

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 | Have |
| 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 |
| D. G. VERITY | Asst. Trainmaster—Agent | Wenatchee |
| D. L. ROGERSON | 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 |
| F. D. CLIFTON | Trainmaster | Bellingham |
| D. J. KAYNE | Asst. Supt. | Vancouver, B. C. |
| A. J. SCHUURMANS | Asst. Trainmaster—Agent | New Westminster, B. C. |
| M. W. MELINE | Asst. Trainmaster—Agent | Centralia |
| D. G. BOESPFLUG | 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 |
| G. D. ALLEN | Trainmaster—Road Foreman | Portland |
| 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 |
| K. D. TOWNSEND | Terminal Superintendent | Pasco |
| J. A. MCKAY | Asst. Terminal Superintendent | Pasco |
| D. W. FARRIS | Trainmaster | Pasco |
| T. N. ROWLEY | Trainmaster | Pasco |
| B. G. PORTSMOUTH | 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 |

W. V. EISENMAN—Terminal Superintendent, Vancouver

| | | |
|---------------------|----------------------|-----------|
| D. L. MAZE | Asst. Terminal Supt. | 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 |

Printed in U.S.A.

BURLINGTON NORTHERN RAILROAD CO. SEATTLE-PORTLAND REGION

SPOKANE, PACIFIC AND PORTLAND
DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 3

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

Sunday, October 30, 1983

Including National Railroad Passenger Corporation (NRP) Trains

Vice President
And General Manager
W. W. FRANCIS

Assistant
General Manager
C. B. MAY

Vice President
Transportation—System
E. H. HARRISON

SPOKANE DIVISION

| WESTWARD | Rule 6(A) Signs | Length of Siding in Feet | Station Numbers | FIRST CLASS | | Line Segment | Mile Post Location | Distance From Conkelley | 1st Subdivn MAIN LINE STATIONS Office Calls | | DT | FIRST CLASS | | EASTWARD |
|----------|-----------------|--------------------------|-----------------|-------------|----------------|--------------|--------------------|-------------------------|--|-------------------|----|-------------|------------|----------|
| | | | | 27 | 7 | | | | | | | 28 | 8 | |
| | | | | NRPC Daily | NRPC Daily | | | | | | | NRPC Daily | NRPC Daily | |
| | | | 01590 | | 8:50PM | | 1208.3 | 0.0 | | CONKELLEY | | | A 6:56AM | |
| | JTXY | W4.015 | 01593 | | 8:53 | | 1211.6 | 2.9 | | CF COLUMBIA FALLS | | | | |
| | BKRTY | | 01601 | | s 9:15 | | 1219.2 | 10.5 | | WF WHITEFISH | | | s 6:45 | |
| | | 7.060 | 01607 | | | | 1224.6 | 15.9 | | VISTA | | | 6:15 | |
| | | 9.325 | 01613 | | | | 1231.1 | 22.3 | | LUPFER | | | | |
| | | 9.711 | 01624 | | | | 1243.3 | 33.5 | | RADNOR | | | | |
| | J | | 01631 | | | | 1249.3 | 40.6 | | STRYKER | | | | |
| | | 9.722 | 01636 | | | | 1252.8 | 44.0 | | BRIMSTONE | | | | |
| | | 9.763 | 01646 | | | | 1263.5 | 54.7 | | TWIN MEADOWS | | | | |
| | | 9.760 | 01656 | | | | 1273.2 | 64.3 | | ROCK CREEK | | | | |
| | | 9.730 | 01665 | | | | 1282.2 | 73.3 | | WOLF PRAIRIE | | | | |
| | | 10.344 | 01672 | | | | 1290.0 | 81.2 | | TAMARACK | | | | |
| | | 9.769 | 01683 | | | | 1298.0 | 89.2 | | FISHER RIVER | | | | |
| | | 10.799 | 01692 | | | | 1306.9 | 98.1 | | RIVERVIEW | | | | |
| | | 9.568 | 01710 | | | | 1312.2 | 105.0 | | RIPLEY | | | | |
| | BKR | 13.360 | 01718 | | s 11:01 | | 1319.6 | 112.3 | | CK LIBBY | | | s 4:50 | |
| | | 8.641 | 01729 | | | | 1331.3 | 123.3 | | KOOTENAI FALLS | | | | |
| | T | 14.286 | 01736 | | 11:23 | | 1337.9 | 130.5 | | UX TROY | | | 4:26 | |
| | T | 14.286 | 01736 | | 10:23 | | 1337.9 | 130.5 | | UX TROY | | | 3:20 | |
| | | 6.972 | 01742 | | | | 1343.3 | 137.1 | | YAKT | | | | |
| | | 9.552 | 01749 | | | | 1350.3 | 143.9 | | LEONIA | | | | |
| | | 8.498 | 01763 | | | | 1364.3 | 157.5 | | CROSSPORT | | | | |
| | J | 9.742 | 01767 | | | | 1368.4 | 161.8 | | BY BONNERS FERRY | | | | |
| | | 9.577 | 01778 | | | | 1379.8 | 173.1 | | NAPLES | | | | |
| | | 9.912 | 01786 | | | | 1387.4 | 180.5 | | ELMIRA | | | | |
| | JM | 10.363 | 01803 | | | | 1401.3 | 194.4 | | BOYER | | | | |
| | | | | | | | 143.3 | | | SANDPOINT JCT. | | | | |
| | J | | 01798 | | | | 2.9 | 196.4 | | To Kootenai 1.5 | | | | |
| | BR | | 01803 | | s 11:52 | | 3.0 | 196.5 | | SA SANDPOINT | | | s 2:00 | |
| | | 10.876 | 01810 | | | | 10.1 | 203.7 | | ALGOMA | | | | |
| | | 10.828 | 01817 | | | | 17.6 | 210.4 | | COCOLALLA | | | | |
| | | 13.247 | 01830 | | | | 31.5 | 223.0 | | ATHOL | | | | |
| | | 10.600 | 01837 | | | | 37.7 | 230.3 | | RAMSEY | | | | |
| | | 9.156 | 01843 | | | | 45.5 | 236.0 | | RATHDRUM | | | | |
| | | | 01845 | | | | 47.0 | 237.4 | | HAUSER | | | | |
| | J | | 01850 | | | | 51.5 | 243.0 | | HAUSER JCT. | | | | |
| | | 10.095 | 01855 | | | | 57.9 | 248.8 | | OTIS ORCHARDS | | | | |
| | | | 01861 | | 12:47AM | | 63.3 | 254.7 | | IRVIN | | | | |
| | Y | | 01865 | | | | 66.9 | 258.3 | | PARKWATER | | | | |
| | BKRTXY | | 01866 | | 12:52 | | 68.1 | 259.5 | | YD YARDLEY | | | 12:46 | |
| | UXY | | | | | | 69.7 | 261.1 | | CG UP TOWER | | | | |
| | BIJCRXY | | 01870 | 1:45AM | s 1:15 1:50 | | 71.5 | | | SF SPOKANE | | As 12:01AM | s 12:05AM | |
| | J | | 01877 | A 1:48AM | A 1:53AM | | 0.0 | 263.0 | | SUNSET JCT. | | 11:40PM | 11:55PM | |
| | | | | | | | 1.1 | 264.0 | | | | | | |

(This Subdivision Continued Next Page.)

SPOKANE DIVISION

3

Continued from 1st Subdivision.

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

¹ Columbia Falls to Somers 29.4

² Stryker to Eureka 23.2

³ Hauser Jct. to Post Falls 4.6

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

| WESTWARD | Rule 6(A) Signs | Length of Siding in Feet | Station Numbers | FIRST CLASS | | Line Segment | Mile Post Location | Distance From Sunset Jct. | 2nd Subdivn MAIN LINE STATIONS Office Calls | | FIRST CLASS | EASTWARD |
|----------|-----------------|--------------------------|-----------------|-------------|------------|--------------|--------------------|---------------------------|--|------|------------------|-----------|
| | | | | 27 | 7 | | | | | | | |
| | | | | NRPC Daily | NRPC Daily | | | | | | 8 | |
| | J | | 01877 | | 1:48AM | | 1481.0 | 0.0 | SUNSET JCT. | 0.8 | 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 | ABS Rule 251-254 | 11:11 |
| | X | W3,426 | 01922 | | | | 1527.7 | 46.9 | HR HARRINGTON | 15.1 | | 11:03 |
| | | | 01937 | | | | 1542.9 | 62.0 | LAMONA | 10.2 | | 10:49 |
| | | 9,423 | 01947 | | | | 1553.2 | 72.2 | ODESSA | 12.5 | | |
| | | 9,614 | 01959 | | | | 1565.6 | 84.8 | GIBSON | 10.4 | | |
| | | 8,794 | 01970 | | | | 1577.0 | 95.2 | WILSON CREEK | 13.1 | | |
| | J | 10,774 | 01983 | | | | 1588.8 | 108.4 | ADRIAN | 10.0 | | |
| | | 6,538 | 01993 | | | | 1599.3 | 118.4 | EPHRATA | 5.1 | CTC | 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 | | WESTWARD | 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 | | EASTWARD |
|----------|-----------------|--------------------------|-----------------|--------------|--------------------|---------------------|--|------|------------------|-----------------|--------------------------|-----------------|--------------|--------------------|----------------------|--|------|----------|
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | JY | | 01803 | | 1401.2 | 0.0 | BOYER | 1.3 | | BJKRTY | | 63014 | | 0.0 | 0.0 | CY CHENEY | 26.8 | |
| | TY | | 01803 | | 1401.9 | 1.3 | NORTH SANDPOINT | 13.4 | | | 1,420 | 62327 | | 26.8 | 26.8 | REARDAN | 14.9 | |
| | | 6,209 | 61917 | | 1415.7 | 14.7 | LACLEDE | 8.2 | | JRTY | 1,136 | 62341 | | 41.7 | 41.7 | DA DAVENPORT | 22.7 | |
| | | 3,611 | 61925 | | 1424.2 | 22.9 | NC PRIEST RIVER | 6.6 | ABS | Y | 1,252 | 62364 | | 64.4 | 64.4 | CRESTON | 10.0 | |
| | JY | 6,765 | 61931 | | 1431.3 | 29.5 | NR NEWPORT | 7.8 | | | 1,293 | 62374 | | 74.4 | 74.4 | WILBUR | 13.3 | |
| | | 6,252 | 61939 | 37 | 1439.2 | 37.3 | SCOTIA | 13.9 | | | 1,442 | 62387 | | 87.7 | 87.7 | ALMIRA | 21.1 | |
| | | 6,309 | 61953 | | 1453.0 | 51.2 | MILAN | 10.4 | ABS Rule 261-264 | RY | 552 | 62408 | | 108.8 | 108.8 | COULEE CITY | | |
| | IJY | 2,399 | 61963 | | 1463.2 | 61.6 | DEAN | 4.2 | | | | | | | | | | |
| | X | | 61968 | | 1468.1 | 65.8 | MEAD | 4.9 | | | | | | | | | | |
| | Y | | 61972 | | 1473.0 | 70.7 | HILLYARD | 3.7 | | | | | | | | | | |
| | IJXY | | | | 1476.7 | 74.4 | CG UP TOWER | | ABS | | | | | | | | | |

4th SUBDIVISION ON NEXT PAGE.

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

SPOKANE DIVISION

WEST
WARD

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

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

| | | | | | | |
|--------|-------|-------|-----|----------------|-------|--|
| JT | | 62180 | 391 | 132.3 194.5 | 5.5 | TROUP JCT. 29.7 |
| RY | | 62151 | | 164.8 | 35.2 | SALMO 24.4 |
| | | 62128 | | 140.4 139.7 | 59.6 | WANETA, B. C. 2.1 |
| | | 62124 | | 138.3 138.3 | 61.7 | BOUNDARY, U.S. 8.8 |
| | 3,009 | 62115 | 376 | 129.5 | 70.5 | NORTHPORT 33.5 |
| BJKTRY | | 62081 | | 95.7 | 104.0 | MF KETTLE FALLS To Republic 80.7 8.5 |
| BKRY | | 62073 | | 87.2 | 112.5 | VD COLVILLE 22.9 |
| BKRY | 3,990 | 62050 | | 64.2 | 135.4 | CH CHEWELAH 7.7 |
| Y | 4,080 | 62043 | | 56.5 | 143.1 | VALLEY 18.1 |
| | 2,062 | 62025 | | 38.4 | 161.2 | LOON LAKE 12.0 |
| Y | 2,573 | 62012 | | 26.4 | 173.2 | DEER PARK 12.6 |
| AJY | 1,890 | 61963 | | 13.8 | 185.8 | DEAN |

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.

