM INDICATOR ASSEMBLY



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

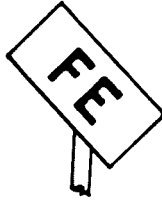
Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

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

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

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

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

FAILED EQUIPMENT SIGN—

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

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

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

10. Spring Switches—

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

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

11. Commodities Insulating Track in CTC and ABS—

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

12. Rules Changes and Modifications—

Consolidated Code of Operating Rules 200 and 83(B) and other rules pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

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.

Maintenance of Way Rule 83 is changed to read:

Transporting heavy material such as ties, rails and frogs on track motor cars is prohibited.

13. 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.

14. Automatic Cab Signals—

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

15. Helper Behind Caboose—

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

16. 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.

17. Hazardous Materials—

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.

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 Yardley and Sunset Jct. Absolute Signal west of UP Interlocking Spokane Engine eastward freight trains passing signal 36	55 MPH.	45 MPH.
Ramsey and Rathdrum, engine westward freight trains passing signal 42.9	55 MPH.	45 MPH.
Spokane, engine eastward freight trains passing signal 70.2	20 MPH.	15 MPH.
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 Lupfer Tamarack Radnor Fisher River Brimstone Riverview Twin Meadows Ripley Rock Creek Libby	Kootenai Falls Troy Yakt Leonie Crossport Bonners Ferry	Naples Elmira Boyer Ramsey
Trains or engines through turnouts of siding switches at:		30 MPH.
Algoma Athol Cocolalla Rathdrum	Otis Orchards	
Trains or engines through turnouts at following locations		25 MPH.
Siding switches Empire. Crossover and Eighth Subdivision switch at Marshall. Stryker and Eureka		25 MPH.
Columbia Falls and Kalispell		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 between Stryker and Eureka, Columbia Falls and Somers; Hauser Jct. and Post Falls. Empty bulkhead flat cars in the following number series must operate in secondary trains		45 MPH.
BN 615312 - 615999 NP 67183 - 67514 BN 616000 - 616999 GN 160000 - 160744 BCIT 816150 - 817649 NP 67595 - 67599 CPI 316397 - 316599 GN 161300 - 161499 BCOL 17000 - 17999		

2. Bridge, Engine and Heavy Car Restrictions—

Between Hauser Jct. and Post Falls and between Columbia Falls and Somers—Item 5d, engines in Groups F, G, H and I and 250-ton wrecking derricks not permitted.

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

Spokane—Engines numbered BN 1-1990 only permitted on tracks 7, 8, and 9 at east end of passenger station.

3. Train Register Exceptions—

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

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

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

Between Conkelley and end of double track Whitefish—Numbered clearance or train order authority is not required for trains or engines when moving with the current of traffic.

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

Rule 83(B) does not apply to trains entering at Stryker, Boyer, Sandpoint Jct., Hauser Jct., Sunset Jct. and Columbia Falls.

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

First class trains must secure a clearance at Spokane.

Between Sunset Jct. and Yardley—

Trains and engines must not enter main track unless authorized by signal indication or permission is received from train dispatcher. Clearance or train order authority is not required to move with the current of traffic between these points except westward trains will obtain clearance at Spokane passenger station endorsed by train dispatcher Spokane. When authorized by the train dispatcher, train and engine movements may be made against the current of traffic without train order authority.

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

5. Rule 99—Between Conkelley and Sunset Jct.—When flagging is required, distance will be 2.5 miles, except between Whitefish and Conkelley when operating against the current of traffic, distance will be 1.5 miles.

Between Stryker and Eureka—Unless otherwise provided, protection against following trains is not required. When flagging is required, 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 train dispatcher.**Plum Creek Plywood Mill, Columbia Falls—**

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

7. Interlockings and Railroad Crossings not Indicated at 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 or operator. 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 train 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 train 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 Havana Street.

Train and engine movements will be governed by Rules 261 through 264 between westward interlocking signal end of CTC Parkwater and Havana 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:

MP 1211.7 Columbia Falls
MP 0.2 West end
Passenger Yard,
Spokane

Trailing Point:

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

- 15. Rule 268(A)**—Trains or engines using switch off siding at following locations will leave switch open:

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

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

- 17. 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 22.6 Libby— MP 1317.2
Ramsey— MP 38.5 Yakt— MP 1341.6
Olney— MP 1236.6 Leonia— MP 1354.0
Swamp Creek— MP 1259.1 Bonners 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		35 MPH.
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		30 MPH.
Lyons	Quincy	
Ephrata	Trinidad	
Naylor		
And crossover switch west end of yard, Wenatchee.		
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
Wenatchee and Appleyard		
Engine eastward freight trains passing signal 1649.4		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	55 MPH.	45 MPH.
Ephrata and Naylor 1601.1		50 MPH.
Trinidad Absolute Signal 46W at MP 1627.0		40 MPH.
Trinidad and Columbia River 1629.9		40 MPH.
1631.7		45 MPH.
Malaga Absolute Signal 42W at MP 1643.7		45 MPH.
Appleyard Absolute Signal 41W at MP 1646.7	40 MPH.	30 MPH.
Columbia River and Mansfield	25 MPH.	
Empty bulkhead flat cars in the following number series must operate in secondary trains		45 MPH.
BN 615312 - 615999	NP 67183 - 67514	
BN 616000 - 616999	GN 160000 - 160744	
BCIT 816150 - 817649	NP 67595 - 67599	
CPI 316397 - 316599	GN 161300 - 161499	
BCOL 17000 - 17999		

Item 1A, All Subdivisions, applies between Columbia River and Mansfield.

2. Bridge, Engine and Heavy Car Restrictions—

Between Columbia River and Mansfield—Items 5c, d, e, and f, engines in Groups F, G, H and I and 250-ton wrecking derricks not permitted.

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 Columbia River.

Westward trains clearing at Spokane must secure a second clearance endorsed by train dispatcher at Seattle.

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

Between Columbia River and Mansfield—Unless otherwise provided, protection against following trains is not required. When flagging is required, 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 Latah 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 16.0-MP 32.0.

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

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	40 MPH.
On siding Laclede over public crossing	10 MPH.
Albeni Falls spur and Diamond Match Mill	10 MPH.
Mead, over switches and frogs on curves Aluminum Plant	5 MPH.

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

3. Train Register Exceptions—

Newport—BN trains originating or terminating and other trains will register when so instructed by train order.

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

Dean—Westward trains from Fourth 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 train 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 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

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.
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—

Item 5d not permitted.

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

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.

Kettle Falls—Republic—Train and engine movements on industrial track between Kettle Falls and Republic must be authorized by train order, unless otherwise provided, and all operating rules relating thereto are applicable. Operating direction is eastward Kettle Falls to Republic.

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

6. Operations—Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada with the exception of UCOR Rules 281 through 293 inclusive. The 501 series of Automatic Block, CTC and Interlocking Signal Aspects and Indications as shown in the Consolidated Code of Operating Rules, edition of 1980, remain in effect on Burlington Northern trackage only.

Employees are governed thereby and, in addition, by superintendent's bulletins, notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules and all other applicable rules in accordance with existing policy wherein they do not conflict with the Uniform Code of Operating Rules.

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

7. Northport to Waneta and Laurier to Danville—

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

8. 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.

9. 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%.

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

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

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

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

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

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

SPOKANE DIVISION

(Cheney to Coulee City)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Cheney and Creston	30 MPH.
Creston and Coulee City	35 MPH.
Over public crossings within corporate limits:	
Medical Lake, Wilbur	25 MPH.
Creston, Almira, Hartline, Coulee City	30 MPH.
150-ton wrecking derricks and larger, and locomotive cranes, over bridges	15 MPH.
Davenport and MP 3.0 industrial track	25 MPH.
MP 3.0 and Eleanor industrial track	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

3. Train Register Exceptions—

Davenport—Cheney—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)

SIXTH 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—**
 Item 5d not permitted.
 Engines in Groups F, G, H and I and 250-ton wrecking derricks not permitted.
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**—Unless otherwise provided protection against following trains is not required. When flagging is required, distance will be .5 mile.
6. **Yard Limits**—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 Station—Spokane**—UP Tower MP 2.4
 Grand Jct.—UP Crossing MP 2.3

SPOKANE DIVISION

(Marshall to Arrow)

SEVENTH 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.
250 ton wrecking derricks, over bridges	10 MPH.
Cars between 38 ft. long and 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs., with speed over all bridges restricted to	10 MPH.
Cars over 40 feet long and weighing between 177,000 lbs. and 220,000 lbs. over Bridges 28, 58, 102, 102.1, 105 and 107.1	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.
Genesee on wye track	5 MPH.
Mt. Hope and Balder	25 MPH.
Item 1A, All Subdivisions, applies.	

2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Engines in Groups F, G, H and I and 250-ton wrecking derricks not permitted.
Between Mt. Hope and Balder—Items 5c, d, e, and f, engines in Groups E, F, G, H and I, and 250-ton wrecking derricks not permitted.
 Wrecking derricks, locomotive cranes and cars weighing over 177,000 lbs. must be separated from 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 flagging is required, distance will be 1 mile.
6. **Mountain Grade Operation—**
 Air brake and train handling rules for mountain grade operation apply on mountain grade between Howell and Kendrick MP 96.8-MP 110.8.
 Ruling Grade Descending West: 2.4%.
7. **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—**
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

(Wenatchee to Keremeos)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Wenatchee and Oroville	40 MPH.
Item 1A, All Subdivisions, applies.	
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
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)—**
Oroville—Rule 83(B) does not apply.
Trains will retain and observe clearance and orders under which they arrive.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required between Wenatchee and Oroville. When flagging is required, distance will be 1 mile.
6. **Oroville—Keremeos—**Track is out of service between MP 124 and MP 160.

SPOKANE DIVISION

(Bovill to Palouse)

NINTH 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 Trains or engines between North Portal and King St. Station, Seattle With the current of traffic		5 MPH.
Against the current of traffic		20 MPH.
Ballard—Over Bridge 4		10 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.
Gold Bar—Switches tracks 2, 3 and 4 Scenic and Skykomish:		5 MPH.
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 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. Trains or engines through No. 15 turnouts at the following locations: Both siding switches at Baring and West switch Monroe Turnout Olds Jct., east switch Scenic, west switch Skykomish. Turnout at east siding switch Monroe Turnouts at PA Jct., Lowell Jct., Snohomish Jct. West, and Snohomish Jct. East		30 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains		25 MPH.
BN 615312 - 615999 NP 67183 - 67514 BN 616000 - 616999 GN 160000 - 160744 BCIT 816150 - 817649 NP 67595 - 67599 CPI 316397 - 316599 GN 161300 - 161499 BCOL 17000 - 17999		15 MPH.
		45 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

Gold Bar—Loaded cars prohibited on track 4.

3. Train Register Exceptions—

Interbay—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)—None.**5. Rule 99—When flagging is required, distance will be 2.5 miles.****6. Seattle—Interlocking Rules King Street Tunnel 17—**

Trains and engines may make a forward or backward movement between North Portal and King Street Station without flag protection when signal indicates proceed. When signal indicates Stop a member of the crew will immediately contact control operator and be governed by his instructions.

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 11.

Trains over 3500 feet long or handling hazardous material loads must not use waterfront line between Stacy Street Yard and North Portal between 6:00 AM and 11:00 PM.

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.****10. Everett Jct.—Westward trains setting out must clear junction crossover switches unless train dispatcher authorizes otherwise.****11. 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.

12. Manual Interlockings not Indicated at Station—

Ballard, Br. 4 Salmon Bay drawbridge

13. Yard Limits—Tracks between yard limit sign south of Kent MP 18.5, and east of Interbay operated as one yard.**14. Mountain Grade Operation—**

Air brake and train handling rules for mountain grade operation apply on mountain grade between Skykomish and Berne, ruling grade ascending east 2.2%; and between Berne and Merritt, ruling grade descending east 2.2%.

Where cars listed in the first sentence of item 4, All Subdivisions, special instructions, are handled at the rear of the train, locomotives operating at the rear of train must be cut in ahead of such cars.

15. Instructions Governing Operation of Trains between Skykomish and Merritt—**a. East switch Berne to west switch Scenic.**

All wires must be considered energized.

b. The head end engine consist on freight trains will operate in the sixth throttle position through Cascade Tunnel No. 15 when four or more operable units are in consist. Throttle position seven is permissible with three operable units and throttle position eight is permissible with two or less operable units. Helper units will operate in the sixth throttle position.**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 slide fence signal is placed just east of Bay 21, Cascade tunnel, Scenic, to give indication for westward trains when necessary. This signal will not show red indication unless there is a slide-fence warning activated between West Portal of the tunnel and east siding switch, in which case 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 locomotives in the engine consist may pass Scenic and enter Cascade tunnel without the ventilating system functioning unless otherwise directed by the train dispatcher. Repeater 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 train dispatcher.
- 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.
- i. Skykomish, helper locomotives waiting to assist eastward train will remain standing at station until train arrives. Light helper locomotives or other light locomotives left unattended will be

placed on Engine House track or Back Lead complying with Consolidated Code Rule 104(C) and Air Brake and Train Handling Rules.

- j. Merritt, light helper locomotives or other light locomotives left unattended will be placed on West Leg of wye complying with Air Brake and Train Handling Rules.
- k. Helper locomotives will cut in ahead of full rate tonnage. Helper locomotives will consist of not more than 12 powered axles unless otherwise authorized by train dispatcher. Helper locomotives will not utilize dynamic brake unless requested to do so by road engineer.
- l. 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 low end of car. Crew picking up car see clamps and chains removed and replaced in telephone bungalow, Scenic or CTC bungalow, Berne.
- m. Inspections—A member of the crew on eastward trains will get off at west switch Scenic and on westward trains will get off at east switch Berne and will inspect train as it pulls by slowly. If anything is found wrong, key controller located on signal mast can be used to actuate the dragging equipment light and engineer will stop the train and not move until he receives proper signal from the crewman. The conductor-pilot will make this inspection on helper trains. When operating or weather conditions require, the westward inspection may be made at Merritt.
- n. One Type E and one Type F knuckle are placed in each bay of Tunnel No. 15, Merritt Depot, CTC bungalow at east and west switches Berne and Scenic, telephone booth Scenic and Skykomish. One air hose and air hose wrench is placed in each bay of Tunnel 15. Conductor will make wire report of material used and from where taken to Division Superintendent, Assistant Superintendent, Mechanical, General Foreman Cars, Seattle; Road Foreman, Everett and Roadmaster, Skykomish. If air hose wrench not returned to bay from which taken advise where left.
- o. Emergency Exits—Tunnel No. 15. Two foot by three foot doors painted white located on south wall of tunnel between Bay 13 and west portal, Scenic. Doors open into Pioneer Tunnel and must be closed after each use. Exits located as follows:
3 between Bays 13 and 14
2 between Bays 14 and 15
1 between Bays 15 and 16
1 between Bays 17 and 18
1 between Bays 18 and 19
1 between Bays 19 and 20
Exits to be used ONLY when no other exit available from tunnel.
- p. Telephones—Direct telephone to train dispatcher is located in each bay of tunnel. The exterior bays numbered 1 through 5 are 1200 feet apart. Interior bays numbered 5 through 17 are located 2400 feet apart and exterior bays 17 through 21 are located 1200 feet apart.

16. Handling 80 Foot or Longer Cars—

Between Skykomish and Merritt—

Trains of greater than 2900 trailing tons must handle empty cars 80 feet and longer in the rear 2900 tons, except when helper is cut into train, paragraph three applies.

Trains of greater than 4500 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are cut into train in accordance with item 3, All Subdivisions, a buffer of at least 2300 tons must separate the lead locomotives from the first empty car 80 feet or longer. When cut exceeds 2900 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet or longer must be in the rear 2900 tons of such cuts.

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

This restriction does not apply to BN Business & Passenger type cars.

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

17. Trailing Tonnage Restrictions—

(See items 2 and 3, All Subdivisions.)

18. At Wenatchee—Spokane Division instructions govern.

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

Interbay—	MP 5.9	Skykomish—	MP 1727.6
MP 8—	MP 8.0	Skykomish—	MP 1728.6
Merritt—	MP 1659.9	Baring—	MP 1742.0
Berne—	MP 1699.6	Goldbar—	MP 1749.2
Scenic—	MP 1723.3	Monroe—	MP 1773.1
Scenic—	MP 1725.2	Snohomish—	MP 1776.5
Scenic—	MP 1725.5		

Other Failed Equipment Detector Locations—

Dryden—	MP 1661.7	Scenic—	MP 1708.2
Peabastin—	MP 1668.2	Grotto—	MP 1735.0
Berne—	MP 1697.4	Sultan—	MP 1762.0

PACIFIC DIVISION

(Vancouver, B.C. to Blaine)

SECOND SUBDIVISION

(Canadian Operation)

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Passenger	Freight
Vancouver and CP Jct.	79 MPH.
Vancouver and Blaine	50 MPH.
Bridge 69—Between White Rock and Colebrook	15 MPH.
Brownsville—On siding, interchange and crossovers	10 MPH.
Tilbury Spur	10 MPH.
New Westminster—Fraser River Bridge	8 MPH.
CP Jct.—East leg of wye	5 MPH.
Between Burnaby and Still Creek, all unit freight trains, loaded or empty	30 MPH.
Between Still Creek and Willingdon Jct., southward freight trains approaching Signal 152.7:	
Up to 100 tons/OB	40 MPH.
Over 100 tons/OB	30 MPH.
If train receives a green signal aspect, normal speed may be resumed after engine passes Signal 152.7. If train receives a yellow or Approach aspect on Signal 152.7, it must proceed prepared to stop before passing next signal.	
Still Creek—Over Grandview Highway North and Renfrew Street	25 MPH.
Vancouver—Over "A" Street and entire Burrard Inlet	8 MPH.
Trains or engines through No. 11 turnouts, at following CTC Control points.	15 MPH.
Braid MP 144.9	
Brunette MP 145.4	
North Road MP 146.1	
Lake City MP 146.4 (Lead switch from Main 2 only)	
Trains or engines through No. 20 turnout at following location	25 MPH.