WEST
WARD

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

WEST
WARD

| Rule (A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From Marshall | 7th Subdivn BRANCH LINE STATIONS Office Calls |
|----------------------|-----------------------------------|--------------------|-----------------|--------------------------|------------------------------|--|
| JTY | | 63007 | 384 | 0.0 | 0.0 | MARSHALL 26.9 |
| BJKRY | 2,502 | 63227 | | 26.7 | 26.9 | RO ROSALIA To Spring Valley 5.8 10.9 |
| UY | 1,643 | 63238 | | 37.6 | 37.8 | OAKESDALE 11.9 |
| JUY | 2,668 | 63250 | | 49.4 | 49.7 | GARFIELD To Grinnell 4.9 9.6 |
| JY | 1,368 | 63259 | | 59.1 | 59.3 | PC PALOUSE To Viola 6.6 16.6 |
| BKRY | 3,845 | 63276 | | 75.7 | 75.9 | PN PULLMAN 1.5 |
| JTY | | 63277 | | 77.1 | 77.4 | PULLMAN JCT. To Genesee 27.6 8.6 |
| JY | | 63286 | | 85.9 | 86.0 | MO MOSCOW To Estes 3.2 13.6 |
| Y | 2,127 | 63299 | | 99.5 | 99.6 | TROY 11.5 |
| Y | 1,898 | 63311 | | 111.0 | 111.1 | KENDRICK 12.6 |
| JRY | 1,826 | 63323 | 459 | 123.5 | 123.7 | ARROW 11.9 |

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

| | | | | | | |
|-------|--|-------|-----|-------|-------|------------------|
| BKRTY | | 63338 | 459 | 135.4 | 135.6 | FY EAST LEWISTON |
|-------|--|-------|-----|-------|-------|------------------|

WEST
WARD

| Rule (A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From Keremeos | 8th Subdivn BRANCH LINE STATIONS Office Calls |
|----------------------|-----------------------------------|--------------------|-----------------|--------------------------|------------------------------|--|
| | | 66875 | 393 | 161.1 | 0.0 | KEREMEOS 4.2 |
| | | 66870 | | 156.9 | 4.2 | CAWSTON, B. C. 12.9 |
| | | 66858 | 390 | 144.0 144.0 | 17.1 | CHOPAKA, WASH. 21.2 |
| TY | 2,876 | 66836 | | 121.4 135.7 | 38.3 | OROVILLE 41.4 |
| Y | 3,386 | 66795 | 387 | 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 | | 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 |
| BJKRTXY | | 02044 | | 0.0 | 175.6 | WC WENATCHEE ABS |

WEST
WARD

| Rule (A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From Bovill | 9th Subdivn BRANCH LINE STATIONS Office Calls |
|----------------------|-----------------------------------|--------------------|-----------------|--------------------------|----------------------------|--|
| 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 | Miles—Location | Capacity Cars | Switch Opens | Name | Miles—Location | Capacity Cars | Switch Opens |
|---------------------------------------|------------------------------------|---------------|--------------|---|--------------------------------|---------------|--------------|
| 1st Subdivision | | | | 62143 Benton Spur | 7.6 west of Salmo | 6 | West |
| 61605 Lasalle.....on spur | 5.5 from Columbia Falls | | | 62140 Parks..... | 10.0 west of Salmo | 8 | Both |
| 61610 Associated Seed Growers | | | | 62142 Ross..... | 8.8 west of Salmo | 9 | Both |
| 61611 Montana Saw Service Co. | 10.8 from Columbia Falls | 6 | East | 62141 Hearn Bros Spur | 10.3 west of Salmo | 3 | East |
| 61612 C & C Plywood Corp.on spur | 11.1 from Columbia Falls | 5 | East | 62136 ATCO Spur..... | 10.0 east of Waneta, B.C. | 3 | East |
| 61613 Northwestern Lbr. Co. Spur | 11.8 from Columbia Falls | 27 | Both | 62135 Fruitvale..... | 9.1 east of Waneta, B.C. | 27 | Both |
| 61614 Carter Oil Co. Spur.....on spur | 13.0 from Columbia Falls | 47 | East | 62132 Equipment Spur | 6.0 east of Waneta, B.C. | 3 | West |
| 61617 Kalispell.....on spur | 13.1 from Columbia Falls | 9 | East | 62130 Columbia Gardens | 3.8 east of Waneta, B.C. | 11 | Both |
| 61619 Monarch Lbr. Co.....on spur | 14.4 from Columbia Falls | Yard | Both | 62129 Quirk..... | 2.3 east of Waneta, B.C. | 20 | Both |
| 61622 Balls Crossing.....on spur | 19.6 from Columbia Falls | 8 | East | 62127 CM&S Co. Spur | 0.1 east of Waneta, B.C. | 32 | East |
| 61625 Somers.....on spur | 20.1 from Columbia Falls | 11 | East | 62126 West Kootenay Power & Light Spur | 0.5 west of Waneta, B.C. | 10 | Both |
| 61663 Fortine.....on Spur | 24.9 from Columbia Falls | Yard | Both | 62112 Janni Spur..... | 3.3 west of Northport | 11 | West |
| 61669 Tobacco.....on spur | 11.5 from Stryker | 57 | Both | 62110 Cameron Spur | 4.4 west of Northport | 17 | East |
| 61675 Eureka.....on spur | 16.7 from Stryker | 60 | Both | 62107 Marble..... | 8.3 west of Northport | 37 | Both |
| 62623 Post Falls.....on spur | 23.2 from Stryker | 67 | Both | 62105 Dolomite.....on spur | 9.5 west of Northport | 25 | Both |
| 01596 Half Moon.....(E. Trk) | 4.6 from Hauser Jct. | 46 | West | 62114 Palm Lumber Co. | 1.0 west of Northport | 8 | West |
| 01618 Olney..... | 4.7 east of Whitefish | 75 | Both | 62092 Evans.....on spur | 9.9 east of Kettle Falls | 31 | Both |
| 01644 Swamp Creek (3 Trks) | 5.5 west of Lupfer | 83 | East | 62077 Palmer..... | 5.3 west of Kettle Falls | 12 | Both |
| 01713 Zonolite Spur..... | 3.1 east of Twin Meadows | 49 | East | 62067 Arden..... | 6.7 west of Colville | 47 | Both |
| 01756 Katka Spur..... | 4.8 east of Libby | 18 | East | 62063 Metallurgical Chip Spur | 9.9 west of Colville | 14 | East |
| 01761 Crossport Spur..... | 6.5 east of Crossport | 15 | East | 62059 Addy..... | 9.1 east of Chewelah | 17 | Both |
| 01772 Moravia..... | 1.8 east of Crossport | 21 | East | 62042 Lane Mtn. Silica Spur | 1.0 west of Valley | 29 | Both |
| 01790 Samuels (Cedapine Veneer) | 4.9 west of Bonners Ferry | 9 | East | 62041 Jump Off Lbr. Co. Spur | 1.7 west of Valley | 9 | East |
| 01791 Emerson Spur..... | 10.0 east of Boyer | 15 | West | 62040 North American Non Metallics Spur | 2.0 west of Valley | 4 | East |
| 01792 W.I. Forest Prods. Spur | Off W.I. Forest Prod. Spur | 15 | West | 62034 Cline..... | 8.1 west of Valley | 18 | Both |
| 01793 Colburn..... | 7.8 east of Boyer | 122 | Both | 62033 Silica Sand Co. Spur | 8.4 west of Valley | 8 | Both |
| 01858 Velox..... | 7.2 east of Boyer | 20 | West | 62032 Springdale..... | 9.6 west of Valley | 20 | East |
| 01860 Trentwood..... | 1.1 east of Irvin | 30 | Both | 62026 Loon Lake Gravel Spur | 1.6 east of Loon Lake | 40 | East |
| | 0.5 east of Irvin | | | 62018 Clayton..... | 5.3 east of Deer Park | 14 | West |
| 2nd Subdivision | | | | 62204 West Kettle Falls | 4.7 west of Kettle Falls | 8 | Both |
| 01879 Highland Spur..... | 2.7 east of Lyons | Yard | West | 62205 Harter..... | 1.0 east of West Kettle Falls | 10 | Both |
| 01889 Fairchild Storage Track | 4.1 east of Espanola | 100 | Both | 62207 Matney's Spur | 2.7 east of West Kettle Falls | 10 | Both |
| 01896 Geiger Field.....on spur | 4.7 from Fairchild | Yard | West | 62208 Brauner Lbr. Co. Spur | 3.0 east of West Kettle Falls | 4 | East |
| 01899 Waukon..... | 5.7 east of Edwall | 55 | Both | 62212 Boyds..... | 7.4 east of West Kettle Falls | 22 | Both |
| 01909 Canby..... | 3.7 west of Edwall | 29 | Both | 62217 Barstow..... | 12.8 east of West Kettle Falls | 30 | Both |
| 01928 Mohler..... | 6.7 west of Harrington | 55 | Both | 62222 Dulwich..... | 18.0 east of West Kettle Falls | 35 | Both |
| 01932 Downs..... | 4.7 east of Lamona | 49 | Both | 62234 Laurier, Wash. | 34.7 west of Kettle Falls | 10 | Both |
| 01942 Nemo..... | 4.8 east of Odessa | 22 | Both | 62246 Grand Forks B.C. | 46.0 west of Kettle Falls | 3 | East |
| 01956 Irby..... | 8.9 west of Odessa | 25 | Both | 62249 Danville, Wash. | 49.1 west of Kettle Falls | 10 | Both |
| 01963 Marlin..... | 6.6 east of Wilson Creek | 39 | Both | 62259 Curlew..... | 59.5 west of Kettle Falls | 15 | Both |
| 01978 Stratford..... | 7.8 west of Wilson Creek | 60 | Both | 62272 Pollard..... | 8.6 west of Republic | 10 | West |
| 01991 Air Base..... | 2.2 east of Ephrata | Yard | East | 62276 Torboy..... | 4.9 west of Republic | 34 | Both |
| 02003 Winchester..... | 5.1 west of Naylor | 175 | Both | 62277 San Poi Spur..... | 4.0 west of Republic | 21 | Both |
| 02023 Trinidad Gravel Spur | 3.1 west of Trinidad | 53 | West | 62278 Gold Stake..... | 6.1 west of Laurier | 13 | West |
| 02033 Voltage..... | 2.5 east of Rock Island | 32 | Both | 62280 Republic..... | 80.7 west of Kettle Falls | 15 | Both |
| 02036 Alcoa Spur.....on spur | 1.2 west of Rock Island (1.3 long) | Yard | West | | | | |
| 66905 Bon Spur.....on spur | 5.4 from Columbia River | 8 | East | 62310 Medical Lake | 10.6 west of Cheney | 24 | Both |
| 66915 Palisades.....on spur | 15.7 from Columbia River | 32 | Both | 62321 Hite..... | 5.6 east of Reardan | 21 | Both |
| 66931 Alstown.....on spur | 31.2 from Columbia River | 27 | Both | 62334 Mondovi..... | 7.3 west of Reardan | 25 | Both |
| 66936 Douglas.....on spur | 36.5 from Columbia River | 22 | West | 62337 Major..... | 4.3 east of Davenport | 107 | Both |
| 66943 Supplee.....on spur | 43.5 from Columbia River | 27 | Both | 62347 Rocklyn..... | 6.3 west of Davenport | 21 | Both |
| 66949 Withrow.....on spur | 49.1 from Columbia River | 45 | Both | 62381 Govan..... | 6.6 west of Wilbur | 15 | Both |
| 66955 Touhey.....on spur | 55.0 from Columbia River | 27 | Both | 62390 Hanson..... | 3.6 west of Almira | 15 | Both |
| 66960 Mansfield.....on spur | 60.3 from Columbia River | Yard | Both | 62397 Hartline..... | 9.1 west of Almira | 17 | Both |
| | | | | 62404 Cement..... | 4.2 west of Coulee City | 48 | Both |
| | | | | 62406 ODair..... | 2.1 east of Coulee City | 86 | West |
| 3rd Subdivision | | | | | | | |
| 61906 Dover.....(SI Conn) | 3.3 west of North Sandpoint | 19 | East | 62607 Millwood..... | 6.6 east of Spokane | 9 | Both |
| 61921 Thama..... | 4.7 west of Laclede | 120 | Both | 62613 Greenacres..... | 12.6 east of Spokane | 9 | Both |
| 61924 Hedlund Lumber Co. Spur | 0.8 east of Priest River | 16 | West | 62615 Liberty Lake..... | 14.7 east of Spokane | 8 | East |
| 61928 Albeni Falls.....on spur | 2.7 east of Newport (1.5 long) | 21 | East | 62625 Alpine Sales Spur | 26.4 east of Spokane | 5 | East |
| 61935 Penrith Spur..... | 3.5 west of Newport | 19 | East | 62626 Huetter..... | 27.7 east of Spokane | 15 | Both |
| 61946 Camden..... | 6.6 west of Scotia | 7 | East | 62629 Atlas..... | 28.4 east of Spokane | 37 | Both |
| 61949 Elk—storage tracks | 4.3 east of Milan | 21 | East | 62630 Gibbs..... | 30.5 east of Spokane | 7 | Both |
| 61966 Davies Spur..... | 1.5 east of Mead | 34 | East | 62631 Blackwell..... | 29.0 east of Spokane | 20 | Both |
| | | | | 01850 Hauser Jct.....on spur | 4.6 from Post Falls | 20 | Both |
| 4th Subdivision | | | | | | | |
| 62176 South Nelson..... | 4.8 west of Troup Jct. | 24 | Both | 63211 Spangle..... | 11.5 west of Marshall | 55 | Both |
| 62165 Hall..... | 14.9 west of Troup Jct. | 14 | Both | 63212 Harris Pine Mill | 12.8 west of Marshall | 2 | East |
| 62158 Ymir..... | 22.1 west of Troup Jct. | 9 | West | 63220 Plaza..... | 21.2 west of Marshall | 9 | Both |
| 62156 Hardy Lbr. Co. Ltd. Spur | 24.0 west of Troup Jct. | 16 | East | 63811 Balder.....on spur | 4.8 from Rosalia | 13 | West |
| 62155 Louisiana Pacific Chip Track | 24.1 west of Troup Jct. | 13 | Both | 63644 Spring Valley.....on spur | 5.8 from Rosalia | Yard | Both |
| 62154 Boulder Mill..... | 3.3 east of Salmo | 9 | Both | 63232 McCoy..... | 5.2 west of Rosalia | 10 | Both |
| 62148 Erie..... | 2.3 west of Salmo | 11 | Both | | | | |
| 62145 Meadows..... | 5.6 west of Salmo | 20 | Both | | | | |

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

| Name | Miles—Location | Capacity Cars | Switch Opens | Name | Miles—Location | Capacity Cars | Switch Opens |
|-------------------------------|------------------------------|---------------|--------------|-----------------------------|-----------------------------|---------------|--------------|
| 63235 Flaig | 8.2 west of Rosalia | 7 | East | 66823 Thornton Spur | 14.6 west of Oroville | 8 | Both |
| 63243 Belmont | 5.3 west of Oakesdale | 56 | Both | 66819 Tonasket | 16.9 west of Oroville | 34 | Both |
| 63244 Farmington | 6.0 west of Oakesdale | 20 | East | 66815 Janis | 21.7 west of Oroville | 48 | Both |
| 63247 Eden | 10.3 west of Oakesdale | 47 | Both | 66809 Barker | 31.9 west of Oroville | 32 | Both |
| 63675 Grinnell | 4.9 from Palouse | 11 | Both | 66808 Tunk Creek Spur | 33.1 west of Oroville | 8 | Both |
| 63686 Viola | 6.6 from Palouse | 27 | Both | 66804 Riverside | 9.0 east of Omak | 32 | Both |
| 63266 Fallon | 6.8 west of Palouse | 32 | Both | 66782 Malott | 8.9 west of Okanogan | 31 | Both |
| 63267 Madson | 8.1 west of Palouse | 5 | West | 66775 Wakefield | 11.5 east of Brewster | 30 | Both |
| 63271 Whelan | 5.2 east of Pullman | 11 | Both | 66771 Monse | 6.7 east of Brewster | 30 | Both |
| 63402 Busby | 1.8 from Pullman Jct. | 13 | East | 66767 Chief Joseph | 2.7 east of Brewster | 34 | Both |
| 63405 Staley | 5.0 from Pullman Jct. | 31 | Both | 66763 Braker Spur | 1.2 west of Brewster | 5 | Both |
| 63407 Chambers | 7.4 from Pullman Jct. | 34 | Both | 66753 Starr | 5.5 west of Pateros | 29 | Both |
| 63410 Johnson | 9.9 from Pullman Jct. | 33 | Both | 66750 Wells Dam Spur | 8.0 west of Pateros | 40 | East |
| 63415 Colton | 15.1 from Pullman Jct. | 31 | Both | 66749 Azwell | 9.1 west of Pateros | 31 | Both |
| 63418 Uniontown | 17.8 from Pullman Jct. | 35 | Both | 66737 Chelan Falls | 1.2 west of Chelan | 36 | Both |
| 63420 Leon | 20.3 from Pullman Jct. | 30 | Both | 66731 Stayman | 11.4 east of Entiat | 36 | Both |
| 63427 Genesee | 27.6 from Pullman Jct. | Yard | Both | 66725 Winesap | 5.8 east of Entiat | 40 | Both |
| 63691 Estes | 3.2 from Moscow | 15 | Both | 66707 Rocky Reach | 4.2 east of Olds | 46 | West |
| 63692 Joel | 6.5 west of Moscow | 24 | Both | 66704 Welch | 2.0 east of Olds | 25 | Both |
| 63297 Howell | 10.7 west of Moscow | 27 | East | 9th Subdivision | | | |
| 63315 Juliaetta | 4.0 west of Kendrick | 14 | Both | 70035 Deary | 1.3 west of Bovill | 12 | Both |
| 8th Subdivision | | | | 70032 Vassar | 4.7 west of Bovill | 36 | Both |
| 66832 Cordell Pit | 4.3 west of Oroville | | | 70026 Yale | 10.0 west of Bovill | 38 | Both |
| 66829 Taylor Spur | 6.9 west of Oroville | 19 | Both | 70021 Harvard | 15.2 west of Bovill | 21 | Both |
| 66826 Larabee Industry | 7.7 west of Oroville | 9 | Both | 70015 Princeton | 20.4 west of Bovill | 8 | Both |
| 66825 Ellisforde | 11.0 west of Oroville | 53 | Both | 70008 Kennedy Ford | 3.3 west of Potlatch | 31 | Both |
| 66824 Howard Appel Spur | 12.2 west of Oroville | 1 | West | | | | |

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

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

BALLAST PITS

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

OTHER ROAD LINE SEGMENTS

| Line Segment | Limits | Mileposts |
|--------------|---------------------------|------------------------|
| 375 | Spokane Bridge—Post Falls | (Ex-Milw) 12.0 to 16.6 |
| 375 | Huetter—Atlas | (Ex-Milw) 20.3 to 22.7 |
| 375 | At Coeur d'Alene | (Ex-Milw) 25.9 to 26.0 |
| 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—Baldar | 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

7

| WESTWARD | Rule (A) Signs | Length of Siding in Feet | Station Numbers | FIRST CLASS | Line Segment | Mile Post Location | Distance From Wenatch- ee | 1st Subdivn MAIN LINE STATIONS Office Calls | | | FIRST CLASS |
|----------|----------------------|-----------------------------------|--------------------|----------------|-----------------|--------------------------|------------------------------------|--|---------------------|-------------------------------|---------------------|
| | | | | 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 | | |
| | | | | | | 1708.5 | | | | | |
| | | 9,259 | 02103 | | | 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 | | | 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 | 50 | 1783.9 | 121.4 | JN | EVERETT | | s 5:45 |
| | JX | | 02169 | | | 1784.7 | | | | | |
| | X | | 02172 | | | 32.1 | 122.2 | PG | EVERETT JCT. | | |
| | | | | | | 28.3 | 126.0 | 2MT | MU | MUKILTEO | |
| | | | | | | 27.8 | 126.5 | | MP | MP 28 | |
| | | | | | | 27.1 | 128.2 | | PM | MP 27 | |
| | | | | | | | | 2MT | | | |
| | | | | | | 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 | |
| | | | | | | | | 2MT | | | |
| | | | | | | 7.7 | 146.7 | | ME | MP 8 | |
| | | | | | | 7.1 | 147.1 | | MA | MP 7 | |
| | I | | 02193 | 8:43 | | 6.4 | 147.8 | 2MT | 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 | 2MT | 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

| 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 | FIRST CLASS | NORTHWARD |
|--|-----------------|--------------------------|-----------------|---------------|--------------|--------------------|-------------------------|--|---------------|-----------|
| | | | | 29 | | | | | 16 | |
| | | | | VIA/CP2 Daily | | | | | VIA/CP1 Daily | |
| | BKRTY | | 15129 | 9:45PM | 56 | 156.0 | 0.0 | VN VANCOUVER B.C. (CN Station) 0.7 | As 7:00AM | |
| BETWEEN VANCOUVER AND VANCOUVER JCT. CANADIAN NATIONAL TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN. | | | | | | | | | | |
| | JY | | 15129 | 9:48 | 56 | 155.8 | 0.7 | VB VANCOUVER JCT. B.C. | 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 | 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 BURBARY | | |
| | JX | | | A 10:15PM | | 145.3 | 11.1 | 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 BROWNSVILLE | | |
| | 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 10.8 | CTC | |
| | Y | | 15091 | | | 120.4 | | WR WHITE ROCK, B.C. | | |
| | RY | 6,060 | 15088 | | | 119.5 | 34.8 | BN BLAINE, WA. | ABS | |
| | JRTY | | 15081 | | | 119.4 | 35.8 | IN INTALCO To Cherry Point 8.9 | | |
| | BRY | 6,600 | 15075 | | | 112.1 | 43.1 | FD FERDALE | | |
| | BKRY | | 15067 | | | 106.3 | 49.0 | HM BELLINGHAM | | |
| | Y | 6,347 | 15062 | | | 97.0 | 58.0 | FN SOUTH BELLINGHAM | | |
| | | 3,013 | 15053 | | | 92.9 | 61.2 | SA SAMISH | | |
| | | 6,384 | 15049 | | | 83.1 | 70.8 | BO BOW | | |
| | J | 4,635 | 15042 | | | 79.7 | 74.6 | BU BURLINGTON To Anacortes 16.6 | | |
| | | 6,075 | 15038 | | 408 | 70.9 | 82.0 | MT MT. VERNON | CTC | |
| | | 6,381 | 15025 | | | 66.8 | 85.9 | BX STANWOOD | | |
| | | 6,846 | 15016 | | | 55.5 | 98.3 | GL ENGLISH | | |
| | J | | 15012 | | | 45.5 | 108.0 | KR KRUSE JCT. To Darrington 35.5 | | |
| | | 2,557 | 15009 | | | 42.2 | 111.6 | MS MARYSVILLE | | |
| | | | | | | 38.8 | 115.0 | | | |
| | | | | | | 37.0 | | | | |
| | 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 | | | | 50 | 0.0 | 121.4 | TW BAYSIDE To Delta Jct. 2.4 | | |
| | JY | | 02167 | | | 34.6 | 120.1 | PG EVERETT JCT. | | |
| | | | | | | 32.1 | 122.6 | | | |

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.

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 | Henry's—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—Carbonado | 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 |

PACIFIC DIVISION

SOUTHWARD

| Rule (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 | 6:45AM | 51 | 0.0 | 0.0 | UD | SEATTLE (King St. Station) 3.3 |
| IXY | | 02203 | 5:37 | 11:12 | 6:52 | | 3.3 | 3.3 | G | ARGO 4.6 |
| BXY | | 16001 | | | | | 7.9 | 7.9 | SS | SOUTH SEATTLE 1.6 |
| LJXY | | 16004 | 5:44 | 11:19 | 6:59 | | 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 | 7:06 | | 16.3 | 16.3 | KN | KENT 5.2 |
| BJKTXY | | 16014 | 5:58 | 11:33 | 7:13 | | 21.5 | 21.5 | AY | AUBURN 7.5 |
| XY | | 16021 | 6:05 | 11:39 | 7:20 | | 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 | 7:25 | | 31.9 | 31.9 | PY | PUYALLUP 6.3 |
| IXY | | 16029 | 6:18 | 11:53 | 7:33 | 52 | 38.2 | 38.2 | RN | RESERVATION 1.9 |
| BKRTXY | | 16031 | 6:26 | 12:01PM | 7:41 | | 40.1 | 40.1 | DT | TA |
| IRXY | | 16033 | 6:27 | 12:02 | 7:42 | | 0.0 | 40.1 | | TACOMA 0.3 |
| XY | | 16036 | 6:31 | 12:06 | 7:46 | | 0.3 | 40.4 | NX | UP JCT. 2.4 |
| X | S2,282 | 16043 | 6:39 | 12:14 | 7:54 | | 2.7 | 42.8 | ST | MCCARVER ST. 7.3 |
| XY | | 16049 | 6:46 | 12:21 | 8:01 | | 10.0 | 50.1 | SX | TITLOW 5.6 |
| X | | 16051 | 6:48 | 12:23 | 8:03 | | 15.6 | 55.7 | UO | STEILACOOM 2.1 |
| JX | S 455 | 16057 | 6:54 | 12:29 | 8:09 | | 17.7 | 57.8 | KT | KETRON 6.7 |
| JX | | 16061 | 6:58 | 12:33 | 8:13 | | 24.4 | 64.5 | NU | NISQUALLY 3.8 |
| X | S5,078 | 16063 | | | | | 28.2 | 68.3 | SC | SAINT CLAIR 1.6 |
| XY | | 16068 | 7:06 | 12:38 | 8:21 | 52 | 29.8 | 69.9 | KO | KYRO 5.1 |
| JX | S3,174 | 16077 | 7:14 | 12:45 | 8:29 | | 34.9 | 75.0 | EO | EAST OLYMPIA 8.6 |
| | | 16080 | 7:17 | 12:48 | 8:32 | | 43.5 | 83.6 | TN | TENINO JCT. 3.2 |
| X | | 16084 | | | | | 46.7 | 86.8 | BC | BUCODA 2.8 |
| BJKRTX | (1)4,023 | 16085 | 7:26 | 1:00 | 8:41 | | 49.5 | 89.6 | WB | WABASH 4.5 |
| X | | 16090 | | | | | 54.0 | 94.1 | CN | CENTRALIA 3.7 |
| JTX | | 16091 | | | | | 57.7 | 97.8 | CS | CHEHALIS 1.0 |
| X | (1)5,145 | 16097 | | | | | 58.7 | 98.8 | JO | CHEHALIS JCT. 6.3 |
| X | (1)3,152 | 16104 | | | | | 65.0 | 105.1 | NA | NAPAVINE 6.3 |
| X | (1)5,064 | 16111 | | | | | 71.3 | 111.4 | WK | WINLOCK 5.7 |
| X | (1)4,537 | 16120 | | | | 2MT | 77.0 | 117.1 | VA | VADER 10.3 |
| X | (1)4,000 | 16128 | | | | | 87.3 | 127.4 | CA | CASTLE ROCK 6.2 |
| X | (1)5,190 | 16130 | 8:15 | 1:51 | 9:30 | | 95.8 | 135.9 | RP | ROCKY POINT 1.5 |
| TX | (1)9,382 | 16134 | | | | | 97.3 | 137.4 | KS | KELSO 3.8 |
| BX | (1)3,769 | 16140 | | | | | 101.1 | 141.2 | JC | LONGVIEW JCT. 6.4 |
| X | | 16150 | | | | | 107.5 | 147.6 | KA | KALAMA 9.1 |
| X | (1)4,000 | 16155 | | | | | 116.6 | 156.7 | WD | WOODLAND 5.4 |
| JX | | 16166 | 8:47 | 2:25 | 10:02 | | 122.0 | 162.1 | RG | RIDGEFIELD 11.2 |
| BJKRTXY | | 12365 | As 8:51PM | As 2:29PM | As 10:06AM | | 133.0 | 173.3 | VJ | VANCOUVER JCT. To Rye 3.5 3.1 |
| | | | | | | | 136.5 | 176.4 | MX | VANCOUVER |

ABS
Rule
251-
254

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 7:50PM | |
| | G ARGO 4.6 | 11:37 | 6:00 | 7:37 | |
| | SS SOUTH SEATTLE 1.6 | | | | |
| | BI BLACK RIVER 2.7 | 11:29 | 5:50 | 7:29 | |
| | OR ORILLIA 4.1 | | | | |
| N1,635 | KN KENT 5.2 | 11:22 | 5:43 | 7:22 | |
| | AY AUBURN 7.5 | 11:15 | 5:36 | 7:15 | |
| | SR SUMNER 1.5 | 11:07 | 5:29 | 7:07 | |
| | MK MEEKER To Cascade Jct. 17.1 1.4 | | | | |
| N10,047 | PY PUYALLUP 6.3 | 11:02 | 5:24 | 7:02 | |
| | RN RESERVATION 1.9 | 10:54 | 5:17 | 6:54 | |
| | TA TACOMA 0.3 | s 10:50 | s 5:15 | s 6:50 | |
| | NX UP JCT. 2.4 | 10:43 | 5:05 | 6:43 | |
| | ST McCARVER ST. 7.3 | 10:39 | 5:02 | 6:39 | |
| N5,047 | SX TITLOW 5.6 | 10:29 | 4:53 | 6:30 | |
| | UO STEILACOOM 2.1 | 10:23 | 4:47 | 6:23 | |
| | KT KETRON 6.7 | 10:21 | 4:44 | 6:21 | |
| | NU NISQUALLY 3.8 | 10:15 | 4:38 | 6:15 | |
| | SC SAINT CLAIR 1.6 | 10:12 | 4:34 | 6:12 | |
| | KO KYRO 5.1 | | | | |
| | EO EAST OLYMPIA 8.6 | s 10:05 | 4:28 | s 6:05 | |
| N3,136 | TN TENINO JCT. 3.2 | 9:55 | 4:21 | 5:55 | |
| N5,109 | BC BUCODA 2.8 | 9:52 | 4:18 | 5:52 | |
| | WB WABASH 4.5 | 9:49 | 4:15 | 5:49 | |
| (2)4,291 | CN CENTRALIA 3.7 | s 9:45 | s 4:11 | s 5:45 | |
| (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 5:00 | |
| | 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 3.1 | 8:25 | 2:50 | 4:25 | |
| | MX VANCOUVER | s 8:21AM | s 2:46PM | s 4:21PM | |

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.