Colebrook—B.C. Harbours Board junction switch to Roberts Bank.

Empty bulkhead flat cars in the following number series must operate in secondary trains

45 MPH.

BN	615312 - 615999	NP	67183 - 67514
BN	616000 - 616999	GN	160000 - 160744
BCIT	816150 - 817649	NP	67595 - 67599
CPI	316397 - 316599	GN	161300 - 161499
BCOL	17000 - 17999		

Between Vancouver, B.C. and Brownsville, B.C.—Canadian Railway Transport Committee orders that BN trains/transfers do not exceed 35 MPH between MP 156.0, Vancouver, and MP 139.5, Brownsville, while handling one or more full carloads of hazardous materials.

2. Bridge, Engine and Heavy Car Restrictions—

Fraser River Bridge—Cars exceeding 263,000 gross may only be handled with special permission from CN general superintendent transportation, Edmonton, Alberta.

3. Train Register Exceptions—

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 will register.

Blaine—All trains will register by register ticket.

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

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

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

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

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

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

5. Rule 99—Within CTC, protection against following trains on the same track is not required unless otherwise directed.

6. Operations—Burlington Northern is governed by the Canadian Uniform Code of Operating Rules edition of 1962 for operation in Canada with the exception of UCOR Rules 281 through 293 inclusive. The 501 series of Automatic Block, CTC and Interlocking Signal Aspects and Indications as shown in the Consolidated Code of Operating Rules, edition of 1980, remain in effect on Burlington Northern trackage only.

Employees are governed thereby and, in addition, by superintendent's bulletins, notices, Special Instructions, Safety Rules, Air Brake and Train Handling Rules, Maintenance of Way Rules and all other applicable rules in accordance with existing policy wherein they do not conflict with the Uniform Code of Operating Rules.

7. Train Inspection—Westward trains/transfers between MP 156.0, Vancouver, and MP 139.5, Brownsville, without exception must

receive a visual inspection of the train before leaving any point within these limits where one or more full carloads of hazardous materials are in train or picked up.

Eastward trains/transfers entering Brownsville, MP 139.5, without exception must be given a pull-by or standing inspection at MP 139.5 if handling one or more full carloads of hazardous material and at any point that an eastward train/transfer between limits Brownsville, MP 139.5, to Vancouver, BC, MP 156.0 picks up one or more full carloads of hazardous materials.

The inspection referred to above may be confined to that portion of the train from the front of the train up to and including the second car behind the last full carload of a hazardous material.

8. **Blaine-White Rock**—Trains will not pass International Border without permission of Customs and Immigration inspectors.
9. **Colebrook**—CTC between MP 130.9 and MP 131.5 under jurisdiction of BC Railway train dispatcher North Vancouver. Dual control switches are identified as No. 16, No. 18 and No. 20. When requesting permission to take these switches off power to hand throw, crew member will advise control operator the number of the switch or switches involved.
10. **Manual Interlockings not Indicated at Station—**
Drawbridge 69—3.4 miles south of Colebrook, B.C. When interlocking signals display Stop indication, a member of the crew will immediately call train dispatcher and be governed by his instructions.
 When interlocking signals display a Stop and Proceed aspect, after stopping, trains will proceed in accordance with Rule 501K.
11. **Semi-Automatic Interlocking not Indicated at Station—**
New Westminster, Crossing CPR—Crossover to Waterfront Track.
Vancouver—CPR crossing at Burrard Inlet. Normal position of gates is Stop for Burlington Northern.
12. **Townsend**—South end CTC is MP 137.3 at Tilbury Line Jct. switch.
 CTC between Townsend and Willingdon Jct. is operated by BN train dispatcher New Westminster.
 Train and engine movements on Tilbury Island Line will be made in accordance with Rule 105. Both CN and BN trains and engines switch on this line; therefore, before leaving Townsend and before making any northward movements, BN train dispatcher New Westminster must be contacted who will advise of any other movements being made on the line. This information does not modify provisions of Rule 105.
13. **New Westminster**—To avoid blocking King Edward Street in case of delay, Canadian National trains from CN-CPR exchange yard enroute BN tracks will call BN train dispatcher before leaving yard and be governed by his instructions.
14. **Still Creek**—Northward trains stopping at this point will stand south of Renfrew Street crossing until through movement can be made to clear Grandview Highway, 13th Avenue to avoid operating crossing signals at this crossing.
15. **Brownsville**—CP and CN trains and engines must secure permission from BN train dispatcher New Westminster before fouling or entering controlled siding from auxiliary tracks, and must notify BN train dispatcher when clear of controlled siding on auxiliary tracks and switch properly relined for siding.
16. **Vancouver, B.C.**—City ordinance prohibits sounding of engine whistle at Rupert, Renfrew and Kaslo Streets. 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.

17. **Yard Limits**—Continuous yard limits in effect between:
 White Rock and Blaine
 End of CTC Willingdon Jct. and end of track Vancouver B.C.
18. **Fraser River Bridge, New Westminster**—All movements over the bridge are governed by interlocking rules and the following instructions:
 All movements approaching bridge will use radio to contact bridge control.
 All movements must not exceed 8 MPH (13 KMH) approaching and within interlocking limits.
 Trains, if tandem, must not exceed 100 cars and must not disconnect while any portion of the train is within interlocking limits.
 Cars exceeding 263,000 lbs. gross may be handled only with special permission from C. N. general superintendent transportation, Edmonton, Alberta.
19. **Train movements between Vancouver and Willingdon Jct.**—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.
 There is no superiority of trains between Vancouver Jct. and CN Jct. That portion of Rule 93 requiring the clearing of first and second class trains does not apply and is modified accordingly. All trains and engines must move within these limits prepared to stop short of train, engine, car, stop signal, derail or switch not properly lined and prepared to stop within one-half the range of vision but not exceeding Slow Speed.
 Before an extra train or engine may occupy the main track within these limits on the time of a delayed first class train, they must obtain permission from the train dispatcher in addition to operating switch indicators in accordance with governing signal rules.
 Rules 261-262 inclusive are in effect between North Absolute Signal CN Jct. and South Absolute Signal Still Creek.
 Trains or engines stopped by a Stop signal must not proceed until authority received from train dispatcher. Rule 509 is modified accordingly.
 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.
 Rules 251-257 inclusive are in effect between Still Creek and Willingdon Jct. Train and engine movements may be made with the current of traffic without train order authority and movements against the current of traffic within these limits may be made without train order authority when authorized by the train dispatcher.
 Trains and engines clearing the main track between these stations must report themselves clear to the train dispatcher and may not reenter the main track without train dispatcher's permission.
 All northward extra trains and engines advise train dispatcher New Westminster when clear of main track at Vancouver.
20. **Restricted Clearances—**
 High voltage electric wires at Still Creek and Vancouver, B.C.
 Clearance from top of rail as follows:
 Powell Street—Vancouver, B.C. BI Line 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.

- 21. Train Dispatchers**—Territory between north switch Blaine and end of track at Vancouver, B.C. is under jurisdiction of train dispatcher at New Westminster. Train orders are issued over the initials of train dispatcher. BN Company telephone number for New Westminster train dispatcher is 8-723-3304, and commercial telephone is (604)524-6355.

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

- 23. Federal Regulations**—Canadian Transport Commission (formerly The Railway Transport Commission of Canada) General Order 0-7 forbids the handling of freight cars in main line passenger trains unless equipped with air brakes, communicating signals, steel or steel tired wheels, and trucks designed for use in passenger train service.

Canadian Transport Commission Order provides for the movement of occupied cabooses and occupied service equipment in Canada as follows:

Except as provided in paragraph (one) of this item, all occupied cabooses and occupied service equipment, other than flangers, plows, spreaders, test cars and official business cars, shall be marshalled in and moved at the rear of freight trains immediately ahead of the operating caboose.