WESTWARD

| Rule 6(A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From Yakima |
|-----------------|--------------------------|-----------------|--------------|--------------------|----------------------|
| BJKRTY | | 13089 | 48 | 90.0 | 0.0 |
| Y | 3,538 | 13093 | | 93.8 | 3.8 |
| | E3,154 W6,103 | 13096 | | 97.2 | 7.2 |
| | 6,230 | 13109 | | 110.4 | 20.4 |
| | 3,869 | 13121 | | 121.8 | 31.8 |
| | | | | 127.0 | |
| TY | 9,900 | 13126 | 49 | 0.0 | 36.6 |
| | 4,885 | 13133 | | 7.3 | 44.2 |
| | 6,238 | 13143 | | 17.1 | 53.8 |
| JT | 14,620 | 13150 | | 24.9 | 61.5 |
| ITY | 5,356 | 13163 | | 38.1 | 74.1 |
| | | 13166 | | 41.1 | 77.1 |
| | | 13167 | | 42.1 | 78.1 |
| | | 13172 | | 46.5 | 82.5 |
| | 10,664 | 13175 | | 50.0 | 85.7 |
| TY | 6,994 | 13185 | | 59.7 | 95.7 |
| | 6,220 | 13192 | | 67.1 | 102.9 |
| | 6,501 | 13199 | | 73.8 | 110.4 |
| JTY | | 13206 | | 81.3 | 117.1 |
| | 6,217 | 13207 | | 82.3 | 118.3 |
| | 6,281 | 13213 | | 88.2 | 124.2 |
| | 6,232 | 13220 | | 94.3 | 131.1 |
| Y | 4,822 | 13228 | | 102.0 | 138.5 |
| BJKTY | | 16014 | | 102.9 | 139.4 |

4th Subdivn MAIN LINE STATIONS

| | | |
|----|-----------------------------|------|
| YA | YAKIMA | 3.8 |
| SD | SELAH | 3.4 |
| PO | POMONA | 13.2 |
| ON | WYMER | 11.4 |
| RA | THRALL | 4.8 |
| EB | ELLENSBURG | 7.6 |
| TP | THORP | 9.6 |
| BR | BRISTOL | 7.7 |
| CL | CLE ELUM To Ronald 6.0 | 12.6 |
| EA | EASTON | 3.0 |
| CB | CABIN CREEK | 1.0 |
| UP | UPHAM | 4.4 |
| MR | MARTIN | 3.2 |
| SI | STAMPEDE | 10.0 |
| DM | LESTER | 7.2 |
| MY | MAYWOOD | 7.5 |
| EG | EAGLE GORGE | 6.7 |
| PC | PALMER JCT. To Vezey 6.0 | 1.2 |
| GV | KANASKAT | 5.9 |
| AR | RAVENSDALE | 6.9 |
| CO | COVINGTON | 7.4 |
| GR | EAST AUBURN | 0.9 |
| AY | AUBURN | |

EASTWARD

| Rule 6(A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From UP Jct. |
|-----------------|--------------------------|-----------------|--------------|--------------------|-----------------------|
| IJRXY | | 16033 | 400 | 0.6 | 0.0 |
| Y | | 67305 | | 5.5 | 4.5 |
| J | 1,726 | 67309 | 401 | 8.9 | 7.9 |
| | 1,313 | 67403 | | 2.9 | 11.1 |
| T | | 67407 | 400 | 7.5 | 18.9 |
| J | | 16057 | | 11.6 | 30.6 |
| | | 67313 | | 12.4 | 11.4 |
| | 2,212 | 67315 | | 14.1 | 13.1 |
| | 2,660 | 67320 | | 20.2 | 19.2 |
| | | 67326 | | 25.5 | 24.5 |
| | 3,144 | 67331 | | 31.1 | 30.1 |
| | | 67332 | | 32.9 | 31.9 |
| J | 1,481 | 16077 | | 40.2 | 39.2 |

5th Subdivn BRANCH LINE STATIONS

| | | |
|----|---------------------------|-----|
| NX | UP JCT. | 4.5 |
| SU | SOUTH TACOMA | 3.4 |
| LV | LAKEVIEW To Mobase 3.5 | 3.2 |
| TC | TILLCUM | 4.6 |
| FL | FORT LEWIS | 3.9 |
| NU | NISQUALLY | |
| OB | MOBASE To Lakeview 3.5 | 1.7 |
| HT | HILLHURST | 6.1 |
| RY | ROY | 5.3 |
| YM | YELM | 5.6 |
| RI | RAINIER | 1.8 |
| WT | WETICO | 7.3 |
| TN | TENINO JCT. | |

WESTWARD

| Rule 6(A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From St. Clair |
|-----------------|--------------------------|-----------------|--------------|--------------------|-------------------------|
| J | 2,101 | 16061 | 402 | 0.0 | 0.0 |
| | | 67503 | | 3.1 | 3.1 |
| | 1,322 | 67504 | | 4.6 | 4.5 |
| BRTY | | 67510 | | 9.6 | 9.5 |
| Y | 1,286 | 67515 | | 14.9 | 14.8 |
| Y | 1,376 | 67521 | | 21.4 | 21.4 |
| JTY | | 67614 | | 28.4 | 28.7 |
| | | | | | |

6th Subdivn BRANCH LINE STATIONS

| Office Calls | | |
|--------------|--------------------|--|
| | SAINT CLAIR | |
| | 3.1 | |
| QK | QUADLOK | |
| | 1.4 | |
| LC | LACEY | |
| | 5.0 | |
| OY | OLYMPIA | |
| | 5.3 | |
| BE | BELMORE | |
| | 6.6 | |
| LR | LITTLE ROCK | |
| | 7.3 | |
| HK | GATE | |

WESTWARD

| Rule 6(A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From Snoqualmie Falls |
|-----------------|--------------------------|-----------------|--------------|--------------------|--------------------------------|
| | | 65832 | 398 | 11.2 | 0.0 |
| | | 65835 | | 8.0 | 3.2 |
| | | | 397 | 0.0 | |
| T | 6,608 | 65939 | | 2137.1 | 11.2 |
| | 5,947 | 65931 | 410 | 2145.9 | 19.9 |
| | | | | 2154.2 | |
| | | 65922 | | 22.7 | 28.2 |
| JYR | 3,660 | 65637 | | 12.1 | 38.4 |

8th Subdivn BRANCH LINE STATIONS

| | | |
|----|------------------|------|
| IQ | SNOQUALMIE FALLS | 3.2 |
| NB | NORTH BEND | 8.0 |
| CR | CEDAR FALLS | 8.7 |
| TR | TRUDE | 8.3 |
| MV | MAPLE VALLEY | 10.2 |
| RT | RENTON | |

EASTWARD

| Rule 6(A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From Snohomish Jct. West |
|-----------------|--------------------------|-----------------|--------------|--------------------|-----------------------------------|
| JTY | | 02159 | 408 | 1.2 | 0.0 |
| | | | | 0.0 | |
| JY | | 65601 | 403 | 37.6 | 1.2 |
| | 2,855 | 65608 | | 29.9 | 8.6 |
| | | | 405 | 24.7 | |
| JTUY | | 65614 | | 24.1 | 14.1 |
| | 2,495 | 65622 | | 17.0 | 21.2 |
| | 3,413 | 65626 | | 12.7 | 25.6 |
| | | 65627 | | 12.0 | 26.4 |
| | 1,676 | 65633 | | 6.3 | 32.1 |
| Y | | 65634 | | 4.3 | 33.7 |
| | | | | 2.2 | |
| JY | 3,660 | 65637 | 410 | 12.2 | 35.8 |
| IJY | | 16004 | | 9.5 | 38.0 |

7th Subdivn BRANCH LINE STATIONS

| | | |
|----|---------------------------------|-----|
| SH | SNOHOMISH JCT. WEST | 1.2 |
| BT | BROMART | 7.4 |
| MB | MALTYBY | 5.5 |
| CJ | WOODINVILLE To Issaquah 18.9 | 7.1 |
| KL | KIRKLAND | 4.4 |
| BV | BELLEVUE | 0.8 |
| WU | WILBURTON | 5.7 |
| QN | QUENDALL | 1.6 |
| SO | SCOPA | 2.1 |
| RT | RENTON | 2.2 |
| BI | BLACK RIVER | |

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

WESTWARD

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

EASTWARD

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

EASTWARD

WESTWARD

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

EASTWARD

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

WESTWARD

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

EASTWARD

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

| Name | Miles—Location | Capacity Cars | Switch Opens | Name | Miles—Location | Capacity Cars | Switch Opens |
|------------------------------------|----------------------------|---------------|--------------|-----------------------------------|--------------------------------|---------------|--------------|
| 1st Subdivision | | | | 5th Subdivision | | | |
| 02053 Snohomish Jct. East-Bromart | Conn. 0.4 | | | 67306 Weston | 2.0 west of South Tacoma | 26 | East |
| 02061 Monitor | 3.6 east of Cashmere | 135 | West | 67308 Hull Hardwood | 1.1 east of Lakeview | 2 | East |
| 02067 Dryden | 3.1 east of Peshastin | 100 | West | 67311 McChord Field | 1.7 west of Lakeview | Yard | West |
| 02120 Old Leavenworth on spur | 1.5 from Leavenworth | 23 | East | 67312 Metreco | 2.9 west of Lakeview | 25 | East |
| 02144 Grotto on spur | 3.8 west of Skykomish | 22 | Both | 67314 Spanaway Spur | 4.3 west of Lakeview | Conn. | Both |
| 02144 Sultan | 5.4 west of Goldbar | 10 | East | 67340 West Tenino | 0.2 east of Tenino Jct. | 23 | Both |
| 02155 McKinnon Spur | 2.4 west of Monroe | 4 | East | 67404 Camp Murray | 1.5 west of Tillicum | 15 | East |
| 02174 Boeing Plant on spur | 1.8 from Mukilteo | Yard | West | 67406 Wegoe | 3.3 west of Tillicum | Wye | Both |
| 02185 Standard Oil Co.'s Trks. | 2.2 west of Edmonds | 81 | West | 6th Subdivision | | | |
| 02186 Richmond Beach | 3.6 west of Edmonds | 65 | Both | 67514 Ohm Spur | 0.8 east of Belmore | Yard | West |
| 2nd Subdivision | | | | 67512 Graystone Spur | 2.7 west of Olympia | 8 | West |
| 15108 Delta-Alaska Terminal | 0.8 south of Brownsville | Yard | North | Golden West Dist. Spur | 2.0 west of Olympia | 7 | West |
| 15106 Tilbury Line Jct. | 0.4 north of Townsend | Conn. | North | Georgia Pacific Spur | 1.9 west of Lacey | 10 | West |
| 66503 Dow Chemical on spur | 3.0 from Tilbury Line Jct. | 10 | North | 7th Subdivision | | | |
| 66504 Tilbury Island Dock on spur | 4.1 from Tilbury Line Jct. | Yard | Both | 02158 Snohomish Jct. East | Conn. 0.4 | | |
| 15104 Southern Peat Moss Ltd. | 0.4 south of Townsend | 11 | Both | 66003 Machias on spur | 1.1 from Bromart | 45 | Both |
| 66565 Robert Bank on BCHBRY | 15.5 south of Colebrook | Yard | Both | 66009 Hartford on spur | 6.3 from Bromart | | |
| 15081 Cherry Point on spur | 8.9 south of Intalco | Yard | Both | Spectrum Glass Spur | 9.4 from Bromart | 11 | Both |
| 15080 Custer | 5.5 north of Ferndale | 49 | Both | Douglas Palmer on spur | 2.0 east of Woodinville | 8 | East |
| 15069 Noranda | 4.1 south of Ferndale | 11 | South | 65805 Douglas Palmer on spur | 5.3 east of Woodinville | 14 | East |
| Ferryman's Spur | 3.1 north of Samish | 2 | South | 65807 Redmond on spur | 6.5 east of Woodinville | 10 | Both |
| 15046 Belleville Pit | 5.3 north of Burlington | 102 | North | 65815 Monohan on spur | 14.7 east of Woodinville | 18 | West |
| 15041 MUB Station | 1.4 north of Mt. Vernon | 2 | North | 65817 St. Regis on spur | 17.1 east of Woodinville | 13 | West |
| 15032 Fir | 5.3 south of Mt. Vernon | 20 | South | 65819 Issaquah on spur | 18.9 east of Woodinville | 8 | Both |
| 15025 Twin City Foods on spur | 2.4 south of Stanwood | Yard | South | 8th Subdivision | | | |
| 15020 Silvana | 5.5 south of Stanwood | 20 | Both | 65838 Tanner | 2.1 west of North Bend | 3 | West |
| 15013 Pacific Grinding Wheel | 1.0 north of Kruse Jct. | 15 | North | 9th Subdivision | | | |
| 66020 Edgecomb on spur | 3.8 north of Kruse Jct. | 44 | Both | 66060 Wickersham | 4.9 west of Acme | Conn. | West |
| 66023 Arlington on spur | 6.9 north of Kruse Jct. | Yard | Both | 66077 Lawrence | 4.2 east of Deming | 6 | West |
| 66111 Cascade Pole Spur on spur | 9.4 north of Kruse Jct. | 12 | South | 66308 Cokedale Spur on spur | 3.1 east of Sedro Woolley | 5 | West |
| 66119 Germain | 16.8 north of Kruse Jct. | 2 | South | 66320 Supreme Cedar Prods on spur | 15.6 east of Sedro Woolley | 7 | East |
| 66120 Oso on spur | 18.9 north of Kruse Jct. | 10 | Both | 66317 Hamilton on spur | 11.7 east of Sedro Woolley | 26 | Both |
| 66135 Andron | 34.5 north of Kruse Jct. | Wye | Both | 66322 Birdsvie on spur | 16.9 east of Sedro Woolley | 34 | Both |
| 66136 Darrington on spur | 35.5 north of Kruse Jct. | Yard | Both | 66326 Grassmere on spur | 22.2 east of Sedro Woolley | 70 | Both |
| 66207 Whitney on spur | 6.9 north of Burlington | | | 66328 Concrete on spur | 23.4 east of Sedro Woolley | Yard | Both |
| 66210 Whitmarsh on spur | 10.2 north of Burlington | | | 66405 Hampton (MP 19.3) on spur | 6.0 from Sumas | Wye | Both |
| 66212 Fidalgo on spur | 12.3 north of Burlington | 24 | Both | 66431 Everson (MP 18.0) on spur | 7.3 from Sumas | 8 | Both |
| 66216 Anacortes on spur | 16.2 north of Burlington | Yard | Both | 66410 Lynden (MP 5.3) on spur | 11.3 from Sumas | Yard | Both |
| 3rd Subdivision | | | | 10th Subdivision | | | |
| 02207 Rhodes | 3.6 south of Argo | 40 | South | 67609 Briarwood | 3.0 west of Grand Mound | 5 | West |
| 16005 Old Black River (E. Trk.) | 1.5 north of Orillia | 19 | North | 67613 Wolfkill Spur | 0.4 west of Rochester | 9 | East |
| 16012 Thomas (W. Trk.) | 1.9 south of Kent | 8 | South | 67901 South Aberdeen Jct. on spur | 0.6 from Aberdeen via UP | | |
| 16046 Pioneer | 2.4 north of Steilacoom | 60 | North | 67902 South Aberdeen on spur | 0.7 east of So. Aberdeen Jct. | | |
| 16047 Gravel Center | 2.0 north of Steilacoom | 30 | North | 67903 Cosmopolis on spur | 2.7 east of So. Aberdeen Jct. | | |
| 16048 South Tacoma (Cascade Paper) | 1.2 north of Steilacoom | 16 | North | 67913 Markham on spur | 10.5 west of So. Aberdeen Jct. | | |
| 16071 Plumb (E. Trk.) | 3.4 south of North Olympia | 76 | North | 11th Subdivision | | | |
| 16076 Tenino (E. Trk.) | 0.5 north of Tenino Jct. | 6 | North | 67802 Gorst | 2.3 west of Bremerton | 10 | West |
| 68104 Longview on spur | 1.5 from Longview Jct. | Yard | Both | 67801 Wesco | 3.2 west of Bremerton | 9 | East |
| 16142 North Pacific Grain Growers | 1.5 south of Kalama | 38 | North | 67761 Pro-Gas | 0.4 west of N.A.D. | 4 | West |
| 67016 Cascade Jct. on spur | 16.3 from Meeker | Yard | Both | 67752 South Belfair | 2.6 west of Belfair | 36 | Both |
| 67015 So. Priarie on spur | 15.2 from Meeker | Yard | Both | 67724 Olympia Plywood | 1.0 west of Shelton | 10 | West |
| 67010 Crocker on spur | 10.7 from Meeker | Yard | Both | 67721 Cole Road Bldrs. Supply | 3.7 west of Shelton | 3 | East |
| 67008 Orting on spur | 8.0 from Meeker | Yard | Both | 67720 Doubling Spur | 4.8 west of Shelton | 12 | East |
| 68152 Ampere on spur | 2.4 from Vancouver Jct. | 20 | North | 67707 McCleary on spur | 0.7 from McCleary Jct. | Yard | Both |
| 68154 Rye on spur | 3.5 from Vancouver Jct. | 57 | Both | 67704 Whites | 3.5 west of McCleary Jct. | 10 | West |
| 4th Subdivision | | | | 12th Subdivision | | | |
| 13154 Bullfrog | 4.1 west of Cle Elum | 20 | Both | 68005 Adna | 4.7 west of Chehalis Jct. | 7 | West |
| 13175 Sam Spur | 0.7 east of Stampede | 30 | West | | | | |
| 65504 Roslyn on spur | 3.5 from Cle Elum | Yard | West | | | | |
| 65506 Ronald on spur | 6.0 from Cle Elum | Yard | West | | | | |
| 67027 Veazey on spur | 6.0 from Palmer Jct. | Yard | West | | | | |

PORTLAND DIVISION

15

| WESTWARD | 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 | EASTWARD |
|----------|-----------------|--------------------------|-----------------|--------------|--------------------|---------------------------|--|------------------|---------------------------------|----------|
| | | | | | | | | | | |
| | | | | | | | | | | |
| | 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 | | | |
| | BJKTY | 5,711 | 63014 | | 16.6 | 15.3 | CY CHENEY | ABS Rule 261-264 | 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

WEST
WARD
↓

| Rule 8(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 | | SPAS 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 | | McCREDIE 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 10:08AM | s 8:05 | | 9.9 | 222.3 | | MX VANCOUVER 1.9 | |
| IJXY | | 12368 | 8:57 | 2:36 | 10:12 | 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 | |
| BIJKTY | | 12372 | 9:02 | 2:41 | 10:17 | 8:14 | | 4.3 | 228.0 | DT | BR WILLBRIDGE 2.3 | |
| KTY | | 12373 | | | | | | 2.0 | 230.3 | | LAKE YARD 2.0 | |
| BKRTXY | | 12375 | As 9:20PM | As 3:05PM | As 10:35AM | As 8:35AM | | 0.0 | 232.3 | GO VC | PORTLAND (Union Station) | |
| | | 12374 | | | | | | | | | | |

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

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| 2nd Subdivn MAIN LINE STATIONS Office Calls | | | 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 | | | 9:01 | |
| | HOVER | | | | 8:56 | |
| | 5.7 | | | | 8:50 | |
| FN | FINLEY | | | | 8:39 | |
| | 7.3 | | | | 8:30 | |
| | YELLEPIT | | | | 8:19 | |
| | 12.6 | | | | 8:11 | |
| | BERRIAN | | | | 8:00 | |
| | 11.2 | | | | 7:51 | |
| MO | PLYMOUTH | | | | 7:40 | |
| | 13.6 | | | | 7:30 | |
| | PATERSON | | | | 7:20 | |
| | 9.4 | | | | 7:10 | |
| | WHITCOMB | ABS | | | s 6:35 | |
| | 11.3 | | | | | |
| | McCREIDIE | | | | | |
| | 10.9 | | | | | |
| RE | ROOSEVELT | | | | | |
| | 12.3 | | | | | |
| | BATES | | | | | |
| | 10.9 | | | | | |
| | TOWAL | | | | | |
| | 10.0 | | | | | |
| | MARYHILL | | | | | |
| | 8.2 | | | | | |
| X | WISHRAM | | | | | |
| | 2.1 | | | | | |
| | AVERY | | | | | |
| | 9.7 | | | | | |
| | NORTH DALLES | | | | | |
| | 8.8 | | | | | |
| YA | LYLE | | | | | |
| | 9.7 | | | | | |
| | BINGEN-WHITE | | | | | |
| | SALMON | | | | | |
| | 9.8 | | | | | |
| | COOKS | | | | | |
| | 12.0 | | | | | |
| | STEVENSON | CTC | | | | |
| | 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 4:19PM |
| | 1.9 | | | | | |
| KD | NORTH PORTLAND JCT. | | 8:13 | 2:38 | 5:02 | 4:13 |
| | 1.1 | | | | | |
| | EAST ST. JOHNS | | | | | |
| | 2.7 | | | | | |
| BR | WILLBRIDGE | ABS | 8:06 | 2:32 | 4:57 | 4:07 |
| | 2.3 | Rule | | | | |
| | LAKE YARD | 251- | | | | |
| | 2.0 | 254 | | | | |
| GO | PORTLAND | | 8:00AM | 2:25PM | 4:50PM | 4:00PM |
| 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.

PORTLAND DIVISION

WEST
WARD

| Rule 6(A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From SP&S Jct. | 3rd Subdivn MAIN LINE STATIONS Office Calls | |
|-----------------------|-----------------------------------|--------------------|-----------------|--------------------------|----------------------------------|---|----------------------------|
| IJ | | 12146 | 48 | 1.7 | 0.0 | SP&S JCT. 1.1 | ABS Rule 261- 264 |
| JY | 4,324 | 12147 | | 2.8 | 1.1 | KENNEWICK 4.5 | |
| | 6,207 | 13007 | | 7.3 | 5.6 | VISTA 9.4 | |
| | 6,217 | 13017 | | 16.8 | 15.0 | BADGER 6.8 | |
| | 6,776 | 13024 | | 23.6 | 21.8 | KIONA 10.3 | |
| JRTY | 9,567 | 13034 | | 34.4 | 32.1 | GIBBON 6.1 | |
| Y | 3,549 | 13040 | | 40.0 | 38.2 | RS PROSSER 5.5 | |
| | 6,204 | 13046 | | 45.5 | 43.7 | BYRON 6.1 | |
| | E3,540 W2,523 | 13052 | | 52.0 | 49.8 | MABTON 8.4 | |
| | 6,118 | 13060 | | 60.4 | 58.2 | SATUS 10.5 | |
| BJKY | E7,171 W6,311 | 13070 | | 70.9 | 68.7 | TN TOPPENISH 7.4 | |
| | E5,138 W4,750 | 13078 | | 78.3 | 76.1 | WAPATO 4.4 | |
| JR | 3,757 | 13082 | | 82.7 | 80.5 | PARKER 3.6 | |
| | 9,117 | 13086 | | 86.3 | 84.1 | UNION GAP 3.7 | |
| BJKRTY | | 13089 | | 90.0 | 87.8 | YA YAKIMA | |

WEST
WARD

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

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

| | | | | | | | |
|--------|-------|-------|----|------|-------|-------------------------|-----|
| JY | | 14295 | 55 | 0.0 | 295.5 | BIEBER LINE JCT. 1.0 | ABS |
| BJKRTY | | 14296 | | 1.0 | 296.5 | K SOUTH KLAMATH 14.1 | |
| | 2,960 | 14311 | | 15.4 | 310.6 | MERRILL 9.4 | |
| | 7,830 | 14320 | | 24.5 | 320.0 | MALIN 7.2 | |
| A | 2,487 | 14327 | | 31.6 | 327.2 | STRONGHOLD 12.7 | |
| | 5,073 | 14340 | | 44.7 | 339.9 | MAMMOTH 10.3 | |
| | 6,751 | 14350 | | 54.2 | 350.2 | KEPHART 11.9 | |
| | 5,036 | 14362 | | 66.5 | 362.1 | SCARFACE 11.8 | |
| J | 6,820 | 14374 | | 78.3 | 373.9 | LOOKOUT 11.2 | |
| BJKRTY | 8,024 | 14385 | | 91.0 | 385.1 | B BIEBER | |

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

PORTLAND DIVISION

19

| 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 | | |
| | J | 4,027 | 12008 | | | 367.1 | 7.6 | SCRIBNER | | |
| | J | | 12010 | 2:00 | | 365.0 | 9.7 | FISH LAKE | | |
| | | 4,004 | 12014 | 2:06 | | 360.4 | 14.7 | SOUTH CHENEY | | |
| | | 5,817 | 12021 | 2:11 | | 354.3 | 19.9 | MOCK | | ABS |
| | | 6,241 | 12032 | 2:20 | | 343.0 | 31.1 | RODNA | | |
| | | 6,652 | 12040 | 2:27 | | 335.0 | 39.7 | LAMONT | | |
| | | 6,244 | 12051 | 2:36 | | 323.4 | 51.6 | MACALL | | |
| | | 6,292 | 12064 | 2:46 | | 310.8 | 63.7 | BENGE | | |
| | | 6,276 | 12076 | 2:56 | | 299.2 | 75.3 | HOOPER | | |
| | | 6,459 | 12084 | 3:03 | | 291.0 | 83.7 | WASHTUCNA | | |
| | | 6,230 | 12097 | 3:15 | | 277.6 | 97.8 | KAHLOTUS | | |
| | | 4,462 | 12107 | 3:26 | | 268.3 | 105.9 | FARRINGTON | | |
| | | 5,618 | 12112 | 3:33 | | 262.6 | 112.2 | BURR | | |
| | | 4,083 | 12119 | 3:39 | | 256.4 | 118.3 | SNAKE RIVER | | |
| | | 6,238 | 12121 | 3:45 | | 253.7 | 121.2 | VOTAW | | |
| | | 6,266 | 12130 | 3:53 | | 244.5 | 130.2 | LEVEY | | |
| | | 3,543 | 12137 | 3:58 | | 237.8 | 136.8 | MARTINDALE | | |
| | IJ | | 12142 | 4:03 | | 233.2 | 141.4 | AINSWORTH JCT. | | |
| | BIJKRTXY | | 12143 | As 4:13AM | | 231.3 | 144.2 | RN PASCO | | ABS Rule 261-264 |