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

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

Tank cars containing Flammable Compressed 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.

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

- 25. Rules 41 and 44**—Flagging rules 41 and 44 apply in Canada.

Canadian Uniform Code of Operating Rules 40(b), 41(b), 42(b), 43(a) and 44(b) are modified as follows:

Flagmen and/or advance warning track flags will be two (2) miles in advance of the defective or working point.

- 26. Rule 266**—When it becomes necessary to move a train or engine into or through a block already occupied by another train or engine a Rule 266 authority must be issued to the conductor or engineman of the train or engine occupying the block.

The conductor or engineman of the train or engine required to enter the occupied block must obtain permission from the conductor and engineman of the train or engine occupying the block, which must be in writing and repeated for a clear understanding.

The conductor or engineman of the train or engine required to enter the occupied block must also obtain authority in writing and repeat it to the train dispatcher in the following form:

Authority given (occupation), (name) on (train or engine), to pass STOP signal at (location) after permission received from conductor (name) and engineman (name) of (train or engine) who holds Rule 266 authority between signal at (location) and signal at (location) on (track) from (time) until (time).

Restricted speed as required by ABS Rules must be observed and Rule 104B must be complied with.

- 27. Control Locations**—

MP	Name	MP	Name
149.8	Sperling	145.4	Brunette
148.0	Piper	144.9	Braid
146.4	Lake City	144.5	Spruce
146.1	North Road		

PACIFIC DIVISION

(Blaine to Everett Jct.)

SECOND SUBDIVISION

(U.S. Operation)

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Blaine and Delta Jct.		50 MPH.
Bridge 10, Delta Jct.		10 MPH.
Marysville—Over street crossings ...		20 MPH.
Mt. Vernon to Burlington, MP 67.0 to MP 72.4		20 MPH.
Bellingham—Over street crossings ...		10 MPH.
Intalco Spur		25 MPH.
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 derricks over Bridge 10—Darrington Spur		10 MPH.
Cars weighing over 177,000 lbs. when coupled in groups of two or more over Bridge 61.1 Darrington Spur		10 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains		45 MPH.
BN 615312 - 615999	NP 67183 - 67514	
BN 616000 - 616999	GN 160000 - 160744	
BCIT 816150 - 817649	NP 67595 - 67599	
CPI 316397 - 316599	GN 161300 - 161499	
BCOL 17000 - 17999		

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

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

Between Burlington and Anacortes and Kruse Jct. and Darrington—Item 5d not permitted.

Darrington Spur Group I engines and 250-ton wrecking derricks not permitted.

Delta Jct.—Over Bridge 10, cars over 38 feet long and weighing between 177,000 lbs. and 220,000 lbs. and cars over 44 feet long weighing between 220,000 lbs. and 263,000 lbs. must be separated from each other by a car weighing under 177,000 lbs.

- 3. Train Register Exceptions**—

Bellingham-Ferndale—Trains originating or terminating will register.

Blaine—All trains will register by register ticket.

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

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

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

Bayside-Delta-Everett Jct-PA Jct.-Kruse Jct.-Delta Jct.—Rule 83(B) does not apply. Trains originating secure clearance at Delta Jct.

- 5. Rule 99**—When flagging is required, distance will be 2.5 miles between Delta Jct. and Blaine.

- 6. Interlockings not Indicated at Station**—

Drawbridge 11—1.2 miles south of Marysville.

Drawbridge 12—0.5 miles south of Marysville.

Drawbridge 12A—1.0 mile south of Whitney.

When interlocking signals display Stop indication, bridge operator, B&B foreman or signal maintainer must be called to inspect bridge

equipment before trains are permitted to proceed over these bridges. Instructions for operating dual controlled derails are posted at absolute signals.

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

Bellingham Georgia Pacific Lead crossing, normal position for Second Subdivision main track.

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

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

8. Whitney—All train, engine and switching movements on the siding crossing the LaConner to Whitney Road must be protected by a flagman on the ground at the crossing.

9. 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).

Ferrymans Spur (MP 86.2 north of Samish).

Spur track (MP 93.0 at South Bellingham).

10. Bellingham—Street crossings must not be blocked in excess of five minutes. Westward freight trains making pick-up will stop and make out a sufficient distance east of "F" street crossing located at the old freight house so entire train will clear "F" street after pick-up is made.

11. Intalco—Loaded hazardous material cars must be set out on the east 2640 feet of north extension of wye only.

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

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

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

13. Yard Limits—Continuous yard limits in effect between:

Bellingham and South Bellingham

Everett Jct.—Bayside—Delta Jct.

Lowell Jct. and Delta

14. Train dispatchers—Territory between Everett Jct. and North switch Blaine is under jurisdiction of train dispatcher at Seattle. Train orders are issued over initials of train dispatcher. BN Company phone number is 8-721-6246 and commercial phone is (206)625-6246.

15. Rule S225—Absolute block register territory in effect on the Industry Spur between:

Burlington and Anacortes

Kruse Jct. and Darrington

Register Location in telephone booth Anacortes Spur switch and in telephone booth Kruse Jct.

16. Intalco—Engine movements on Intalco Spur will be made in accordance with Consolidated Code Rule 105. More than one BN engine may be switching industries on this spur therefore before leaving Intalco BN train dispatcher Seattle must be contacted who will advise of any other movements made on this line. This information does not modify the provision of Rule 105.

17. 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)

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 Amtrak Superliner bilevel cars while passing umbrella sheds		5 MPH.
Colorado Main and PC Tracks between 2 and 3 Argo and Spokane St.		10 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 5.3 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.
Trains and engines moving against the current of traffic at end of CTC Nelson Bennett and at Bridge 14 may resume speed after passing signal displaying Restricting Indication and southward freight trains over 100 tons O/B moving against the current of traffic passing signal 12.7		40 MPH.
Black River interlocking	60 MPH.	40 MPH.
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.
Bucoda—Within corporate limits	65 MPH.	30 MPH.
Centralia, Chehalis, and Kalama—Within corporate limits		40 MPH.
Napavine, Castle Rock and Winlock—Within corporate limits		50 MPH.
Kelso—Within corporate limits		40 MPH.
Over Allen Street crossing		25 MPH.
Trains or engines through No. 11 dual control switch turnouts at following locations		15 MPH.
Centralia Center		
Centralia North		
Chehalis Jct. to Twelfth Subdivision		
Longview Jct. South to Main 1 Siding		

Trains or engines through No. 16 turnouts at following locations 30 MPH.
Crossover north end Ruston Tunnel.
Crossover south end Nelson-Bennet Tunnel.

Trains or engines 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 111.0	
Vader	Ridgefield South	
MP 85.0	Vancouver Jct. North	

Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more: Over Bridges 36.8 and 20 on West Seattle Line 20 MPH.

Vancouver Jct. and Vancouver except Vancouver, over 39th Street crossing 60 MPH.

Trains through the following dual control switch turnouts—
Vancouver 12 MPH.
Vancouver Jct. East 35 MPH.

	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
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Seattle and Tacoma

Engine Southward freight trains passing signal 8.9	45 MPH.	35 MPH.
passing signal 23.9		35 MPH.
passing signal 30.7		45 MPH.
passing signal 35.7		40 MPH.
passing Reservation Interlocking and signal 38.9		20 MPH.

Engine Northward freight trains passing signal 39.0	20 MPH.	15 MPH.
passing signal 38.4		25 MPH.
passing signal 24.0		35 MPH.
passing signal 11.4		40 MPH.

Empty bulkhead flat cars in the following number series must operate in secondary trains 45 MPH.

BN 615312 - 615999	NP 67183 - 67514
BN 616000 - 616999	GN 160000 - 160744
BCIT 816150 - 817649	NP 67595 - 67599
CPI 316397 - 316599	GN 161300 - 161499
BCOL 17000 - 17999	

2. Bridge, Engine and Heavy Car Restrictions—

Between Seattle and West Seattle and between Meeker and Cascade Jct.—Item 5d not permitted.

West Seattle Line—Engines in Groups E and I and 250-ton wrecking derricks 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 in Groups G, H and I not permitted.

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

3. Train Register Exceptions—

Seattle—King St. Station (South Portal)—Freight trains will register by register ticket.

Tacoma—Head of Bay Yard Office extra trains originating or terminating will register.

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

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

Seattle—Clearance issued at Spokane St. for trains originating at Stacy St., or clearance issued at Interbay, will clear trains entering

Third Subdivision at Argo. Trains leaving Interbay enroute Third Subdivision secure a clearance at Interbay which will clear them at Seattle or Argo. Trains originating at Interbay, UP Jct. and Seattle enroute Portland Division will secure a separate Portland Division clearance and will not require a clearance at Vancouver.

Black River, Auburn, Meeker, Nisqually, St. Clair, Tenino Jct., Chehalis Jct.—Rule 83(B) does not apply. Trains must not enter Third Subdivision at these locations until verbal authority is received from train dispatcher.

St. Clair and Nisqually—After verbal authority received from train dispatcher, trains may run as extra trains with current of traffic to CTC Wabash or to Tacoma without train order authority.

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

Within the Tacoma Yard Limits, between Reservation and McCarver St., extra trains and engines must not enter the main track or cross over the main track without permission from the train dispatcher.

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

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

East Olympia—Union Pacific trains and engines must secure verbal authority from train dispatcher before entering Third Subdivision main track.

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

6. 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 unattended, further movement will be made in accordance with the second paragraph of Consolidated Code Rule 608, operating dual control derrails 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 movement between Black River station and interchange track, must notify UP Black River operator by phone so that arrangements can be made to protect movement.

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

Rye and Vancouver Jct.

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

Yard Limit signs north of Sumner and south of Puyallup.

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

10. Seattle—

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 station 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.

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

Trains to or from West Seattle making movements across Spokane Street will actuate the crossing signals on approach to Spokane Street. Southward trains stopping north of the north traffic lane and northward trains stopping south of the south traffic lane will hold the crossing signals at the Stop position. Crossing protection "Stop and Start" push buttons are located just south of Spokane Street on West Seattle Line and are to be used by train crews to stop and start the crossing protection as required by switching moves.

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.

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

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

Unit grain train not permitted on Class tracks 1 through 20 and on House tracks 5, 6 and 7.

14. Puyallup—Southward movements on third main may not activate crossing signal at Fifth Street. Flag by hand if necessary.

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

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

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

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

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

16. Between McCarver St. and Steilacoom—Trains and engines moving against current of traffic after passing lunar indication governing crossover movement at end of CTC MP 6.6 or lunar indication governing movement over Bridge 14 may proceed as prescribed by Item 1 of this Subdivision.

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

18. Between Titlow and Steilacoom—Maximum speed permitted southward freight trains moving against current of traffic on northward track passing signal 12.7 is 40 MPH when handling train with over 100 tons per operative brake.

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

20. Two main tracks are in service in CTC territory between Wabash and Vancouver, and in CTC territory through Ruston and Nelson-Bennett tunnels located between McCarver Street and Titlow.

No. 1 Main Track is the right hand track moving southward.

No. 2 Main Track is the right hand track moving northward.

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 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 Interlocking and North Portland," 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. 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.
Between Martin and Cabin Creek when handling loaded C-6 Hoppers	10 MPH.

Easton and Lester	20 MPH.
Veazey Pit track	2 MPH.
Lester—Movements over Loop Track	5 MPH.
Between MP 60.5 and 63.8 between Lester and Maywood	35 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains	45 MPH.
BN 615312 - 615999 NP 67183 - 67514	
BN 616000 - 616999 GN 160000 - 160744	
BCIT 816150 - 817649 NP 67595 - 67599	
CPI 316397 - 316599 GN 161300 - 161499	
BCOL 17000 - 17999	

2. Bridge, Engine and Heavy Car Restrictions—

Between Cle Elum and Ronald and Palmer Jct. and Veazey—

Item 5d not permitted.

Engines in Groups G, H and I not permitted on Loop Track at Lester, Wye track at Easton and Ellensburg.

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

3. Train Register Exceptions—None.

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

Auburn—Rule 83B does not apply. Trains must receive authority from train dispatcher before entering Fourth Subdivision.

5. Rule 99—Between 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.

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 spur, west switch must be lined for spur 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.)
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 35th Street 20 MPH.
McChord Field and Mobase—On government tracks 10 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—**
Item 5d not permitted.
McChord Field—Engines must not go beyond derail of McChord Field track connection.
3. **Train Register Exceptions—**
UP Jct.—Trains will register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Nisqually and Tenino Jct.—Rule 83(B) does not apply.
5. **Rule 99**—Unless otherwise provided protection against following trains is not required. When flagging is required, distance will be 1 mile.
6. **Yard Limits**—Continuous Yard Limits in effect as follows:
Between yard limit signs 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 2.5 miles west (Wilkeson St.). Ruling grade descending east: 2.2%.

8. **Between UP Jct. and South Tacoma**—All train, engine and yard movements must be authorized by 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 17.0 MP 19.8
On the approach of train or track car, guards will immediately arrange for firing to cease and allow train and/or track car to pass through normally.
12. **Between Rainier and Tenino Jct.**—Expect to find cars stored on main track.
13. **Between Lakeview and Fort Lewis—**
At following locations, if crossing indicator lights are not flashing, all trains will stop and flag crossing:
Bridgeport Way Signals 06 and 07
Thorne Lane Signals 31 and 32
Berkeley Street Signals 38 and 39
41st Division Drive Signals 56 and 57
Lake Street Signals 91 and 92

14. Fort Lewis and North Fort Lewis—

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

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

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—**
Item 5d not permitted.
Olympia—250-ton wrecking derricks not permitted over Bridge 9.1, Tumwater Branch. Single locomotives only may be used on industry tracks.

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 flagging is required, 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 9.0.
 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.

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

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

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

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

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

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

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

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

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

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

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

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.
9. **Between Little Rock and Gate—Expect to find cars stored on main track between MP 21.5 and MP 28.0.**

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—**
 Item 5d not permitted.
 Group I engines and 250-ton wrecking derricks not permitted.
Between Woodinville and Issaquah—Item 5c and d and Engines in Groups E and I and 250-ton wrecking derricks not permitted. Engines in Groups F, G, and H restricted to one locomotive only.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Snohomish Jct. West, Snohomish Jct. East and Black River—Rule 83(B) does not apply.
5. **Rule 99—When flagging is required, distance will be 1 mile.**
6. **Yard Limits—Continuous yard limits are in effect between yard limits east of Scopa and Black River.**
7. **Stacy Street—Trains enroute Seventh and Eighth Subdivisions will register at Stacy Street and receive clearance at Spokane Street.**
8. **Renton—City ordinance prohibits blocking street crossings in excess of five consecutive minutes. Westward trains between hours of 7:00 A.M. and 5:00 P.M., Monday through Friday, will not leave Scopa until authorized by train dispatcher.**
9. **Bellevue—Do not leave cars between main track and gate at Safeway spur account descending track.**
 No switching is permitted on or across N.E. 8th between the hours of 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. except on Sundays and legal holidays.
 No side clearance to doors 1 and 2 at Safeway Warehouse.
10. **Issaquah—Front Street crossing must be protected by flagman before crossing is occupied.**
11. **Bromart—Normal position of junction switch is from Seventh Subdivision toward Snohomish Jct. West.**
12. **Snohomish—All train and engine movements over Avenue "D" on Bonneville Power Spur must be protected by two members of the train crew displaying lighted red fuses on both sides of the crossing until the train or engine movement has passed over the crossing.**
13. **Rule S225—Absolute block register territory in effect on the Industrial Spur between Woodinville and Issaquah. Register is located at Jct. Woodinville.**

PACIFIC DIVISION

(Snoqualmie Falls to Renton)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Snoqualmie 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—**
 Item 5d not permitted.
 Groups E, F, G, H, and I engines, and 250-ton wrecking derricks, not permitted. Except group E GP 30, 35, 38, 38-2, and 39-2 engines are permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Renton—Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise provided, protection against following trains is not required between Snoqualmie Falls and Renton.
 When flagging is required, distance will be 1 mile.
6. **Cedar Falls—**Normal position of west siding switch is for siding.
7. **Renton—**Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes.
8. **Rule S225—**Absolute block register territory in effect between Renton and Snoqualmie Falls. Register is located in telephone booth at Renton.

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.
 Cars under 40 ft weighing more than 177,000 lbs. and coupled in groups of 2 or more over Bridge 110 ... 10 MPH.
 Sedro Woolley and Concrete 25 MPH.
 Sumas and Strandell 10 MPH.
 Hampton and Lynden 25 MPH.
 Item 1A, All Subdivisions, applies except where authorized speed is between 13 MPH and 21 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Group I engines and 250-ton wrecking derricks not permitted except Group E engines GP 30, 35, 38, 38-2, and 39-2 are permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Burlington—Sedro Woolley—Rule 83(B) does not apply.

5. **Rule 99—**When flagging is required, distance will be 1.5 mile.
6. **Between Strandell and Everson—**
 MP 17.0 to MP 18.0, track out of service.
7. **Yard Limits—**Continuous yard limits in effect between Burlington and Sedro Woolley.
8. **Rule S225—**Absolute block register territory in effect on the Industry Spur between:
 Sedro Woolley and Concrete
 Sumas and Lynden
 Register is located at west end wye at Sumas and Jct. Switch at Sedro Woolley.