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 Goldendale | 6th Subdivn BRANCH LINE STATIONS Office Calls | | EASTWARD |
|----------|-----------------|--------------------------|-----------------|--------------|--------------------|--------------------------|--|--|----------|
| | | | | | | | | | |
| | | | | | | | | | |
| | T | | 64742 | 439 | 42.1 | 0.0 | GOLDENDALE | | |
| | | 1,841 | 64713 | | 13.4 | 28.7 | KLICKITAT | | |
| | BJKR | | 12290 | | 0.0 | 42.2 | YA LYLE | | |

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

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

PORTLAND DIVISION

WEST
WARD

| Rule (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 | | 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 | BEBUG 3.2 |

WEST
WARD

| Rule (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 | 457 | 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 |

EAST
WARD

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

| Rule (A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From United Jct. | GRETON Office Calls |
|----------------------|-----------------------------------|--------------------|-----------------|--------------------------|------------------------------------|--------------------------|
| J | | 68414 | 442 | 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 |

WEST
WARD

| Rule (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 |
|----------------------|-----------------------------------|--------------------|-----------------|--------------------------|-----------------------------------|---|
| BJKRTY | | 65409 | 446 | 8.8 | 0.0 | MOXEE CITY 8.7 |
| | | 13089 | | 0.2 | 8.7 | YA YAKIMA 3.4 |
| | | | 444 | 0.8 | | BRACE To Naches 9.7 |
| J | 1,276 | 65204 | 445 | 0.0 | 12.1 | WEIKEL 3.6 |
| | | 65305 | | 4.9 | 17.0 | COWICHE 3.2 |
| | 2,313 | 65309 | | 8.5 | 20.6 | TIETON |
| T | | 65312 | | 11.6 | 23.8 | |

EAST
WARDWEST
WARD

| Rule (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.

| Rule (A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From Bowers Jct. | HILLSBORO (BN Jct.) Office Calls |
|----------------------|-----------------------------------|--------------------|-----------------|--------------------------|------------------------------------|--|
| J | | 68605 | 458 | 4.6 | 20.4 | HILLSBORO (BN Jct.) 3.2 |
| | | 68608 | | 7.9 | 23.6 | CORNELIUS 2.4 |
| | | 68611 | | 10.3 | 26.0 | FOREST GROVE |

WEST
WARD

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

EAST
WARDWEST
WARD

| Rule (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 |

EAST
WARD

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

PORTLAND DIVISION

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| WEST WARD | Rule (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.

| WEST WARD | Rule (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 | |

| WEST WARD | Rule (A) Signs | Length of Siding in Feet | Station Numbers | Line Segment | Mile Post Location | Distance From Ains- worth 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 | |

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.

| WEST WARD | Rule (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 | | 67.4 | | RIPARIA 67.4 | |
| | JTY | 3,538 | 64112 | 451 | 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 | HELIK 16.1 | |
| | | | 64153 | | 39.5 | 41.7 | U.P. CONNECTION 2.1 | |

BETWEEN UP CONNECTION AND 1500 FEET WEST OF BN YARD CONNECTION AT PENDLETON, UNION PACIFIC TIME TABLE AND SPECIAL INSTRUCTIONS GOVERN.

| | | | | | | | |
|-----|--|-------|-----|------|------|----|-----------|
| RTY | | 64155 | 649 | 40.5 | 43.8 | ND | PENDLETON |
|-----|--|-------|-----|------|------|----|-----------|

Union Pacific Signal aspects as contained in 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 | Miles—Location | Capacity Cars | Switch Opens | Name | Miles—Location | Capacity Cars | Switch Opens |
|--|---------------------------------------|---------------|--------------|---|----------------------------------|---------------|--------------|
| 1st Subdivision | | | | 64702 Doubling Spur | 1.6 east of Lyle | 6 | East |
| 63098 Hatton | 9.1 east of Connell | 43 | Both | 7th Subdivision | | | |
| 63115 Mesa Pit | 2.0 west of Cactus | 40 | East | 68202 Gasco | 1.3 west of Willbridge | 25 | West |
| 63119 Edwards | 2.4 west of Mesa | 58 | Both | 68205 Harbor Track | 0.2 east of United Jct. | 15 | East |
| 64915 N. Richland (UP—DOE) | 18.7 from Kennewick | Yard | Both | 68222 Multnomah Plywood | 1.5 east of St. Helens | 53 | East |
| 2nd Subdivision | | | | 68226 Crown Zellerbach Tracks | 0.8 east of Reichhold | 93 | Both |
| 12154 Kerley Chemical Lead Track | 0.8 west of Finley | 7 | East | 68237 Trojan | 1.3 west of Goble | 10 | East |
| 12200 Ballast Track, M.P. 174 | 3.9 east of Whitcomb | 37 | Both | 68254 Port Westward | 2.2 west of Mayger | Yard | East |
| 12213 Alderdale | 4.6 east of McCredie | 18 | West | 68292 Mill Creek Naval | 3.6 east of Astoria | 19 | East |
| 12234 Sundale | 4.5 east of Bates | 17 | West | 68293 Tongue Point | 3.0 east of Astoria | 18 | East |
| 12254 Martin Marietta | 1.6 from Cliffs | Yard | West | 68451 Warrenton Clay | 0.7 from Warrenton | 53 | West |
| 12255 Cliffs | 5.0 east of Maryhill | 33 | West | 68352 Flavel | 1.8 from Warrenton | 10 | East |
| 12278 Dow Chem. Co. | 3.7 east of North Dalles | 50 | East | 68353 Bioproducts | 2.4 from Warrenton | 4 | West |
| 12279 Dallesport Setout | 3.3 east of North Dalles | 26 | Both | 68354 Hammond | 2.7 from Warrenton | 4 | East |
| 12300 Underwood Fruit & Whse. Co. | 0.9 west of Bingen-White Salmon | 11 | East | 8th Subdivision | | | |
| 12304 Hood | 4.3 west of Bingen-White Salmon | 80 | Both | 68601 Orenco | 0.8 from Orenco Jct. | 12 | Both |
| 12316 Home Valley | 6.6 west of Cooks | 55 | Both | 68603 Sewell | 2.8 from Orenco Jct. | | |
| 12322 Stevenson Plywood Co. | 1.6 west of Stevenson | 69 | East | 68402 Bendemeer | 1.4 west of Bowers Jct. | 11 | East |
| 12322 Hegewald Timber Co. | 1.6 west of Stevenson | 57 | West | 68417 Durham | 2.3 west of Tigard | 5 | East |
| 12326 North Bonneville (2 Trks.) | 5.0 west of Stevenson | 118, 47 | Both | 68419 Tualatin | 4.0 west of Tigard | 8 | Both |
| 12337 Prindle | 4.3 west of Skamania | 12 | East | 68420 Albertson-Oregon Culvert Co. | 5.4 west of Tigard | 4 | West |
| 12343 Mt. Pleasant | 4.0 east of Washougal | 121 | Both | 68421 Tri-County Industrial | 5.8 west of Tigard | 6 | East |
| 12349 Nu Lam Wood Products | 2.0 west of Washougal | 9 | East | 68422 Tonquin | 6.9 west of Tigard | 17 | Both |
| 12350 Camas-Washougal Port Dock | 2.0 east of Camas | 15 | East | 68423 Storwest (Mulloy) | 5.2 east of Curtis | 6 | East |
| 12355 Columbia Vista Lbr. Co. | 3.4 west of Camas | 5 | Both | 68432 Donald | 3.7 west of Curtis | 21 | Both |
| 12362 Portco. (Main 2) | 1.0 east of Eavan | 30 | West | 68436 Loganville | 0.9 east of West Woodburn | 4 | West |
| 4th Subdivision | | | | 68440 St. Louis | 2.9 west of West Woodburn | 8 | East |
| 14047 Sherar | 7.3 east of Maupin | 34 | East | 68446 Hopmere | 5.5 east of Bush | 32 | Both |
| 14051 Tuscan | 3.8 east of Maupin | 10 | East | 68447 Quinaby | 4.5 east of Bush | 7 | Both |
| 14068 Dant | 3.7 west of Nena | 3 | East | 68458 Roberts | 3.1 west of Minto | 21 | East |
| 14108 Agency | 2.5 west of Madras | 6 | West | 68463 Orville | 4.9 east of Sidney | 14 | Both |
| 14154 Cascan | 2.8 west of Bend | Yard | Both | 68471 Talbot | 3.1 west of Sidney | 15 | Both |
| 14190 Beal | 6.3 west of Lapine | 27 | West | 68474 Dever | 6.0 west of Sidney | 14 | West |
| 14225 Diamond Lake | 5.3 west of Chemult | 112 | Both | 68487 Ehlen-Van Waters and Rogers | 6.2 west of Albany | 10 | East |
| 14231 Yamsay | 10.7 west of Chemult | 111 | Both | 68489 Verdue | 8.2 west of Albany | 4 | West |
| 14240 Lenz | 19.9 west of Chemult | 112 | Both | 68494 Fayetteville | 13.2 west of Albany | 12 | East |
| 14249 Fuego | 28.8 west of Chemult | 112 | Both | 68496 Munson | 3.9 east of American | 1 | East |
| 14253 Kirk | 33.0 west of Chemult | 111 | Both | 68497 Potter | 3.3 east of American | 3 | East |
| 14258 Calimus | 38.0 west of Chemult | 130 | Both | 68499 Tulsa | 1.0 east of American | 5 | Both |
| 14266 Chiloquin | 46.6 west of Chemult | 113 | Both | 68501 Miller Seed Co. | 10.4 east of Junction City | 3 | West |
| 14271 Lobert | 50.6 west of Chemult | 130 | East | 68504 Cartney | 7.3 east of Junction City | 6 | East |
| 14276 Modoc Point | 56.1 west of Chemult | 111 | Both | 68507 Harrisburg | 5.0 east of Junction City | 8 | East |
| 14284 Algoma | 64.4 west of Chemult | 111 | Both | 68516 Meadow View | 4.5 west of Junction City | 5 | East |
| 14289 Wocus | 69.2 west of Chemult | 111 | Both | 68518 Awbrey | 6.1 east of Eugene | 8 | Both |
| 14291 Chelsea | 71.4 west of Chemult | 113 | Both | 68519 Enid | 4.1 east of Eugene | 20 | East |
| 14293 Klamath Falls Depot | 73.8 west of Chemult | Yard | Both | 9th Subdivision | | | |
| 14300 Henley | 3.4 west of S. Klamath | 25 | Both | 68713 Timco | 1.4 west of North Plains | 23 | Both |
| 14312 Stonebridge | 1.7 west of Merrill | 28 | Both | 68716 Christie | 3.6 west of North Plains | 10 | East |
| 14332 Hannchen | 4.7 west of Stronghold | 21 | West | 11th Subdivision | | | |
| 14333 Kandra | 5.4 west of Stronghold | 42 | Both | 68815 Lebanon (O.E. Siding) | 0.3 west of Lebanon | 8 | Both |
| 14346 Tionesta | 6.0 west of Mammoth | 39 | Both | 68821 Bauman Lumber Co. | 3.5 east of Narrows | 13 | East |
| 69034 Hambone | 33.9 from Lookout | Conn. | Both | 68826 Boise Cascade Plywood | 1.7 west of Narrows | 8 | Both |
| 5th Subdivision | | | | 12th Subdivision | | | |
| 12140 East Pasco Std. Oil | 0.7 east of Ainsworth Jct. | 11 | West | 65201 Blake, Moffit & Towne | 1.8 west of Yakima | 8 | West |
| 12140 East Pasco Permant Cement Co. | 1.0 east of Ainsworth Jct. | 16 | West | 65202 Jack Frost Fruit | 2.4 west of Yakima | 9 | East |
| 12140 East Pasco Tidewater Shaver Corp. | 1.2 east of Ainsworth Jct. | 15 | West | 65203 Fruitvale | 2.7 west of Yakima | 9 | Both |
| 12140 East Pasco Storage No. 1 | 1.2 east of Ainsworth Jct. | 6 | West | 65208 Eschbach | 5.5 east of Naches | 10 | Both |
| 12140 East Pasco Storage No. 2 | 1.2 east of Ainsworth Jct. | 18 | West | 65209 Kershaw | 5.1 east of Naches | 3 | East |
| 12090 Sperry | 7.5 east of Kahlotus | 40 | East | 65210 Rowe | 2.7 east of Naches | 5 | East |
| 12083 Washuena Industry | 1.5 east of Washuena | 142 | East | 65211 Bonlow | 1.4 east of Naches | 3 | East |
| 12026 Amber | 5.1 west of Mock | 16 | West | 65310 Holtzinger | 2.5 east of Tieton | 3 | Both |
| 6th Subdivision | | | | 65311 Tasker | 0.9 east of Tieton | 9 | East |
| 64735 Centerville | 6.3 west of Goldendale | 18 | Both | 65402 National Can | 2.6 west of Yakima | 9 | West |
| 64730 Warwick | 11.4 west of Goldendale | 16 | Both | 65403 Terrace Heights | 3.1 west of Yakima | 7 | Both |
| 64723 Swale | 18.6 west of Goldendale | 5 | East | 65404 Valley Junk | 3.7 west of Yakima | 3 | East |
| 64717 Wahkiakus | 3.5 east of Klickitat | 13 | Both | 14th Subdivision | | | |
| 64710 Pitt | 3.7 west of Klickitat | 6 | Both | 65106 Ashue | 7.8 west of Toppenish | 15 | Both |
| | | | | 65108 Venner | 1.9 east of Harrah | 10 | Both |
| | | | | 65109 Farron | 1.1 east of Harrah | 45 | Both |
| | | | | 65113 Brownstown | 3.1 west of Harrah | 29 | Both |