PACIFIC DIVISION

(Centralia to Hoquiam)

TENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Centralia and MP 59.0 (West of Montesano) 40 MPH.
 MP 59.0 and Hoquiam 25 MPH.
 Hoquiam and Aloha 20 MPH.
 Aberdeen and MP 6.0 25 MPH.
 MP 6.0 and Markham 10 MPH.
 Aberdeen and Cosmopolis 10 MPH.
 Markham and Cosmopolis, trains handling wrecking derricks, 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 derricks:
 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—**
 Item 5d 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.
Between Cosmopolis and Markham—250-ton wrecking derricks and engines in Groups E, F, G, H, and I not permitted except Group E GP 30, 35, 38, 38-2 and 39-2 engines are permitted.
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 mile between MP 59.0 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 derrails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.
13. **Montesano**—Loading equipment on house track west of Main Street crossing close clearance. Know safe before passing.
14. **Yard Limits**—Continuous yard limits in effect as follows:
Aberdeen Jct.—Hoquiam
Centralia—Blakeslee Jct.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 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 locomotives only may be used on Tracks 1, 2 and 3.
8. **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**—
Item 5d not permitted.
Engines in Groups E, F, G, H and I, and 250-ton wrecking derricks not permitted. Except Group E GP 30, 35, 38, 38-2, 39-2 engines are 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**—Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles, except 0.5 mile between Raymond and South Bend.
6. **Handling 80 Foot or Longer Cars**—
All cars 80 foot or longer must be handled on rear of train.
7. **Rule S225**—Absolute block register territory in effect between Adna and South Bend. Register is located in telephone booth at Chehalis Jct. switch.
8. **Yard Limits**—Continuous yard limits in effect between Chehalis Jct. and Adna.

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**—
Item 5d not permitted.

PORTLAND DIVISION

(Sunset Jct. to Pasco)

FIRST SUBDIVISION**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Sunset Jct. and Pasco	79 MPH.	60 MPH.
Trains or engines through:		
Siding Switches Empire and		
Crossover, Spokane Division		
Eighth Subdivision Switch at		
Marshall		25 MPH.
Empty bulkhead flat cars in the		
following number series must		
operate in secondary trains		45 MPH.
BN 615312 - 615999	NP 67183 - 67514	
BN 616000 - 616999	GN 160000 - 160744	
BCIT 816150 - 817649	NP 67595 - 67599	
CPI 316397 - 316599	GN 161300 - 161499	
BCOL 17000 - 17999		

2. Bridge, Engine and Heavy Car Restrictions—None.**3. Train Register Exceptions—****Pasco**—Passenger trains will register by register ticket.**Mesa**—Only trains to or from Tenth Subdivision will register.**4. Clearance Provisions and Exceptions Rule 83(B)—****Sunset Jct. and Mesa**—Rule 83(B) does not apply.

Rule 83(B) does not apply to trains entering at Marshall.

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 CTC Marshall and Cheney—Rule 261-264 in effect from East Siding Switch Cheney to CTC Marshall.**

All trains or engines before entering 261-264 territory between CTC Marshall and Absolute Block Signal, Cheney, must secure authority from train dispatcher before entering this territory. Train orders or numbered clearance authority not required for extra trains or engine movement.

Westward trains receiving a proceed indication at Signal 15.5 may proceed on main track unless required by train orders or instructions from "Able" train dispatcher, Spokane, to take siding.

Between Glade and Pasco—Between west switch Glade and Pasco Rules 261-264 inclusive are in effect. Controlled signals are under jurisdiction of operators at Pasco yard and passenger station. Train order or numbered clearance authority not required for extra trains.**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. Sidings—Connell:** North siding is eastward; south siding is westward.**9. The following Failed Equipment Detectors protect bridges, tunnels or other structures—None.****Other Failed Equipment Detector Locations—****Babb**—MP 25.5**10. Sunset Jct. to Cheney is under jurisdiction of Spokane Division Superintendent.****PORTLAND DIVISION**

(Pasco to Portland)

SECOND SUBDIVISION**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Pasco and Wishram	79 MPH.	60 MPH.
Wishram and Vancouver	70 MPH.	60 MPH.
Vancouver and Willamette River		
bridge 5.1	70 MPH.	50 MPH.
Between bridge 5.1 and Portland		35 MPH.
On Willbridge Wye track		15 MPH.
Portland on PTRR Co. tracks		
including yard tracks at Lake Yard		10 MPH.
Trains through the following dual		
control switch turnouts:		
Vancouver		12 MPH.
Columbia River Bridge Interlocking		
to 2nd Subdivision, Willbridge		
Interlocking		15 MPH.
North Portland Interlocking		10 MPH.
Vancouver main track crossover and		
yard lead, Eavan, McLoughlin,		
Washougal, Stevenson and SP&S		
Jct.		25 MPH.
Bingen-White Salmon, Cooks, North		
Dalles and Skamania		35 MPH.
Empty bulkhead flat cars in the		
following number series must		
operate in secondary trains		45 MPH.
BN 615312 - 615999	NP 67183 - 67514	
BN 616000 - 616999	GN 160000 - 160744	
BCIT 816150 - 817649	NP 67595 - 67599	
CPI 316397 - 316599	GN 161300 - 161499	
BCOL 17000 - 17999		

2. Bridge, Engine and Heavy Car Restrictions—

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

3. Train Register Exceptions—**Vancouver**—Trains originating or terminating will register.**Wishram**—Passenger trains will 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)—****Wishram**—All trains secure clearance except trains manned by run through crews from Bend to Vancouver.**Vancouver**—Trains from Pacific Division third subdivision secure clearance unless Portland Division clearance secured prior to arrival Vancouver.**Willbridge**—Clearance issued at Albany will apply at Willbridge.**Portland**—Trains destined Pacific Division secure Pacific Division and Portland Division clearance and will not require clearance at Vancouver.**Albina**—U.P. trains destined Pacific Division secure Pacific Division and Portland Division clearance and will not require clearances at North Portland Jct. and Vancouver.**Between Portland and Vancouver**—Extra trains and engines must not enter the main track or cross over the main track unless authorized by signal indication or the train dispatcher. When authorized by the train dispatcher movements may be made between stations within these limits in accordance with Rule 93. When authorized by the train dispatcher movements may be made against the current of traffic without train order authority. Movements made against the current of traffic within these limits not authorized by the train dispatcher must be protected as prescribed by Rule 99. At

Willbridge and North Portland Jct. movements against the current of traffic beyond interlocking limits must be authorized by the train dispatcher in addition to complying with signal indication.

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

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 25.6 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 70.9 Hood—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

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 terminal train dispatcher Vancouver. If signal changes to aspect 501L (Stop) while switching movements are being made, a crew member must contact the terminal train dispatcher at Vancouver and be governed by his instructions.

Willbridge—Dual control switches within interlocking limits require the use of special wrench when necessary to operate by hand. Hand operation of switches must be authorized by the train dispatcher. Wrench will be left in charge of yardmaster at Willbridge.

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. **Portland, Lake Yard, Willbridge—**

Eastward trains from Portland Hoyt St. yard will use westward main track from 15th Avenue to 17th Avenue under protection of flagman, thence through crossover to eastward main track, but must not occupy westward main track while waiting for outbound passenger trains.

Impaired Clearance—Hoyt Street Yard: All tracks except Nos. 1, 2 and 3 in the middle yard have impaired clearance and will not clear a man on side of car.

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

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

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

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

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

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

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

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

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

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

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

Traffic signals will protect crossing movements on Oregon Steel Spur track at N.W. Front Avenue near N.W. Kittridge Avenue intersection. Before entering the crossing, movement must stop at Stop signs on each side of the crossing and a crew member must actuate the traffic signals by use of a switch key controller on either side of the crossing. After movement is clear of crossing, a crew member must restore the traffic signals to normal operation by use of the switch key controller.

Indicator lights are located adjacent to each switch key controller and will be illuminated to indicate the following traffic signal indications:

Red: Normal operation for traffic.

Green: Traffic signals are operating to provide crossing protection.

At intersection of Kittridge Avenue and N.W. St. Helens Road, crews using this crossing will preempt traffic signals by inserting switch key in controller box located either side of crossing and turning counter-clockwise. This will actuate traffic signals for one minute. If after the expiration of one minute movement has not proceeded past switch key controller location, traffic signals will return to automatic operation. Traffic signals will return to automatic operation when movement has cleared intersection.

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

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

12. 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.

13. **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.

14. **Camas**—When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at

least two feet with couplers in closed position. Operator from the Crown Zellerbach Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

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

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

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

17. **Between Pasco 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.

Double track ABS in effect between MP 0.2 and MP 1.2 between Pasco and east end Columbia River Bridge.

On double track between east switch of main track crossover west of passenger station and dual control switch east of Columbia River bridge trains will keep to the left unless otherwise provided.

18. **Manual Interlocking not Indicated at Stations**—

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

19. **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

(SP & S Jct. to Yakima)

THIRD SUBDIVISION

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

SP & S Jct. and Yakima	50 MPH.
Government Railroad Richland Jct. and North Richland	25 MPH.
Empty bulkhead flat cars in the following number series	
must operate in secondary trains	45 MPH.
BN 615312 - 615999 NP 67183 - 67514	
BN 616000 - 616999 GN 160000 - 160744	
BCIT 816150 - 817649 NP 67595 - 67599	
CPI 316397 - 316599 GN 161300 - 161499	
BCOL 17000 - 17999	

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

3. **Train Register Exceptions**—

Gibbon and Parker—Trains will register when so directed by train order.

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)**—

SP & S Jct., Gibbon and Parker—Rule 83(B) does not apply.

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

6. **Between SP&S Jct. and Kennewick**—Between SP&S Jct. and east switch Kennewick Rules 261-264 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.

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

a. Trains operating over Union Pacific tracks between UP connection at Kennewick and Richland Jct. are 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 trackage 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.

8. **Between Gibbon and Parker**—Extra trains will run via First Subdivision unless otherwise instructed by train order.

9. **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.

10. **Sidings**—

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.

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

Parker—UP Crossing 0.5 miles west.

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 87.0 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—

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 will 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: Overlook siding switches		
Latah Jct.		35 MPH.
Empty bulkhead flat cars in the following number series must operate in secondary trains		45 MPH.
BN 615312 - 615999	NP 67183 - 67514	
BN 616000 - 616999	GN 160000 - 160744	
BCIT 816150 - 817649	NP 67595 - 67599	
CPI 316397 - 316599	GN 161300 - 161499	
BCOL 17000 - 17999		

2. Bridge, Engine and Heavy Car Restrictions—None.**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 station interlocking will secure verbal authority from station operator before moving from yard track.**7. Between MP 231.0 Pasco and Ainsworth Jct.—**Rules 261 through 264 are in effect, interlocking signals and dual-control switches at MP 231.0 and at Ainsworth Jct. are under the control of the operator 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 371.4

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 30.0 (East of Warwick)	25 MPH.
MP 30.0 and Lyle	10 MPH.

Within city limits of Goldendale 20 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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 flagging is required, distance will be 1.0 mile, except 0.5 mile between MP 30.0 and Lyle.

6. Handling 80 Foot or Longer Cars—

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

PORTLAND DIVISION

(Willbridge to Camp Clatsop)

SEVENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between **Maximum Speeds Permitted**

Willbridge and Astoria	30 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—

Item 5d not permitted.

Engines in Group I and 250-ton wrecking derricks not permitted. Except engines in Group I can be operated between Willbridge and United Jct.

Astoria—Items 5c and d not permitted.

Engines in Groups D, E, F, G, and H not permitted west of Astoria MP 102.0.

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.

3. Train Register Exceptions—None.

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

Clearance issued at Vancouver to trains destined Seventh and Eighth Subdivision applies at Willbridge on Seventh Subdivision.

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

6. Willbridge—Normal position of west wye switch is for movement toward Vancouver.

7. Between United Jct. and Willbridge—Continuous yard limits in effect. Train order or numbered clearance authority is not required. Movement of trains will be governed by instructions of the train dispatcher. Instructions must be repeated back to the train dispatcher.

8. Interlockings and Drawbridges not Indicated at Station—

John Day River, MP 94.8.
Young's Bay, MP 102.6.
Skipanon Creek, MP 105.5.

Clatskanie River, MP 62.7.
Blind Slough, MP 84.8.

9. At Camp Clatsop flashing light signals with gates placed in service on Oregon Coast Highway 101 near MP 108.0.

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, Harriaburg, 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—

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

3. Train Register Exceptions—

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

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

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

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

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: Maximum speed over scale is 5 MPH. Maximum speed over scale when scale is in standby is 5 MPH.

When a train or yard engine enters the storage track, the engineer will call Albany yard and receive permission from either the operator or yard clerk before crossing scale.
After permission is received, train speed will be governed by fixed signals, located at the scale, the west end and the east end of the storage track.
There, signals will display the following aspects:
Green light—movement is being made within speed limits.
Red light—within speed limits, but at the upper limits of the permissible speed.
No lights—too fast, or scale not activated.
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 39.0 and MP 47.0 consisting of two white lights mounted back to back on a single mast and a flashing amber light mounted on adjacent mast operate as follows:
Enginemen must alert crew members on rear of train when approaching detector site.
Continuously illuminated white light as viewed from an approaching train: Train will be inspected.
Continuously illuminated white light as viewed from the rear of a passing train: No dragging equipment detected.
Flashing amber light illuminated and white lights extinguished: Dragging equipment detected—Stop and inspect train.
All lights extinguished as viewed from the rear of a passing train: Detector inoperative. Stop and inspect train and notify train dispatcher by first available means of communication.
Train must not move beyond dragging equipment sign located 10,000 feet beyond dragging equipment detector site until authorization to proceed is received from rear of train.
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	20 MPH.
Hillsboro and Forest Grove	10 MPH.

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

Item 5d not permitted.

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

Banks—Items 5c and d not permitted.

Cars weighing over 220,000 lbs. are not permitted on Bridge MP 28.0.
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 1.0	20 MPH.
MP 1.0 and End of Track	45 MPH.

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

Item 5d not permitted.

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 flagging is required, distance will be 2 miles.
6. **Between Mesa and Sagehill**—Main track out of service at MP 12.0 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.
 Sweet Home over 18th Avenue 15 MPH.
 Over Santiam Highway crossing 10 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 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—**
 Item 5d not permitted.
 Engines in Group E restricted to one locomotive. 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. Locomotives 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 flagging is required, 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. **Derrails—**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—**
 Item 5d not permitted.
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 flagging is required, 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—**
 Item 5d not permitted.
 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 flagging is required, 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.

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 142.0 (Mitchell) including Bridge 126 at Adrian.

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—**
 Item 5d not permitted.
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 flagging is required, 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 derricks, and six axle engines over
 Bridge 126 10 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
Between Bassett Jct. and Schrag—Engines in Groups E, F, G, H, I and 250-ton wrecking derricks not permitted.
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.

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—**
 Item 5d not permitted.
Between Attalia and Dayton—Engines in Groups C and E restricted to one locomotive and engines in Groups F, G, H and I, and 250-ton wrecking derricks not permitted.
3. **Train Register Exceptions—**
 Upon arrival Attalia depot, conductor will promptly telephone Wallula CTC operator train register information, leaving register ticket in box.
Attalia—Trains will register when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Ainsworth Jct. 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 14.0 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

(Attalia to Pendleton)

EIGHTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Attalia and U.P. Connection at Pendleton 25 MPH.
 Smeltz and Athena 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
Between Zangar Jct. and U.P. Connection—Engines in Groups E, F, G, H, I, and 250-ton wrecking derricks not permitted.
Bridge 4—Cars under 40 feet long and weighing between 177,000 pounds and 220,000 pounds must be preceded and followed by a car weighing under 177,000 pounds.
3. **Train Register Exceptions—Wallula**—Trains will register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
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 Zangar 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
Bonniers 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
Seattle		Continuous
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
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.
Astoria	1	9:00 pm-5:00 am 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.