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

| Name | Miles—Location | Capacity Cars | Switch Opens | Name | Miles—Location | Capacity Cars | Switch Opens |
|-------------------------|------------------------------|---------------------------------|-----------------|-------------------------|--|-----------------------------------|-----------------|
| 15th Subdivision | | | | 62864 | Sieleron spur | 5.9 from Wheeler | 58 Both |
| 65003 | Whitstran | 2.4 west of Gibbon | 53 Both | 62866 | McDonaldon spur | 7.7 from Wheeler | 24 Both |
| 65006 | North Prosser | 5.8 west of Gibbon | 8 East | 62872 | Moses Lakeon spur | 15.1 from Wheeler | Wye Both |
| 65010 | Apricot | 2.6 east of Grandview | 25 Both | 62878 | Moses-Lake Industrial Parkon spur | 19.9 from Wheeler | Yard Both |
| 65016 | Lichty | 3.7 east of Sunnyside | 10 Both | 17th Subdivision | | | |
| 65017 | Sunny Roza | 1.7 east of Sunnyside | 4 East | 64216 | Adkins | 15.9 west of Attalia | 28 Both |
| 65018 | Sugar Plant No. 2 | 1.2 of Sunnyside | 31 West | 64218 | Hatch | 2.4 west of Adkins | 16 Both |
| 65019 | East Way Spur No. 1, 2 | 0.8 east of Sunnyside | 10, 10 East | 64306 | Lamar | 6.3 west of Eureka | 28 Both |
| 65027 | Nass | 2.9 east of Granger | 28 Both | 64307 | Harsha | 1.0 west of Lamar | 9 Both |
| 65034 | Chenauer | 0.8 east of Zillah | 5 East | 64310 | Paddock | 10.0 west of Eureka | 11 Both |
| 65039 | Flint | 1.9 west of Buena | 6 East | 64316 | Rulo | 16.2 west of Eureka | 27 Both |
| 65040 | Sawyer | 2.9 west of Buena | 58 Both | 64329 | Penitentiaryon spur | 1.3 from Walla Walla | Conn. East |
| 65042 | Donald | 2.5 east of U.P. Crossing | 14 Both | 64344 | Walair | 3.9 west of Walla Walla | 70 East |
| 16th Subdivision | | | | 64335 | Craik | 4.0 west of Walla Walla | 2 East |
| 62845 | BanksMP 141.5 | 5.8 east of Wheeler | 20 Both | 64338 | Buroker | 1.3 west of Sapolil | 18 Both |
| 62844 | MitchellMP 143.9 | 3.4 east of Wheeler | 11 West | 64340 | Gilliam | 3.8 west of Sapolil | 8 Both |
| 62835 | RaugustMp 151.9 | 4.6 west of Wheeler | 28 Both | 64346 | Minnick | 4.7 west of Dixie | 19 Both |
| 62833 | SircenMP 154.3 | 0.8 east of Bassett Jct. | 2 West | 64352 | Coppei | 3.3 east of Waitsburg | 34 Both |
| 62831 | RitellMP 155.6 | 0.5 west of Bassett Jct. | 30 Both | 64360 | Dumas | 2.3 west of Huntsville | 5 East |
| 62821 | PropaneMP 166.4 | 6.0 west of Warden | 2 West | 64361 | Long | 3.4 west of Huntsville | 14 West |
| 62820 | SimensonMP 166.8 | 2.9 east of Bruce | 12 West | 18th Subdivision | | | |
| 62813 | KorenMP 173.7 | 13.2 east of Connell | 8 West | 64125 | Ring | 6.9 west of Zangar Jct. | 26 East |
| 62810 | ShanoMP 176.4 | 10.5 east of Connell | 17 West | 64129 | Van Sycle | 11.5 west of Zangar Jct. | 28 Both |
| 62806 | FrischknechtMP 180.8 | 6.1 east of Connell | 37 Both | 64132 | Stanton | 14.1 west of Zangar Jct. | 34 Both |
| 62805 | SchlomerMP 182.0 | 4.9 east of Connell | 13 West | 64604 | Duroc | 3.6 west of Smeltz | 19 Both |
| 62905 | Barhamon spur | 4.5 from Bassett Jct. | 23 Both | 64614 | Athenson spur | 14.5 from Smeltz | Wye Both |
| 62907 | Schaeferon spur | 7.2 from Bassett Jct. | 2 West | 64142 | Myrick | 4.6 west of Helix | 9 East |
| 62912 | Schragon spur | 12.5 from Bassett Jct. | 21 Both | 64147 | Fulton | 5.9 east of U.P. Connection | 28 Both |
| 62840 | Scalleyon spur | 1.0 from Wheeler | Coon. Both | | | | |

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

BALLAST PITS

| Line Segment | Limits |
|--------------|-----------------|
| 684 | Cactus |
| 685 | Mesa |
| 686 | Metolius |
| 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 | 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. | 216-260 |
| | GP-9 | 600-604*, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971, 1972, 1979, 1980. | |
| | GP-18 | 1991-1997. | |
| 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 | 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. | 243-262 |
| | GP-9 | 1702-1722, 1761-1807, 1831-1883, 1886, 1892-1901, 1959, 1965, 1970, 1973-1978. | |

| 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.

- 177,000 lbs., minimum length 35 ft.
- 220,000 lbs., minimum length 38 ft.
- 263,000 lbs., minimum length 44 ft.
- 315,000 lbs., minimum length 52 ft.
- 140,000 lbs., minimum length 24 ft. (ore cars only).
- 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—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- 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.
- 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.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- 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.
- 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.

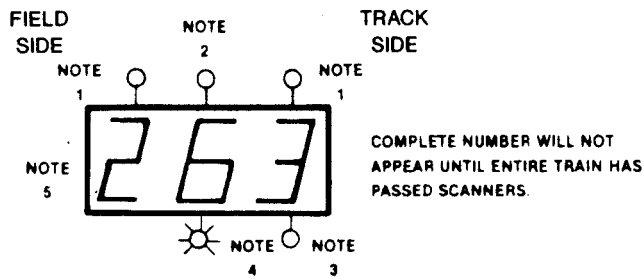
HOTEL

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 | <p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> |

| CODE | RESTRICTION APPLICABLE | 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. | UNIFORM | Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move. |
| 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. | VICTOR | This shipment must not be detoured or rerouted without further clearances. |
| 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. | 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. |
| 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. | 8. Train Inspection and Failed Equipment Detector Instructions— | |
| 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. | 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. | |
| NOVEMBER | When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks. | Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when: | |
| OSCAR | Do not pass loads wider than _____ on adjacent parallel tracks. | a. Conditions restrict visibility to the point that proper running inspection cannot be made. | |
| PAPA | Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure. | b. Notified that a failed equipment detector is out of service. | |
| QUEBEC | Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure. | c. Failed equipment detector may be ineffective account blowing snow. | |
| 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. | Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground. | |
| 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. | Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure. | |
| 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. | 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.

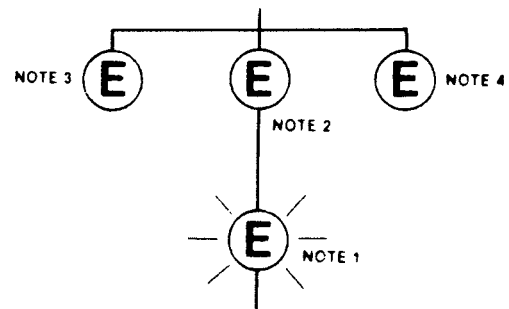
Enginemen must alert crew members on rear of train when approaching detector site.

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.

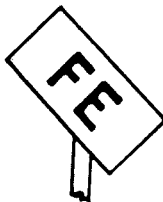
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

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 Kootenai Falls Naples Lupfer Tamarack Troy Elmira Radnor Fisher River Yakt Boyer Brimstone Riverview Leonia Ramsey Twin Meadows Ripley Crossport Rock Creek Libby Bonners Ferry | | |
| Trains or engines through turnouts of siding switches at: | | 30 MPH. |
| Algoma Athol Otis Orchards | | |
| Cocolalla Rathdrum | | |
| Trains or engines through turnouts at following locations | | 25 MPH. |
| Siding switches Empire. Crossover and Eighth Subdivision switch at Marshall. | | |
| Stryker and Eureka | | 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 Havanna Street.

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

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

- 13. Spokane**—Within city limits, the engine whistle must not be sounded except to prevent accident not otherwise avoidable, to signal an interlocking, or to communicate with a flagman.

14. Crossovers on Double Track—

Facing Point:

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 | 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. |
| 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: Westward freight trains: between West switch Scenic to east switch Skykomish while handling loaded C-6 covered hopper cars, or exceeding 100 tons/OB | | 5 MPH. |
| Leavenworth—Old Leavenworth spur, over Bridge 0.6 | | 12 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 | | 10 MPH. |
| Empty bulkhead flat cars in the following number series must operate in secondary trains | | 35 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 | | 30 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 |
| Peshastin— | 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" Line 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 clear-
ance 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 Oper- ating Rules, edition of 1980, remain in effect on Burlington Northern trackage only.

Employees are governed thereby and, in addition, by superinten-
dent'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 CJNI 253, Vancouver, CJNI 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).

Ferryman's 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 70 MPH. 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 |
|--|------------------------------|-----------------------------|
|--|------------------------------|-----------------------------|

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 and Brooklyn," copies of which may be obtained at Brooklyn Yard. Employees must not operate in this zone before obtaining those rules.

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

24. 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.

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.

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 derails locked in derail position. The procedure for moving cars is as follows: The train crew will notify the gateman they require entrance to the chlorine spur. He will advise the shift foreman who will be responsible for the handling of derail, supervision of switching and restoring derail so that no damage to chlorine lines can occur.
13. **Montesano**—Loading equipment on house track west of Main Street crossing close clearance. Know safe before passing.
14. **Yard Limits**—Continuous yard limits in effect as follows:
Aberdeen Jct.—Hoquiam
Centralia—Blakeslee Jct.

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.

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.

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 track—age movement of trains and engines is governed by staff system.

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

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

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

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

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

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, Harrisburg, Junction City and Eugene | 20 MPH. |
| Within city limits of Salem | 15 MPH. |
| Tualatin, over Tualatin-Sherwood highway | 25 MPH. |
| Salem, passing Boise Cascade Inc. | 5 MPH. |
| Through Norris Paint Company | 15 MPH. |
| Eugene, over Garfield Street and to end of track | 5 MPH. |
| Six-axle engines between United Jct. and Albany | 25 MPH. |

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

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. **Derails—**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 |
| Bonnars Ferry | 1 | Continuous |
| Naples | 1 | Continuous |
| Sandpoint | 1 | Continuous |
| Athol | 1 | Continuous |
| Hauser | 1, 2 | Continuous |
| Parkwater | 1, 2 | Continuous |
| Yardley | 1, 2 | Continuous |
| Erie Street | 1, 2 | Continuous |
| Spokane | 1, 2 | Continuous |
| Newport | 1 | 7:00 am-4:00 pm Mon. thru Fri. |
| Hillyard | 1, 2 | Continuous |
| Harrington | 1 | Continuous |
| Odessa | 1 | Continuous |
| Wilson Creek | 1 | Continuous |
| Ephrata | 1 | Continuous |
| Quincy | 1 | 8:00 am-8:00 pm Mon. thru Sat. |
| Wenatchee | 1, 2 | Continuous |
| Northport | 1 | 10:00 am-12:01 pm Wed. and Sat. |
| Kettle Falls | 1 | Continuous except closed 2:00 am Sun.-5:00 am Mon. |
| Davenport (Transmitter at Hanson and Davenport) | 1 | 7:00 am-4:00 pm Mon. thru Fri. |
| Pullman | 1 | 1:00 am-10:00 pm Mon. thru Fri. 1:00 am-7:00 am Wed. thru Sun. 1:00 am-9:00 am Sat. and Sun. |
| Moscow | 1 | 7:00 am-5:00 pm Mon. thru Fri. |
| East Lewiston | 1 | Continuous |
| Lewiston | 1 | Continuous |
| Omak (Pitcher Mtn. Transmitter) | 1 | 8:00 am-10:00 pm Mon. thru Fri. |
| Cheney | 1 | 6:00 am-9:30 pm Mon. thru Sat. 6:00 am-2:00 pm Sun. |
| Coeur d'Alene | 1, 2 | 8:00 am-5:00 pm Mon. thru Fri. |

RADIO INFORMATION

| PACIFIC DIVISION | | |
|--------------------------------------|---------|--|
| Base Stations | Channel | Hours in Operation |
| Seattle Disprs. Office | 1 | Continuous |
| New Westminster, B.C. Disprs. Office | 1 | Continuous |
| Wayside Stations | | |
| Wenatchee West (Round Mtn) | 1 | Continuous |
| Cashmere | 1 | As required |
| Merritt | 1 | As required |
| Berne | 1 | Continuous |
| Cascade Tunnel | 1 | Continuous |
| Scenic | 1 | Continuous |
| Skykomish | 1 | 6:30 am-3:30 pm Mon. thru Fri. |
| Everett | | Continuous |
| Delta Yard | 1, 3 | Continuous |
| Bridge 10 (Delta Jct.) | 1, 3 | Continuous |
| Depot | 1, 3 | Continuous |
| Bayside Yard | 1, 3 | Continuous |
| Edmonds | 1 | Continuous |
| Interbay | 1, 4 | Continuous |
| Vancouver, B.C. | 1 | Continuous |
| New Westminster, B.C. | 1, 2 | Continuous |
| Blaine | 1 | Continuous |
| Bellingham | 1 | Continuous |
| Burlington | 1 | Continuous |
| 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 | 8:00 am Sun. thru 11:59 pm Fri., and 8:00 am-11:59 pm Sat. |
| 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 |
| Madrass | 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 | 9:00 am-6:00 pm Mon. thru Fri. |
| Salem | 1 | Continuous |
| Albany Yard | 1 | Continuous |
| Eugene | 1 | Continuous |
| Sweet Home | 1 | 7:00 am-4:00 pm Mon. thru Fri. |
| Wheeler | 1 | 8:00 am-7:00 pm Mon. thru Fri. |
| Bruce | 1 | As required |
| Othello | 1 | 8:00 am-7:00 pm Mon. thru Fri. |
| Snake River | 1 | Continuous |
| Washtucna | 1 | Continuous |
| Lamont | 1 | Continuous |
| Walla Walla | 1 | 7:30 am-4:00 pm Mon. thru Fri. |
| Sunnyside | 1 | 9:00 am-5:00 pm Mon. thru Fri. |

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer St. Paul, Mn.
 Dr. Robert D. Hart, Asst. Chief Medical Officer St. Paul, Mn.