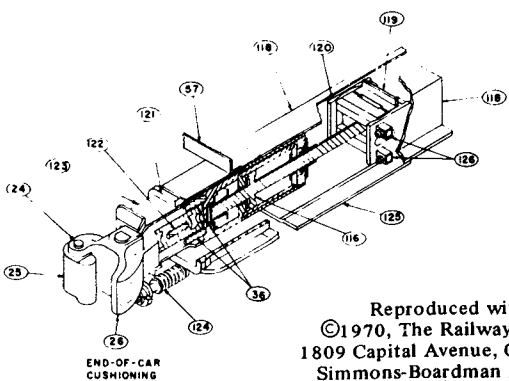
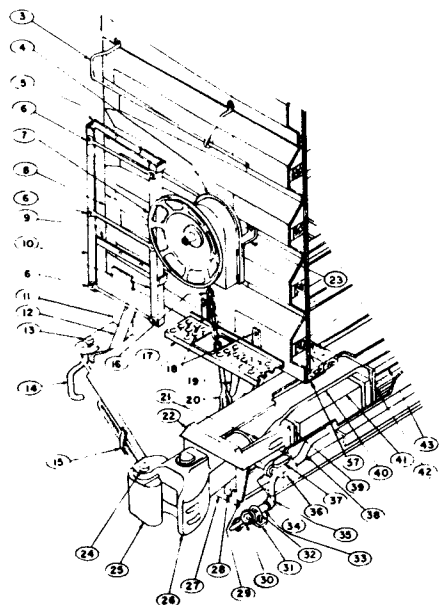
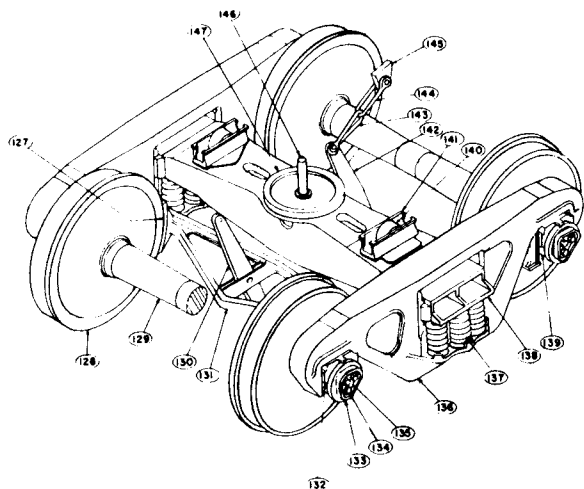
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Medical Dental Center	Astoria	Dr. F. E. Marienau	Sandpoint
Dr. R. A. Eidal	Auburn	Dr. Franz H. Siemsen	Sandpoint
Dr. F. L. Hahn	Auburn	Dr. John W. Finley	Seattle
Dr. C. H. Larson	Auburn	Dr. H. M. Hackedorn	Seattle
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Dr. A. R. Twiss	Chehalis	Dr. J. L. Whitaker	Snoqualmie
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Dr. J. W. Kegley	Okanogan	Medical Clinic	Wapato
Olympia Memorial Clinic	Olympia	Dr. K.F. Stefan	Washougal
Dr. G. V. Axford	Pasco	Dr. Arthur L. Ludwick	Wenatchee
Dr. A. M. Gregson	Pasco	Dr. W. B. Zook	Wenatchee
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The Portland Clinic		Dr. Jerrold E. Johnson	Whitefish
Dr. David P. Thompson	Portland	Dr. J. E. Anderson	Wilbur
Dr. Walter M. Arthur	Puyallup	Dr. M. G. Anderson	Yakima
Dr. A. W. Johanson	Puyallup	Dr. Edmund L. Burke	Yakima
Dr. J. K. Symonds	Puyallup		
Dr. H. A. Hughes	Rathdrum Coeur d'Alene		

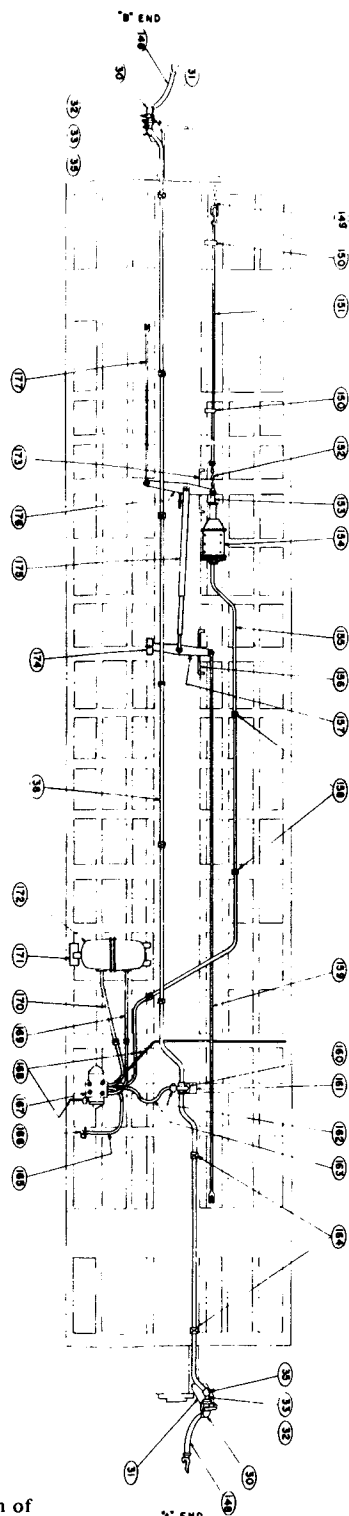
Other physicians in the above offices are authorized to perform examinations.

CAR CHART

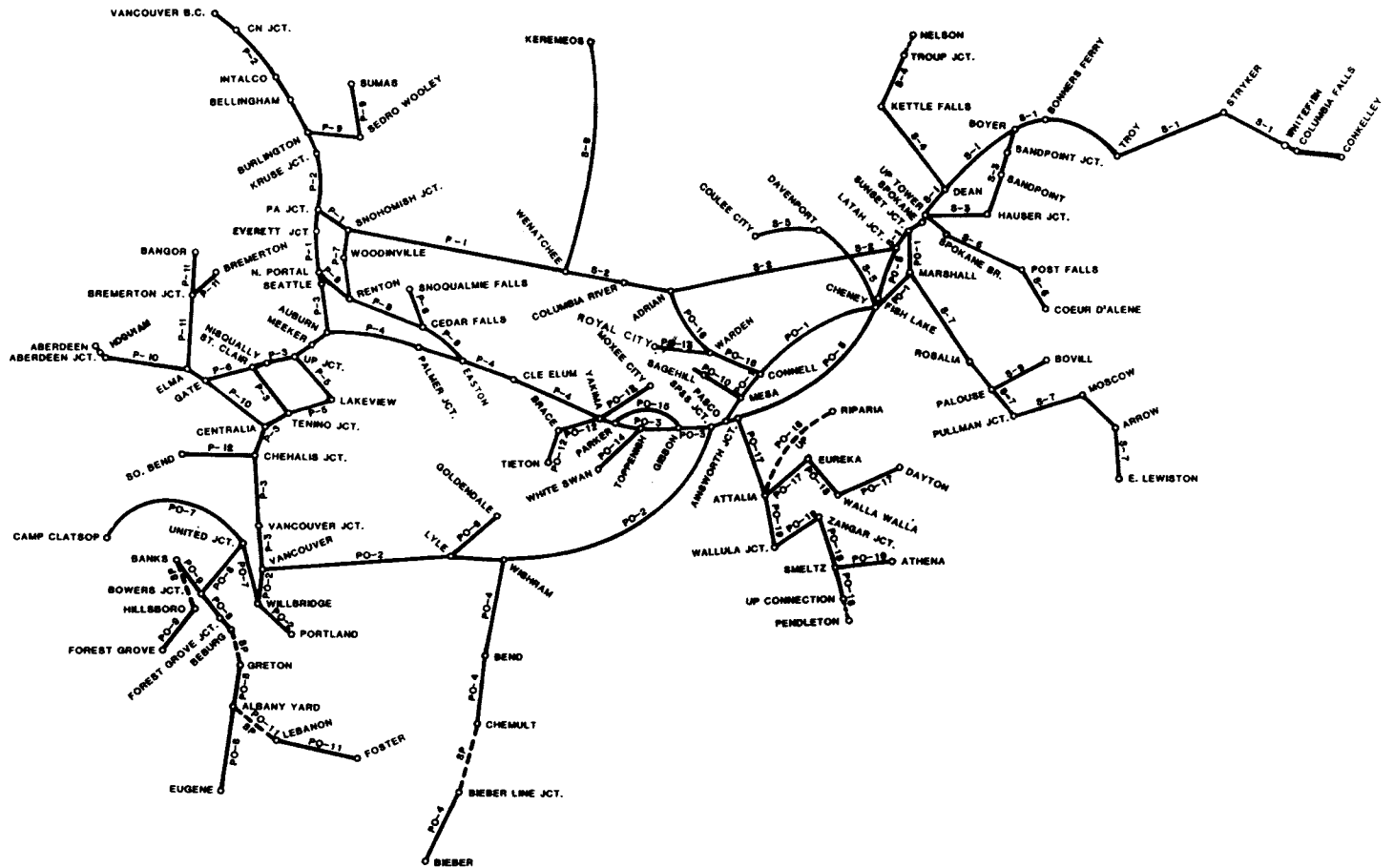
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3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever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



SEATTLE-PORTLAND REGION

LEGEND:

PACIFIC DIVISION SUBDIVISION ----- P-1

PORTLAND DIVISION SUBDIVISION --- PO-1

SPOKANE DIVISION SUBDIVISION ----- S-1

FOR INFORMATION PURPOSES ONLY.

APRIL, 1983

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Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.

**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 (Mile Post 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."

These instructions must be repeated by the engineer.