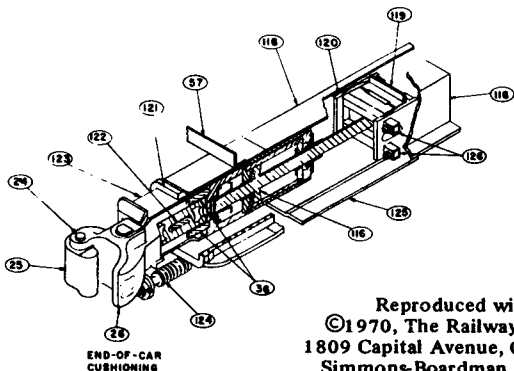
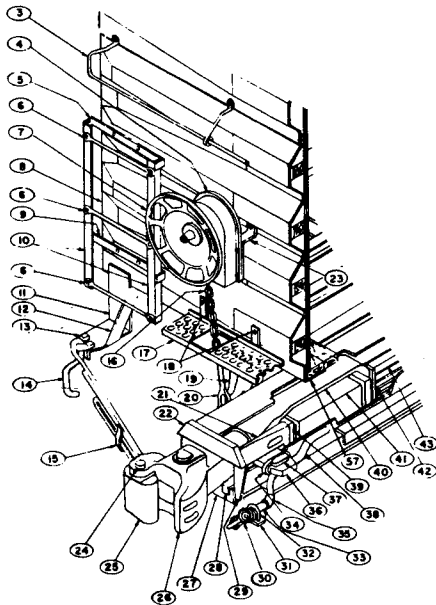
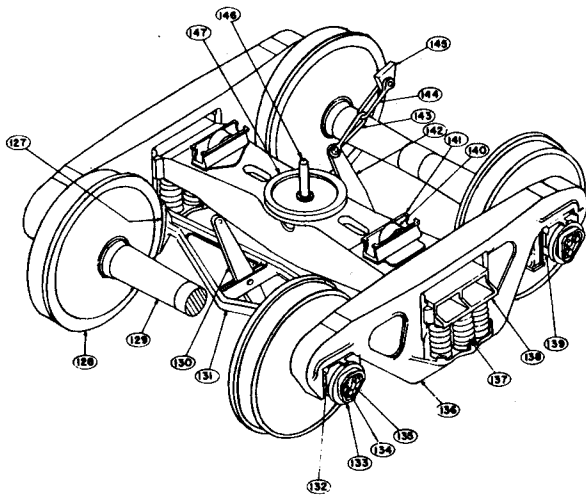
MEDICAL EXAMINERS AND LOCAL SURGEONS

| | | | |
|-------------------------------|-----------------------|-----------------------------------|---------------------|
| Dr. L. L. Bassinger | Albany | Dr. O. I. Lowry | Rosalia |
| 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 |
| Dr. R. B. McLean | Auburn | Dr. P. E. Hardy | Seattle |
| Dr. R. I. Shapard | Auburn | Dr. H. G. Plut | Seattle |
| Dr. R. L. Tyson | Auburn | Dr. Joel C. Konikow | Seattle |
| Dr. G. O. Wilde | Auburn | Dr. P. J. Suver | Seattle |
| Dr. D. H. Boettner | Bellingham | Dr. C. E. Weems | Seattle |
| Dr. S. R. Boynton, Jr. | Bellingham | Dr. Dean Dietrich | Sedro Woolley |
| Dr. Patrick L. Conner | Bend | Dr. W. H. Schumacher | Shelton |
| Dr. C. J. Edwards | Bonnors Ferry | Dr. R. T. Andersen | Snoqualmie |
| Dr. R. A. McEachren | Burnaby, B.C. | Dr. R. H. Eddings | Snoqualmie |
| Dr. Edgar A. Meyer | Cashmere | Dr. F. R. Sutherland | Snoqualmie |
| Dr. A. R. Twiss | Chehalis | Dr. J. L. Whitaker | Snoqualmie |
| Dr. E. R. Hasse | Cheney | Dr. J. F. Kearns | Soap Lake |
| Dr. G. A. Rogers | Clarkston | Dr. Robert J. Albi | Spokane |
| Dr. John C. Anderson | Cle Elum | Dr. Edward E. Biever | Spokane |
| Dr. J. P. Herman | Colville | Dr. E. B. Coulter | Spokane |
| Dr. D. H. Lindeman | Colville | Dr. B. P. Jacobson | Spokane |
| Dr. A. J. Grose | Ellensburg | Dr. Robert L. Picken | Spokane Opportunity |
| Dr. A. K. Anderson | Enumclaw | Dr. Thomas B. Dodgson | Stanwood |
| Dr. Paul G. Kinney | Ephrata | Dr. F. James Beckner | Stanwood |
| Dr. E. C. Bond | Everett | Dr. James B. Johnson | Sumas |
| Dr. I. W. Varley | Everett | Dr. R. F. Glock | Tacoma |
| Dr. Don Schwisow | Goldendale | Dr. R. D. Rivera | Tacoma |
| Dr. Elsie Tupper | Goldendale | Dr. T. H. Skrinar | Tacoma |
| Dr. D. B. Hurlbut | Issaquah | Dr. C. I. Stevens | Tacoma |
| Dr. C. E. Threlkeld | Issaquah | Dr. T. H. Hendricks | The Dalles |
| Dr. J. W. Tooley | Issaquah | Dr. R. H. Rozendal | The Dalles |
| Dr. E. C. McKibben, Jr. | Kirkland | Dr. R. V. Kinzie | Tonasket |
| Dr. W. A. Bartlett | Klamath Falls | Dr. Ray Shearer | Toppenish |
| Dr. William T. Matthews | Libby | Dr. Victor Bergson | Vancouver, B.C. |
| Dr. James J. Jardee | Lind | Dr. A. P. Eng | Vancouver, B.C. |
| Dr. G. O. Polo | Longview | Dr. A. D. VanWart | Vancouver, B.C. |
| Dr. M. C. Lindel | Montesano | Dr. David Ruiz, Family Physicians | Vancouver, WA |
| Dr. J. M. Ayers | Moscow | Group | Vancouver, WA |
| Dr. K. P. Conklin | Moses Lake | Dr. Paul O. Kretchmar, | Vancouver, WA |
| Dr. John C. Carpenter | Nelson, B.C. | Vancouver Clinic | Vancouver, WA |
| Dr. R. B. Morrow | Newport | Dr. S. R. Hevel | Waitsburg |
| Dr. G. A. Sackville | New Westminster, B.C. | Dr. G.M. Doornink, Wapato | Wapato |
| 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 |
| Dr. A. B. Shields | Portland | Dr. Del B. Coolidge | Whitefish |
| The Portland Clinic | Portland | 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.

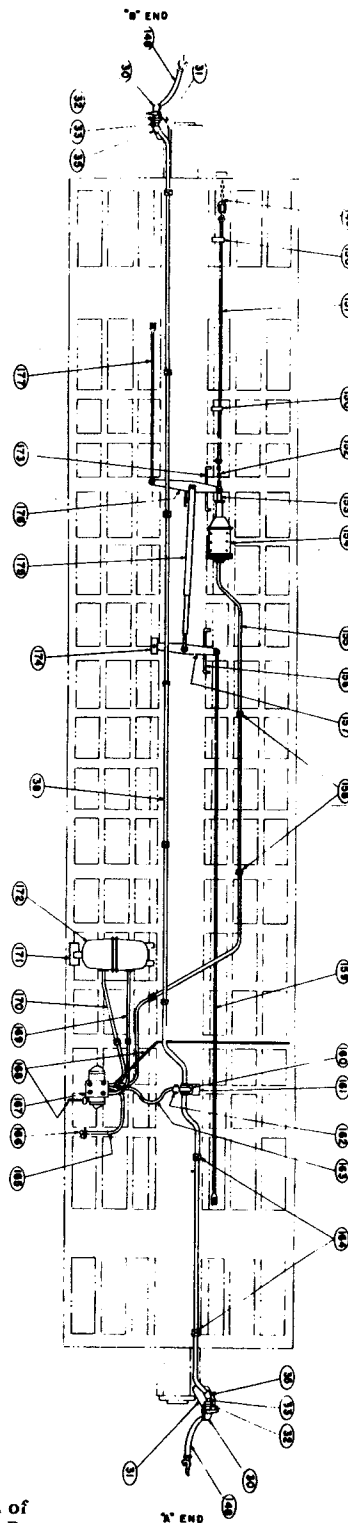
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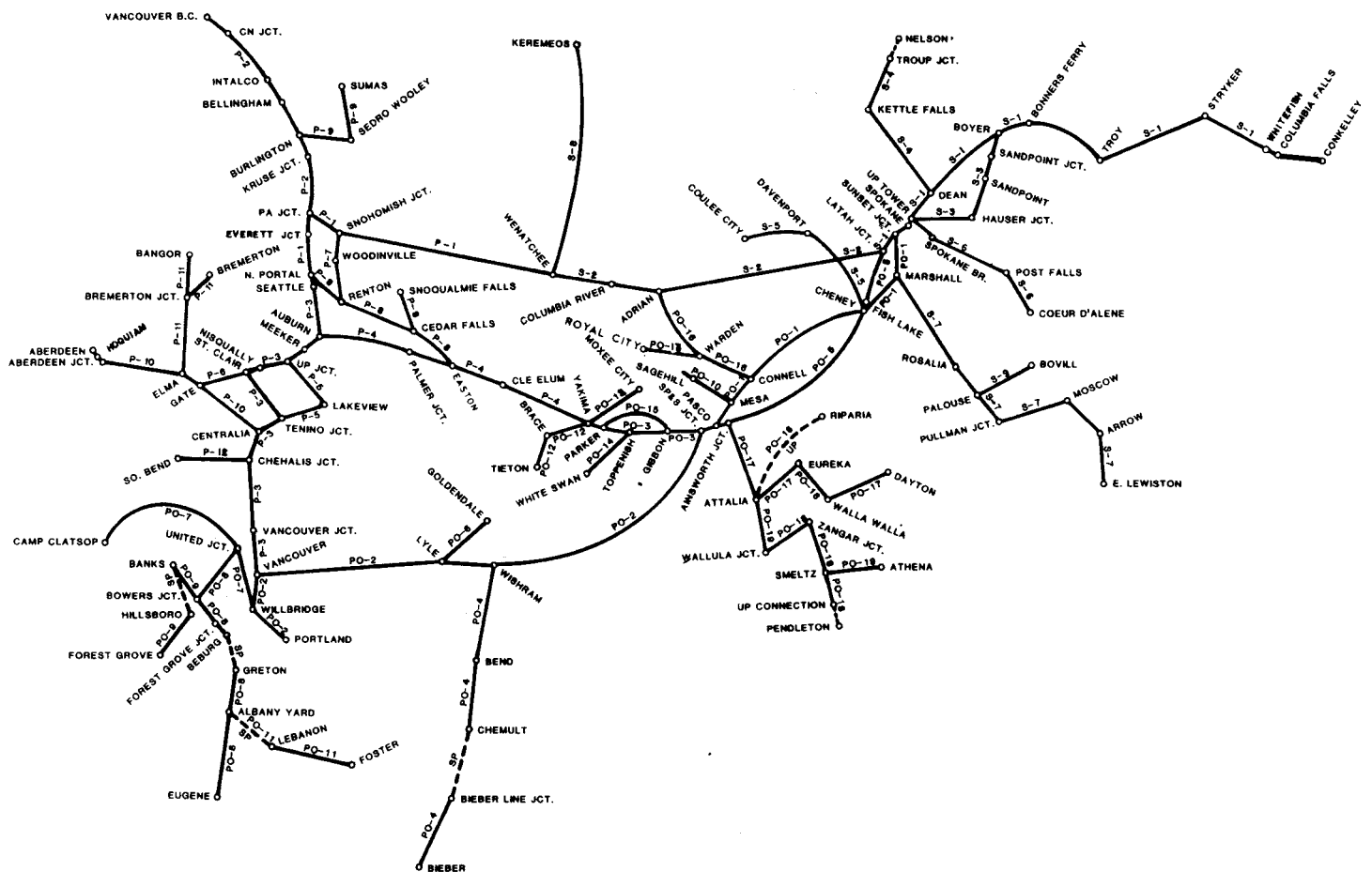


END-OF-CAR
CUSHIONING

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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

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

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

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

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

SPEED TABLE

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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

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

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

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

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

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

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